Monmouthshire County Council

Our Local Transport Plan 2024 - 2029

November 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.

Vision Statement

In **section 4** of this plan, we present a series of focus areas and policy ambitions which will help us consider and prioritise sustainable outcomes.

In **section 6** we then set out a series of measures and actions to help us achieve those outcomes.

Together, they respond to our overarching vision for change in Monmouthshire, which is based on the following principles:

Decarbonising transport

A low-carbon public transport system that supports long term behavioural change in the transition to net zero, whilst leading the transition to electric vehicles by making charging infrastructure readily available across the County.

Building better places

An active travel and public transport system that connects neighbourhoods to schools, healthcare facilities, services and jobs, whilst supporting an improved public realm with streets designed for people, reducing the reliance on our cars.

Levelling up public transport

An integrated multi-modal public transport system that improves bus and rail connectivity, accessibility, affordability, inclusive growth, and reduces inequality.

## Embracing technology and innovation

Reducing the need to travel through improved digital connectivity and embracing a transport system that is always innovating and always integrating new technology solutions to make it easier to move around people, goods and food more sustainably, and make informed decisions based on real-time information.

Customer centric design

A convenient, reliable interface offering users real time information across a range of public transport and mobility services through a single application.

Governance and funding

Long-term vision for integration across all modes of public and shared transport to deliver maximum public value, whilst supporting ways to capture development values and 'lock in' demand by aligning new transport routes with land use development.

Buses

Shared bikes

Shared electric vehicles

Rail
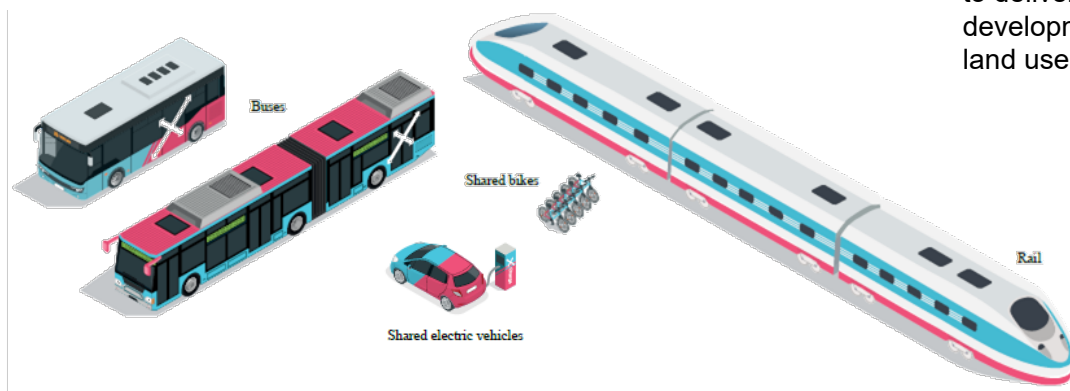
Vision Statement

Our vision for a future sustainable transport network that is achievable within the five-year plan period is illustrated overleaf.

Building on existing provision, our vision for future connectivity is shown where key routes by all modes are mapped to key destinations. Beyond key routes, we are proposing a series of wider flexible and behavioural measures that cannot be mapped but are explained as part of the interventions and actions set out in section 6 of this plan.

It envisions a Monmouth that is well connected through a set of core, town and rural services that link residents to key services and facilities, making Monmouthshire an attractive place to live, work and visit.

We want to re-structure our neighbourhoods and towns around people, making them better places to live and work. Our plan seeks to capitalise on a changing economy and lifestyle patterns to re-localise society, reduce unnecessary movement and, building on the opportunity afforded by lower default speed limits, repurpose streets for commerce, community and social connection, instead of sacrificing vast amounts of public realm for the parking of private cars.

With a significant number of people working from home, people have found a new appreciation for their neighbourhoods and experienced a closer connection to their community. The idea of a '15-minute city' or 'compact communities', looks at ensuring local access to a wide range of essential goods and services, the idea being that these are accessible within 15 minutes of a resident's home, either by walking, wheeling or cycling, and/or public transport.

We will support planning policies and development proposals that could help facilitate this move towards increased localism, with an improved high street offer and more mixed-use and amenities that are accessible and sustainable.

We recognise that wider trends such as the centralisation of healthcare services creates challenges for the people of Monmouthshire in accessing the services they need to, particularly for those without access to a private car.

In future, public transport services will run at least every hour on weekdays and every two hours on evenings and weekends, with higher frequencies in urban areas. An improved longer-distance bus network will target the current lack of sustainable transport options to important destinations including but not limited to The Grange University Hospital and the Coleg Gwent Usk Campus.

Within the key settlements, frequent town services will provide access to primary and secondary schools, shops and local healthcare facilities as well as interchange opportunities to the core bus routes.

More rural areas will be serviced by a mixture of scheduled services, Demand-Responsive Transport (DRT) and community transport services including Grass Routes or Fflecsi, as well as lift sharing and car sharing services enhanced by technology and innovation. These services will connect residents to the wider timetabled bus network as well as to larger local and regional settlements.

The transport network will provide convenient onward connections through improved interchange points and enhanced links to the existing railway stations in Abergavenny, Chepstow, Caldicot and Newport as well as a new station in Magor and Undy. We will work with partners to deliver more frequent rail services within Monmouthshire and beyond, to facilitate sustainable commuting and leisure trips within the wider city-region, Wales, Southwest England and beyond.

This Local Transport Plan has been developed voluntarily (as opposed to a statutory requirement) by Monmouthshire County Council to clearly articulate our aim of delivering an integrated transport and land use system that prioritises sustainable travel. Whilst we recognise that delivery of the interventions set out in this plan will require discussion at the Regional Transport Plan level, and that ambitious improvements to our transport system will need to be balanced against short-term affordability challenges, we remain steadfast in our commitment to enabling transition to a zero-carbon county.

monmouthshire sir fynwy

To Hereford

To Gloucester

Brecon

Ross-on-Wye

Pandy
Werngifford
Llanvihangel Crucorney

Y Fenni / Abergavenny

Gilwern

Govilon

Blaenau Gwent / Heads of Valleys

Llanellen

Trefynwy / Monmouth

Dingestow

Coleford

Raglan

Trellech

Llandogo

Penperlleni

Little Mill

Usk

Tintern

Devauden

St Arvans

Llangybi

Llanvair-Discoed

Pwllmeyric

Cas-Gwent / Chepstow

Newport

Cil-y-coed / Caldicot

To Cardiff

To Bristol

Future Bus Network

Core Bus Services: At least hourly (weekdays 08:00 to 18:00), and at least two hourly during evenings and weekends

Town Services: Connecting our key towns and surrounding areas

Rural Bus Services: Scheduled bus services providing 3 to 6 services per day in each direction

Demand Responsive Transport, lower frequency and market day services will continue to operate but are not shown.

Rail

Railway

Station

New Station

Active Travel

Existing National Cycle Network

ATNM Proposed Routes

Town areas served by existing and proposed ATNM routes

Key Trip Attractors

Healthcare

The Grange - A&E

Enhanced Local General Hospitals

Community Hospital

Education

University of South Wales

Further Education

Secondary Education

Employment

Future Employment Sites

Existing Employment Areas

Magwyr a Gwndy
Magor and Undy

Magor and Undy

TAXI

Tocynnau a gwybodaeth | Tickets and information

Contents

1 | Introduction

1. Introduction

A strategic framework for the development of a future transport network in Monmouthshire

Ove Arup and Partners Ltd (Arup) have been commissioned by Monmouthshire County Council (MCC) to develop a voluntary Local Transport Plan (LTP) that aligns with the shared vision and priority objectives of Llwybr Newydd (the Wales Transport Strategy), and the Council's corporate and community plans.

The aim of the transport plan is to establish a strategic framework for the future development of transport network in the area.

This LTP considers the local context, supports a healthy and balanced economy, social inclusion and equality and aims reduce the environmental impact of the transport system. It needs to support the council's place making strategies and inform the Replacement Local Development Plan.

The LTP is also expected to feed into the statutory Regional Transport Plan that the Cardiff Capital Region is expected to develop in 2024.

The overall strategy presents an analysis of the current transport situation in Monmouthshire. The opportunities and constraints associated with the transport network are identified and are used to inform potential solutions to improve the transport network for all users.

1. Introduction

Monmouthshire is a rural county, and although its population has risen to nearly 100,000 people, it remains one of the least densely populated counties in Wales. According to 2021 Census data, around half of our population (48% of households) live in the main towns of Abergavenny, Monmouth, Caldicot and Chepstow. An additional 13% of households are located in the Severnside towns of Caerwent, Magor & Undy, Portskewett, Rogiet, meaning 39% of households are in rural parts of the county.

Nearly 2.5 million visitors come to Monmouthshire each year, and we benefit from beautiful countryside and diverse landscapes of exceptional quality, connected by the Wye and Usk Rivers, long distance paths such as Offa's Dyke Path National Trail, and the Wales Coast Path, and the Monmouthshire and Brecon Canal.

Monmouthshire is strategically situated on border with England, and we are one of the most connected counties in Wales. We have two motorways (the M4 and M48), the Severn Bridge and the Prince of Wales Second Severn Crossing provide strategic road access, and Monmouthshire is an important rail connection with stations currently at Abergavenny, Chepstow, Severn Tunnel Junction and Caldicot. Our transport system is essential in helping people and goods get to the places that make our county a place we love to live, work and visit.

Monmouthshire County Council, as a Local Transport Authority, has a Local Transport Plan (LTP) which promotes safe, integrated, efficient and economic transport within the area. Our most recent LTP was published in 2015 and includes a prioritised five-year programme of projects the Council wished to see delivered between 2015 and 2020, as well as medium- and longer-term aspirations up to 2030.

Since then, a lot has changed, including a new requirement for local authorities to jointly produce Regional Transport Plans (RTPs) for the four parts of Wales including South East Wales. Monmouthshire is also at the forefront of producing a Replacement Local Development Plan (LDP), which will provide the strategic direction for development of land in Monmouthshire up to 2033.

This voluntary LTP has been produced to help plan improvements to sustainable transport through the development of the RTP and Replacement LDP in a way that responds to the local requirements of planning and promoting safe, integrated, efficient and economic transport facilities and services.

1. Introduction
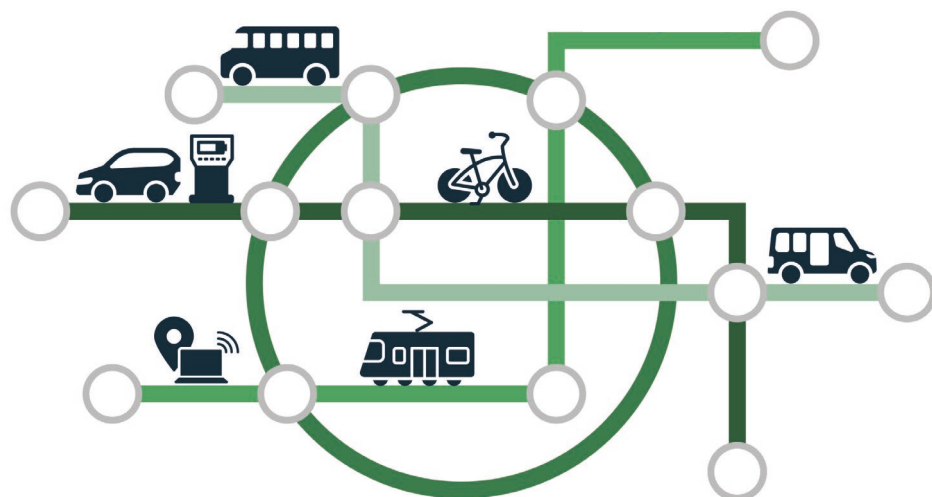
As a response to the growing threats posed by climate change, both MCC and the Welsh Government declared a Climate Emergency in 2019. Efforts to decarbonise transport are driving the transport industry's biggest change in half a century.

We recognise that currently the transport options connecting our towns and communities can be fragmented and do not always align with our needs. We also recognise that multiple modes (such as bus and rail services), each with their own operator, payment platforms, service arrangements and locations can make it difficult to complete our journeys, making the private vehicle the mode of choice on the basis of simplicity, cost and convenience.

However, reliance on private vehicle ownership cannot be the answer, as the challenges of this are well known, including contributing to congestion, poor air quality, severance and safety implications. Our towns and communities across Monmouthshire have a major role to play as we tackle issues such as net zero carbon, inclusivity, and health.

As the transport sector in Wales and beyond strives to decarbonise, it is essential to rethink how we integrate public transport services serving Monmouthshire. Besides playing a significant role in reaching emission targets, public and active transport ensure those without private vehicles have equitable access to opportunities. With a public transport network that offers users multiple options, users can choose the tool that best meets the specific needs of their journey, seamlessly switching between modes to make it easier for people to travel and extends the reach of the public transport network.

Planning for a decarbonised transport system offers new possibilities for health, wellbeing and safety outcomes. Examples include improved air quality through decarbonised fleets, improved road safety through redesigned urban infrastructure, and more inclusive places where all groups can benefit and participate in community life.

The scale of the challenge is vast, but so are the potential benefits.

1. Introduction

Roads and streets function as places in their own right. In many towns across Monmouthshire, roads and streets make up over three quarters of all public space. Transport interventions impact how people access places in our towns and how they support daily life. Better integrated land use and transport planning can contribute to quieter, cleaner and more vibrant places.

We need to make it easy for people to find and access a range of transport options that meet their needs and offer the best value. Socially inclusive mobility should be within easy reach of where people live and enable them to access the places they want to go, at times and frequencies that correspond to patterns of family, social and working life. We recognise more older people are moving into Monmouthshire and services should take account of differing levels of digital literacy and access to devices. People also need to be aware that these services are available for them to use. People should feel that transport services and infrastructure are equipped to meet their needs as well as welcoming, safe and convenient.

While the climate crisis requires a fundamental shift in travel behaviour to secure a transition to net-zero, technological progress is beginning to significantly impact transport and has the potential to reshape how we think about personal mobility. The transport industry also faces structural challenges such as the rise of on-demand rides and the potential future impact of autonomous vehicles.

These trends have been accelerated by the effects of the COVID-19 pandemic, which has seen public transport operators across the UK require emergency funding to keep services running. As pandemic recovery sees a return to travel, Monmouthshire has an opportunity to develop its vision of a future integrated transport network that addresses the climate emergency, is attractive to travellers, responsive to changing technology, and meets local policy objectives.

2 | Setting the Scene

2. Setting the Scene

The RLDP will set out how much new development will take place to 2033 and where this will be located

2.1 Replacement Local Development Plan

MCC is preparing a Replacement Local Development Plan (RLDP) covering the period 2018-2033. When adopted, the RLDP will be the statutory land use plan supporting the Council's core purpose of becoming a zero-carbon county, supporting well-being, health and dignity for everyone at every stage of life, reflecting the Community and Corporate Plan 2022.

The RLDP identifies Abergavenny, Caldicot, Chepstow and Monmouth as the county's Primary Settlements with opportunities at these locations for employment, access to services and sustainable transport. Additional opportunities are found at the wider Severnside area and in the Secondary Settlements of Penperlleni, Raglan and Usk, and in a number of smaller rural settlements. The Preferred Strategy makes provision for approximately 5,400 to 6,210 homes and 6,240 additional jobs over the plan period. Development is to be focused on the county's primary, and most sustainable settlements, as shown in Table 2.1.

Table 2.1: RLDP Preferred Strategic Site Allocations

Site Name	Proposed Use	No. homes
Abergavenny East	Residential, Employment, Retail, Leisure, Education, Community	500
Mounton Rd, Chepstow	Residential & commercial	145
Leasbrook, Monmouth	Residential	270
Caldicot East	Mixed Use: Residential, Employment, Retail, Leisure	735

The key diagram (Figure 2.1) carries forward the strategic links identified in the currently adopted LDP, and Policy S16 sets out support for the following strategic transportation schemes:

- Severn Tunnel Junction Interchange;
- M48 Interchange – Rogiet;
- Monmouth Links Connect 2;
- Abergavenny and Chepstow Rail Stations Park and Ride and bus access improvements;
- Chepstow Park and Ride; and
- Monmouth Park and Ride.

Other key policies pertaining to transport include:

Strategic Policy S3 - Sustainable Placemaking: supports the delivery of development that incorporates an appropriate mix of uses to minimise the need to travel and maximise active travel and public transport.

Strategic Policy S5 - Infrastructure Provision:

Where existing infrastructure is inadequate to serve the development, new or improved infrastructure and facilities must be provided, including active travel, sustainable transport measures, transport infrastructure or green infrastructure.

Strategic Policy S10 - Sustainable Transport: Development must promote sustainable, low carbon, safe forms of transport which reduce the need to travel by car. They must also increase provision for walking and cycling and improve public transport.

Figure 2.1: Key Diagram of the Preferred Strategy (Source: Monmouthshire Replacement Local Development Plan)
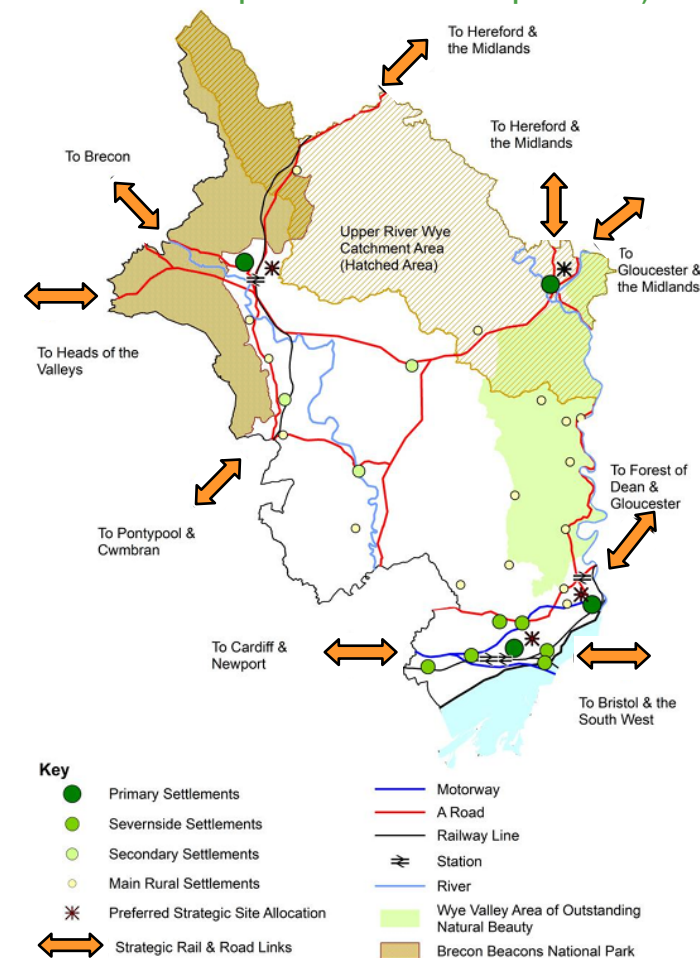
2. Setting the Scene

This LTP will inform the development of the South East Wales RTP, and MCC Replacement LDP

2.2 Local and Regional Transport Plans

Statutory Duties and Historic Context

The Transport Act 2000, as amended by the Transport (Wales) Act 2006, introduced a statutory requirement for local transport authorities to produce an LTP every five years and to keep it under review.

Monmouthshire is part of the Cardiff Capital Region, and between 2003 and 2014 we contributed to the South East Wales Transport Alliance joint committee (SEWTA) to prepare a Regional Transport Plan (RTP) for the period for 2010 to 2015. That plan set out a vision, objectives and policies, long-term actions/interventions and a five-year programme of capital schemes.

MCC's most recent LTP was approved by Welsh Ministers in May 2015 and included a prioritised five-year programme of projects the Council wished to see delivered between 2015 and 2020, as well as medium- and longer-term aspirations up to 2030 – a review of this document is provided in Section 2.3.

The Local Government and Elections (Wales) Act 2021 transferred the duty to the new Corporate Joint Committees (CJCs) in Wales. MCC is a member of the South East Wales Corporate Joint Committee (SEWCJC), which has responsibility for preparing Regional Strategic Development Plans, Regional Transport Plans and for doing whatever is deemed necessary to enhance or promote the economic well-being of the Cardiff Capital Region.

RTPs will describe the key transport challenges and opportunities relevant to the CJC region and then set out policies and interventions for the local authorities to deliver in the five-year period 2025 to 2030, and medium and longer-term aspirations up to 2050. The process to develop this plan will start later in 2023.

What is the purpose of this Local Transport Plan?

Whilst there is no longer a duty for local authorities in Wales to produce LTPs, MCC have decided to prepare this voluntary LTP for two key purposes:

1. The preparation of an up to date, robust transport evidence base will ensure that MCC is well placed in securing improvements to sustainable transport infrastructure through the development of the SEWCJC RTP. This can be secured by developing the voluntary LTP in a way that responds to the requirements of RTP planning, and promoting safe, integrated, efficient and economic transport facilities and services within Monmouthshire.

2. The parallel development of the voluntary LTP with the Replacement LDP will help ensure that land use planning and transport planning are considered in an integrated manner. This will produce better outcomes through ensuring that new homes and jobs are located in places that people can travel to and from sustainably. It will also ensure that transport infrastructure requirements are properly considered and funded as development sites are brought forward.

Figure 2.2: Local and Regional Transport Plans in Monmouthshire and South East Wales

| SEWTA RTP 2010 - 2015 | MCC LTP 2015 - 2020 | MCC voluntary LTP 2023 | SEWCJC RTP 2025 - 2030 | Medium-long term aspirations to 2050 |

2. Setting the Scene

Availability of funding was a key barrier impeding the development of schemes in the previous LTP

2.3 Review of previous MCC LTP

MCC commissioned a review of the previous Local Transport Plan (2015 – 2020). The purpose was to review the existing schemes and objectives that are set out within the LTP. The review's report provides a progress update on schemes from the previous LTP, as summarised in Table 2.2.

Availability of funding was highlighted as a key barrier impeding the development of schemes identified in the previous LTP but not progressed. Many of these interventions remain as aspirations, pending confirmation of their alignment with the latest policy ambitions at national, regional and local level.

The review also identifies provisional objectives for the 2023 LTP. These provisional objectives are summarised in Table 2.3 and have been used as a starting point for the development of objectives in this plan.

Table 2.3: LTP 2023 Provisional Objectives

Theme	Provisional Objectives
Community	• To create safe, healthy and equal communities for both people and place through the provision of transport within Monmouthshire
Economy	• To grow Monmouthshire's economy through a prosperous transport system to provide sustainable connections to key market towns and key external destinations, and to ensure social and environmental well-being for current and future generations through sustainable practices
Environment	• To facilitate the development of an environmentally friendly transport system for all in Monmouthshire and to key external destinations, that dramatically reduces greenhouse gas emissions and prioritises active travel and public transport. • To improve awareness of sustainable forms of travel and the consequences of travel choices on climate change, the environment and health
Accessibility	• To ensure all Monmouthshire residents and visitors have adequate and equal access to walking and cycling infrastructure, public transport, and low or zero emissions vehicles with respect to the transport hierarchy
Culture	• To allow Welsh culture and language to thrive on our transport networks, both within Monmouthshire and to key external destinations

Table 2.2: LTP 2015 Interventions Progress

Ref.	Projects and Interventions	Design & Feasibility	Physical Works
1	Severn Tunnel Junction access & interchange improvements	In progress	Not started
2	Abergavenny rail station access & interchange improvements	Completed	Not started
3	Chepstow rail station access & interchange improvements	Completed	Not started
4	Magor & Undy new walkway rail station	Completed	Not started
5	Abergavenny bus station improvement	Completed	Not started
6	Monmouth bus station improvement	Not started	Not started
7	Chepstow/Caldicot – Newport bus corridor improvement	Not started	Not started
8	Bus stop upgrade at major stops and key routes	Completed	Not started
9	Rail-bus link services	Not started	Not started
10	Active Travel Act mapping	Completed	Completed
11	Monmouth Wyebridge traffic and pedestrian improvements	In progress	Not started
12	Chepstow traffic relief (phase 1 A48/A466 High Beech)	Completed	Not started
13	Abergavenny and Llanfoist Active Travel Network	Completed	Not started
14	Magor & Undy Active Travel Network	In progress	Not started
15	Chepstow park and share & coach stop facility	Not started	Not started
16	Road Safety capital schemes	Completed	Completed
17	Road Safety Education, Training & Publicity	Completed	N/A
18	Safe routes in Community Schemes	Completed	Completed
19	Goetre/Llanellen A4042 traffic relief and pedestrian improvements	Completed	Not started
20	Magor/Undy traffic relief	Not started	Not started
21	Caldicot Active Travel Network	Completed	Not started
22	Chepstow Active Travel Network	Completed	Not started
23	Monmouth coach stop	Not started	Not started
24	Usk Active Travel Network	Not started	Not started
25	Gilwern Active Travel Network	Not started	Not started
26	Monmouth Links Connect 2 further phases (Active Travel Network)	In progress	Not started
27	TrawsCymru extension to include Monmouth	Completed	Not started
28	Speed limit strategy	Completed	N/A
29	Travel Planning for key council facilities	Completed	N/A
30	Safe routes to schools mapping	Completed	Completed
31	Bus information	Completed	Completed
32	Local bus service enhancements	Completed	Not started
33	Flexible bus services	Not started	Not started
34	Bus Service Quality	Not started	Not started
35	Electric Vehicle charging provision	Completed	In progress

2. Setting the Scene

Walking, cycling, and public transport should be prioritised to reduce dependence on private vehicles

2.4 Wider Policy Context

Key policies at national, regional and local level are highlighted below.

National legislation and key policies:

- Active Travel (Wales) Act 2013
- Well-being of Future Generations (Wales) Act (2015)
- Llwybr Newydd: The Wales Transport Strategy (2021)
- Net Zero Wales Carbon Budget 2 (2021 to 2025)
- Future Wales: The National Plan 2040
- National Transport Delivery Plan (2022 to 2027)
- One Network, One Timetable, One Ticket (2022)

Regional policies and strategies:

- Gwent Public Services Board Well-being Plan (2022)
- South East Wales Transport Commission (2021)
- West of England Joint Local Transport Plan 4 (2020-2036)
- TfW Rail Services | South Wales Metro

Regional policies and strategies:

- MCC Local Development Plan (2011 to 2021)
- MCC Replacement Local Development Plan (2018 to 2033)
- Monmouthshire Well-being Assessment (2022)
- Monmouthshire Local Transport Plan (2015-2020)
- MCC Climate Emergency Strategy and Action Plan v2 (2021)
- Monmouthshire Community and Corporate Plan (2022 to 2023)

### Key policy takeaways pertinent to Monmouthshire's Local Transport Plan:

- The WFGA has inspired public bodies in Wales to think about the long-term impact of their decisions, maximise contribution to the well-being goals, and prevent persistent problems such as poverty, health inequalities and climate change. This is a consistent thread throughout all policies;

- Wales Transport Strategy (WTS) sets out the priorities and ambitions for transport in Wales. A detailed five-year National Transport Delivery Plan (NTDP) and Regional Transport Plans (RTPs) will tailor delivery of the WTS to the needs of every part of Wales. Regional Transport Plans will be prepared by new Corporate Joint Committees (CJCs) and delivered by Local Authorities.

- Welsh Government declared a climate emergency in 2019 committing to a decisive shift away from fossil fuels and has a legally-binding target to reach net zero by 2050. WG, TfW and MCC each aspire to become carbon neutral by 2030;

- There is an urgent need for significant modal shift to decarbonise our transport system. Mode shift targets (see Figure 2.3 overleaf) represent a significant challenge to WG, TfW and LAs in Wales.

- Future Wales sets out that new development must promote sustainable low carbon, safe forms of transport which reduce the need to travel by car. The RLDP states that car reliance and long commuting distances are key issues in Monmouthshire context.

- The Severn Crossings play a key role in connecting South Wales to the rest of the UK. There are significant commuting flows, particularly from Monmouthshire to the West of England, which has been intensified by removal of the Severn Tolls in 2018.

- One Network, One Timetable, One Ticket legislation will give TfW and MCC more authority to plan and deliver bus network improvements. PPW11 also highlights that active travel routes, public transport stations and stops promote more sustainable movement when positively integrated.

- MCC are prioritising walking and cycling to create comprehensive networks that connect places that people need to get to for everyday purposes, supported by 20mph default speed limits.

- TfW are developing the South Wales Metro to create new integrated transport systems that provide faster, more frequent and joined-up services. Within Monmouthshire, key projects include additional station at Magor, Severn Tunnel Junction capacity improvements, and the Newport – Chepstow & Eastern Valleys Metro Enhancement Framework Corridor Study.

- MCC are delivering charging infrastructure for residents and visitors to facilitate the adoption of EVs.

2. Setting the Scene

Making decisions in accordance with the sustainable transport hierarchy

The sustainable transport hierarchy will help guide our decision making by considering measures that first focus on the role of place in reducing trips, before prioritising sustainable modes.

The Welsh Government has identified this framework within Llwybr Newydd, which sets a target of 30% of the workforce to work remotely, and 45% of journeys to be made by public transport, walking and cycling by 2040.
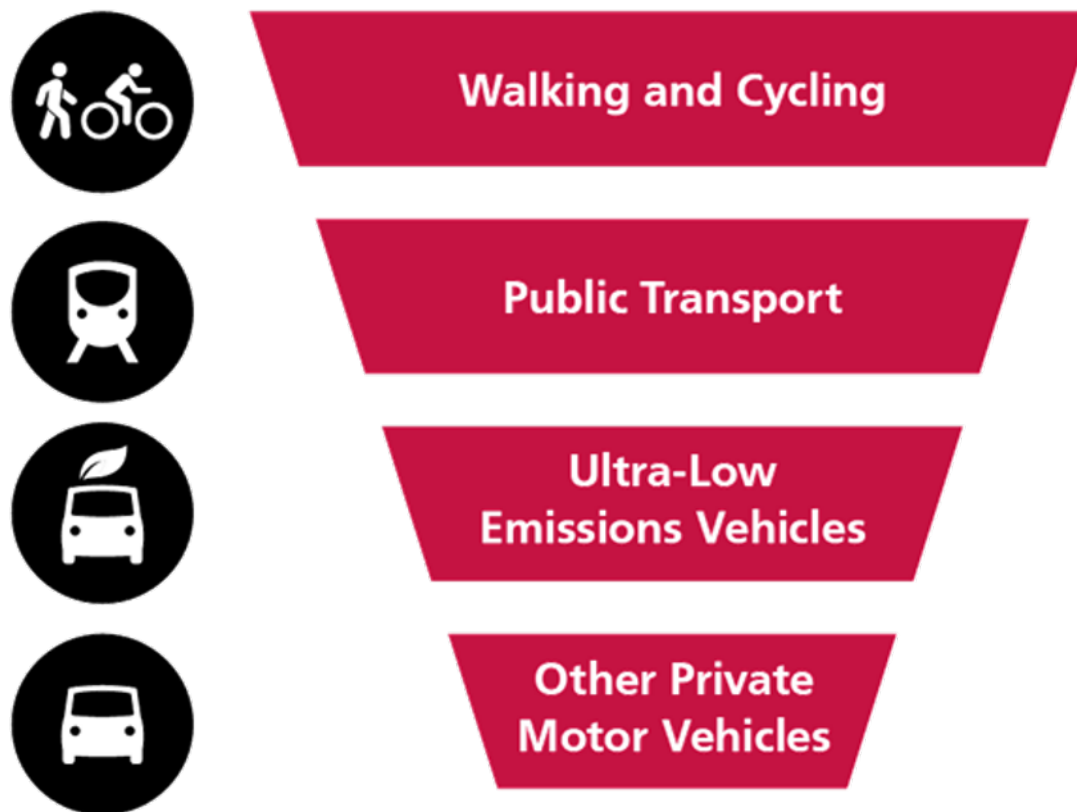
The sustainable transport hierarchy in Wales

2. Setting the Scene

Stakeholders have been consulted to inform the vision, objectives, and prioritisation of interventions within this LTP

2.5 Stakeholder Involvement

Given the wide range of issues and interests pertinent to the LTP, stakeholder involvement and support is critical to the development of this LTP. Three stakeholder workshops were held remotely at key stages along the project. The following organisations were invited to participate in the workshops:

- Monmouthshire County Council
- Welsh Government
- Transport for Wales
- Sustrans
- Network Rail
- Members of the Monmouthshire Transport Forum
- Confederation of Passenger Transport
- Bus Operators
- Great Western Railway
- Cardiff Capital Region
- Office of Future Generations Commissioner
- Bus Users UK
- Transport Focus
- Transition Chepstow

Workshop 1 – Vision and Objective Setting

The aim of the first workshop was to identify existing problems and to create a vision and objectives for the local transport system in Monmouthshire. Participants raised the lack of an efficient and reliable public transport offering, poor intermodal connectivity and congestion on the M4 as key problems. The group also discussed the provisional draft LTP objectives and other published policy objectives.

The discussion highlighted the importance of better active travel infrastructure and the development of a functioning public transport system to be most important to stakeholders when it comes to achieving significant modal shift.

Additionally, safety and accessibility of the transport network were seen to play a key role in eliminating inequalities. A key outcome was that the problems need to be thoroughly considered and assessed before solutions are identified.

Workshop 2 – Scheme Prioritisation

The second workshop assessed the baseline understanding of planned interventions and explored a wide range of interventions to accommodate future travel demand. Participants reviewed the interventions on the long list and provided updates on the status and any known issues of those schemes. They were also invited to say whether they liked or disliked a scheme and the reasons behind that. Furthermore, participants were given the opportunity to list any schemes they felt were missing. Overall stakeholders were happy with the long list, however, concerns about the funding of schemes (both capital and maintenance funding) were raised as a significant barrier to success of the LTP.

Workshop 3 – Reviewing the Emerging LTP

The third workshop gave stakeholders the final opportunity to provide feedback or suggest changes before the draft LTP is subject to public consultation. Attendees reviewed the proposed categorisation of schemes and discussed how schemes that are of significant importance to Monmouthshire's transport network align with Welsh Government's latest policy. They also provided scheme updates and suggested changes to the focus areas policy wordings.

Public consultation

A public consultation exercise to be held in November – December 2023 will further inform the development of this LTP, before it is published in full in 2024.

3 | Understanding Transport Challenges and Opportunities

3. Understanding Transport Challenges and Opportunities

A dispersed settlement pattern makes public transport provision a challenge, contributing to social isolation

3.1 Monmouthshire Transport Context

Land Use and Demographics

Figure 3.1 overleaf provides a summary of the transport network and planned RLDP development in Monmouthshire. With a land area of approximately 880 square kilometres, it is a predominantly rural county, with 3% being considered an urban/town area. The settlement pattern is shaped significantly by its historic market towns and villages and their interconnection with the surrounding rural areas. The authority has a population of around 95,000, with 48% of households located within the four primary settlements of Abergavenny, Caldicot, Chepstow and Monmouth. An additional 13% of households are located in the Severnside towns of Caerwent, Magor & Undy, Portskewett, Rogiet, meaning 39% of households are in rural parts of the county.

While Monmouthshire is generally prosperous, there are pockets of deprivation that contrast with areas of relative wealth. The county has a low population density, with an area equivalent to around one football pitch per resident and with an ageing population. Census 2021 indicates that there has been an increase of 26.0% in people aged 65 years and over in the last 10 years, a decrease of 3.5% in people aged 15 to 64 years, and a decrease of 8.6% in children aged under 15 years. Demographic forecasts to 2033 indicate that these trends are set to continue.

Public Transport

Monmouthshire's rail network is comprised of the Marches Line, providing north-south connections via Abergavenny, section of the South Wales Main Line (SWML) with services calling at Severn Tunnel Junction, and Gloucester to Newport Line with stations at Chepstow and Caldicot.

Monmouthshire's bus network typically network comprises of core routes, town services and rural services. Core routes connect the key settlements which each other and equivalent settlements outside of Monmouthshire. Town routes serve the key urban areas of Abergavenny, Monmouth, Chepstow and Severnside (or connect to nearby villages e.g., Llanellen). Other scheduled rural services operate

at a lower frequency (typically 3-6 per day), and some services operate less frequently to serve colleges, or market day services which do not operate daily.

Grass Routes also operate community transport services providing a responsive flexible bus service that makes trips on request, operated on a membership basis.
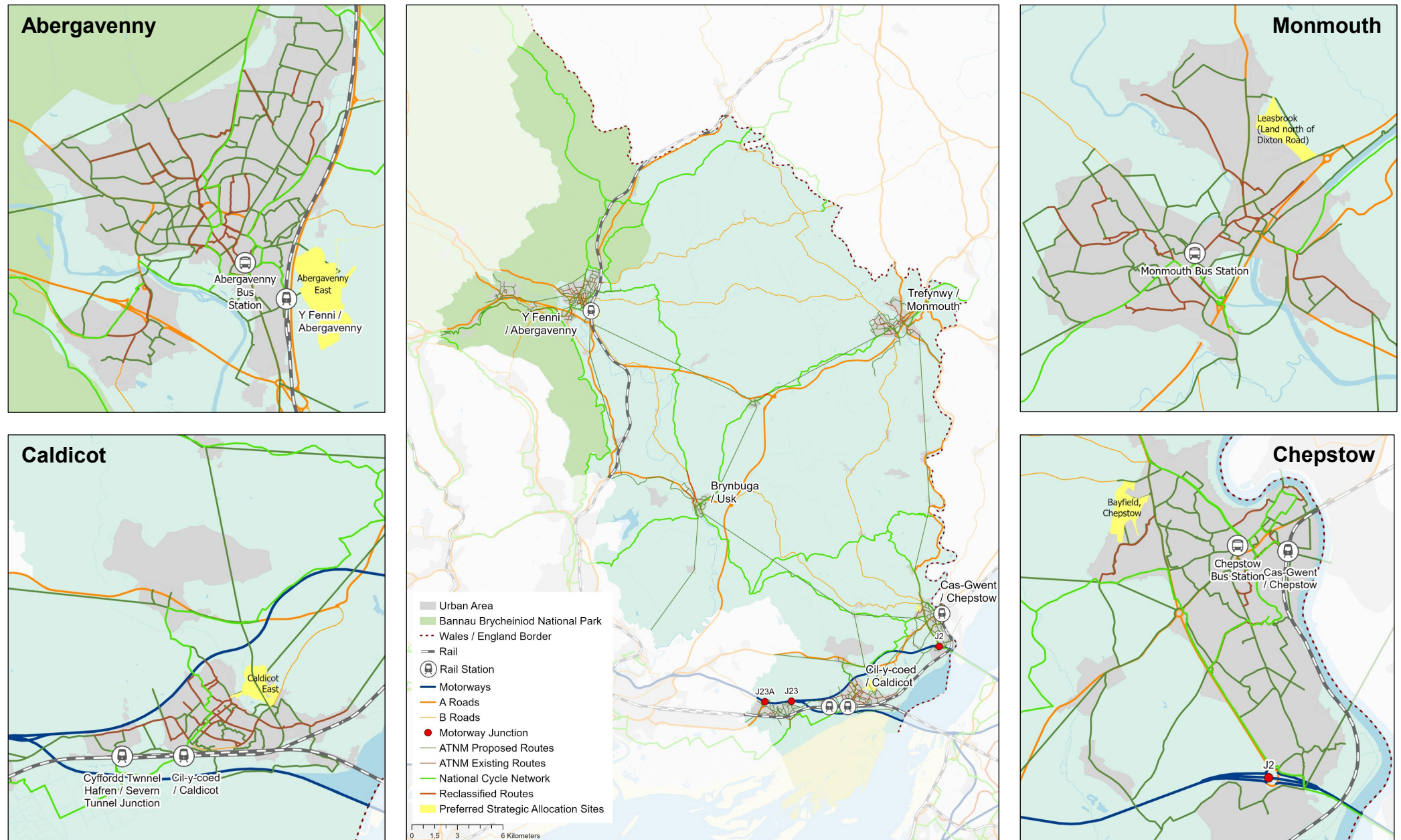
Poor public transport connectivity and lack of alternatives leads to social isolation for residents without access to private vehicles. The rural nature of the county and dispersed settlement pattern make sustainable travel provision a challenge, particularly support for public transport services which are typically not commercial and require significant ongoing revenue support. Existing public transport services are typically not co-ordinated or planned as a single network, which further limits the attractiveness of multi-modal journeys and limits the reach of the network.

Highway Network and Key Challenges

Located within the Cardiff Capital Region, Monmouthshire occupies a strategic location between major centres in South Wales, the south-west of England, and the Midlands. Monmouthshire experiences a net out-commute of around 2,800 residents per day, or 39% of the working population commuting long distances to key destinations of Newport, Cardiff, Bristol and surrounding areas. Motorway and localised highway congestion (e.g. High Beech, Chepstow) contribute to poor air quality, with Air Quality Management Areas in Chepstow and Usk, although much of this can be attributed to settlement growth outside of Monmouthshire, and an increase in commuting flows, particularly to/from the West of England, have been intensified by removal of the Severn Tolls in 2018.

There is also currently a lack of electric vehicle charging infrastructure in Monmouthshire (44 charging points in total). Whilst aligning with Welsh Government's transport policy focuses on the need for modal shift away from private car use, it is important to acknowledge the importance of the rural and strategic road network for a rural authority such as Monmouthshire, and the need to transition to EVs as quickly as possible.

monmouthshire
sir fynwy

Figure 3.1: Monmouthshire's Transport Network and Key Towns

Abergavenny

Abergavenny Bus Station

Abergavenny East

Y Fenni / Abergavenny

Monmouth

Leasbrook (Land north of Dixton Road)

Monmouth Bus Station

Caldicot

Caldicot East

Cyffordd Twnnel Hafren / Severn Tunnel Junction

Cil-y-coed / Caldicot

Chepstow

Bayfield, Chepstow

Chepstow Bus Station

Cas-Gwent / Chepstow

Y Fenni / Abergavenny

Trefynwy / Monmouth

Brynbuga / Usk

Cas-Gwent / Chepstow

Cil-y-coed / Caldicot

J2

J23A J23

J2

	Urban Area
	Bannau Brycheiniod National Park
	Wales / England Border
	Rail
	Rail Station
	Motorways
	A Roads
	B Roads
	Motorway Junction
	ATNM Proposed Routes
	ATNM Existing Routes
	National Cycle Network
	Reclassified Routes
	Preferred Strategic Allocation Sites

0   1,5   3   6 Kilometers

3. Understanding Transport Challenges and Opportunities

Without interventions to improve the availability of alternatives, car use in Monmouthshire is forecast to remain high

3.2 Current Travel Patterns and Future Baseline

Maintaining the rural and strategic road network for all vehicles, particularly freight will remain a key priority for local transport in Monmouthshire, alongside efforts to encourage modal shift and sustainable transport. According to available data, shown in Table 3.1, driving is by far the most used mode of transport in Monmouthshire. Without interventions to improve the availability of alternative modes of travel, and given the rural nature of the county, dispersed settlement pattern, car use is forecast to remain high.

Table 3.1: Observed and Forecast Mode Share in Monmouthshire without intervention

	Vehicle Driver	Vehicle Passenger	Walk	Cycle	Bus	Rail	Other
2011 Census Commuting	75.6%	7.3%	11.9%	1.3%	1.8%	0.6%	1.5%
2015 SEWTM Base Year	96.4%	-	-	-	2.1%	1.5%	-
2019 Mobile Network Data	97.5%	-	1.6%	-	0.9%		-
2021 Census Commuting*	79.8%	4.8%	10.5%	1.2%	0.7%	1.0%	2.0%
2031 SEWTM Forecast**	97.4%	-	-	-	1.2%	1.3%	-
2036 SEWTM Forecast**	97.8%	-	-	-	1.2%	1.4%	-

*Census 2021 undertaken during national COVID-19 lockdown **SEWTM model is currently being updated by TfW

According to Census 2021, 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. Car ownership has grown in Monmouthshire by 4% since the 2011 Census. As shown in Figure 3.2, car ownership is lowest in key towns, highlighting the potential for mode shift to active travel for shorter distance journeys in the key towns of Abergavenny, Monmouth, Chepstow and Caldicot.

Figure 3.3 and 3.4 overleaf provides a visual summary of transport demand within Monmouthshire, as well as to/from other areas in Wales and South West England. Whilst mode share overall is dominated by car, travel between areas with good quality public transport (particularly with direct rail connection) has a higher public transport mode share i.e., Caldicot ~ Bristol (6%), Abergavenny ~ Bristol (7%), Abergavenny ~ Cardiff (5%), highlighting the potential for mode shift to public transport where high quality services are provided.

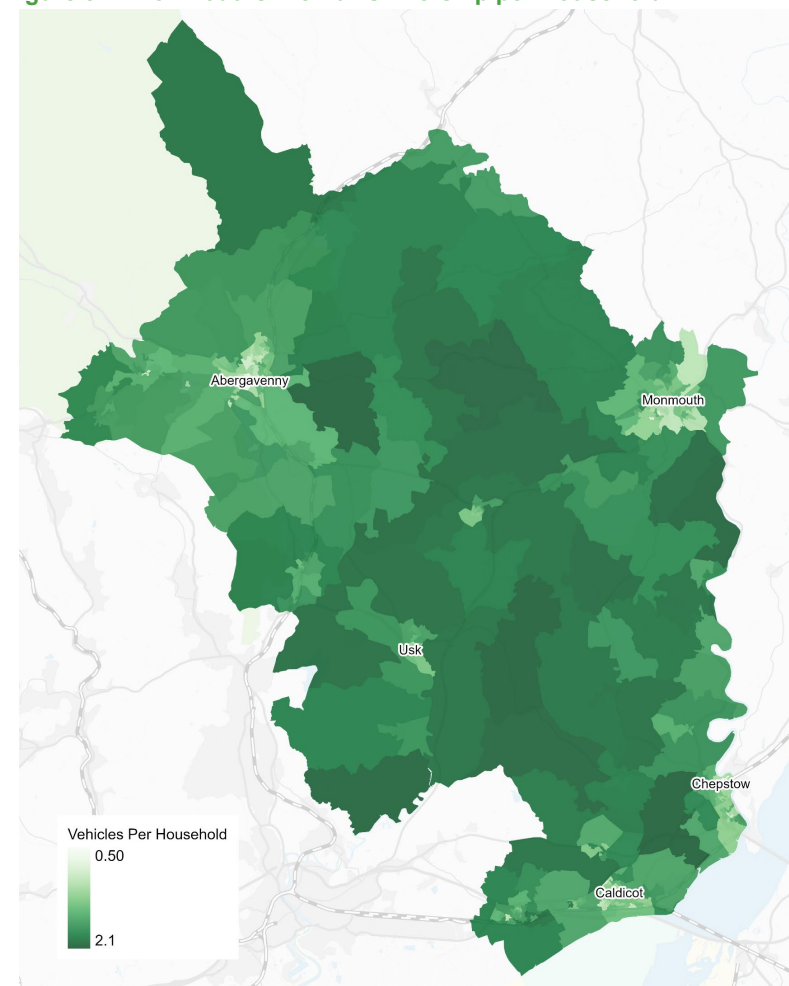**Figure 3.2: Monmouthshire Car Ownership per Household**

Figure 3.3: Monmouthshire Origin-Destination Transport demand visualisation (Source: TfW Mobile Network Dataset, Spring 2019)

The arc diagram below presents a visualisation of transport demand within, to and from Monmouthshire by all modes of transport, based on Mobile Network Data. The size of the nodes displayed on the horizontal axis represents proportional demand for those areas, whilst the arcs represent connections between areas. The width of arcs are based on the size of travel demand. Arcs representing travel without an origin or destination in Monmouthshire (e.g., Bristol to Cardiff) have been excluded.
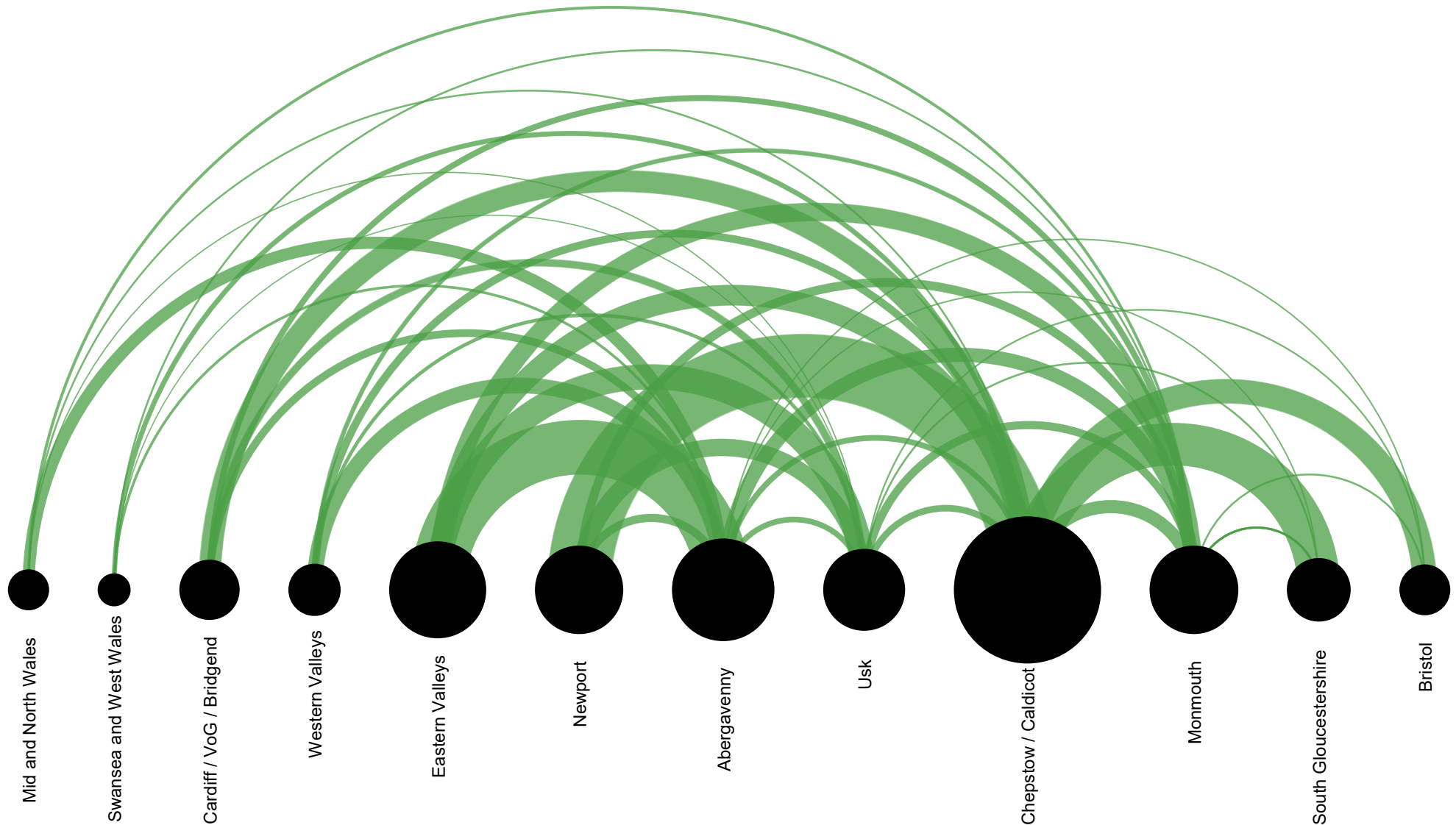
Figure 3.4: Monmouthshire Origin-Destination Transport Demand Table (Source: TfW Mobile Network Dataset, Spring 2019)

Note: External to external zone trips (i.e., through movements without either an origin or destination in Monmouthshire) are not shown and are marked with grey hatching

Destination ↓ / Origin →	Mid and North Wales	Swansea and West Wales	Cardiff / VoG / Bridgend	Valleys West	Valleys East	Newport	Abergavenny	Usk	Chepstow / Caldicot	Monmouth	South Gloucester	Bristol
Mid and North Wales							1549	153	210	370		
Swansea and West Wales							335	151	582	246		
Cardiff / VoG / Bridgend							957	1007	2647	750		
Valleys West							2016	464	952	591		
Valleys East							6933	3216	2580	2355		
Newport							995	2219	7945	1134		
Abergavenny	1509	317	980	1909	6896	1049	612	717	740	1812	184	196
Usk	145	121	843	409	3132	2157	693	500	810	1021	227	192
Chepstow / Caldicot	241	650	2815	980	2643	8141	696	844	9322	1645	5369	2997
Monmouth	341	230	751	496	2231	1092	1750	1013	1652	2168	275	224
South Gloucester							155	241	5371	276		
Bristol							154	209	3141	236		

3. Understanding Transport Challenges and Opportunities

High levels of car dependence are caused by land use patterns and a lack of alternative transport options

3.3 Transport Problems and Challenges

Although improving, lack of provision of active travel infrastructure limits the viability of walking and cycling

- While there have been efforts to improve walking and cycling infrastructure, there are still gaps in the network, hindering the uptake of active travel.
- Monmouthshire faces road safety concerns, particularly where high traffic volumes on A-roads run through town centres and in areas with high pedestrian activity.
- Topography and distances between key towns is also a limiting factor.

Lack of public transport connectivity and alternatives leads to social isolation for residents without access to private vehicles

- Unreliable bus services, low frequency, and poor network coverage. Slow journey times and non-direct routes mean bus is not a viable alternative to private car.
- Rail is expensive and has performance issues – services to Bristol, Newport and Cardiff are often overcrowded.
- Public transport access to centralised healthcare services (especially the Grange University Hospital) from rural locations is difficult or impossible.
- No direct connectivity between Chepstow and Bristol, and lack of integration between SWML and services to Gloucester (via Chepstow and Lydney).
- Low number of rail stations limits number of journeys that can be made by rail, particularly the SWML e.g., Magor.

Lack of transport integration limits joined up journeys, and the reach of the public transport network

- Lack of first and last mile connections to key transport hubs, including active travel provision, secure cycle parking and car parking capacity – particularly Severn Tunnel Junction (STJ).
- Lack of intermodal connectivity; particularly bus and rail links at key stations (Chepstow, STJ) as well as information and multi-modal ticketing.

Previous land use and development patterns contribute to high mode share and reliance on private car trips

- Car reliance and long commuting distances are key issues in Monmouthshire, as noted in the RLDP. 40% of economically active residents commute significant distances, e.g., to Bristol, Newport and Cardiff.
- Growing car ownership (663 veh / 1000 people vs 600 UK average) – only 4% of commuters use public transport and 1% use active travel. New housing developments have not been served by viable public transport services.
- Centralisation of services (GP, hospitals, schools) and the rural nature of the county means that travel times to services are higher than the Wales average (for both public and private modes of transport). Above average population of elderly people, meaning these services are required more often.

Localised and motorway traffic congestion contributes to poor air quality and GHG emissions

- There are significant commuting flows, particularly from Monmouthshire to the West of England, which has been intensified by removal of the Severn Tolls in 2018.
- Limited motorway junctions contribute to increased traffic on local roads, and limited use of M48 especially during peak travel times and congestion at key pinch points e.g., High Beech Roundabout, Chepstow.
- Lack of EVCI – currently 44 charging points across the whole of Monmouthshire
- Air quality impacts due to transport related emissions, with AQMAs in Chepstow and Usk
- Transport to tourism destinations, such as Bannau Brycheiniog and the Wye Valley is heavily car based, leading to traffic and parking challenges, especially during peak seasons.

3. Understanding Transport Challenges and Opportunities

A holistic combination of policies will be required to decarbonise Monmouthshire's transport system

3.4 Decarbonising Monmouthshire's Transport System

Technological change and the need for urgent action on climate change presents a once-in-a-generation opportunity to re-imagine our future transport system.

The role of public transport must be significantly expanded to reduce car dependency and provide integrated, seamless, resilient transport which allows us to get around in a holistic system where not owning a car does not affect your ability to be included in society.

Releasing ourselves from car dependency is key to delivering on net-zero aspirations, and a reliable transport system can enable urban residents to move towards single car households as an interim step, while improving inclusivity and transport equity.

Too little progress has been made in reducing transport emissions, especially when compared with significant decreases in the energy sector over the same period. Cars and taxis are the biggest contributor, responsible for 90% of transport emissions. Action on climate change requires systemic change across planning, decision-making and funding of transport.

Decarbonisation requires a safe, inclusive, affordable, convenient, low-carbon public transport system that, in combination with active mobility, genuinely provides a competitive alternative to car use for local journeys to stimulate behaviour change.

Net Zero Wales sets out our decarbonisation ambitions for the next 5 years and is aligned to a pathway to net zero by 2050. As set out in the National Transport Delivery Plan, the Net Zero Wales ambition statement for transport addresses emissions through three broad areas of mitigation:

1. Demand reduction and modal shift – setting targets for journeys to be made by public transport, walking and cycling of 35% for 2025 and 39% for 2030.
2. Technological options including low and zero emission transport.
3. Improvements to fuel efficiency in conventional vehicles.

We support the Welsh Government's strategic plan, and we will seek to help contribute to achieving net zero in the transport sector through:

- Align our planning to the Sustainable Travel Hierarchy, including addressing existing barriers to the use of active travel and public transport, working collaboratively with our partners and local operators to identify opportunities that promote their uptake.
- Supporting the Welsh Government's ambition for 30% of the Welsh workforce to be working at or near home, with improved opportunities for more flexible, mobile way of working, optimising the use of workspaces and modern technology.
- Supporting the Welsh Government provide tools and guidance on the carbon emissions impact of travel choices to empower people to make sustainable travel choices.
- Supporting the development of the EV charging infrastructure in Wales.
- Reducing energy consumption from transport infrastructure whilst maintaining safety standards and function.

We acknowledge that decisions around infrastructure investment in the coming years must influence positive changes to movement patterns, creating liveable neighbourhoods and embedding active mobility and public transport. A targeted reduction in private car trips and ownership will improve local air quality and, act as a catalyst for tackling climate change.

3. Understanding Transport Challenges and Opportunities

Addressing the climate emergency is a key policy at all levels of government in Wales

3.5 Meeting Transport Targets

Welsh Government have set out ambitious mode share targets in the Wales Transport Strategy and Net Zero Wales, as summarised in Figure 3.5. Achieving these mode share targets in Monmouthshire will be all the more challenging, given the rural nature of the county, dispersed settlement pattern, and currently largely car-dependent transport system.

Significant improvements to sustainable transport options are required to enable the county and wider region to meet its greenhouse gas reduction goals and improve well-being. Yet, measures to improve the attractiveness of active travel and public transport alone are unlikely to lead to substantially different patterns of behaviour, rapid emissions reductions, and addressing the root causes of car dependency.

In parallel to efforts to improve public transport and active travel, it is considered necessary to prioritise transformative actions to close the gap in attractiveness of these modes with private car use. Welsh Government legislation of 20mph on restricted roads is a starting point, but a strategic programme of road space reallocation (making more space available for active travel and public transport rather than private car), for example, could reverse induced car demand and set the conditions for rapidly improving the performance of sustainable transport.

Figure 3.6 overleaf explores the potential outcomes of addressing some elements, rather than a systems approach to decarbonising transport. A holistic combination of policies will be required to improve the viability investments focused on improving public transport and active travel.

A regional and long-term approach will be required to decarbonising transport, and the approach to meeting WTS targets will ultimately be set out and quantified within the SEWCJC Regional Transport Plan. However, this LTP aims to acknowledge the need to go beyond solely identifying transport infrastructure improvements to decarbonise Monmouthshire's transport system.

Figure 3.5: Transport Targets in Wales (Source: Llwybr Newydd / Net Zero Wales)
Note: Baseline figures are averages for Wales, rather than Monmouthshire specific
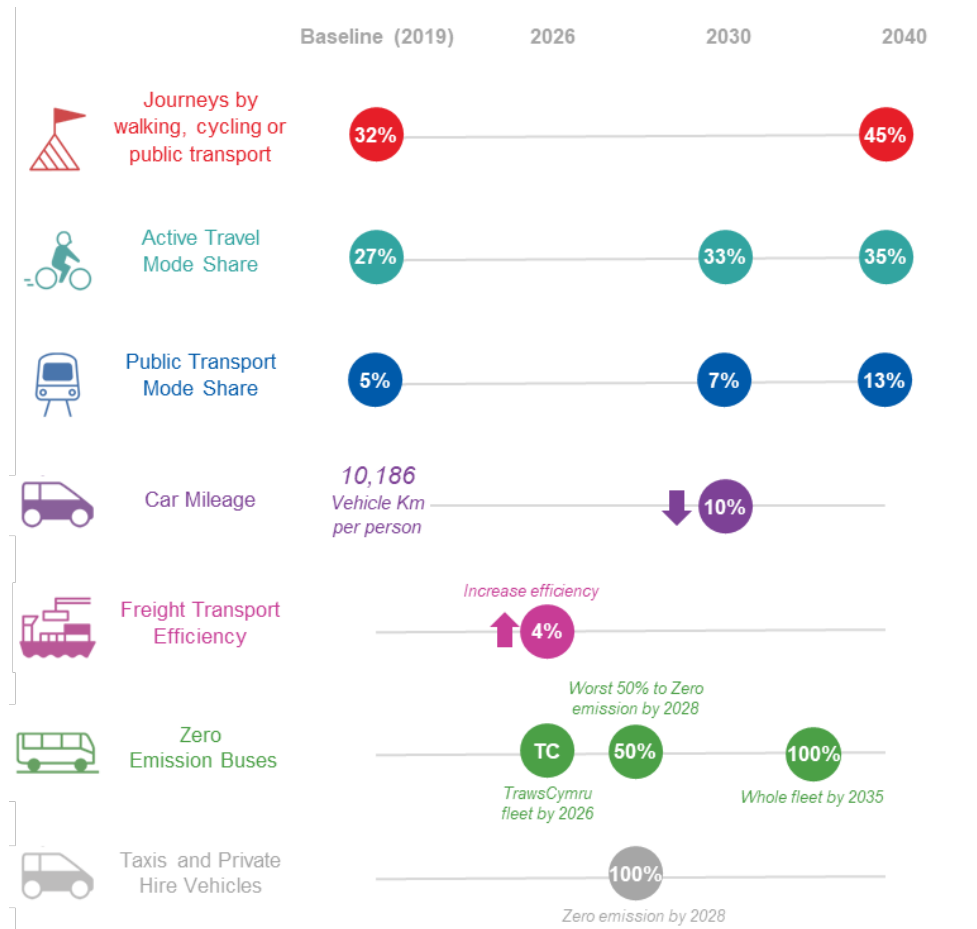
AT / PT Infrastructure Improvements	+ On-Demand Services	+ Integrated Ticketing / Information	+ Reallocate Road Space	+ Travel Demand Management	+ Transit Oriented Development	=	**Success**
~~AT / PT Infrastructure Improvements~~	+ On-Demand Services	+ Integrated Ticketing / Information	+ Reallocate Road Space	+ Travel Demand Management	+ Transit Oriented Development	=	**Poor customer experience**
AT / PT Infrastructure Improvements	+ ~~On-Demand Services~~	+ Integrated Ticketing / Information	+ Reallocate Road Space	+ Travel Demand Management	+ Transit Oriented Development	=	**Low coverage**
AT / PT Infrastructure Improvements	+ On-Demand Services	+ ~~Integrated Ticketing / Information~~	+ Reallocate Road Space	+ Travel Demand Management	+ Transit Oriented Development	=	**Confusing / impractical**
AT / PT Infrastructure Improvements	+ On-Demand Services	+ Integrated Ticketing / Information	+ ~~Reallocate Road Space~~	+ Travel Demand Management	+ Transit Oriented Development	=	**Unreliable**
AT / PT Infrastructure Improvements	+ On-Demand Services	+ Integrated Ticketing / Information	+ Reallocate Road Space	+ ~~Travel Demand Management~~	+ Transit Oriented Development	=	**Lack of incentive**
AT / PT Infrastructure Improvements	+ On-Demand Services	+ Integrated Ticketing / Information	+ Reallocate Road Space	+ Travel Demand Management	+ ~~Transit Oriented Development~~	=	**Underutilised investment**

Figure 3.6: A holistic combination of policies will be required to address car dependency and decarbonise Monmouthshire's transport system

4 | Aim and Objectives

4. Aim and Objectives

This LTP reflects the priorities of the Wales Transport Strategy and Monmouthshire's Corporate Plan vision

4.1 Overarching Aim

The overarching aim for our LTP 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.

This aim reflects the vision and priorities of the WTS, and Monmouthshire County Council's well-being and corporate plan. It is also consistent with the local and national policy context, the sustainable transport hierarchy, and the emerging Replacement Local Development Plan.

Monmouthshire is renowned for its beautiful landscapes and biodiversity resource, whilst occupying a strategic position between the major centres in South Wales, the South West of England and the Midlands. Whilst we are a rural authority, the majority of our residents live in and around the settlements of Abergavenny, Caldicot, Chepstow, Monmouth, Penperlleni, Raglan and Usk which offer a wide range of opportunities for employment, shopping, leisure, community facilities and sustainable and active travel.

Our ambitions for transport seeks to make the most of our unique context, allowing Monmouthshire residents to access the services they need to within their local community, to socialise and shop locally and have the opportunity to work locally avoiding the need for long commuting journeys, where possible. Trends in the closure of services in rural areas and the centralisation of healthcare services increase rural isolation, deprivation and transport costs.

Our LTP seeks to enhance the services available in these towns, supporting a high quality of life, and communities that people want to live in, to visit, and to be the location for their business whilst making active travel more viable and reducing the need to travel.

We recognise that to support social inclusion and a healthier way of life for our residents, car dependence is no longer viable, and we need more mobility choice to enable behaviour change, not less. We commit to creating a transportation system that is accessible to all members of our community, regardless of age, ability, or income. This includes safe pedestrian footways, cycling routes, bus, and demand responsive transport options as well as an enhanced rail network that is easier to access by a range of first and last mile options to make the most of investment in the Metro network.

Whilst recognising the need for modal shift away from private car use, we also acknowledge the importance of the rural and strategic road network for the movement of people and goods in a rural authority such as Monmouthshire, and the need to transition to EVs as quickly as possible. We will address the current lack of electric vehicle charging infrastructure, and support car clubs and lift sharing to enhance the accessibility and affordability of zero emission vehicles.

Our replacement Local Development Plan strategic allocations reflect the need to shape development at locations where sustainable travel is a realistic choice, and the need to provide sustainable travel options from first occupation.

The development of these sustainable transport options will need to be an inclusive process. We commit to engaging residents, businesses, and local organisations to seek their views, insights and ideas to help shape the future of our transportation system and evolving the way we get around in Monmouthshire.

4. Aim and Objectives

Policies and interventions are assessed against this framework to ensure alignment with WTS, and emerging RTP

4.2 LTP Objectives and Policy Alignment

The interventions and policies identified in this document will be put forward for further assessment and potential inclusion in the RTP, and so there is a need to align this voluntary LTP with the Wales Transport Strategy, as summarised in Table 4.1. This will help ensure national, regional and local policy alignment and a consistent approach to the assessment and prioritisation of interventions.

To achieve our vision, this LTP is framed by a comprehensive set of objectives that encapsulate the desired ambitions for Monmouthshire, aligned with the WTS well-being ambitions. A set of twelve focus areas have also been developed to inform the development of interventions, reflecting the three WTS priorities.

This has resulted in the Framework shown in Table 4.1, which provides the appropriate criteria to consider any existing or emerging transport interventions.

As discussed within the delivery plan of this LTP, monitoring will be aligned with the WTS framework, ensuring that interventions achieve the vision and aspirations of the strategy, without adding additional requirements for MCC over the comprehensive WTS framework.

The vision, aims and objectives of this LTP have been informed by discussion with key stakeholders and agreed during stakeholder workshops.

Table 4.1: MCC voluntary 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

4. Aim and Objectives

Twelve focus areas have been developed to inform the development of interventions in this LTP

4.3 LTP Focus Areas

Table 4.2 summarises the twelve focus areas, along with an ambition statement for each. Section 6 explores the focus areas and associated interventions in further detail.

Table 4.2: MCC voluntary LTP Focus Areas and Policy Ambitions

MCC LTP Focus Area	Policy Ambition
Land Use Planning	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.
Digital Connectivity	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.
Freight and Logistics	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.
Mobility Hubs and Interchanges	Mobility hub 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.
Active Travel	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.
Bus	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.
Rail	An integrated, accessible rail network with increased frequency of trains to key destinations.
On-demand and Community Services	Ensure a thriving set of on-demand and community transport services that meet the needs of local communities and delivers wider social, economic, environmental and cultural benefits.
Behaviour Change and Information	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.
EV Charging Infrastructure	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.
Roads, Streets and Parking	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.
Home to School Transport	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.

4. Aim and Objectives

Improving reliability and frequency is crucial to the operation and attractiveness of public transport services

4.4 Modal Shift: Creating Faster, Reliable, Joined-up Services

While the climate crisis requires a fundamental shift in travel behaviour to secure a transition to net-zero, exponential technological progress is beginning to significantly impact transport business models and has the potential to reshape how we think about personal mobility. As the transport sector strives to decarbonise, it is essential to rethink how we integrate public transport services with walking, cycling, and wheeling to make it easier for people to travel seamlessly.

The benefits of an effective, multi-modal, integrated public transport system go beyond getting people from A to B but provide an opportunity to transform passengers' experience and contribute to a more sustainable future in our cities and neighbourhoods.

In producing this plan, we understand that travel time, predictability, health, safety, ease of planning and access to quality information are some of the things that will shape behaviours and the choices people make about using particular modes of transport.

A car journey may be preferable to walking or cycling for distances over three kilometres. But when you walk or cycle, you go straight to the destination. With driving, you have to find a place to park, then walk to the destination.

We need to provide easily walked and navigated access to train stations and bus interchanges, from multiple directions, to reduce the total journey length of public transport journeys. We also need to increase the frequency of trips, making it easier for people to decide to use more sustainable modes of transport for their journeys.

To persuade users to move away from private vehicles, public transport systems must offer a similar level of freedom as car ownership. Public transport itself might not be able to offer door-to-door journeys, but when combined with active travel it can rival the car, providing multi-modal transport in a seamless journey. A new understanding of travel as intregrated, multi-modal and continuous will replace traditional notions of moving from A to B.

Transfers between services can be improved by well-designed infrastructure where lines coincide. This improves the interchange experience for passengers, and reduces the perceived difficulty of changing service.

If successful in delivering this approach, passengers are likely to be mode-agnostic – choosing whichever mode gets them to their destination via the fastest, most efficient or most direct route, depending on their preference.

Improving reliability and frequency is crucial to the operation and attractiveness of public transport services and increasing patronage. High-quality roadside infrastructure at bus stops and mobility hubs to better integrate rail stations with other modes, as well as a public realm that supports and encourages active transport, is also required to build consumer trust in public transport as a viable and attractive alternative to car use.

4. Aim and Objectives

We need to continue to make it easier for people to get around by walking, cycling and wheeling for shorter journeys

4.5 Walking, Cycling and Wheeling

The Active Travel (Wales) Act aims to make it easier for people to walk and cycle in Wales, specifically to promote walking and cycling as viable modes of transport for everyday journeys such as to the shops, work or college.

We want to make our towns and communities more walkable by measures such as making shopping streets more pedestrian friendly, planting more trees to provide shade, and providing more benches and making public toilets available.

Walking and cycling has been shown to make people happier, healthier and reduce air pollution, and a walkable neighbourhood increases the informal interactions between people, building ties among neighbours and within communities.

By designing for walking, cycling and wheeling, we are also ensuring a level of social cohesion that transcends age and social groups. For example, walking to school is very beneficial in providing exercise, the chance to socialise with peers, fostering independence and improving academic performance according to some studies.

For all these reasons we believe walkability ought to be a foundational part of our approach to shaping our places and communities.

The Covid-19 pandemic highlighted that there is not always the option to walk to shops given the dominating and sometimes intimidating road infrastructure. Efforts to change this and create neighbourhoods that offer a mixed of uses within walking distance, whether referred to as the 15-minute neighbourhood or compact communities, have been gaining traction.

During the pandemic many towns and cities witnessed a vast increase in the number of people walking and cycling, benefiting from reduced numbers of motor vehicles on the roads, and also partly demonstrated in the uptake in bicycle sales. This shows that when the streets are quieter people feel more confident to cycle. This catalysed an increase in the amount cycle infrastructure.

We need to continue to make it easier for people to get around by walking, cycling and wheeling for shorter journeys to help reduce the reliance on the car.

4. Aim and Objectives

We will create a 'backbone' of reliable and resilient services around which passengers can make plans

4.6 An Integrated Public Transport Network

The Welsh Government is proposing changes to bus services in Wales through its 'one network, one timetable, one ticket' approach, which includes franchising as a key element.

That would see the public sector plan services, with local authorities, regional Corporate Joint Committees, Transport for Wales and the Welsh Government collaborating to design networks to best meet public need within available funding. Operators would bid for contracts to run services to the franchising authority's specification. The Welsh Government, rather than local authorities, would be the 'franchising authority'. It would take the revenue risk, receiving fare income and paying operators a fee.

Taking this emerging change into account, we want our bus services to be arranged as a single, unified network of services as part of a wider public transport network, connecting into existing and planned new rail stations as well as active travel routes. The following principles will be used to inform the design of core networks:

- Easy to understand – A network of high-frequency core routes forming a coherent network shape, rather than over-provision on a few busy corridors. Showing all routes on the same map, with consistent numbering and common branding to improve passenger understanding and make services more accessible and inclusive for those without access to supporting technology.

- Turn-up-and-go frequencies – For core routes, with consistent operating hours and evening/weekend services to improve the convenience and flexibility of the network without knowledge of timetables.

- Transfers – Improved by well-designed infrastructure, where bus lines coincide. This improves the interchange experience for passengers, and reduces the perceived difficulty of changing service, opening up the range of possible journeys.

- Direct, fast, reliable services – Consistent route lines enhanced by bus priority on key corridors, making services more reliable for passengers.

The core network should provide a long-term 'backbone' of reliable and resilient services around which passengers can make plans. Frequencies could be monitored and dialled up or down to respond to demand changes and short term/seasonal disruption, as opposed to services being fundamentally changed leading to confusion for passengers.

4. Aim and Objectives

Over time, mode shift away from cars will enable the creation of greener, more liveable streets and neighbourhoods

4.7 Land Use and Transport Planning

As set out in the National Transport Delivery Plan, the Welsh Government is committed to reducing the need for travel by bringing jobs, services, and facilities closer to where people live; to make sustainable modes of transportation such as walking, cycling, and public transport an attractive option; and to encourage everyone to make these sustainable transport choices.

As part of that approach, it is seeking to bring about change through a new approach to the operation, maintenance and improvement of the strategic road network; a more joined up approach to land-use and transport planning; improving and speeding up implementation of active travel schemes and programmes; and changing the way we plan and fund transport programmes and projects. The recent speed limit changes are being considered alongside emerging legislation to modernise the taxi and private hire vehicle sector and change the way bus services are delivered across Wales moving towards a proposed franchising model that aims to eventually deliver 'one network, one timetable and one ticket'. It is also working towards addressing pavement parking with proposed legislation for managing unnecessary obstruction of the road.

Building on this, we will embrace a healthy streets approach, which provides a framework to bring about positive changes to the character and use of our places and streets by increasing space, greening, and reducing air pollution. It has 10 main indicators which can be used as a measure of how 'healthy' a street is. Considering these alongside the impacts and opportunities of logistics and transport is increasingly important.

Over time, mode shift away from cars will enable the creation of greener, more liveable streets and neighbourhoods with priority for public transport and active mobility and the virtuous circle will continue.

Figure 4.1: A framework to achieve healthy streets

4. Aim and Objectives

We will place multi-modal connectivity at the heart of 15-minute neighbourhoods or compact communities

4.8 Mobility Hubs

Mobility hubs are places where people can switch from one mode of transport to another, with convenient facilities designed for a low-carbon society. They form a network of stations, stops and facilities that cluster together a full suite of complementary transport modes to better enable sustainable journeys. Mobility hubs can be introduced to increase the reach of the public transport network and encourage active mobility for first/last mile trips. Seizing the opportunity to transform our places around changes in travel behaviour will support local jobs and neighbourhood renewal, and make them better places to live and visit. Concentrating mobility throughout urban, suburban and rural areas also unlocks other opportunities, whether they are localised public realm enhancements, commercial uses or community provision.

The world of transport is being disrupted by technology, changing working habits and how people choose to spend their leisure time, meaning that we can no longer take growth in demand for granted. Projects that 'lock in' demand by building homes and office space on mobility hubs and interchanges is one way to tackle this challenge. Strategies to tactically make best use of existing infrastructure, such as the retrofitting of multi-storey car parks or installation of parklets to create resilient green spaces and deliver electric charging infrastructure for example will become increasingly important in future, as will designing flexibility and adaptability into new infrastructure, given the increasing rate of technological change.

Mobility hubs, docking stations and charging infrastructure should be designed to be universally used by multiple operators rather than proprietary solutions. To help achieve successful mobility hubs, we will:

- Improve consumer trust in public transport by re-allocating road space where appropriate and practical to deliver priority for public transport and active mobility that enables faster, more attractive journeys and improves reliability.

- Improve the ability to transfer between services by designing interchange infrastructure where lines coincide, opening up the range of potential journeys.

- Support urban realm transformation projects around mobility hubs to embed active mobility for first and last mile trips, and place multi-modal connectivity at the heart of 15-minute neighbourhoods or compact communities.
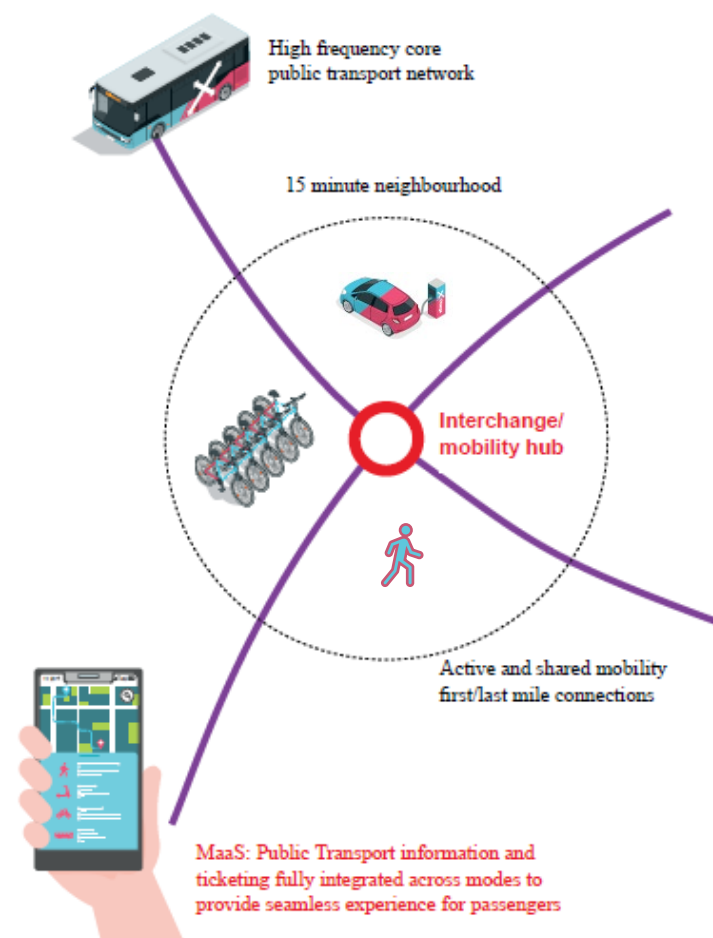

High frequency core public transport network

15 minute neighbourhood

Interchange/ mobility hub

Active and shared mobility first/last mile connections

MaaS: Public Transport information and ticketing fully integrated across modes to provide seamless experience for passengers

Figure 4.2: Key components of a mobility hub

5 | Appraisal Framework and Methodology

5. Appraisal Methodology

The appraisal methodology broadly follows Welsh Government's updated WelTAG guidance

5.1 Appraisal Framework

An appraisal process has been adopted that helps prioritise interventions that align with the Wales Transport Strategy and the Well-Being of Future Generations Act. It broadly follows the processes in the Welsh Transport Appraisal Guidance (WelTAG), which has recently been updated to reflect the WTS priorities. This will help provide a consistent approach with the appraisal process that will be considered as part of the emerging RTP.

The appraisal uses an agreed set of criteria to assess the likely performance of the long-list interventions against the strategic objectives and provides mapping of the short-listed options for inclusion within the LTP, and potentially within the emerging RTP. The full appraisal process is outlined in Table 5.1.

The long list of interventions was sourced from key policy documents and optioneering studies, including:

- Previous MCC LTP (2015-2020)
- National Transport Delivery Plan (NTDP)
- Adopted Local Development Plan (LDP)
- Chepstow-Newport MEF Stage 1 Report
- Schemes identified by stakeholders in LTP workshops
- Schemes proposed by the Arup project team at a high level, based on a gap analysis of existing schemes, review of LTP best practice, and ongoing transport and wellbeing challenges within Monmouthshire.

The appraisal classifies schemes into 5 categories, described further overleaf:

- Deliver; Plan; Continue; Support; and Review.

This approach will help MCC make decisions considering status of funding or planning, governance arrangements, collaboration needs and risks.

Table 5.1: MCC LTP Appraisal Process

Step 1: Develop Long List of Potential Interventions

- Creation of a long list of options
- Input and review from stakeholders during Workshop 1, 2 & 3
- Long list includes behaviour change and non-transport measures

Step 2: Initial Appraisal

- Appraise log list against the three WTS priorities and four LTP objectives
- Identify initial intervention LTP scheme classification

Step 3: Well-being Appraisal

- Appraise alignment with LTP and WTS objectives
- Identify acceptability, deliverability, timescales and cost issues
- Shortlist options / reclassify where necessary
- Appraise impact on well-being objectives

Step 4: Prioritised Shortlist of Interventions

- Develop delivery plans based on timescales, cost and deliverability, aligned with the requirements of RTPs based on Welsh Government guidance

5. Appraisal Methodology

LTP interventions have been classified into five categories, based on priority and MCC's responsibility for delivering them

5.2 LTP Scheme Classification

It is recognised that MCC will not be responsible for achieving the vision of this LTP in isolation. We will work with Welsh Government, Transport for Wales, South East Wales Corporate Joint Committee, Network Rail and other key stakeholders in the development and delivery of the 131 interventions identified within this LTP. Equally, some schemes will need more work than others to establish the case for investment, and requirements and responsibilities for delivery. As such, each intervention has been grouped according to the five categories identified in Table 5.2.

Table 5.2: LTP Scheme Classifications

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

5. Appraisal Methodology

Several schemes will be reviewed to ensure alignment with WG policy and funding criteria

5.3 Schemes Subject to Review and Further Consideration

A handful of schemes have been flagged for review as they may not directly align with latest Welsh Government policy in their current form. However, in some instances we continue to see value in these schemes in addressing key transport issues local to Monmouthshire.

Whilst the need for modal shift is clear, the rural nature of Monmouthshire makes it difficult to achieve modal shift on a large scale without significant and continued investment in alternatives, as well as changes in the way we make choices about where we live and work, and whether or how we travel.

We acknowledge the importance of the rural and strategic road network to our residents. Small-scale infrastructure improvements and making better use of existing road space to support modal shift is a key part of the equation. For example, we strongly support the proposition that the M48 should be re-classified and that a link road should be constructed from the reclassified M48 to the B4245, as expressed in our response to the Burns Delivery Unit. We consider this would improve access to the rail network at Severn Tunnel Junction and support active travel improvements.

Notwithstanding our support for these schemes, it is acknowledged that they should be reviewed. Table 5.2 provides an assessment of the strengths and risks associated with each scheme, and where potential adjustments could be made that improve alignment with policy objectives. We will continue to support and promote these schemes, where we believe that they offer improvements to well-being and the priorities of people in Monmouthshire, whilst acknowledging that further development of these schemes must align with Welsh Government funding requirements.

Table 5.2: Strengths and Risks of the Schemes Subject to Review and Further Consideration

Scheme	Strengths	Risks
Walking Friendly Chepstow High Street	Scored highly in all appraisal categories supported by Stage 3 WelTAG study. Potential for other measures that improve walkability that do not involve closing High Street.	A survey showed opposition to closing High Street to traffic, and Councillors voted to reopen it in response to consultation. MCC is not intending revisit that decision in the short term.
Car parking at Abergavenny rail station	Would increase rural accessibility to the rail network and resolve parking issues in residential streets. Positioning away from town centre (eastern side of A465) would deter non-station users from using car park.	P&R may induce more vehicle trips with limited modal shift. People may use the car park to access Abergavenny local services rather than the station. Does not solve underlying issue of lack of public transport connections between stations and rural settlements.
Monmouth Park and Ride	By keeping tourist vehicles outside of central Monmouth, active travel conditions within the town may improve.	P&R could induce more vehicle trips to Monmouth with limited mode shift. Does not target underlying issue of limited public transport connectivity
B4245 / M48 Link Road	MCC remains committed to the proposition that the M48 should be re-classified and that a link road should be constructed from the reclassified M48 to the B4245.	Needs careful consideration to ensure that the scheme encourages people to make the change to more sustainable forms of transport. Was subject to the Welsh Roads Review.
Magor / Undy traffic relief	Shifts traffic away from B4245 and Magor and Undy town centres.	
High Beech traffic relief	Congestion impacts bus operations. A revised scheme focused on bus priority and active travel measures could encourage mode shift.	Need careful consideration to ensure that the schemes encourage people to make the change to more sustainable forms of transport.
A48 Chepstow traffic relief	Shifts traffic away from A48 and Chepstow town centre	
A466 lane management	No additional infrastructure required if flexible lane management is used (e.g., two lanes towards M48 in AM and two lanes from M48 in PM).	
Re-instate tolls on Severn bridges	Would reduce journeys to/from Bristol by private car and subsequently would reduce traffic on the M4 and M48.	Would involve multi-agency approval and likely to attract significant public and business opposition, as well as high infrastructure costs.

6 | Focus Areas and Interventions

6. Focus Areas and Shortlisted Interventions

Twelve focus areas set out how we will implement the vision identified in this LTP, along with associated interventions

6.1 Introduction

This section outlines the shortlisted interventions under each of the following twelve focus areas. Each intervention proposed is categorised for the level of action required: deliver, plan, continue, support or review.

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

The number and nature of the interventions vary across the LTP focus areas, depending on the current baseline, policy ambitions and level of control we have over delivery. For example, in terms of Land Use Planning, we have control over implementation at a local level, but are largely driven by national policy. Change will take a long time and to an extent relies on us working closely with private developers and other stakeholders.

Some, such as delivery of Active Travel is familiar ground for Monmouthshire, and we are confident in delivering more interventions in a shorter period of time. Likewise, for Roads, Streets and Parking we are leading the implementation of 20mph zones in Monmouthshire, based on Welsh Government legislation to make this the default speed in Wales. Other focus areas will require further work to develop plans and programmes within the plan period, with support from stakeholders at the national and regional level.

6. Focus Areas and Shortlisted Interventions

We will ensure that any proposed development sites are well-connected by public transport and active travel.

6.2 Land Use Planning

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.

Improved interaction between land use planning and transport is critical for our county progressing towards a more sustainable and equitable future. Our RLDP Preferred Strategy sets out how we plan to support delivery of the Council's core purpose of becoming a zero-carbon county and deliver new development within the Future Wales national policy context.

We will continue to approve planning applications in line with best practice principles for promoting sustainable transport. These include:

- Development that accords with the Sustainable Transport Hierarchy;

- Promoting Active Travel (walking and cycling) connectivity through safeguarding, enhancing and expanding on the ATNMs;

- Locating development close to public transport facilities and designing developments to facilitate and improve public transport infrastructure, its connections and geographical reach to rural areas;

- Ensuring developments incorporate and/or enable the use of ULEVs by providing the necessary underlying charging infrastructure;

- Ensuring developments are served by an appropriate level of parking provision depending on the nature and location of the proposal;

- Developing the role of Monmouthshire's Primary Settlements in accordance with the Local Transport Plan and Regional Transport Plan around which low carbon sustainable transport opportunities can be developed and linked to the South East Wales Metro;

- Placemaking principles will underpin all new developments ensuring we deliver attractive and accessible places to live and work; and

- Demonstrating how proposed development in rural areas enables solutions to rural transport problems, such as improvement of links to public transport, digital infrastructure, and innovative solutions, such as car sharing schemes.

We also commit to the following interventions as part of this LTP:

- Over time reducing the parking standards for new developments, particularly in areas where we will be actively improving car alternatives;

- Promoting high-quality, covered and secure cycle storage solutions for new developments, as well as retrofitting existing developments;

- Encouraging developments to integrate shared mobility solutions, including car-sharing bays, shared e-bikes and shared (e-)cargo bikes;

- Encouraging density in suburban and urban areas to reduce the negative environmental impacts of sprawl, as well as around rail stations, bus stations and other notable transport hubs (transit-oriented development);

- Using s106 and other developer contributions to ensure high quality public transport connections, both in terms of proximity (400m walk to bus stop, 800m to railway station) and service quality (e.g. frequent services throughout the day and night.

6. Focus Areas and Shortlisted Interventions

We aim to enable equal opportunity for home working, tele-appointments and local working hubs

6.3 Digital Connectivity

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.

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.

Whilst we acknowledge that this will not be possible for everyone and is highly dependent of personal circumstances, promoting digital and innovative infrastructure in both urban and rural areas to enable remote working and reduction in a need to travel to the workplace on a day-by-day basis is a key focus area.

Remote Working

The Welsh Government has an ambition for 30% of the workforce to work from or near home. In order to work from home or in local working hubs, or access services digitally, we need to ensure people have high quality broadband connections and suitable speeds to adequately replace in-person working or appointments. We will promote the development of agile working hubs in towns and villages across Monmouthshire, so people can travel shorter distances to these hubs to work, rather than longer distances to employment (a key challenge identified in this LTP.)

Digital Connectivity

Currently, the average internet speed in Monmouthshire is 84 megabytes per second (Mbps). This is 39% lower than the UK average (117 Mbps). We will work with partners to improve speeds across the county and ensure that areas of particularly poor broadband connectivity are prioritised for improvements so that there is greater consistency in connectivity across the county to enable equal opportunity for home working, tele-appointments and local working hubs.

Healthcare

The National Health Service (NHS) in the UK, and other health departments internationally, have been experimenting with telephone and virtual appointments, which can be effective in reducing carbon emissions. For example, where previously a patient might return to a hospital or GP surgery to find out the results of a test, health practitioners are using video conferencing and telecommunications technologies to discuss results with patients. A recent systematic review on telemedicine has found that it reduces the carbon footprint of healthcare by up to 372kgCO2e per consultation. We will support accessing services remotely through improved broadband connectivity and speeds.

Table 6.1: Shortlisted Digital Connectivity Interventions

LTP Classification		Shortlisted Interventions	
Deliver	DC1	Promote agile working hubs	
Support	DC2	Improving broadband connectivity and speeds	

6. Focus Areas and Shortlisted Interventions

We will reduce the number of short car/van trips through parcel lockers, a distribution strategy and e-cargo bikes

6.4 Freight and Logistics

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.

Freight transport is responsible for one third of the overall emissions from transport in the UK (and road freight accounts for 77% of this amount). At a national and industry-wide level, efforts are being made to decarbonise freight through technological and fuel improvements, but 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 the local depots and homes (the 'last mile'), represents one of the most polluting and carbon intensive components of the retail supply chain, and we would look to reduce emissions at this stage of the supply chain through delivering and facilitating:

- Parcel lockers in towns and villages across the county;

- Promoting e-cargo bikes for small businesses to make local deliveries; and

- Creating a strategy for distribution centres to further consolidate parcels into fewer vehicle trips.

Delivering the proposed active travel network will facilitate more short walking and cycling journeys to local parcel lockers in local centres. We will look at available data and consult with local communities around possible good locations for parcel lockers that will enable them to pick-up and drop-on on their way to work, school, at public transport interchanges/mobility hubs or other daily trips. Where local, parcel lockers are also more convenient for uses, with many offering 24/7 access, making use of technology like QR codes and mobile messaging platforms. Reducing the number of van deliveries will also have benefits related to air quality, particularly as delivery vehicles idle, and regularly accelerate and brake when completing deliveries.

Table 6.2: Shortlisted Freight and Logistics Interventions

LTP Classification		Shortlisted Interventions
Deliver	FL1	E-cargo bike scheme for small businesses in the main towns
	FL2	Distribution centres review and strategy
	FL3	Parcel lockers

6. Focus Areas and Shortlisted Interventions

First and last mile journey options that extend the reach of the core public transport network is a key aim of this LTP

6.5 Mobility Hubs and Interchanges

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.

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. Improving provision for first and last mile journeys that extend the reach of the core public transport network is a key aim of this LTP.

Creating an interchange experience that is efficient, comfortable, safe and reliable is key in achieving modal shift away from private cars. 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. These include:

- Transport interchange improvements at the Severn Tunnel Junction rail station, creating a hassle-free bus interchange alongside new facilities and embracing active travel.

- Chepstow Transport Hub to optimise connectivity by relocating Chepstow Bus Station adjacent to the railway station..

- Abergavenny rail station accessibility and interchange improvements, following a WelTAG Stage 2 that identified a preferred bus option for development

We also aim to develop plans and programmes that improve travel experiences by incorporating amenities such as toilets, CCTV, bins, benches, streetlighting, and enhanced policing, ensuring safety and comfort for all. We plan to establish a network of community hubs that serve as essential interchanges for rural, demand-responsive, Fflecsi, and community-based transport services, along with mainstream bus services.

Working with operators, we want to coordinate rail and bus timetables and routes, minimising waiting times and optimising connectivity.

We will seek to support rail-bus link services with optimised routes and frequencies, for enhanced accessibility for our community.

We also want to progress safe cycle parking schemes to provide people with the confidence that their bikes will still be there upon their return.

Table 6.3: Shortlisted Mobility Hubs and Interchanges Interventions

LTP Classification		Shortlisted Interventions
Deliver	MHI1	Bus and active travel integration with Marches Line
	MHI2	Sustainable travel improvements at Abergavenny Railway Station
	MHI3	Transport interchange improvements at Severn Tunnel Junction
	MHI4	Chepstow Transport Hub
Plan	MHI5	Interchange hubs between on-demand and timetabled bus services
	MHI6	Security and welfare provision for passengers and staff (incl. coach drivers) at interchange locations
	MHI7	Cycle parking at bus stops
Support	MHI8	Timetable coordination at key points of interchange
	MHI9	Rail-bus link services (routes and frequencies)
	MHI10	Active Station Network Plan for all stations
	MHI11	Cycle storage at interchanges

6. Focus Areas and Shortlisted Interventions

We will extend and improve the active travel network complemented with wider interventions, aiding modal shift

6.6 Active Travel

We will 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.

Active Travel is the term used for getting around via walking, cycling and wheeling (which includes wheelchairs and mobility scooters), instead of by car for short everyday journeys, such as going to school, work or shopping. Active Travel is better for our health, our environment and the economy. 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.

Our main objectives for the Active Travel focus area are to:

• 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 WG, TfW and neighbouring local authorities in Wales and England to deliver Active Travel across borders and on trunk roads in Monmouthshire.

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; and

• Severnside spinal route – including Caldicot Links, a conversion of a disused MOD railway to an Active Travel path and links through Caldicot town to the railway station.

In addition, MCC officers are working to improve the quality and accessibility of the current network of Active Travel routes, through interventions such as installing dropped kerbs and redesigned crossings, using core funding received from the Welsh Government..

MCC has been successful in bidding for national Active Travel funding, with the latest award for financial year 23/24 reaching £7m. MCC Officers will continue to maximise grant funding opportunities where available, supported by match funding to maximise the growth of the network.

We also aim to develop plans and programmes that further encourage active travel, such as implementing clear wayfinding systems, removing clutter and making accessibility improvements, improving crossings, making routes within communities safer, introducing e-bike charging infrastructure, and supporting cycle hire services county-wide.

Furthermore, as part of our ongoing commitments and requirements, we will continue to regularly update and refresh our ATNMs every three years, following thorough engagement with those who do not currently walk or cycle for local trips.

The shortlisted interventions for Active Travel are shown in Table 6.4 overleaf.

Table 6.4: Shortlisted Active Travel Interventions

LTP Classification	Shortlisted Interventions	
Deliver	AT1	Initial Usk Active Travel Network Schemes
	AT2	Initial Gilwern Active Travel Network Schemes
	AT3	Initial Chepstow Active Travel Network Schemes
	AT4	Initial Caldicot Active Travel Network Schemes
	AT5	Initial Monmouth Active Travel Network Schemes
	AT6	Initial Magor and Undy Active Travel Network Schemes
	AT7	Initial Abergavenny and Llanfoist Active Travel Network Schemes
	AT8	Undy to Rogiet Active Travel improvements alongside B4245 (Severnside spinal Active Travel route)
Plan	AT9	Cross-border links with Newport
	AT10	Develop further Active Travel routes (as per ATNM)
	AT11	Safe routes in Community Schemes (SRiC) beyond those currently funded
	AT12	Crossing improvements for Active Travel
	AT13	Removal of barriers to active travel
	AT14	Wayfinding for key Active Travel routes
	AT15	Active Travel links to RLDP sites
	AT16	Active Travel friendly towns centres
	AT17	Support cycle hire initiatives and look for wider rollout
	AT18	E-bike charging scheme
Continue	AT19	ATNM Planning and Mapping
	AT20	School Streets feasibility study (SRiC)
	AT21	Abergavenny phase 1 River Usk Active Travel bridge construction and furthering scheme development
	AT22	Active Travel link up Pen Y Pound (SRiC)
	AT23	Old Hereford Rd junction improvements and Active Travel links to new King Henry School site (SRiC) in Abergavenny
	AT24	Monmouth link from Williamsfield Lane route to Monnow Bridge (part of Monmouth spinal Active Travel route)
	AT25	Caldicot Links (disused MOD railway) phase 1 construction (part of Severnside spinal route)
Support	AT26	Cross border links to neighbouring authorities
	AT27	Upgrades to Active Travel links on SWTRA network incl. A48, A466 and A4042
	AT28	National pilot schemes from Government organisations e.g. TfW cycle hangars
Review	AT29	Walking friendly Chepstow High Street

6. Focus Areas and Shortlisted Interventions

A franchised bus system offers us the opportunity to re-think how services are planned and delivered in Monmouthshire

6.7 Bus

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.

The Welsh Government has set out an ambitious vision for the future of bus services in Wales, summarised as 'One Network, One Timetable, One Ticket', with the following aims:

- a bus system that is purposely designed to maximise the public good;
- a bus system that efficiently uses public investment to strategically address public priorities for bus improvements, thereby justifying greater public investment; and
- a bus system, which forms part of an integrated transport network that provides an excellent travel option, wherever people need it, whenever people need it, throughout Wales.

The proposed changes in bus system governance to a franchised system offers us the opportunity to re-think how services are planned and delivered in Monmouthshire. We will undertake a review of current bus provision, and develop a future network that aligns with our ambitions. Whilst this exercise is to be undertaken, 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).

In general, these core services will be reliable and direct with improved journey times to get people where they need to be. Lower frequency secondary, on-demand and community services will be formed around this core network, and we will explore strategic longer distance and cross-border services to make public transport a viable option for everyday journeys.

Table 6.5: Shortlisted Bus Interventions

LTP Classification	Shortlisted Interventions	
Deliver	BUS1	Improved bus links to and from the Grange University Hospital
	BUS2	Chepstow/Caldicot – Newport bus corridor improvement
	BUS3	Improved bus frequencies between Monmouth and Chepstow
	BUS4	Bus Priority at Severn Tunnel Junction Station
	BUS5	Monmouth bus/coach stop
	BUS6	Rural bus routes e.g., Abergavenny – Monmouth
	BUS7	Abergavenny bus station improvement
	BUS8	Improved PT links between Monmouthshire and Avonmouth
Plan	BUS9	Bus information (incl. RTI)
	BUS10	Bus infrastructure (incl. priority) measures along key corridors
	BUS11	Local Bus Service Upgrades
	BUS12	Bus stop upgrades
Support	BUS13	An improved (T7) Express bus service (TfW)
	BUS14	BRT A4042 (trunk road - SWTRA)
	BUS15	'One Network, One Timetable, One Ticket' Bus Network Review
	BUS16	Extend Bristol Metrobus services to Chepstow / Severnside
	BUS17	Mass Transit from Forest of Dean and Chepstow to Bristol
	BUS18	Work with WECA on mass transit extension

6. Focus Areas and Shortlisted Interventions

We will improve network accessibility, and the quality of our services and rolling stock to meet passenger needs

6.8 Rail

An integrated and accessible rail network with high frequency, highly connected services to key destinations within Monmouthshire and beyond.

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.

Recognising that MCC does not have direct responsibility for the rail network infrastructure or services, we will:

- Help in making stations physically accessible for all, addressing issues faced by disabled passengers and passengers facing mobility restraints (such as heavy luggage or pushchairs) when using railway stations.
- Explore pathways to deliver Magor and Undy walkway station as soon as possible, to further advance accessibility and interchange improvements that contribute to a more inclusive rail experience.
- Support the South Wales Metro proposals that aim to provide faster, more frequent and joined-up services across the region.
- Continue to campaign for enhanced services frequencies (2tph minimum) linking Abergavenny, Caldicot, Chepstow and Severn Tunnel Junction with each other and connecting onwards to Cardiff, Newport, Lydney, Gloucester, Bristol and Bath to make rail a competitive option for commuting and leisure trips.
- Assess potential locations for new or reopened stations to enhance accessibility to the rail network.

Collaboration with Network Rail (NR), Transport for Wales (TfW), and other train operating companies such as Great Western railway (GWR) will be key to achieving a thriving rail network within Monmouthshire and beyond.

Table 6.6: Shortlisted Rail Interventions

LTP Classification	Shortlisted Interventions	
Support	R1	Access for all at rail stations
	R2	Chepstow railway station overbridge
	R3	Magor and Undy walkway station
	R4	Green Routes - Abergavenny Railway Station
	R5	Fairer fares for trains to increase attractiveness of train journeys
	R6	South Wales Metro
	R7	Service frequency improvements from MCC stations to key urban areas
	R8	Introduction of new Class 197 trains across the Marches Line
	R9	Local service on Marches line
	R10	Explore opportunities to reopen decommissioned or build new railway stations (NR / TfW)

Top Right: We endorse the Western Gateway 2050 vision, which sets out a long-term vision for rail services in South Wales and Western England, articulating the importance of rail investment where and when this should be targeted to provide best value for money.

Expansion of the Metro, improvements to the South Wales Main Line, and the development of enhanced interchange hubs form part of the plan and would directly impact Monmouthshire. In particular, we endorse proposals for a new station at Magor and service frequency to 2 trains per hour to Chepstow.

Bottom Left: We are working with Transport for Wales to deliver a long-standing ambition for a new rail station serving Magor & Undy, one of five stations TfW are taking forward as part of the Burns Delivery Unit.

Bottom Right: We support the roll out of modern rolling stock, including introduction of the new Class 197 trains (manufactured by CAF in Newport) by Transport for Wales on the Marches Line, to improve the customer experience.
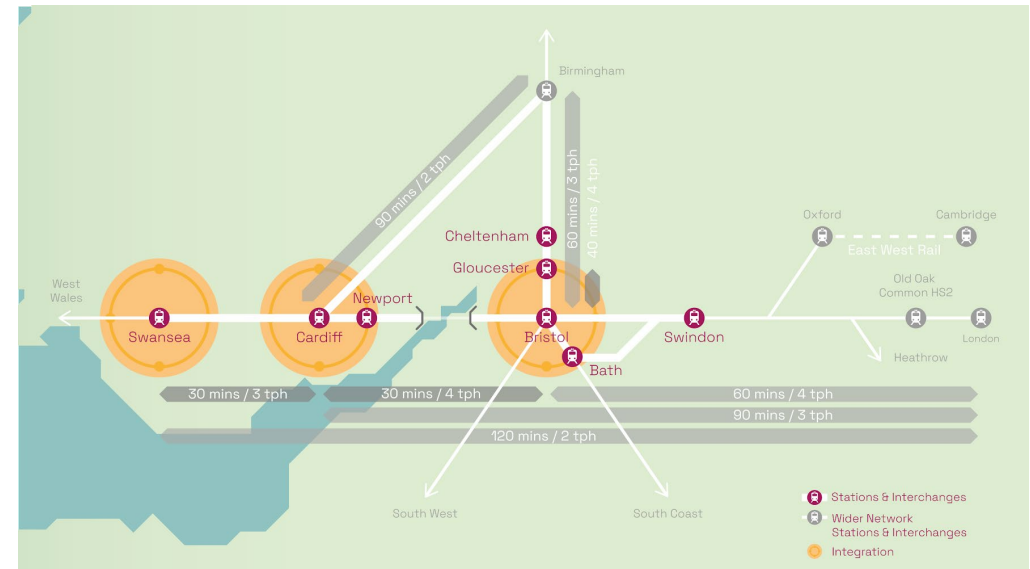
6. Focus Areas and Shortlisted Interventions

We will expand and promote car clubs and community transport to meet the needs of rural and tourist communities

6.9 On-demand and Community Services

Ensure a thriving set of on-demand and community transport services that meet the needs of local communities and delivers wider social, economic, environmental and cultural benefits.

Monmouthshire is a rural county, which makes it difficult to achieve comprehensive public transport coverage and reduce the reliance on private car ownership. On-demand and community services provide the needed flexibility to link rural settlements to key services and the conventional public transport network.

In isolation, public transport and active travel are unlikely to replace all car trips in a rural authority like Monmouthshire. Access to on-demand services such as car clubs and car or lift sharing apps/websites have their place in facilitating multi-modal lifestyles for when public or active travel is not an option. In combination with public transport, they can provide a system that is greater than the sum of its parts, facilitating door-to-door connectivity and facilitating journeys from the first to last mile.

We will:

- Identify gaps in conventional public transport provision and assess what type of flexible or shared mobility services are required to fill these;

- Involve the community, users and third sector organisations in the design; planning and delivery of community and on-demand services

- Develop and promote shared mobility solutions as an alternative to private car ownership; and

- Make information about community and on-demand services more widely accessible.

Table 6.7: Shortlisted On-demand and Community Services Interventions

LTP Classification		Shortlisted Interventions
Deliver	ODS1	Wye Valley tourism Fflecsi and Sherpa services
	ODS2	Community / village car club (incl. use of an app for car clubs) and promotion of car and lift share schemes
Plan	ODS3	Expand flexible bus services geographically and temporally
	ODS4	Community Transport Association MOU and advertising
	ODS5	Explore flexible rural transport options to stations
	ODS6	MOUs with shared mobility providers
Support	ODS7	Regional fund for local community transport groups for the purchase and maintenance of electric bikes and cargo bikes

6. Focus Areas and Shortlisted Interventions

We will look to support mode shift by enhancing travel planning, education, campaigns and variable parking charges

6.10 Behaviour Change and Information

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.

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. Not only do we need to make sustainable transport more attractive and more affordable, but we also need complementary innovations that increase awareness of available travel options. We aim to grow a sustainable travel culture by providing comprehensive, accessible, and engaging information. We are committed to facilitating positive behaviour change and enhancing awareness of greener travel alternatives.

We will deliver a range of behaviour-change schemes that encourage people to make smarter travel choices and increase use of sustainable modes of transport. Our approach to sustainable tourism includes the creation of informative walking maps for routes that combine buses for the outbound journey and walking for the return, with multiple routes for each settlement to promote active travel. To address traffic congestion, we propose charging employers for workplace parking, with generated revenue dedicated to local transport enhancements. Variable parking charges based on vehicle size or emissions will encourage a shift towards greener travel options. Additionally, an annual 'No Car Day' event, aligned with World Car Free Day, will showcase what a more sustainable Monmouthshire could look like.

We plan to develop a package of 'soft' behaviour change measures, such as personalised travel planning for households and workplaces, to complement infrastructure investment. We have a focus on road safety education, training, and publicity, and want to consider incentivising active travel through introducing awards for companies that successfully demonstrate behaviour change and contribute to improved air quality through sustainable travel initiatives.

We will support initiatives such as the establishment of a unified transport services brand with consistent standards, along with the implementation of integrated, contactless ticketing with a zonal fare system for transparent and affordable pricing. Collaboration extends to the TfW Mobility as a Service (MaaS) app, enabling enhanced travel options. Additionally, Monmouthshire will champion air quality awareness through impactful publicity campaigns.

Table 6.8: Shortlisted Behaviour Change and Information Interventions

LTP Classification		Shortlisted Interventions
Deliver	BCI1	Wye Valley tourism walking and bus route maps
	BCI2	Promote a 'No Car Day' event
	BCI3	Workplace parking levy (WPL)
	BCI4	Variable parking charges
Plan	BCI5	Road Safety Education, Training and Publicity
	BCI6	Personalised travel planning for households
	BCI7	Workplace travel planning
	BCI8	Travel planning for tourism
Support	BCI9	Unified transport branding and integrated ticketing
	BCI10	TfW Mobility as a Service app
	BCI11	Active Travel Behavioural Change campaign
	BCI12	Air Quality Awareness publicity campaigns

6. Focus Areas and Shortlisted Interventions

We will expand EV charging in priority residential, station, tourist, public and workplace locations

6.11 EV Charging Infrastructure

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.

In Monmouthshire, the existing electric vehicle charging infrastructure remains limited, with a total of only 44 charging points available. While aligning with the Welsh Government's transport policy, which emphasises the imperative of shifting away from private car usage, it is crucial to recognise the significance of the rural and strategic road network for an authority like Monmouthshire. Balancing this, there is an urgent need to transition to electric vehicles to align with sustainable practices. This acknowledges the dual importance of promoting modal shift and adopting electric vehicles, acknowledging Monmouthshire's rural context and the vital role of its road network.

In line with the Welsh Government's vision for charging in Wales, we will execute the Electric Vehicle Charging Strategy to support the growth and accessibility of electric vehicles, contributing to environmental sustainability.

The shortlisted interventions encompass the establishment of EV charging points at public sector sites to facilitate tourism and destination charging, enabling visitors to make the switch to EVs. The plan also involves progressing residential charging in priority areas and implementing charging within shortlisted carparks, as part of the Electric Vehicle Charging Infrastructure (EVCI) strategy.

We are also committed to ensuring that any new EV infrastructure provision does not conflict with pedestrian movements, for example by interfering with active travel routes or pavements.

We will aim to support and collaborate with public sector workplaces that want develop or increase their EV charging points. Moreover, the plan outlines the advancement of fast charging stations at rail station car parks to encourage EV adoption. Monmouthshire's commitment to electric vehicle charging provision will pave the way for a more sustainable transportation landscape while acknowledging that there will always be a need for some car journeys.

Table 6.9: Shortlisted EV Charging Infrastructure Interventions

LTP Classification		Shortlisted Interventions
Deliver	EV1	Tourism and destination charging at public sector sites
	EV2	Residential charging in the 13 priority areas
	EV3	EV charging in the 10 shortlisted carparks
Support	EV4	Electric Vehicle Charging Strategy (with Welsh Government)
	EV5	Public sector workplace EV charging
	EV6	Rail station EV charging

6. Focus Areas and Shortlisted Interventions

We aim to have a well-maintained network of roads and streets that enhances well-being and quality of life

6.12 Roads, Streets and Parking

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.

Our 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.

We aim to deliver schemes that will:

• Reallocate road space, particularly within the four market towns, prioritising pedestrians, cyclists, and public transport, creating safer and more accessible environments.

• Deliver parking that drives modal shift to public transport and active travel, that doesn't impact on local streets or have negative unintended consequences.

• Optimise kerbside usage, considering sustainable modes and spaces for pedestrians while accommodating disabled parking needs.

• Tackle pavement parking and street clutter, so that streets are safer for all.

We plan to develop:

• 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.

• A strategy for congestion and emissions zones that promote cleaner air.

We strive to keep the roads in good condition, and we will continue our road maintenance programme for essential repair and road works to be carried out in a way that meets our statutory obligations.

In line with WTS, we will upgrade, improve and future-proof our road network, addressing congestion pinch points and investing in schemes that support road safety, journey reliability, resilience, and modal shift. Such schemes will be subject to review and further consideration in the context of WG's Roads Review.

Table 6.10: Shortlisted Roads, Streets and Parking Interventions

LTP Classification		Shortlisted Interventions
Deliver	RSP1	Implementation of WG Pavement Parking recommendations
	RSP2	Road space reallocation
	RSP3	Magor Walkway station parking strategy
	RSP4	Kerbside strategy
Plan	RSP5	Congestion zone / Emissions zone
	RSP6	Speed limit strategy (incl. rural roads)
	RSP7	Road safety capital schemes
	RSP8	HGV parking and driver welfare strategy
Continue	RSP9	Road maintenance programme
Review	RSP10	Car parking at Abergavenny rail station
	RSP11	Monmouth park and ride
	RSP12	Chepstow traffic relief
	RSP13	High Beech traffic relief
	RSP14	Magor/Undy traffic relief
	RSP15	A466 lane management
	RSP16	B4245/M48 Link Road
	RSP17	Re-instate tolls on Severn bridges with ANPR

6. Focus Areas and Shortlisted Interventions

We will work with schools to implement school streets, campaigns and safe routes to promote sustainable travel

6.13 Home to School Transport

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.

Feedback from stakeholders on the development of this voluntary LTP 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.

By encouraging active travel and reducing vehicle traffic around schools, we can create a safer, healthier and cleaner environment for the generations of tomorrow.

This will also benefit have the benefit of reducing congestion for other transport users in Monmouthshire as schools start and finish times currently align with peak commute times.

We will:

- Deliver school streets across the county to create safe active travel spaces in the vicinity of schools;
- Identify safe active travel routes to schools and enhance these;
- Work with schools to develop travel plans and set mode share targets; and
- Liaise with operators to expand accessibility to schools by public transport and schedule services to meet the needs of students.

Table 6.11: Shortlisted Home to School Transport Interventions

LTP Classification		Shortlisted Interventions
🚩 Deliver	HtS1	School Streets
🔀 Plan	HtS2	Active Travel campaigns and staggered timings for school buses
∞ Continue	HtS3	School Active Travel Plans - all schools in Monmouthshire
	HtS4	Safe routes to schools mapping
🤝 Support	HtS5	Work with operators to ensure suitable access to education facilities

7 | Transport Decarbonisation Scenario Assessment

7. Transport Decarbonisation Scenario Assessment

Five scenarios have been modelled to consider decarbonisation pathways to 2040, aligned with LTP interventions

7.1 Transport Decarbonisation Pathway Scenarios

A high-level assessment of operational carbon (tailpipe emissions) has been undertaken to consider the relative contributions of the interventions identified in this LTP. The methodology uses industry-standard reference data and projections from DfT's Transport Analysis Guidance (TAG), covering the period 2023 to 2040. Based on the analysis of 2023 base year, trips with an origin and/or destination in Monmouthshire contribute around 3% of annual transport emissions in Wales associated with cars, LGVs and HGVs (5.6 $MtCO_2e$).

In addition to a 'Do Minimum' scenario, which considers the extrapolation of business-as-usual trends and core scenario projections without additional intervention, five pathway scenarios are identified as detailed in Table 7.1.

Table 7.1: 'What if' Decarbonisation Pathway Scenarios and Key Assumptions

Scenario	Key Assumptions
1. Behaviour Change Pathway	• 30% home or remote working • Double the amount of cycling trips
2. Public Transport Pathway	• Double the amount of public transport trips • 100% zero emission bus fleet by 2035 • Fully electrified rail network by 2050
3. EV Transition Pathway	• Faster transition to zero emission car fleet, as per 'Leading the Way' uptake curve outlined in the WG EV Charging Strategy
4. Demand Management Pathway	• 10% reduction in mileage in line with Net Zero Wales target
5. Freight Decarbonisation Pathway	• Accelerated transition to zero emission HGV and LGV fleet in line with 'Vehicle-led Decarbonisation' Common Analytical Scenario from DfT's TAG Uncertainty Toolkit

Figure 7.1 identifies the estimated do-minimum baseline carbon emissions, and savings associated with each pathway scenario. Table 7.2 illustrates how the proposed LTP interventions contribute to the high-level scenarios modelled.

Figure 7.1: Estimated Carbon Emissions (MtCO2e) and Potential Savings (2023 - 2040)

Table 7.2: Alignment between LTP Implementation Plan and Decarbonisation Pathway Scenarios

Ref.	Intervention	1. Behaviour Change Pathway	2. Public Transport Pathway	3. EV Transition Pathway	4. Demand Management Pathway	5. Freight Decarbonisation Pathway
AT1	Initial Usk Active Travel Network Schemes	●			●	
AT2	Initial Gilwern Active Travel Network Schemes	●			●	
AT3	Initial Chepstow Active Travel Network Schemes	●			●	
AT4	Initial Caldicot Active Travel Network Schemes	●			●	
AT5	Initial Monmouth Active Travel Network Schemes	●			●	
AT6	Initial Magor and Undy Active Travel Network Schemes	●			●	
AT7	Initial Abergavenny and Llanfoist Active Travel Network Schemes	●			●	
AT8	Undy to Rogiet Active Travel improvements alongside B4245	●			●	
BCI1	Wye Valley tourism walking and bus route maps	●	●		●	
BCI2	Promote a 'No Car Day' event	●	●		●	
BCI3	Workplace parking levy (WPL)	●	●		●	
BCI4	Variable parking charges	●	●	●	●	
BUS1	Improved bus links to and from the Grange University Hospital		●		●	
BUS2	Chepstow/Caldicot – Newport bus corridor improvement		●		●	
BUS3	Improved bus frequencies between Monmouth and Chepstow		●		●	
BUS4	Bus Priority at Severn Tunnel Junction Station		●		●	
BUS5	Monmouth bus/coach stop		●		●	
BUS6	Rural bus routes e.g., Abergavenny – Monmouth		●		●	
BUS7	Abergavenny bus station improvement		●		●	
BUS8	Improved PT links between Monmouthshire and Avonmouth		●		●	
DC1	Promote agile working hubs	●			●	
EV1	Tourism and destination charging at public sector sites			●		●
EV2	Residential charging in the 13 priority areas			●		
EV3	EV charging in the 10 shortlisted carparks			●		●
FL1	E-cargo bike scheme for small businesses in the main towns			●	●	●
FL2	Distribution centres review and strategy				●	●
FL3	Parcel lockers				●	●
HtS1	School Streets	●			●	
MHI1	Bus and active travel integration with Marches Line	●	●		●	
MHI2	Sustainable travel improvements at Abergavenny Railway Station	●	●		●	
MHI3	Transport interchange improvements at Severn Tunnel Junction	●	●		●	
MHI4	Chepstow Transport Hub	●	●		●	
ODS1	Wye Valley tourism Fflecsi and Sherpa services		●		●	
ODS2	Car Clubs and promotion of car and lift share schemes	●	●	●	●	
RSP1	Implementation of Pavement Parking recommendations				●	
RSP2	Road space reallocation	●	●		●	
RSP3	Magor Walkway station parking strategy					
RSP4	Kerbside strategy			●	●	●

7. Transport Decarbonisation Scenario Assessment

A credible pathway to decarbonisation requires concerted effort and partnership working across all pathway scenarios

7.2 Key Findings and Next Steps

As demonstrated in Figure 7.1, in the context of Monmouthshire, an accelerated EV transition and enabling more journeys by public transport whilst decarbonising the bus fleet represent the most significant scenarios for enabling emission savings.

Figure 7.2 overleaf identifies estimated carbon emissions in a Do Minimum scenario, whilst Figure 7.3 identifies the emission profile with all intervention scenarios combined.

Whilst a pathway to near zero (note: 5% of emissions remain by 2040 in the combined scenario as car, LGV, HGV and rail fleet are not forecast to be fully zero emission) is identified, it requires concerted effort across all intervention scenarios: behaviour change, public transport, EV transition, demand management and freight decarbonisation. Doing so could save 45% of carbon emissions (0.93 MtCO$_2$e) over the period 2023 to 2040 versus a Do Minimum scenario.

That is not to say that the interventions identified in this LTP alone will be sufficient alone to achieve the carbon reductions. Delivering the ambitions of this LTP is required alongside UK and Welsh Government efforts, as MCC do not hold all the levers to influence the behaviour change required. This initial modelling exercise is indicative, and it is recommended that more detailed modelling of specific interventions and sensitivity analysis is undertaken as part of the RTP and target development along with South East Wales CJC partners.

It is noted that this analysis only estimates operational carbon reductions from tailpipe emissions. Further, more detailed analysis should consider the impacts of indirect carbon emissions for example for from the generation of electricity and embodied carbon associated with infrastructure and transition to electric vehicles.

The analysis also doesn't capture the significant health, accident reduction and wider benefits from a mode shift to active and public transport modes, which in many cases vastly exceeds the carbon benefits in economic appraisal terms.

The following key conclusions are drawn from this LTP, for further consideration within the processes to develop the South East Wales RTP:

- MCC and other authorities in South East Wales have not established a definitive carbon baseline, without which it is difficult to develop a clear plan to achieve what is necessary to decarbonise transport.

- Equally, existing and future mode share targets at a national level have not been translated to the context of a rural authority such as Monmouthshire, and without this information it is not fully understood what needs to be achieved.

- The cost of meeting national mode share targets in a rural authority will be higher than in an urban equivalent, where mode shift to active travel and public transport are more achievable. Achieving these targets uniformly across Wales is unlikely to be practical to deliver and will not be the most cost-effective way to decarbonise our transport system.

- A holistic combination of policies will be required to address car dependency. Aligning with Welsh Government's transport policy requires a focus on modal shift away from private car use. Extending the reach of public transport network by improving active travel connections, on-demand transport and better integration of all modes are key interventions to achieve this. However, it is important to acknowledge the importance of the rural and strategic road network for a rural authority such as Monmouthshire, and the need to transition to EVs as quickly as possible.

Figure 7.2: Transport Decarbonisation Emissions Pathway: Do Minimum (MtCO₂e)
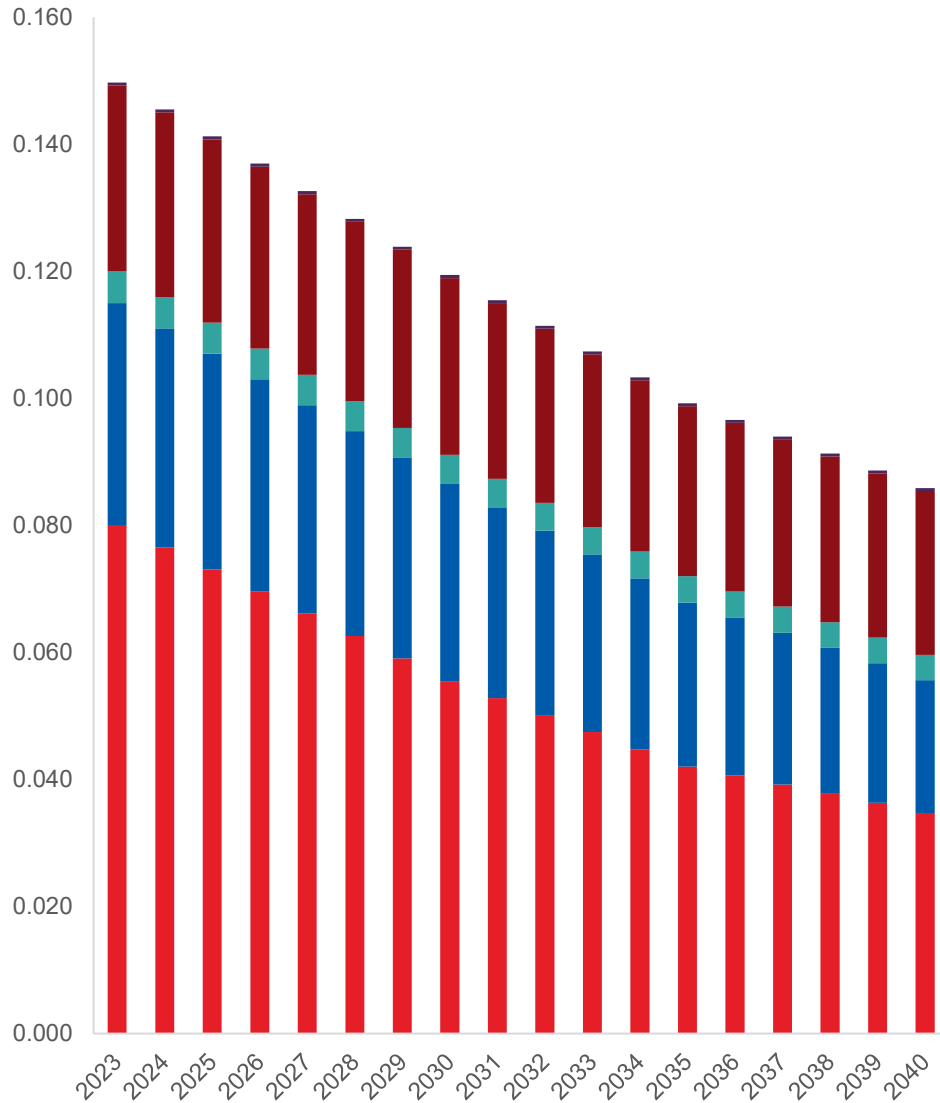
Figure 7.3: Decarbonisation Pathway: All Intervention Scenarios Combined (MtCO₂e)
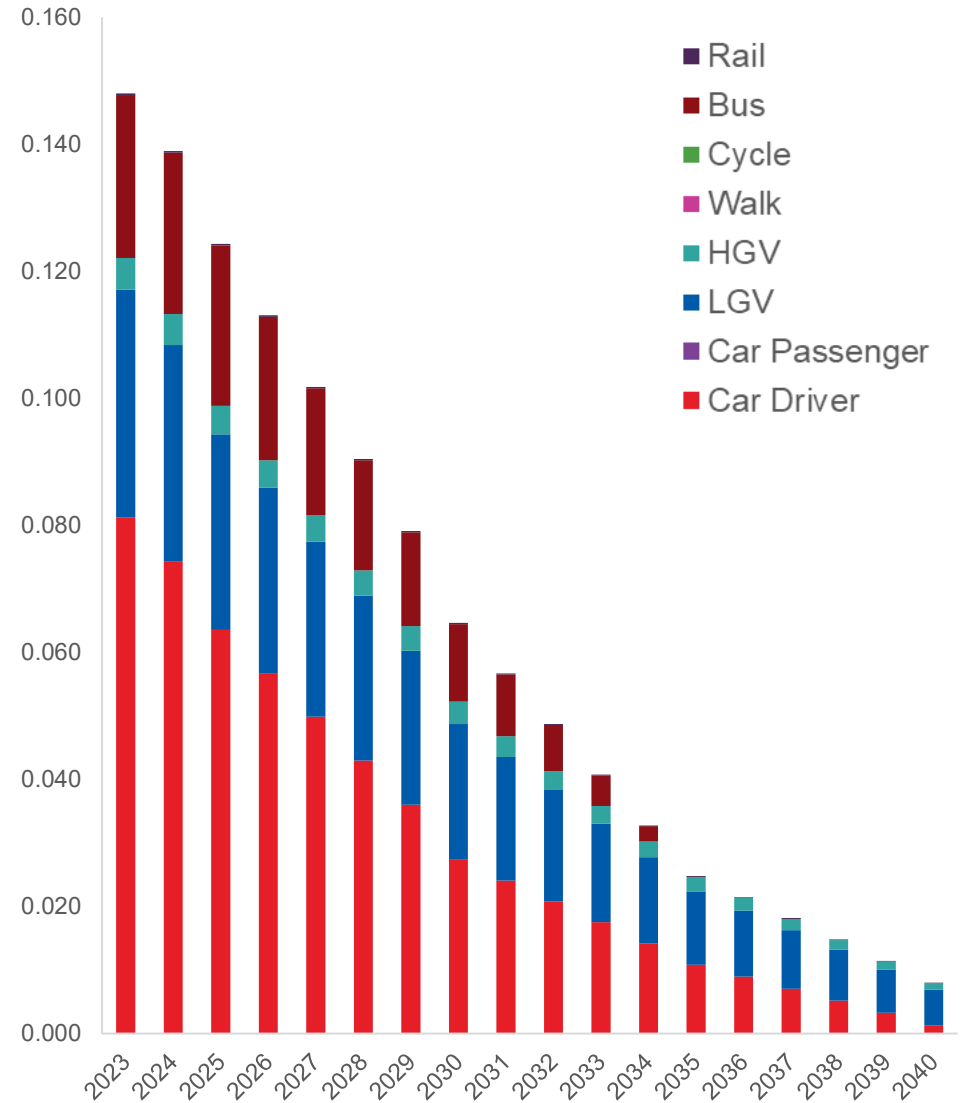
8 | Delivery Plan

8. Delivery Plan

The delivery plan follows the format required by RTP guidance

8.1 Making Our Vision a Reality

Delivery of the interventions set out in Section 6 will make our vision a reality.

Our implementation plan looks at the schemes by focus area in the deliver category that have been fully appraised, and which are the key focus of the LTP period. It outlines what each scheme contains, how it aligns with well-being objectives, what deliverability, funding and management considerations there are and the expected timescales.

Each scheme has unique reference code which identifies their focus area as well as a sequential number. This follows the required format of the Regional Transport Delivery Plans (RTDPs).

The implementation plan is summarised in Table 8.2 overleaf.

This Local Transport Plan will help inform the emerging RTP and has hence been prepared at a suitably and proportionately high level, considering the further work that MCC will need to undertake as part of the CJC when preparing its RTP.

We acknowledge further work is required to collaboratively consider the priorities for South East Wales including Monmouthshire, taking into account affordability as well as other key considerations for investment decisions.

Table 8.1: Delivery Plan Reference Codes

Focus Area	Reference
Active Travel	AT
Behaviour Change and Information	BCI
Bus	BUS
Digital Connectivity	DC
EV Charging Infrastructure	EV
Freight and Logistics	FL
Home to School Transport	HtS
Mobility Hubs and Interchanges	MHI
On-demand and Community Services	ODS
Roads, Streets and Parking	RSP

Cost Range	Timescale
Low = <1m	Short = <1yr
Medium = 1m-10m	Medium = 1-5yr
High = >10m	Long = >5yr

Table 8.2: LTP Implementation Plan Summary

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
BCI1	Wye Valley tourism walking and bus route maps	+	+	++	+	Positive	Positive	Positive	0	Low	Medium	High	Yes
BCI2	Promote a 'No Car Day' event	++	++	0	+	0	Positive	Promote	Positive	Low	Short	Medium	Yes
BCI3	Workplace parking levy (WPL)	++	++	0	+	Negative	0	0	Positive	Low	Short	Medium	No
BCI4	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
HtS1	School Streets	++	++	+	+	0	Positive	0	Positive	Low	Medium	Medium	Yes
MHI1	Bus and active travel integration with Marches Line	++	++	+	+	Positive	Positive	Positive	Positive	Low	Short	High	Yes
MHI2	Sustainable travel improvements at Abergavenny Railway Station	+	0	0	+	Positive	Positive	Positive	Positive	Low	Medium	High	Yes
MHI3	Transport interchange improvements at Severn Tunnel Junction	++	+	0	+	Positive	Positive	Positive	Positive	Medium	Medium	High	Yes
MHI4	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

8. Delivery Plan

Government funding is generally allocated on a competitive basis which requires business case development

8.2 Funding and Delivery

Transport is a means of delivering economic growth, jobs, homes, and a better quality of life for our citizens. Funding and financing transport improvements are essential to secure sustainable development, and the route to net zero will change the types of transport projects being brought forward. As such, our approach to their funding and financing must galvanise stakeholders into collaborative working to contribute to a wider policy agenda of environmental sustainability.

Increasing land use and environmental pressures mean that demand for sustainable urban mobility projects is increasing. At the same time the need for other forms of public infrastructure in energy, water and communications are also on the up. This means schemes may end up chasing the same sources of capital to secure finance. Transport projects therefore need to be as attractive as possible to secure the resources they need in order to get built and to be attractive to private financing as well as public sector backing.

By aligning new transport routes with land use development, we can help to secure long-term sustainable demand for public transport and help to pay for projects by capturing some of the wider development values (such as higher rents and capital values) that is created. Not only does this approach generate resources for capital investment, including from the private sector, but it also helps to 'lock in' demand. For example, station car parks can be re-developed for housing, as is increasingly the case in our cities, to allow higher density accommodation to be built.

Public funding is being used to provide EV charging, upgrade the rail network, trial DRT services, subsidise shared bikes and to introduce electric bikes and e-scooters into the transport mix. Each of these modes is designed by separate teams, and each often has a different customer-facing app and payment system.

We will be advocating and working with our partners to create a system which brings various modes of transport together, with a seamless customer experience, and working towards a single payment channel instead of multiple ticketing and payment operations. This will help make sustainable transport choices more attractive to users and investors.

Improving transportation requires investment in the short-term to unlock a virtuous circle of additional revenue, further innovation and focus on passenger outcomes, leading to further additional patronage. This will mean that investments made in the short term will more than pay off in the long run, especially when the negative externalities of car dominance (carbon, inequality, air pollution, noise, congestion, fatalities and sedentary lifestyles) are included in the equation.

The case for long-term investment in our transport system has never been better, with the associated opportunities to improve the economic productivity of our city-region, reduce reliance on cars in favour of healthier alternatives and better places, and help address the climate crisis in turn.

8. Delivery Plan

Government funding is generally allocated on a competitive basis which requires business case development

8.2 Funding and Delivery

Lack of available funding was identified as the key issue impacting the previous LTP. A summary of potential funding sources is outlined below in Table 8.3.

Table 8.3: Summary of Potential Funding Sources for Transport Interventions

Funding Source	Description
WG Capital Funding	Direct capital funding from the Welsh Government is expected to be the main method for implementing new infrastructure projects. The main grant programmes support active travel, local transport (as identified below), ultra-low emission vehicle infrastructure and road safety. Other Welsh Government budgets can also contribute to the development of the transport network. These budgets include regeneration, transforming towns, air quality and ultra-low emission vehicles.
Local Authority Transport Grant Funding	This funding ultimately derives from the Welsh Government's capital budgets. The Local Transport Grant process is the mechanism through which Welsh Government funding is allocated to local authorities for smaller scale projects and project development phases. Local authorities can use their 'block' grants from Welsh Government to fund local transport investments.
Cardiff Capital Region City Deal Funding	The Cardiff Capital Region (CCR) City Deal is a programme of investment agreed between the UK Government, the Welsh Government and the ten local authorities in South East Wales. The City Deal includes a £1.2 billion investment fund in the Cardiff Capital Region's infrastructure. This funding provides support for major infrastructure projects and initiatives designed to drive economic development and create jobs across the CCR.
Active Travel Fund	TfW are responsible for the administration of the Active Travel Fund programme on behalf of the Welsh Government. For 2023-2024, £55m of total funding was announced to deliver active travel schemes across Wales, of which MCC received c. £8m.
Central Government / Department for Transport	Rail infrastructure in Wales (outside of the Core Valleys Lines) continues to be the responsibility of the UK Government. The Government established the Rail Network Enhancement Pipeline (RNEP) which is the approach applied to all rail network enhancement proposals within England and Wales that require central government funding. Successful projects progress through the five stages of the framework – determine, develop, design, deliver and deploy.
Levelling Up Fund	The Levelling Up Fund is a government initiative aimed at boosting economic growth and improving infrastructure in underprivileged areas of the UK. Local transport projects submitted for appraisal may include public transport, active travel, bus priority and enhanced public transport facilities. However, MCC has been unsuccessful in bidding for funding for Chepstow Transport Hub in recent years and is in the lowest priority for levelling up (Category 3).
New Stations Fund	The £20m New Stations Fund (NSF) was launched by DfT to support proposals for new railway stations and the restoration of old station sites to improve access to rail services in England and Wales. Future rounds of NSF could be a possible avenue to secure UK Government funding or funding contributions for a new station at Magor.
Other Central Government Funds	Other central government funding for transport are likely to come forward in the coming years, aligned to key political aspirations. Restoring Your Railway Fund for example identified funds to support the restoration of rail lines and the reopening of stations, although this DfT fund is not accepting new proposals. Whilst challenging to prepare for, generally these funding competitions require 'oven-ready' schemes, with technical feasibility, design and business case work undertaken in advance.
Developer Contributions	Local authorities can secure Section 106 or Community Infrastructure Levy (CIL) funding from developers to support infrastructure projects. Agreements are made between the local planning authority and developer, which require the developer to provide specific infrastructure as a condition of obtaining planning permission for a development.
Innovative Funding and Finance	A challenging funding landscape with inflation, budgetary pressures and reduction in spending power presents an opportunity for MCC to consider alternative funding and finance models. Whilst these challenges also apply to the private sector, partnership working and collaboration is needed to ensure that transport investment is delivered in a way that facilitates development and, in turn, the value of future development is harnessed to contribute to funding transport, alongside sustained public investment.

8. Delivery Plan

We will continue to monitor available funding sources whilst advancing feasibility and design, where possible

8.2 Funding and Delivery

Table 8.4 provides a summary of the alignment of options with potential sources of funding, according to the following categories:

- Strong Alignment: Option aligns well with funding criteria – these funding sources provide a compelling avenue for future exploration;
- Potential Alignment: There may be alignment with existing or future funding criteria, or some elements of the scheme align well with funding criteria; and
- Weak Alignment: Unlikely to be good alignment with funding criteria. Not considered a strong case for exploring this as a potential funding mechanism.

Table 8.4: Summary of Potential Funding Sources for Transport Interventions

Funding source	Land Use Planning	Digital Connectivity	Freight and Logistics	Active Travel	Bus	Rail	On-demand Services	Mobility Hubs & Interchanges	Behaviour Change & Information	EV Charging	Roads, Streets & Parking	Home to School Transport
Welsh Government Capital Funding	Potential	Strong	Strong	Strong	Strong	Strong	Weak	Strong	Weak	Strong	Strong	Potential
Local Authority Transport Grant Funding	Potential	Potential	Potential	Strong	Strong	Potential	Potential	Strong	Strong	Strong	Strong	Strong
CCR City Deal Funding	Potential	Potential	Potential	Weak	Potential	Potential	Weak	Potential	Potential	Potential	Potential	Weak
Active Travel Fund	Potential	Weak	Potential	Strong	Strong	Potential	Strong	Potential	Potential	Weak	Potential	Strong
Central Government / DfT	Potential	Strong	Strong	Strong	Strong	Strong	Strong	Potential	Potential	Potential	Potential	Potential
Levelling Up Fund	Potential	Strong	Weak	Strong	Strong	Strong	Strong	Potential	Potential	Potential	Potential	Potential
New Stations Fund	Weak	Weak	Weak	Strong	Weak	Strong	Weak	Potential	Weak	Weak	Weak	Weak
Other Central Government Funds	Potential	Potential	Potential	Potential	Potential	Potential	Potential	Potential	Potential	Potential	Potential	Weak
Developer Contributions	Strong	Strong	Strong	Strong	Strong	Weak	Potential	Potential	Strong	Strong	Strong	Strong
Innovative Funding & Finance	Potential	Potential	Potential	Potential	Potential	Potential	Potential	Potential	Potential	Potential	Potential	Potential

8. Delivery Plan

Monitoring and evaluation of this LTP plan will be aligned with WTS KPIs and reported on annually

8.3 Monitoring and Evaluation

An important aspect of this voluntary LTP will be the monitoring and evaluation (M&E) of interventions. This section outlines the process for tracking and assessing the progress of plan, as well as the strategies and actions that will be taken to achieve the vision. and associated well-being objectives.

A M&E plan will be used to:

- Ensure that the LTP is implemented effectively and efficiently;
- Identify any areas where the LTP is not meeting its objectives; and
- Make recommendations for improvements to the LTP.

As highlighted in Table 4.1 and given that the LTP has been prepared to inform the development of the RTP, it will be important to align with the Wales Transport Strategy monitoring framework.

This will help ensure alignment between plans at the national, regional and local level, and avoid the need for duplication of efforts in recording how policies and plans are being implemented and their effectiveness, including the county's contribution to national decarbonisation and modal shift targets.

Notwithstanding the above, there may be aspects of this plan that require additional or supplementary data collection and analysis to build a better picture of the local impact on Monmouthshire.

Table 8.5 sets out Key Performance Indicators (KPIs) based on the framework of measures used in the integrated well-being appraisal, drawing on the Wales Transport Strategy monitoring framework, and showing alignment with the objectives of this LTP. We will review progress against these KPIs in Monmouthshire and aim to report on progress annually.

As work begins on the RTP, our M&E responsibilities may transfer to the functions of the South East Wales Corporate Joint Committee, and we will consider how best to continue to review our performance and progress accordingly.

Table 8.5: MCC LTP KPIs and Alignment with WTS Monitoring Framework

Ref	Key Performance Indicator	LTP Objective			
		1	2	3	4
M1	Percentage of journeys by walking, cycling and public transport	●	●	●	●
M2	Percentage of vehicles that are ultra-low or zero emission	●	●	●	
M3	Total vehicle kilometres travelled	●	●	●	
M4	Average distance travelled per person		●	●	
M5	Percentage of the workforce working remotely on a regular basis		●		
M6	Greenhouse gas emissions from the transport sector			●	
S1	Average travel time to education, health and leisure services	●	●	●	●
S2	Percentage of people satisfied with their ability to access services in their local area	●	●	●	●
S3	Percentage of people within walking distance of sustainable modes of transport	●	●	●	
S4	Percentage of people who walk or cycle at least once a week as means of transport	●	●	●	
S5	Percentage of journeys to a rail station by walking, cycling or bus	●	●	●	
S6	Percentage of trips to visitor attractions by sustainable modes of transport	●	●	●	●
S7	Percentage of rail network that is electrified		●	●	
S8	Percentage of land-based freight moved by rail		●	●	
S9	Percentage of bus and rail services on time	●		●	
S10	Number of publicly available electric vehicle charging points			●	
S11	Percentage of people satisfied with their journey	●			
S12	Percentage of people satisfied with ability to access public transport independently	●			
S13	Percentage of railway stations that are step-free	●			
S14	Percentage of buses and trains with audio-visual information	●			
S15	Percentage of Welsh speakers using Welsh language services in transport sector	●			●
S16	Average delay per kilometre travelled	●		●	
S17	Average cost per kilometre travelled by public transport	●		●	
S18	Percentage of people who feel they can't afford to travel by public transport	●		●	
S19	Number of people killed or injured on the transport network	●			
S20	Percentage of people who feel safe and welcome when travelling	●			
S21	Percentage of transport infrastructure in good condition	●			
S22	Percentage of transport infrastructure at risk of flooding	●		●	
S23	Level of air pollutants from the transport sector			●	
S24	Percentage of people regularly bothered by noise caused by transport			●	
S25	Hectares of habitat on the transport estate improved for biodiversity benefit			●	
S26	Percentage of waste produced by the transport sector that is reused or recycled			●	
S27	Percentage of historical assets that are in a stable or improving condition				●

9 | Summary and Conclusions

9. Summary and Conclusions

A multi-agency approach is required, which will need to be considered further through the RTP development process

9.1 Summary

This voluntary LTP will inform the preparation of an up to date, robust transport evidence base that will ensure MCC is well placed in securing improvements to sustainable transport infrastructure through the development of the South East Wales RTP. It will also inform the Replacement LDP, ensuring that new homes and jobs are located in places that people can travel to and from sustainably. It will also ensure that transport infrastructure requirements are properly considered and funded as development sites are brought forward.

An analysis of existing travel patterns identifies that the car is by far the most used mode of transport in Monmouthshire, which isn't surprising given previous trends and the rural nature of the county. However, the Welsh Government has set out an ambitious policy direction for transport, which aims to reduce the need to travel, and encourage behaviour change to more walking, cycling and public transport. Given the rural nature of the county and its dispersed settlement pattern, car use is forecast to remain high without interventions seeking help people make fewer trips by car and improve the availability of alternative modes of travel.

This LTP sets out an appropriately ambitious set of policy ambitions and interventions across twelve areas that we will focus on to achieve our aim of achieving 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.*

Monmouthshire cannot achieve this vision alone. Availability of funding was a key barrier impeding the development of schemes identified in the previous LTP. There will be a need for multi-agency approach to many of the interventions identified, whilst some will need to be developed further or reviewed to achieve the support needed from the public and politicians to take them forward. The opportunity to work as part of the South East Wales CJC should help pool resources and shape sustainable decision making.

9.2 Conclusions

The following key conclusions are drawn from this LTP, for further consideration within the processes to develop the South East Wales RTP:

- MCC and other authorities in South East Wales have not established a definitive carbon baseline, without which it is difficult to develop a clear plan to achieve what is necessary to decarbonise transport. This should be a priority for the CJC.

- Equally, existing and future mode share targets at a national level have not been translated to the context of a rural authority such as Monmouthshire, and the CJC should work to better understand what needs to be achieved in the region and respond with a tailored plan accordingly.

- The cost of meeting national mode share targets in a rural authority will be higher than in an urban equivalent, where mode shift to active travel and public transport are more achievable. Achieving these targets uniformly across Wales is unlikely to be practical to deliver and will not be the most cost-effective way to decarbonise our transport system. Notwithstanding this, we have a key part to play and will work as part of the CJC to agree a pathway to decarbonisation building on our initial work as part of this LTP.

- A holistic combination of policies will be required to address car dependency. Aligning with the Welsh Government's transport policies requires a focus on modal shift away from private car use. It is important to acknowledge the importance of the rural and strategic road network for a rural authority such as Monmouthshire, and the need to transition to EVs as quickly as possible. However, extending the reach of the public transport network by improving active travel connections, on-demand transport and better integration of all modes are key interventions to achieve our shared ambitions for a sustainable Monmouthshire fit for future generations.