

SUBJECT: ACQUISITION OF PLOTS OF LAND FOR THE UNDY TO ROGIET SEVERN TUNNEL JUNCTION (STJ) LINKS ACTIVE TRAVEL ROUTE

MEETING: CABINET

DATE: 8th JULY 2026

DIVISION/WARDS AFFECTED: MAGOR WITH UNDY, ROGIET

1. PURPOSE

- 1.1 To seek authorisation to proceed with the purchase of land required to provide an active travel (walking, wheeling and cycling) path alongside the B4245 between Undy and Rogiet.

2. RECOMMENDATIONS:

That Cabinet

- Agrees the acquisition of the land necessary to secure an active travel route between Undy and Rogiet and improvement of sustainable travel options for residents in Severnside.
- Agrees to delegate the land acquisition to the Chief Officer for Infrastructure in consultation with the Cabinet Member for Rural Affairs, Housing and Tourism.

3. KEY ISSUES:

- 3.1 Currently, the B4245 between Undy and Rogiet has no provision for walking and cycling, meaning the short distance between Magor/Undy and Rogiet has to be made by vehicle (though some walk or cycle on or alongside the road, at great risk). This affects the equity and safety of trips between Undy and Rogiet, and onwards to the main services and shops in Caldicot, as well access to Severn Tunnel Junction railway station.
- 3.2 Route options for providing a walking and cycling link between Rogiet and Undy have been examined and a proposed primary route consisting of a shared use active travel path adjacent to the southern side of the B4245 has been assessed to provide the shortest, most direct active travel route between Rogiet and Undy. Access for people living in Magor and Undy to Severn Tunnel Junction, and local services such as the secondary school, leisure centre, and Caldicot town centre is restricted by the lack of options for those who cannot drive. This leads to inequitable access and creates trips by car that could be made by other means if the option were available. This situation has wider economic and educational access, air quality, quality of environment and social impacts.
- 3.3 Rogiet and Undy are just over a mile apart, a distance that could be covered using a mobility scooter in half an hour or cycled in less than ten minutes. An active travel route along this section of the B4245 will allow residents of both villages to benefit from the facilities and opportunities offered by their neighbouring villages, without needing access to a car. It is known that people cycle and walk on the edge or the verge on this heavily trafficked B-road (10,000 vehicles per day).

- 3.4 Development of this route has been identified as a priority for the Council through several county-wide and local consultations. A consultation specifically on this route in 2023 found that 96% of people consulted were 'very-'or 'quite supportive' of the proposed Rogiet to Undy active travel path, which is as expected given that there is currently no direct, accessible link for active travel. Most respondents said the proposed improvements would influence their modal choice for local trips.
- 3.5 Comments from the 2023 consultation focused on the potential for the proposed active travel path to be a safe, accessible, practical, sustainable, healthy, and affordable option. It is seen as a much-needed link 'for all' between communities. There was concern from some about the proximity of the path to the B4245, the potential for conflict between path users, the path's impact on local biodiversity and the possibility of traffic congestion or loss of road width. The design for the path, which includes a 3m-wide shared use path segregated from the road by a vegetated buffer, reflects the consultation response and rationalizes the land requirement.
- 3.6 MCC Active Travel team appointed consultants WSP to provide a land acquisition strategy and, integrated water management works. They produced an assessment of the land value and expected overall cost including mitigation and legal costs. This was discussed with the Councils Landlord Services and Legal teams, and WSP were given approval to progress based on the estimate letter.
- 3.7 The land required to construct the route is in the ownership of:
- Private landowners: - Five plots belong to private landowners. Negotiations have been undertaken with the respective landowners and are at various stages.
- Welsh Ministers: – One plot is in the estate of Welsh Ministers, which was acquired to facilitate the M4 Relief Road. It is proposed that this land be acquired and dedicated as Highway.
- 3.8 The Council has been awarded £480,000 Safe Routes in Communities (SRiC) funding by the Cardiff Capital Region Transport Delivery Plan to deliver this route. This funding has to be spent within the current financial year.
- The intention is that land Parcel 1 is bought with the SRiC funding, as part of the construction and to allow us to get the most use from the construction planned this year.
- All parcels are addressed as part of the same acquisition strategy, which is why the report was prepared to cover all parcels.
- 3.9 Further information on the funding of the purchase of land parcels is in section 7.

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

- 4.1 The Integrated Well-being Appraisal in Appendix 2, evaluates the impacts for equality and future generations and details the following positive impacts which include:
- Instating a shared use path along the B4245 between Undy and Rogiet to provide a sustainable and active travel option.
 - Provides an alternative to car travel and mitigate the air quality and climate change impact of transport.

- Improve inclusive and accessible access to affordable, healthy and at-will travel.
- Reduce the incidence of people walking or cycling along the heavily trafficked carriageway of the B4245.

4.2 Negative impacts of the scheme have been addressed through mitigations.

Cost of land acquisition and scheme construction

Mitigations:

- Negotiation of land in consultation with the Councils Legal and Landlord Services teams.
- Use of grant and section 106 funding*

Ecology – removal and re-installation of hedgerow.

Mitigations:

- The scheme will include biodiversity net-benefit
- Obtain and adhere to required ecological permissions.

Flood and water-management – additional non-permeable surfacing laid alongside the B4245

Mitigations:

- Inclusion of swale
- Consultation with MCC SAB
- SAB approval for scheme
- Seek additional water management opportunities as part of the design

There are no un-mitigated negative impacts associated with this proposal.

*Please see sections 7.3-4

5. OPTIONS APPRAISAL

- 5.1 Do nothing – This would be contrary to the Councils duty to promote active travel and contrary to the adopted Local Transport Strategy.
- 5.2 Acquire the land to enable the construction of the proposed active travel route. An appraisal of the various land acquisition options has been undertaken. Acquiring the land through Compulsory Purchase Order (CPO) has been investigated and dismissed due to the extended timescales and cost implications. This, however, will be reviewed if private treaty negotiations fail. Any acquisition by private treaty will be conducted in line with Council policies and will be undertaken with the oversight of the Councils Landlord Services and Legal teams.

6. REASONS:

- 6.1 Agreement to delegate the land acquisition decisions will enable the Council to progress at pace and meet the grant funding terms of the Regional Transport Fund.
- 6.2 The proposed active travel route has been a long-held aspiration of the local communities. Grant funding has been secured to enable the project to proceed which will improve walking and cycling links between the communities of Magor with Undy and Rogiet and Severn Tunnel Junction.
- 6.3 This route is phase one of a broader scheme that seeks to provide an accessible walking and wheeling route between the Severnside communities. The successful completion of this

scheme will enable us to apply for further funding to develop the remaining phases of the broader scheme.

7. FINANCIAL IMPLICATIONS

- 7.1 The Council has been awarded £480,000 Safe Routes in Communities (SRiC) funding by the Cardiff Capital Region Transport Delivery Plan to deliver this route. This funding has to be spent within the current financial year.

To progress the full 'STJ Links phase 1' scheme (Church Road Undy to Station Road Rogiet), the scheme has been split into the Undy SRiC scheme (Church Road Undy to east Undy boundary) – now funded for construction this year, and the Undy-Rogiet AT route (east Undy boundary to Station Road Rogiet) – for which design and permissions need to be finalised, and funding for construction/further land purchase is yet to be secured.

As part of the AT core from the CCR RTF monies, we have also allocated £120k for the development of these further phases on the Undy to STJ to Caldicot route.

The intention is that land Parcel 1 is bought with the SRiC funding, as part of the construction and to allow us to get the most use from the construction planned this year.

All parcels are addressed as part of the same acquisition strategy, which is why the report was prepared to cover all parcels.

Unlike the Monmouth Wye Bridge Project, this scheme has been allowed development funding as it can be phased into smaller (~£1m) sections in subsequent years which fit within the possibility of the RTF grant through the CCR, which the Monmouth scheme would not be able to achieve.

- 7.2 S106 funding of £70,000 has been allocated to this scheme via the Rockfield Farm development. The Vinegar Hill development has allocated £288k of S106 funding for sustainable transport/ Green travel projects.
- 7.3 The project is not seeking any MCC capital funding commitment to facilitate the delivery of this scheme as the costs of acquiring of the land can be funded from the identified grant and S106 funding.
- 7.4 Any use of section 106 funding would be subject to a separate report.

8. CONSULTEES

Cabinet; Senior Leadership Team; Landlord Services (Estates and Property Services)

9. BACKGROUND PAPERS:

Appendix 1 – Integrated Impact Assessment *MCC IIA - STJ Links Phase 1*

Appendix 2 – *IWBA Draft_Integrated Well-being Appraisal_Severn Tunnel Junction Links Phase 1_WelTAG Stage Three_v2.0*

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11. CONTACT DETAILS:

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