

Caldicot MUR -Phase 1

Consultation Report



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Monmouthshire County Council

61281

September 2025

 **TACP**



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Prepared by:
TACP (UK) Ltd
4th Floor James William House
9 Museum Place
CARDIFF
CF10 3BD

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This report will be deemed to be accepted by the client as final if no comments are received within two weeks of issue.

S0 – Work in progress

S3 – For review and comment

S1 – For coordination

S4 – For approval

S2 – For information

FI – Final

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List of Abbreviations

Abbreviation	Full Description
MUR	Multi-User Route

1 INTRODUCTION

1.1.1 Burroughs and TACP (UK) Ltd (TACP) have been commissioned by Monmouthshire County Council (MCC) to develop a construction-ready design for the Caldicot Multi-User Route (MUR) Phase 1, a new approx. 500m long active travel route.

1.1.2 The proposed Caldicot MUR-Phase 1 is subject to a planning permission. A pre-application consultation has been completed to allow for local community and key stakeholders early engagement in the scheme development. This report presents the method of the consultation and the received feedback.

1.2 Summary of the Proposal

1.2.1 Caldicot MUR - Phase 1 forms part of an active travel system in Caldicot (Caldicot MUR) and across the Severnside area of the county (the Severnside spinal route). In Caldicot, the spinal route will link residents of the town and its surrounding communities (Caerwent, Portskewett, Crick, Sudbrook, and the broader Severnside area) to local facilities, services, employment hubs, education centres, and retail options. This assists MCC in creating 20-minute neighbourhoods for both current and future residents and promotes cohesive communities where active travel is the preferred option for trips under 3 miles.

1.2.2 Caldicot MUR - Phase 1 will run through Caldicot Castle Country Park, connecting the northern end of the completed and future sections of Caldicot Links (Phase 1 and Phase 2 & 3 respectively) with the existing west-east route through Caldicot Castle Country Park (the proposed Caldicot MUR Phase 2). Figure 1 below identifies the proposed new route through Caldicot Castle Country Park.



Figure 1: Caldicot MUR Phase 1 Location Plan

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2 CONSULTATION METHOD

2.1 Pre-Planning Consultation

2.1.1 Between 1st August 2025 and 31st August 2025, public and stakeholder pre-planning consultation was undertaken for the proposed Caldicot MUR - Phase 1.

2.2 Project Website

2.2.1 A consultation website was set up to provide information about the development (currently available at:

<https://storymaps.arcgis.com/stories/1c16bfe448f14763a8e54a195d9f8633>).



Figure 2: Stakeholder Consultation Webpage

2.2.2 The website also included a survey for community members to provide feedback on the proposed scheme. During the consultation window, this website was accessible through the Monmouthshire MonLife bit.ly/monlife.caldicot, a link to which was shared on all consultation materials including posters, information boards, letters and emails and via Monmouthshire County Councils and MonLife social media accounts.

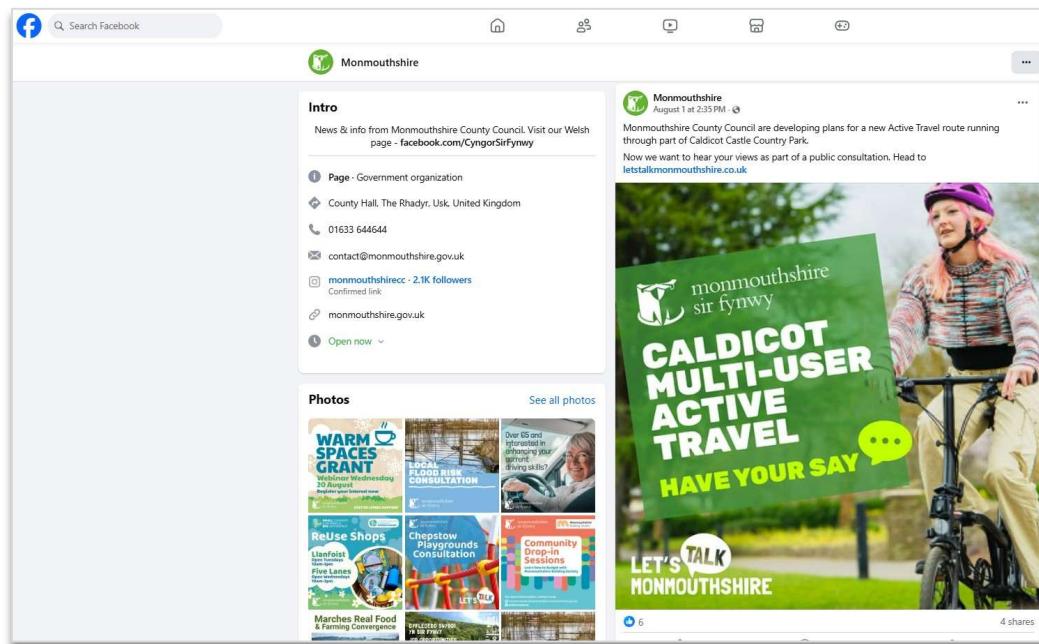


Figure 3: Consultation Social Media Posts

2.3 Consultation Strategy

2.3.1 A range of consultation methods were developed to gather information and feedback from key stakeholders. These approaches ensured diverse perspectives were captured, helping to shape a more inclusive and informed assessment. The consultation process was designed to be transparent, collaborative, and responsive to local needs. The following list identifies the consultation methods utilised in the finalised consultation plan.

Letter drops and Emails

2.3.2 To promote the scheme and invite feedback from the local community, letter drops were undertaken to more than 300 properties around the country park, as well as emails sent to local businesses and groups. Letters (**Figure 4**) were delivered to Church Road, Llanthony Close, Castle Lea, Court House Close, Castle Lodge Crescent and Castle Lodge Close.

Posters and Information boards

2.3.3 Posters and information boards were also displayed in public areas, including Caldicot Castle (**Figure 7**), Caldicot Leisure Centre, the community hub (the Hub) - **Figure 5**, and sports clubs. These provided information on the Caldicot MUR - Phase 1 proposals, as well as links to the online website and survey.



Figure 4: Consultation Letter

Drop-in sessions

2.3.4 The posters and information boards also invited people to attend one of the two public consultation drop-in sessions held on 10th and 11th of August 2025 at Caldicot Castle and Leisure Centre, respectively.

Online Website and Survey

2.3.5 In addition to the online survey shared via the project website as mentioned in section 2.2, paper copies were made available at the Hub to allow those who preferred to submit a physical response to provide their comments.

Workshops

2.3.6 Alongside the public consultation, two workshops were held on the 13th and 19th of August with the Severnside Forum (featuring local elected Members and town and community Councillors) and other key stakeholders including MCC planning team and Natural Resources Wales.

2.3.7 This consultation approach collected responses on key issues from stakeholders and locally impacted people to ensure that their considerations were included in the consultation and decision-making process. The consultation process is a vital part of the planning process ensuring that the project reflects the needs, perspectives and priorities for the relevant stakeholders and communities impacted by the development of the proposed Caldicot MUR - Phase 1.



Figure 5: Caldicot Hub Consultation



Figure 6: Drop-in Session - Caldicot Castle



Figure 7: Information Boards - Caldicot Castle

3 RESULTS

3.1 Surveys

3.1.1 From the consultation period, a total of 33No survey responses were received: 26 online and seven paper submissions. Additional feedback was received during the drop-in sessions – see Section 3.3. **Figure 8** indicates, from the online surveys, areas along the proposed Caldicot MUR- Phase 1, where individuals have left a specific comment relating to features such as seating or signage preferences. The majority of online responses provided a general response to the project as a whole rather than commenting on specific aspects or locations.

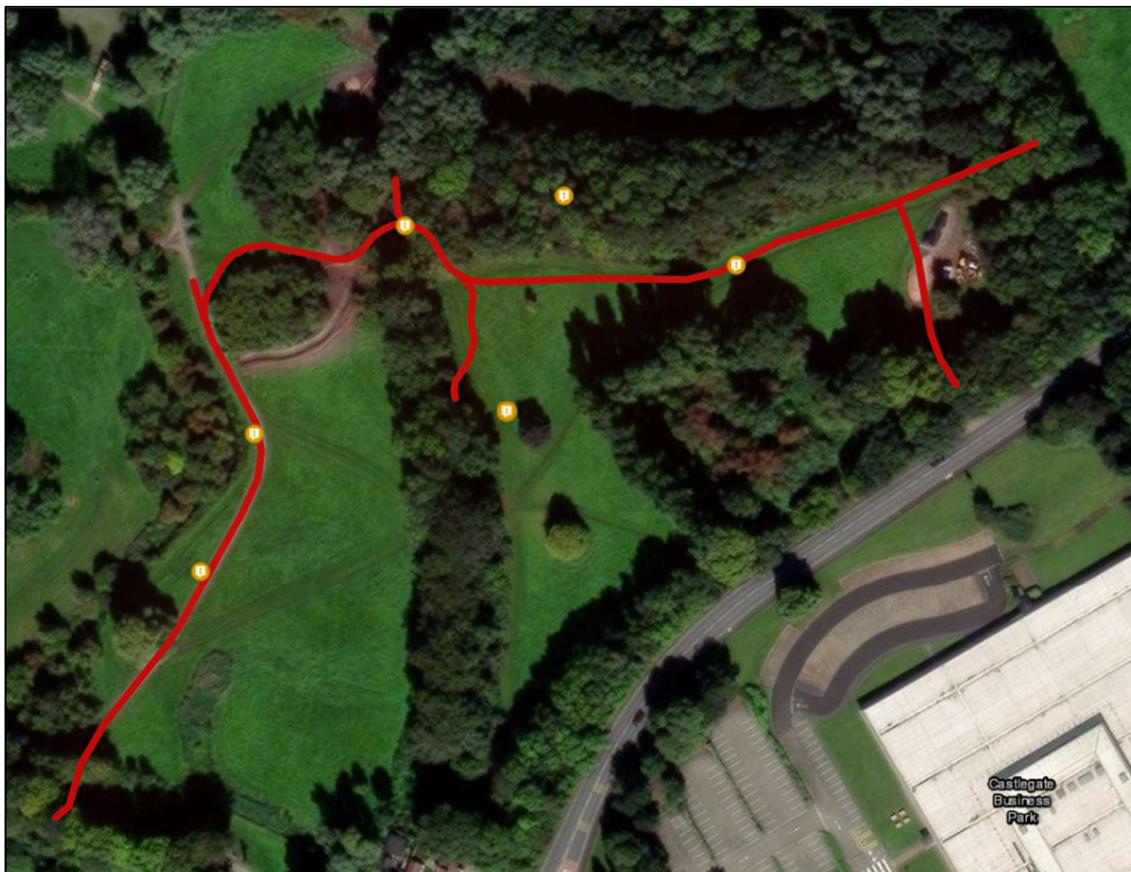


Figure 8: Online Survey Responses - Comment Location Points

3.1.2 The online and paper surveys presented an opportunity to gain perspective on the key issues related to the design and implementation of the Caldicot MUR – Phase 1. The questions were designed to assess the likely utility of the route for likely users as well as potential issues anticipated from the design phase. The questions were also designed to encourage ideas on how to improve the design implementation to prevent any barriers for accessibility.

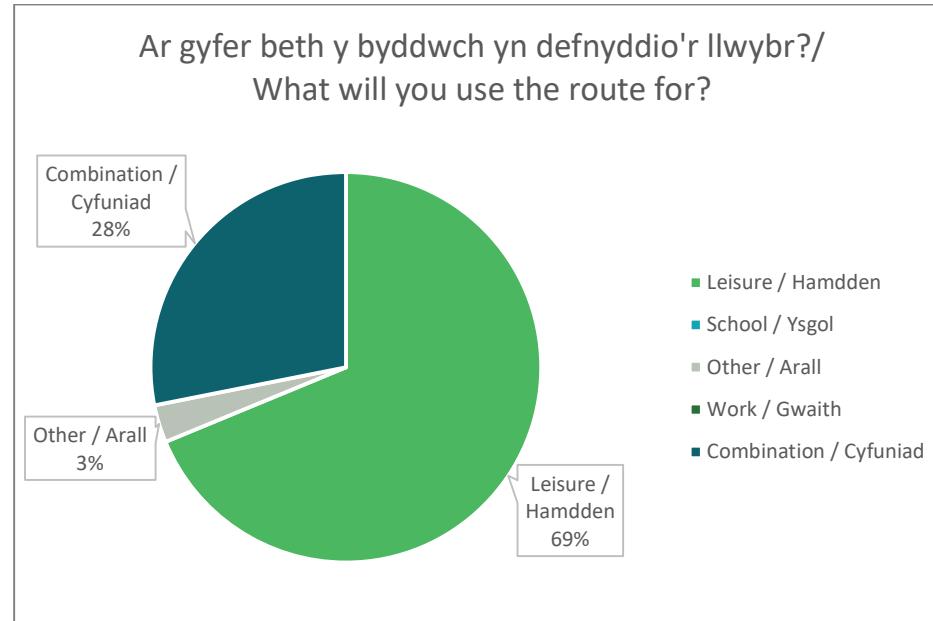


Figure 9: Survey Results - MUR Use

3.1.3 The survey results indicate (see **Figure 9**) that the majority (69%) of the survey participants would use the route primarily for leisure, with a further 28% of respondents indicating that they would use the route for a combination of commuting to work and school, and for leisure. One respondent also stated that they would use the route as part of their work with local elderly residents.

3.1.4 When asked what the respondents would like to see to make the route better, lighting was highlighted as a prominent feature with over half of the survey participants indicating that they would like lighting to be incorporated into the design of the route. The accessibility for cycling and walking was also a primary objective observed during the questionnaire, with approximately 50% of participants highlighting this as something they would want to see the route used for. The visual impact was also a prominent issue throughout the survey, with a request to focus on a natural setting with planting and places to sit, which was attributed as a key consideration to encourage more footfall across the MUR.

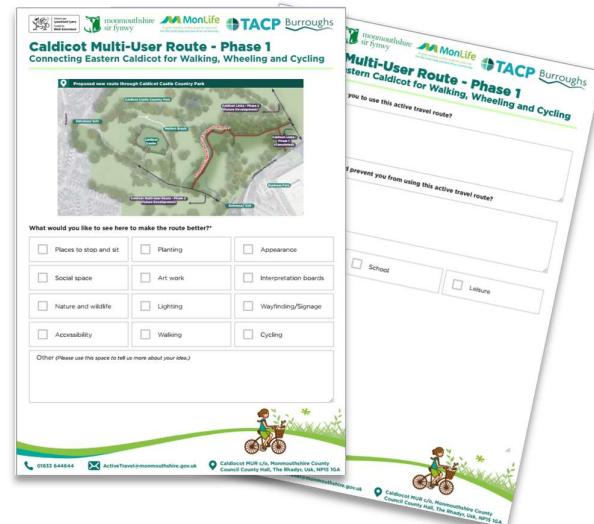


Figure 10: Consultation Survey

3.1.5 The survey results also indicate that users value the inclusion of clear and accessible signage and interpretation boards to provide guidance and context for all scheme users. Together, these elements enhance both the aesthetic and functionality of the route, ensuring its welcome to a diverse range of route users. The survey highlighted a flooding risk as a key concern, a sensitive issue based on the local historical context, particularly in relation to the accessibility and safe use of the Caldicot MUR – Phase 1, with concerns raised over accessibility issues during winter months.

3.1.6 When asked what would encourage respondents to utilise the MUR, common responses included multiple seating options of different types along the route. A **“flat” and “even surface”** was identified by multiple respondents as a key draw for the path that would allow those with reduced mobility, or those who rely on a wheelchair, to utilise the path safely.

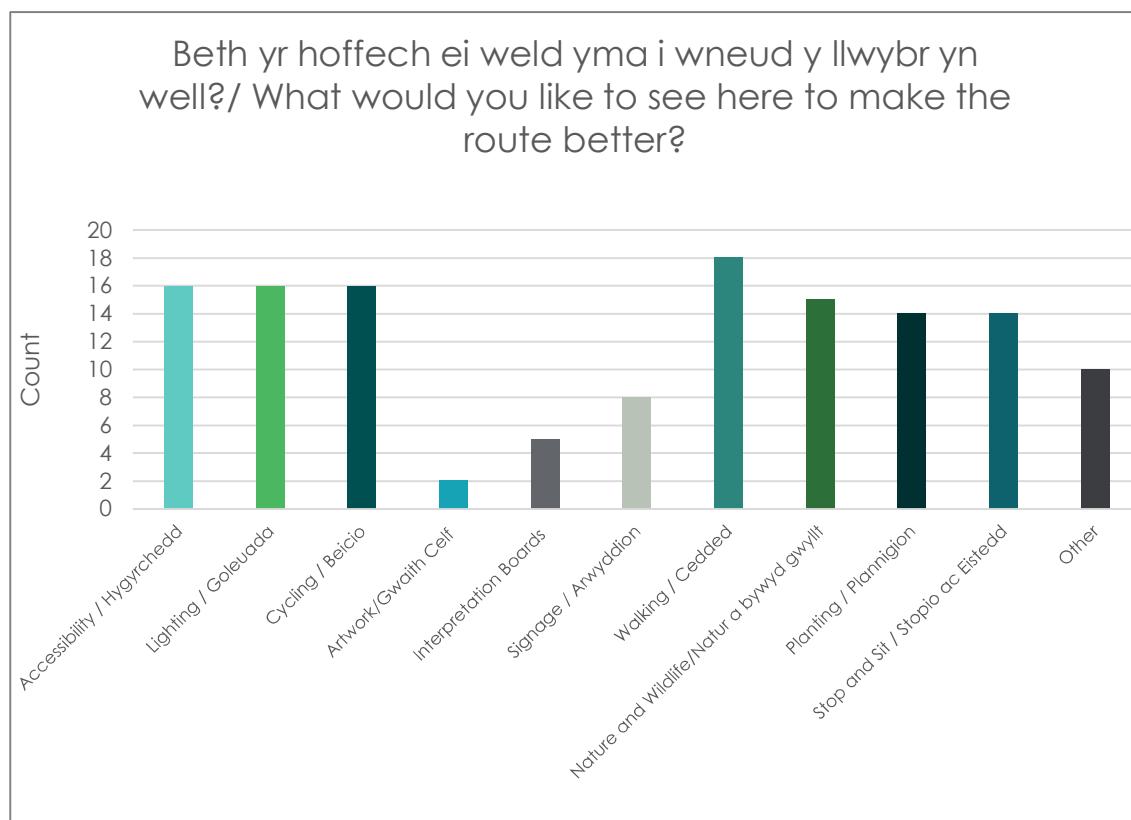


Figure 11: Survey Results - What would encourage MUR use?

3.1.7 A request for lighting along the route was raised by several respondents, stating that it would make them feel safer, with one saying they would use the path during the darker evenings “providing it had lighting throughout”.

3.1.8 Respondents were asked if any barriers would prevent them from using the MUR. There were some concerns raised about the shared nature of the path, with some respondents feeling that a wider or even segregated path would make them feel safer and more likely to use the route. They emphasised that any shared use of the path must ensure users are respectful of each other.

3.1.9 A copy of the survey questions is available in **Appendix A**.

Findings Summary

3.1.10 The following points summarise the survey findings:

- 33 responses were received (26 online, 7 paper), with most offering general feedback rather than location-specific comments.
- Leisure was the primary intended use of the route (69%), followed by mixed commuting and leisure (28%).
- Lighting was a commonly requested feature, seen as important for safety and usability during darker hours.
- Accessibility was a major concern with flat, even surfaces and varied seating options highlighted to support users with reduced mobility.
- Respondents expressed that they preferred a natural setting with planting and seating to enhance visual appeal and encourage footfall.
- Clear signage and interpretation boards were valued for improving navigation and inclusivity.
- Flooding risk was flagged as a significant concern, especially for winter accessibility and safety.
- Concerns about shared path usage led to suggestions for wider or segregated paths to improve comfort and safety.

3.2 Stakeholder Workshops

3.2.1 As part of the consultation, two workshops were held on the 13th and 19th of August. The first with members of the Severnside Forum and the second with key stakeholders within Monmouthshire County Council, and representatives from Natural Resources Wales and Transport for Wales. CADW and GGAT were also invited but unable to attend (and no comments received).

3.2.2 These workshops provided the opportunity for stakeholders to put forward any design considerations or concerns listed below

- The need for suitable surfacing and gradients for the route was raised. It was raised that the surface would need to be a bound surface suitable for all users, including walking, cycling and wheeling.
- Concerns were raised about cyclist interactions/the potential for conflict between different route user types.
- The historic setting of the route within the Caldicot Castle Country Park was also raised, highlighting that the design would need to be sympathetic to the heritage of the site.
- The requirement for more proposed seating options was also raised

- Maintenance considerations were raised. Given flooding concerns, it was raised that a permeable surface would not be favourable due to the maintenance required to remove silt following a flooding event. It was acknowledged that the route would be prone to flooding, however the additional access for the route that could be utilised during times of flooding was welcomed.

3.3 Drop-in Sessions

3.3.1 Two public drop-in sessions were advertised via posters, information boards, social media accounts, and the consultation website. These were held on Sunday, 10th August 2025, and Monday, 11th August 2025 at Caldicot Castle and Caldicot Leisure Centre respectively where MCC supported by the project team provided information on the Caldicot MUR -Phase 1 proposals. The first workshop saw approximately 35 interactions with members of the public and the second saw approximately 60-70 interactions.

3.3.2 These facilitated useful discussions with members of the public to understand their needs and provided an opportunity for them to raise any concerns or comments on the proposals.

3.3.3 At both drop-in sessions, feedback was consistent with the responses to the other consultation methods. A common theme was that the surfacing of the path should be suitable for all users, including those with limited mobility or who rely on a wheelchair. The discussions enabled the project team to understand what current barriers there are through the country park (e.g. gates preventing access to mobility scooter users) and to understand how the route would benefit individuals, such as providing a safe route away from traffic to the Severn View Residential Park.

3.3.4 While there were some comments that some people might want to see the money spent elsewhere rather than on a new MUR, the overall response was very positive with the majority of individuals welcoming the proposal and looking forward to using this route in the future.

Findings Summary

3.3.5 The following points summarise the drop-in session findings:

- Accessibility and inclusive surfacing were key concerns.
- Existing barriers like gates limit mobility access.
- Welcomed that the proposed route offers safe, traffic-free access to local destinations.
- Overall public response was positive despite some funding concerns.

4 CONCLUSION

4.1.1 In conclusion, the consultation demonstrates good community engagement, interest and support for the Caldicot MUR - Phase 1. The received feedback should be considered and incorporated into the MUR's design where appropriate. Key elements identified that would increase the likelihood of people using the route are a design that fits well within the landscape, is easily accessible and has opportunities to sit and rest. The main barriers to use would be the surfacing, with a solid surface with limited/no gradient preferred to allow access by those with limited mobility or who utilise an aid to travel. Additionally, safe interactions between different types of users should be considered. Options for lighting should also be considered, as this was raised by a number of respondents, especially if they were to use the route during the darker months.

APPENDICES

Appendix A

Consultation Survey Questions

Q1. Beth yr hoffech ei weld yma i wneud y llwybr yn well?/ What would you like to see here to make the route better?

[Multiple Choice]

- Hygyrchedd/ Accessibility
- Golwg/ Appearance
- Gwaith celf/ Artwork
- Beicio/ Cycling
- Byrddau dehongli/
Interpretation boards
- Goleuadau/ Lighting
- Natur a bywyd gwylt/ Nature
and wildlife
- Mannau i stopio ac eistedd/
Places to stop and site
- Planhigion/ Planting
- Man cymdeithasol/ Social
space
- Cerdded/ Walking
- Dulliau dynodi
llwybr/Arwyddion/ Wayfinding/
Signage
- Arall/Other

Q2. Defnyddiwch y gofod hwn i ddweud mwy wrthym am eich syniad./ Please use this space to tell us more about your idea.

Q3. Beth fyddai'n eich annog i ddefnyddio'r llwybr teithio llesol hwn?/ What would encourage you to use this active travel route?

Q4. A oes rhwystrau a fyddai'n eich atal rhag defnyddio'r llwybr teithio llesol hwn?/ Are there barriers that would prevent you from using this active travel route?

Q5. Ar gyfer beth y byddwch yn defnyddio'r llwybr?/ What will you use the route for?

[Multiple Choice]

- Gwaith/ Work
- Ysgol/ School
- Hamdden/ Leisure
- Cyfuniad/ Combination
- Arall/ Other