



Monmouthshire Replacement Local Development Plan

2018-2033

Report Of Consultation: Appendix 12
Deposit RLDP Representation Responses

Volume 13 – Sustainable Transport

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Sustainable Transport

Strategic Policy S13 – Sustainable Transport

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1209 / Aneurin Bevan University Health Board / Support	Fully support the primacy given to active travel and public transport along with a reduction in the need for travel.	Support welcomed.	No change required.
1301 / Melin Homes / Support	Supportive of the approach taken towards sustainable transport. Note the reference to enabling solutions to rural transport issues and the benefits that an unconstrained new sustainable settlement could bring (CS0224 Cwm Pentref). It will establish a sustainable transport hierarchy that prioritises public transport, riding, walking and cycling over the car. The following measures are proposed, electric shuttle bus and transport, self-contained and sustainable internal movements and EV priority.	Support welcomed and comments noted. The new settlement candidate site submission (CS0224), however, is not considered compatible with the Plan's Spatial Strategy (Policy S2 Spatial Distribution of Development) or national planning policy which states that new settlements should be proposed via a Joint LDP, SDP or Future Wales.	No change required.
1356 / Welsh Government / Objection	Policy S13 – the policy should address reducing parking levels. Parking levels and supporting evidence is expected to align with the requirements in the National Development Framework (NDF).	Parking provision levels are addressed in Policy S13 criterion e) which states 'Ensuring developments are served by an adequate level of parking provision, with cycle parking given competitive advantage, in accordance with relevant guidance;' and paragraph 19.1. 2 also provides further explanation in relation to the reference to 'adequate parking' in criterion e). Furthermore, it is considered that the presumption of reduced parking level is also covered within the more detailed Sustainable Transport Policy - Policy ST1 which states 'In town centre locations car-free development will be supported where practicable'.	No change required.

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		It is anticipated that the Council's Transport Team will review and update the Council's Parking Standards to fully align with National Development Framework, such as the WTS, Future Wales and PPW.	
1677 / Councillor Frances Taylor / Objection	The RLDP says that Monmouthshire: occupies a strategic location at the gateway to Wales, easily accessible by rail and road from the major centres in South Wales, the South West of England, London and the Midlands. However, this is not the case. Monmouthshire is not well served by public transport. Service improvements in Abergavenny, Chepstow and Caldicot are welcome, but even in the peak – the Chepstow service is not frequent. Of course, other parts of the county have no rail services at all. You will be aware that Magor station is due to be delivered as part of the Burns commission recommendations for new stations along the mainline. Magor Station can be delivered without all the mainline improvements necessary for other stations. However, it is not yet delivered.	Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. The delivery of rail services is outside the scope of the Council, however, the LTS supports such improvements to public transport provision across the County.	No change required.
1677 / Councillor Frances Taylor / Comment	There is also the matter of cost to access public transport. The cost to get a train from Caldicot to Cardiff costs 11.60. However, to travel from Aberdare to Cardiff (a longer journey) costs circa 5.20. These facts do not lend themselves to the development of sustainable settlements. Bus services are generally poor. Indeed, even in Severnside bus services are only hourly, in other parts of the county areas	Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and	No change required.

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	are extremely poorly served. Much of Monmouthshire is only a commuter's paradise if you own a car, Magor with Undy is a great example of this.	MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. The cost of public transport it not a matter that is within the scope of the RLDP. It can, however, help to enable its provision by providing policy mechanisms to promote and prioritise public transport use. The issue of rail fares is also addressed in Monmouthshire's Local Transport Strategy. TfW has recently reduced fares from Caldicot (and other Monmouthshire rail stations) to Cardiff, if the new Pay-As-You-Go scheme is used. Severnside has seen a number of bus service improvements over the last couple of years, with route 75 extending from Caldicot to Magor, route 5 from Newport to Magor, and routes 73 and X74 gaining additional services, especially on Sundays.	
1803 / Councillor Dr Louise Brown / Objection	It is important that the existing supplementary planning policy on parking is maintained which is one space per bedroom up to a maximum of 3 spaces for 3 bedrooms or more, as well as visitor parking places. Many rural areas do not have access to frequent and readily available public transport and Monmouthshire is a rural county. In addition, even in urban areas there is a need for developments to provide sufficient off-street parking.	Currently the relevant parking guidance is the Council's Parking Standard 2013, which has been adopted as Supplementary Planning Guidance. It is recognised, however, that following changes to national policy there is a wider strategic approach to reduce parking provision in Wales. It is anticipated that MCC's Parking Guidance will be reviewed and updated by Monmouthshire's Transport Team. As part of the Parking Standards Review, an assessment of Monmouthshire's rural context and local circumstances will be considered.	No change required.
1803 / Councillor Dr Louise Brown / Objection	The transport policies as well as the strategic site policies fail to make the development of sites contingent on highway infrastructure improvements at the same time as they did in relation to the current LDP for the Fairfield Mabey site at Chepstow. The RLDP does not address the	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the	No change required.

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	need for more road infrastructure prior to any more development.	promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. A Strategic Transport (STA) has been undertaken to consider the impact of growth proposals by means of modelling and quantifying the transport impact of these proposals on Monmouthshire's highway network. The analysis accompanying this assessment demonstrates that the proposed level of development detailed within the RLDP can be accommodated within the Highway Network with suitable mitigation. Mitigation measures for site specific allocations will be set out in detailed Transport Assessments (TAs) which will be part of the planning application process. The TAs will identify if any road improvements will be required in terms of highway capacity and safety and this is set out in Policy S13 criterion (d) and Policy ST1.	
1803 / Councillor Dr Louise Brown / Objection	Little in the RLDP report about the significant developments in the Forest of Dean area which will substantially impact the town of Chepstow and surrounding	Comments noted. Monmouthshire County Council has and will continue to liaise with Forest of Dean District Council on cross border issues, including in relation to potential transport matters associated with proposed development proposals in emerging local plans, and improving public transport links between the counties.	No change required.

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	area and with the latest targets in England may have an even greater impact. The transport situation and the problems with transport not being sustainable in the South of the County due to considerable traffic congestion means that the transport policies are not sustainable and need a radical rethink.	A Strategic Transport Assessment (STA) has been undertaken to consider the impact of growth proposals by means of modelling and quantifying the transport impact of these proposals on Monmouthshire's highway network. The modelling base line for the assessment was the South East Wales Transport Modelling (SEWTM) 2022, which included data from surrounding areas including trips to and from the Forest of Dean, as well as 'Do Something' scenarios which includes the proposed RLDP housing growth levels. The Plan directs most growth, including strategic site allocations, to Monmouthshire's most sustainable Primary Settlements, where there is access to, and provision of existing public transport facilities and active travel networks, and opportunities to connect and link with local and regional transport aspirations to support the modal shift away from the private vehicle. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	
2489 / Councillor Lisa Dymock / Objection	Lack clear actionable steps to achieve these objectives (S13 and ST1). For example, there is insufficient detail on how sustainable travel will be integrated into major residential development such as Caldicot East.	Monmouthshire's Sustainable Transport policies (S13 and ST1) are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with	No change required.

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		the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. The intention is for policy S13 to set out high level principles of the Wales Transport Strategy, rather than actionable steps. With reference to how sustainable travel will be integrated into major residential development, such as Land East of Caldicot/North of Portskewett, as part of the site allocation process Policy HA2 criterion (n) and (o) sets out the key sustainable travel and highway parameters that the proposal will be required to address. The subsequent planning application process will be required to submit further detailed Transport Assessments. Policy ST1 sets out the expectations of these Transport Assessments. It is these Transport Assessments which will set out the detail of how the sustainable travel will be integrated into the development. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	
3118 / Councillor Meirion Howells / Support	Usk is central to Monmouthshire however it is recognised as having limited public transport links. I support the improvements that have been made to the bus services we have in Usk and would like to see further improvements to evening bus services. I understand there will be active travel improvements to the pavement on Monmouth Road, Usk. I would like to see the project to develop a cycle route from Usk to Little Mill along the old disused railway line supported and realised. This will provide connections at the employment and education centres of Coleg Gwent, County Hall, BAE Systems and the communities of Little Mill,	Comments noted. Policies S8 and HA11 of the Plan provide requirements for active travel and public transport improvements as part of the development of HA11-Land East of Burrium Gate Usk. In terms of a cycle route between Usk and Little Mill, Transport for Wales have been working with Monmouthshire County Council and Torfaen to develop route options between Usk and Little Mill, as part of their Pathfinder project. With the outcome of this work awaited, MCC will continue the development of routes including this route, on its Active Travel Network Map (ATNM) through the prioritisation system of the Welsh Government's Active Travel Fund.	No change required.

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	Glascoed, Prescoed & Monkswood with Usk and further afield to the New Inn/Pontypool upgraded railway station and the cycle system on the Mon-Brec Canal at Goytre Wharf.		
1367 / Abergavenny and District Civic Society / Support	No comments provided.	No response required.	No change required.
2548 / Shirenewton Community Council / Objection	Within the context of housing allocation HA18, Shirenewton has no connecting networks of pavements, limited public transport provision, making car use unavoidable.	Comments noted. In terms of the context of the Plan's rural housing allocations it is acknowledged within the supporting text of Policy S13 that Monmouthshire is a rural county, and our rural allocations will be required to make provision to accommodate vehicular traffic and maintain the highway network. Nevertheless, as per national policy and as set out in the policy wording of S13 criteria (a)-(g) development proposals are required to demonstrate that they accord with the Sustainable Transport Hierarchy by prioritising active travel (walking, wheeling, cycling) and public transport above the private motor vehicle. In terms of the proposed housing allocation at Shirenewton (Policy HA18), the site will be designed to connect to the existing settlement of Shirenewton, and the Plan has mechanisms that ensure these necessary highway connections and improvements are part of the development design. This is set out in criteria e) and f) of Policy HA18. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	No change required.
3902 / Usk Civic Society / Objection	Burrium Gate Phase 1 has already highlighted the reliance of cars into Usk Town Centre.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel	No change required.

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		connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. In terms of the proposed housing allocation at Usk (Policy HA11), the site will be designed to connect to the existing settlement of Usk, and the Plan has mechanisms that ensure these necessary highway connections and improvements are part of the development design. This is set out in criterion d) of Policy HA11. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	
1467 / Hallam Land / Comment	Support the objectives associated with S13 but suggest addition to criterion c) to add the wording 'where possible' in relation to the requirement for ULEVs.	The requirement for development to provide ultra-low emission vehicle (ULEVs) charging infrastructure to reduce emissions and improve air quality is consistent with national planning policy (PPW) and the Wales Transport Strategy (WTS). This policy requirement is also consistent with Policy S4 Climate Change and Policy NZ1 Monmouthshire Net Zero Carbon Homes. It is, therefore, not considered appropriate to amend the policy wording as suggested.	No change required.
1480 / Edenstone Homes / Support	Support the objectives of Policy S13. Transport Assessment and concept masterplan accompanying HA5 reflects Edenstone's commitment to bringing forward HA5 in a manner which complies with both Welsh Government and MCC's aspirations to ensure sustainable transport is recognised as a key placemaking principle for all future development.	Support noted.	No change required.
1596 / MHA / Support	Support MCC's approach in providing Sustainable Transport in line with Strategic Policy S13. MHA acknowledge this as part of Allocation HA13 under Sustainable Travel and Highways and agree to connect the layout of the proposal to the existing Public Right of Way footpath running along the site's south eastern boundary at the design stage.	Support noted.	No change required.

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1663 / Richborough / Support	Support reference to measures aimed at encouraging remote access to work and other services, noting such measures will reduce the need to travel. Refer to paragraphs 19.1.1 and 19.1.5 noting it is recognised that travel by car will still be a requirement in some rural areas whilst also acknowledging the Sustainable Transport Hierarchy.	Support noted.	No change required.
1663 / Richborough / Comment	Suggest other solutions to reduce travel in the first place, such as improvements to digital infrastructure to facilitate remote access to employment, education and other services from rural locations should also be encouraged and recognised.	Comments noted. The RLDP's sustainable transport policy framework reflects national policy (as set out in the Wales Transport Strategy, PPW, and Future Wales) to promote and prioritise public transport and active travel and reduce the use of the private motor vehicle. The need to promote digital and innovative infrastructure in urban and rural areas to enable remote access to work, education and services is also acknowledged and reflected in criteria f) and g) of Policy S13.	No change required.
1683 / Llanarth Estates / Support	Supportive of the approach taken towards sustainable transport. Note the reference to enabling solutions to rural transport issues and the benefits that an unconstrained new sustainable settlement could bring (CS0224 Cwm Pentref). It will establish a sustainable transport hierarchy that prioritises public transport, riding, walking and cycling over the car. The following measures are proposed, electric shuttle bus and transport, self-contained and sustainable internal movements and EV priority.	Support welcomed and comments noted. The new settlement candidate site submission (CS0224), however, is not considered compatible with the Plan's Spatial Strategy (Policy S2 Spatial Distribution of Development) or national planning policy which states that new settlements should be proposed via a Joint LDP, SDP or Future Wales.	No change required.
1736 / Bellway Homes / Support	Support in principle the objectives associated with S13 which sets a requirement for all development proposals to accord with the Sustainable Transport	Support welcomed. As noted in the Candidate Site Assessment Report, CS0250 – Land at Evesham Nurseries, Llanfoist is not allocated as there is sufficient and more suitable land	No change required.

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	Hierarchy. CS0250 Land at Evesham Nurseries benefits from good transport links consistent with the policy requirements.	available for residential development within the primary settlement of Abergavenny including Llanfoist to accommodate its housing need.	
1965 / Monmouthshire Housing Association (MHA) / Support	In principle, MHA support the sustainable transport policies.	Support welcomed.	No change required.
2951 / Tirion Homes / Support	Supportive of the approach taken towards sustainable transport. Note the reference to enabling solutions to rural transport issues and the benefits that an unconstrained new sustainable settlement could bring (CS0224 Cwm Pentref). It will establish a sustainable transport hierarchy that prioritises public transport, riding, walking and cycling over the car. The following measures are proposed, electric shuttle bus and transport, self-contained and sustainable internal movements and EV priority.	Support welcomed and comments noted. The new settlement candidate site submission (CS0224), however, is not considered compatible with the Plan's Spatial Strategy (Policy S2 Spatial Distribution of Development) or national planning policy which states that new settlements should be proposed via a Joint LDP, SDP or Future Wales.	No change required.
2952 / Candleston Homes / Support	Supportive of the approach taken towards sustainable transport. Note the reference to enabling solutions to rural transport issues and the benefits that an unconstrained new sustainable settlement could bring (CS0224 Cwm Pentref). It will establish a sustainable transport hierarchy that prioritises public transport, riding, walking and cycling over the car. The following measures are proposed, electric	Support welcomed and comments noted. The new settlement candidate site submission (CS0224), however, is not considered compatible with the Plan's Spatial Strategy (Policy S2 Spatial Distribution of Development) or national planning policy which states that new settlements should be proposed via a Joint LDP, SDP or Future Wales.	No change required.

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	shuttle bus and transport, self-contained and sustainable internal movements and EV priority.		
2954 / Sero / Support	Supportive of the approach taken towards sustainable transport. Note the reference to enabling solutions to rural transport issues and the benefits that an unconstrained new sustainable settlement could bring (CS0224 Cwm Pentref). It will establish a sustainable transport hierarchy that prioritises public transport, riding, walking and cycling over the car. The following measures are proposed, electric shuttle bus and transport, self-contained and sustainable internal movements and EV priority.	Support welcomed and comments noted. The new settlement candidate site submission (CS0224), however, is not considered compatible with the Plan's Spatial Strategy (Policy S2 Spatial Distribution of Development) or national planning policy which states that new settlements should be proposed via a Joint LDP, SDP or Future Wales.	No change required.
1383 / Taylor Wimpey / Support	Support the objectives associated with S13.	Support welcomed.	No change required.
1284 / Mr G Alan Horne / Support	There has to be a realization that the Policy is a clear objective but that until public and active travel services and facilities meet the demand there has to be investment in the road infrastructure to meet other objectives. The proposed development in Chepstow will attract people working in and around Bristol. Sustainable Travel must recognize this requirement.	The Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales, provides policy and principles to reduce the number of journeys being undertaken by private cars and increase the number of people walking, cycling and using public transport. Policy S13 provides the local policy framework to support this national transport strategy and national policy. The policy premise is a catalyst for behaviour change, to bring environmental and wellbeing benefits with more people active and less reliance on the private motor vehicle. The RLDP does, however, recognise that there is a need for investment to make better use of existing highway infrastructure. Furthermore, strategic road infrastructure improvements are set out in Monmouthshire Local Transport Strategy (LTS), as well as Policy ST5 which identifies road schemes to be safeguarded, including the B4245/M48/ Severn Tunnel Junction link road and Highbeech roundabout, Chepstow. These are	No change required.

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		strategic roads, under the operational capacity of Welsh Government Highways. Monmouthshire County Council is currently consulting with Welsh Government on how to bring these road infrastructure projects forward.	
1410 / Mr Kevin Hall / Objection	Poor bus and train services. Unsafe to use them during the hours of darkness. Criticism of the new car park, EV chargers and disabled bays at Severn Tunnel Junction.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. In relation to the new car park at Severn Tunnel Junction, Network Rail is currently undertaking the detailed design of an extension to the station footbridge, which once delivered is expected to increase usage of the car park.	No change required.

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1813 / Mr Jeremy Callard / Support	Full support of policies. Request that the Council consider including a policy detrunking the A40 through the town to enable a more flexible design response to proposals to encourage active mode use.	Support noted. Policy ST5 - Transport Schemes, of the RLDP seeks to support and safeguard land for road improvement schemes which have been identified in the Local Transport Strategy (LTS). A proposal for a A40 improvements is not set out within the current LTS road schemes, nor within the Welsh Government Road building programme. It is, therefore, not included within the RLDP. The A40 Trunk Road is in the jurisdiction of Welsh Government. Any request to de-trunk would need to be via Welsh Government Highways.	No change required.
1939 / Mr Matthew Hayes / Objection	Developments in recent years have seen no increase in public transport, buses are extremely limited. Ongoing traffic issues including congestion through the high street and multiple serious crashes on the crossover on the A40.	Comments noted. Policy ST5 - Transport Schemes, of the RLDP seeks to support and safeguard land for road improvement schemes which have been identified in the Local Transport Strategy (LTS). A proposal for a A40 improvements is not set out within the current LTS road schemes, nor within the Welsh Government Road building programme. It is, therefore, not included within the RLDP. The A40 Trunk Road is in the jurisdiction of Welsh Government. Any request to de-trunk would need to be via Welsh Government Highways.	No change required.
2226 / Mr Gerry Moss / Objection	Current approaches are unacceptable. Chepstow has limited space for bus lanes or safe active travel corridors. Bus stops often in impractical locations, and the railway station is in a poor location. Major transport solutions required which should be included in the plan. The RLDP does not come close to appropriate solutions.	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station	No change required.

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		infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, there is commitment with the residential allocations identified in the Plan within Policies S8 and namely HA1 – HA18 that financial contributions will be required to improve Sustainable Transport provision in the locality. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in appendix 8 Infrastructure Delivery Plan.	
2324 / Mrs Susan Sandford / Objection	Proposed development at Mounton Road conflicts with this policy. Chepstow has lack of options or active travel due to topography, bus network shrinking, no direct train from Chepstow to Bristol, has substantial daily commuters. S106 contributions will not be adequate enough to address the traffic problems and inadequate infrastructure.	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the	No change required.

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		B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, the policy criteria requirements set out in Policy HA3 - Land at Mounton Road, ensure that the development will be designed to encourage public transport use and active travel opportunities and there are mechanisms for financial contributions to local public transport improvements (e.g. Section 106 agreements). Further detailed comments are provided in the consultation report responses to Policy HA3. In terms of public transport bus journeys, the bus network is improving, for example departures from Chepstow Bus Station on local routes have increased over the last three years. In terms of the issue that there is no direct train between Chepstow and Bristol, TfW has proposals for improved train services for Chepstow, which would provide good connections to/from Bristol via Severn Tunnel Junction Station. Much of these improvements are funded by various Welsh and UK Government grants.	
2616 / Mrs Sarah Turner / Objection	Poor rail and bus services failing to encourage less car travel.	Comments noted. Although Monmouthshire is recognised as a rural county, the majority of its residents live within the urban settlements. Policy S13 Sustainable Travel reflects national policy, the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales, which sets out policy principles to reduce the number of journeys being undertaken by private cars and increase the number of people walking, cycling and using public transport. Policy S13 is a catalyst for behaviour change and brings environmental and wellbeing benefits with more people active and less reliance on the private motor vehicle. The Policy, therefore, can help to enable provision by providing policy mechanisms to promoting and prioritise public transport use. It is recognised that improvements to public transport and active travel infrastructure is required, and Policy ST5 - Transport Schemes, of the RLDP seeks to	No change required.

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		support and safeguard land for transport improvement schemes which have been identified in the Local Transport Strategy (LTS). The RLDP has mechanisms to support improved public transport and active travel infrastructure, with policy requirements for new housing developments to design schemes that encourage public transport use and mechanisms for financial contributions to local public transport improvements.	
2629 / Mr Richard Taylor / Objection	A number of active travel and sustainable transport proposals have been put formally to MCC from local groups and have not led to discussion or adoption by the council with the groups concerned.	Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, there is commitment with the residential allocations identified in the Plan within Policies S8 and namely HA1 – HA18 that financial contributions will be required to improve Sustainable Transport provision in the locality. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in appendix 8 Infrastructure Delivery Plan. In terms of proposals put forward, MCC's Active Travel Officers have indicated that the Council has restrictions in terms of ring-fenced funding and prioritisation of schemes across the county. Active Travel Officers will conduct further consultation on the Welsh Government's Active Travel Network Map (ATNM) over the summer of 2025 and encourage contributions via this consultation to ensure that the prioritisation is kept up-to-date.	No change required.

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2633 / Mr Martyn Reed / Objection	The Plan needs to encompass areas that currently have sustainable transport links that are not already congested at peak times or, create / alter current transport link. This could include declassifying the M48 Magor to Chepstow Road into an A road. This would then take traffic from congested B roads onto a faster A road. This has the added benefit of reducing traffic and pollution in our towns and villages, reduce commuting times and promote investment and growth in areas marked for development.	The Plan directs most growth, including strategic site allocations, to Monmouthshire's most sustainable Primary Settlements, where there is access to, and provision of existing public transport facilities and active travel networks, and opportunities to connect and link with local and regional transport aspirations to support the modal shift away from the private vehicle. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	No change required.
2684 / Dr Hopkins / Objection	Until better connectivity is in place people will use their cars. Many people commute to Bristol from Chepstow and there is no clear plan to resolve this.	Comments noted. Policy ST5 - Transport Schemes, of the RLDP seeks to support and safeguard land for transport improvement schemes which have been identified in the Local Transport Strategy (LTS). The LTS for example sets out an ambition and strategy to deliver a bus interchange at Chepstow station, for which UK government have offer grant funding. Furthermore, there are also national aspirations to improve sustainable transport travel in the town of Chepstow whereby, the Welsh Government are currently undertaking a funded strategic assessment, known as WelTAGs, which appraise different transport solutions based on deliverability, well-being and affordability considerations. Subsequently there is a wider strategic approach to travel and traffic improvements within the settlement of Chepstow. The RLDP provides the policy mechanisms to support better public transport and active travel infrastructure to achieve the Council's LTS ambitions and Policy ST5	No change required.

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		safeguards these Transport Schemes from any proposed development that may prejudice them coming forward. Moreover, there are planning policy requirements for new housing developments to design schemes that encourage public transport use and mechanisms for financial contributions to help fund local public transport improvements.	
2706 / Miss Anna Chapman / Objection	Choice is being taken away when it comes to transport. I want and need to use my own car and once again I don't like to be forced to change for policies I don't believe in.	Comments noted. The policies are required to facilitate sustainable travel and for new development proposals to promote and prioritise sustainable travel, however the policy recognises that car travel may be only realistic mode of transport and new developments still need to consider car travel and safe and efficient access of the highway network. Policy ST1 ensures that new development proposals that create significant additional road traffic or affect the safe and efficient operation of the highway system will not be permitted.	No change required.
2885 / Mr Jeffrey Parfitt / Objection	There is extremely poor existing public transport that is not about to improve.	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design.	No change required.
2914 / Michael Hardy / Objection	"Promoting and prioritising active travel..." will have little or no effect on people's habits.	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to	No change required.

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		maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. The promoting and prioritising of active travel infrastructure provides the catalyst for behaviour change. Targeted and cultural promotion and prioritisation of active travel, alongside facilitation of multi-modal journeys, is part of the work towards modal shift in line with the Wales Transport Strategy (WTS). Personal transport habits impact on transport choices of the surrounding population, for example over-use of driving for short, local trips makes walking and cycling in residential areas less comfortable or safe. It is recognised that, in very rural areas without bus provision, driving may remain the only practical option, but also that the majority of the county's population live in towns where more sustainable, efficient and effective options can be made available, with take-up encouraged through promotion and prioritisation.	
3072 / Mrs Anne Winter / Objection	When the Welsh gov take away the free bus pass who will be using the buses? The National Express Heathrow service doesn't stop at Chepstow now. How long before other services go the same way?	Comments noted. Bus services and fares is beyond the scope of the Plan. The concessionary fares scheme is provided on a statutory basis, and the recent Welsh Government 'Road Map to Bus Reform' and the Explanatory 'Memorandum to the Bus Services (Wales) Bill' make clear the role of concessionary passes in the future. MCC is not aware where the rumours that this would be withdrawn stem from.	No change required.
3195 / Mark Cottle / Objection	It is insufficient to address Sustainable Transport by "promoting and prioritising" Active Travel and "maintaining and improving" on the Active Travel Network maps. There should be a firm commitment through S106 or other identified sources of funding.	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Policy S13 sets out this supportive policy framework for active travel.	No change required.

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		There is also commitment with the residential allocations identified in the Plan (Policies S8 and HA1 – HA18) that financial contributions will be required to enable sustainable travel improvements to the localities, which includes active travel improvements.	
3249 / Mrs Lisa Riddington / Objection	Whilst supports active travel, do not believe it is achievable or worth expenditure due to undulating and hilly county.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. It is recognised in the Active Travel Act guidance, that active travel is a practical option for shorter distances, with gradients as a consideration but not an outright barrier to most. The introduction of e-cycles, and ongoing development of other powered mobility devices such as e-trikes and mobility scooters, expands the range and practicality of active travel options even on routes that include hills.	No change required.
3319 / Nr A Andrew Hubert von Stauffer / Objection	Electric vehicles are still vehicles that need parking. We cannot be a cycling based economy. Our topography does not in any way resemble the Netherlands or Denmark, where local cycling routes work in terms of commuting and shopping. Our demographics are different and out of town shopping will only depopulate the shopping street.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design.	No change required.

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		It is recognised in the Active Travel Act guidance, that active travel is a practical option for shorter distances, with gradients as a consideration but not an outright barrier to most. The introduction of e-cycles, and ongoing development of other powered mobility devices such as e-trikes and mobility scooters, expands the range and practicality of active travel options even on routes that include hills.	
3323 / Mrs Angela Harries / Objection	The Council's commitment to road improvements in Monmouthshire is sadly lacking. The only exit to the motorway is already bottlenecked. When the M48 bridge is closed it is absolutely impossible to arrive at work in the am. This incident is a more regular occurrence and seems to be getting worse, issues will be exacerbated. Is Monmouthshire County Council going to put a new road infrastructure in place to deal with this issue.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	No change required.

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3324 / Mrs Anne / Objection	Not enough recognition of the reality of people's journeys - commuting and lack of realistic public transport option.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	No change required.
3333 / Mr Brian McDaid / Objection	There is no sustainable transport policy that is sufficient unless there was a major budget to overhaul existing transport options.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel	No change required.

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		connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	
3336 / Mrs Carolyn Chapman / Objection	The site is located a long way from Chepstow Railway Station. The reality is that the majority who commute utilise cars for convenience, practical reasons and reliability.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County	No change required.

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		and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, the policy criteria requirements set out in Policy HA3 - Land at Mounon Road, ensure that the development will be designed to encourage public transport use and active travel opportunities and there are mechanisms for financial contributions to local public transport improvements (e.g. Section 106 agreements). Further detailed comments are provided in the consultation report responses to Policy HA3.	
3340 / Mrs Cheryl Cummings / Objection	Monmouth will receive no measurable advantage from policies.	Monmouthshire Local Transport Strategy (LTS) sets out the Council's ambitions to improve public transport provision within the County and how these can be delivered, this includes improvement to Monmouth's Active Travel Network Map and improvements to Monmouth's bus/coach station/stops. The RLDP facilitates these schemes by ensuring they are supported and safeguarded from development that would prejudice them with Policy ST5 of the Plan. Furthermore, there is commitment with the residential allocations identified in the Plan with Policies S8 and namely HA4, HA6 and HA7 in the Monmouth locality that financial contributions will be required to improve Public Transport provision in the locality.	No change required.
3358 / Mr Craig Wooler / Objection	People have no trust in transport companies with regular failures, cancellations and delays on both bus and train networks. Transport links, roads and rail are not fit for purpose at the moment. These should be fixed before building new homes.	Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to	No change required.

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		Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, there is commitment with the residential allocations identified in the Plan within Policies S8 and namely HA1 – HA18 that financial contributions will be required to improve Sustainable Transport provision in the locality. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	
3378 / Mrs Elizabeth Parnell / Comment	Chepstow needs a direct line to Aztec West & central Bristol to deal with huge congestion issues.	Comments noted. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. The provision of train services is out of the scope of the RLDP. It is relevant to note however that TfW has proposals for improved train services for Chepstow, which would provide good connections to/from Bristol via Severn Tunnel Junction station. Welsh Government is also supporting direct bus services between Chepstow and Bristol.	No change required.

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3390 / Mr Craig / Objection	You are ignoring your own policies.	It is not clear what this comment relates to, therefore the Council is unable to respond.	No change required.
3391 / Mr Derek Fowler / Comment	We need the Chepstow Bypass prior to any development.	Policy ST5 - Transport Schemes, of the RLDP seeks to support and safeguard land for road improvement schemes which have been identified in the Local Transport Strategy (LTS). A proposal for a Chepstow Bypass is not set out within the current Monmouthshire LTS Road schemes nor within the Welsh Government Road building programme.	No change required.
3409 / Mrs Isobel Hoare / Objection	Monmouth is a market town and is main shopping town for many outlying areas, small van/bus to these areas would be more economical.	Monmouthshire Local Transport Strategy (LTS) sets out the Council's ambitions to improve public transport provision within the County and how these can be delivered. The RLDP facilitates these schemes by ensuring they are supported and safeguarded from development that would prejudice them with Policy ST5 of the Plan. Furthermore, there is commitment with the residential allocations identified in the Plan within Policies S8 and namely HA1 – HA18 that financial contributions will be required to improve Sustainable Transport provision in the locality. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	No change required.
3433 / Mrs Carla Farrands / Objection	Not enough facilities in the area for amount of development.	Monmouthshire Local Transport Strategy (LTS) sets out the Council's ambitions to improve public transport Provision within the County and how these can be delivered, this includes improvements to both bus and rail provision. The RLDP facilitates these schemes by ensuring they are supported and safeguarded from development that would prejudice them with Policy ST5 of the Plan. Furthermore, there is commitment with the residential allocations identified in the Plan within Policies S8 and namely HA1 – HA18 that financial contributions will be required to improve Sustainable Transport provision in the locality. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	No change required.
3438 / Docter Alan Hudson / Comment	I could not find the sustainable transport policies on your website but will keep looking.	Sustainable Transport Policies are set out in chapter 19 pages 180- 188 of the RLDP. Furthermore, the Monmouthshire Local Transport Strategy (LTS) available on the	No change required.

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		Council's website sets out further detail on the Council's Sustainable Transport ambitions and how these can be delivered.	
3442 / Mr Gareth Yates / Objection	Local transport is sketchy. Roads are massively over capacity. No M4 junction at Rogiet or Hayes Gates leads to grid lock in Chepstow and Magor. 20mph blanket limit is ill thought out and creates tail backs on major local roads like B4245.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. The 20mph speed limit legislation is out of the scope of the RLDP.	No change required.
3444 / Mr Graham Parker / Objection	Sustainable transport can only exist if you have good connections to roads, buses, cycle and foot paths connecting to a good	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis	No change required.

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	efficient rail network with park and ride option with links to M4 and M48.	on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, there is commitment with the residential allocations identified in the Plan within Policies S8 and namely HA1 – HA18 that financial contributions will be required to improve Sustainable Transport provision in the locality. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	
3445 / Mrs Heidi McAllister / Support	Please sort a train to Bristol. Currently connection to our newest city of Bristol is poor. MORE emphasis on better public transport links.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the	No change required.

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		promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. In terms of a direct train to Bristol, TFW has proposals for improved train services for Chepstow, which would provide good connections to/from Bristol via Severn Tunnel Junction station. Welsh Government is also supporting the direct TrawsCymru bus service between Chepstow and Bristol. Much of these improvements are funded by various Welsh and UK Government grants.	
3469 / Mr Andrew Orrell / Objection	There are three buses a day to Chepstow or Usk. There is no usable sustainable transport.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel	No change required.

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		connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, there is commitment with the residential allocations identified in the Plan within Policies S8 and namely HA1 – HA18 that financial contributions will be required to improve Sustainable Transport provision in the locality. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	
3496 / Mr John Valentine / Objection	Please visit the area at peak times in the morning and evening, and travel the routes in all directions to properly identify the problems. Publish a realistic road plan to ease the problems	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design.	No change required.

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		Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, there is commitment with the residential allocations identified in the Plan within Policies S8 and namely HA1 – HA18 that financial contributions will be required to improve Sustainable Transport provision in the locality. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	
3504 / Ms Alison Grenyer / Objection	Sustainable transport is dire. Travel from Caldicot to Bristol Southmead Hospital on public transport takes days.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor	No change required.

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		Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. In terms of travel to Bristol, TfW has proposals for improved train services for Chepstow, which would provide good connections to/from Bristol via Severn Tunnel Junction station. Welsh Government is also supporting the direct TrawsCymru bus service between Chepstow and Bristol. Much of these improvements are funded by various Welsh and UK Government grants.	
3513 / Mr Mark Kettle / Objection	Is there a policy? If there is, it is not working I'm afraid.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County	No change required.

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		and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	
3514 / Mr Martyn Brown / Objection	The emphasis on cycling is out of proportion with the need when other priorities like road maintenance are far more pressing and necessary.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	No change required.

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3522 / Mrs Mary Auton / Objection	Consideration needs to be given to realistic journeys including access to employment, education, retail and medical facilities.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	No change required.
3532 / Mr Nigel Haines / Objection	Public transport is a real joke here in Wales. Only ever use public transport when out of the country.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel	No change required.

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		connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	
3540 / Mr Matthew Jones / Support	To achieve these policies, you will need to ensure that proposed development sites are located in areas which have easy access to services that reduce the need to travel and are accessible by public transport and active travel. Many of the rural housing site allocations will only promote increasing car use due to them being poorly accessible by Public Transport or Active Travel and not being located near to key services.	The RLDP's approach to spatial distribution of development (Policy S2) is to direct the largest proportion of development to our most sustainable settlements where there are existing public transport facilities and active travel networks, and opportunities to connect and link with local and regional transport aspirations to support the modal shift away from the private vehicle. The sustainable transport policies do, however, recognise that in rural areas without bus provision, the use of private cars may remain the only practical option. Policy ST1 clarifies that if a rural location is justified for a proposed development, a proportionate approach will be applied to such proposals and their ability to accord with national planning policy, including the Sustainable Transport Hierarchy. A small level of growth is allocated in the County's most sustainable rural settlements to address Objective 13 - Rural Communities of the Plan and ensure Monmouthshire's rural communities and economy are sustained and supported. Furthermore, there is commitment with the residential allocations identified in the Plan within Policies S8 and namely HA1 – HA18 that financial contributions will be required to improve Sustainable Transport provision in the locality. Highway	No change required.

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		Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	
3545 / Mrs Tracy / Objection	Absolute joke.	It is not clear what this comment relates to, therefore the Council is unable to respond.	No change required.
3565 / Mrs Angela Sandles / Support	This is the area which needs the most focusing on, Monmouthshire, as we know, is very poorly served by public transport and we need huge investment and innovation.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, there is commitment with the residential allocations identified in the Plan within Policies S8 and namely HA1 – HA18 that financial contributions will be required to improve Sustainable Transport provision in the locality. Highway	No change required.

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		Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	
3568 / Mrs Anne Moss / Objection	The current approaches are unacceptable. There is no room for bus lanes or safe active travel corridors that might get people out their cars. The bus stops are often in impracticable locations that cause major congestion. The railway station is in a poor current location regarding congestion relief and the train operators (including TfW) seem largely oblivious to Chepstow's current and future needs. Chepstow Bypass proposals would solve little but transfer all the congestion to near Junction 2 on the M48. We need major transport solutions before any significant new development in the greater Chepstow area.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes nor within the Welsh Government Road building programme.	No change required.
3603 / Mr Darren / Objection	There are no public transport links to alleviate traffic. Not enough bus routes to	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW),	No change required.

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	strategic places of work. Trains are more expensive than cars.	where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes nor within the Welsh Government Road building programme.	
3609 / Mr David Hawkins / Objection	Bus usage is impaired due to dangerously speeding vehicles and a lack of crossing points for pedestrians across the A4042 and B4269. Any plan citing bus usage as a sustainable transport option must address these accessibility and safety concerns.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the	No change required.

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		promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. With regards to concern of crossing points across the A4042 and B4269, Policy HA17- Land adjacent to Llanellen Court Farm criterion (b) sets out policy criteria to address these concerns.	
3613 / Dr Rebecca / Objection	There has been no real consideration for public transportation within this document.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	No change required.

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3628 / Gareth Jones / Objection	Don't waste money on active travel and accept this is a rural area whereby car is essential for travel.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. The sustainable transport policies do, however, recognise that in rural areas without bus provision, the use of private cars may remain the only practical option. Policy ST1 clarifies that if a rural location is justified for a proposed development, a proportionate approach will be applied to such proposals and their ability to accord with national planning policy, including the Sustainable Transport Hierarchy. A small level of growth is allocated in the County's most sustainable rural settlements to address Objective 13 'Rural Communities' of the Plan and ensure Monmouthshire's rural communities and economy are sustained and supported.	No change required.

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3702 / Keith Plow / Support	Too many cars, we need more public transport. Need to become more efficient. Access to facilities both for work/leisure/shopping/medical support/schools.	Support noted. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	No change required.
3732 / Mr Jamie Sage / Objection	No evidence of real practical improvements being proposed in public transport other than bland statements.	Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, there is commitment with the residential allocations identified in the Plan within Policies S8 and namely HA1 – HA18 that financial contributions will be required to improve Sustainable Transport provision in the locality. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	No change required.

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3748 / Ms Jill Bond / Support	Our impact and future depends on reduction of single occupancy/unnecessary car use, so we need good regular, efficient transport links - especially in this rural county. Please can we ensure that when we do trial new routes- we let the residents living on that route AND other possible users, know.	Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	No change required.
3752 / Mr John Major / Comment	This a rural community. The motor car will not be replaced.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. The sustainable transport policies do, however, recognise that in rural areas without bus provision, the use of private cars may remain the only practical option. Policy ST1 clarifies that if a rural location is justified for a proposed development, a proportionate approach will be applied to such proposals and their ability to accord with national planning policy, including the Sustainable Transport Hierarchy.	No change required.

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
3758 / Mr Joseph Porter / Objection	There is no public transport in Monmouth. You need a car.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, there is commitment with the residential allocations identified in the Plan with Policies S8 and namely HA4, HA6 and HA7 in the Monmouth locality that financial contributions will be required to improve Sustainable Transport provision in the locality. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	No change required.
3760 / Miss Julia Brown / Objection	Transport, both public and private is in a mess. Also, electric is never going to work and we all know that too.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in	No change required.

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		accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging (ULEV), with digital infrastructure being part of development design. The provision of ULEV infrastructure facilitates the use of electric vehicles for the future, should these vehicles become more prevalent.	
3781 / Mrs Karen Schneider / Support	The ability to walk/cycle to the station and town is very important. Make links to trains/buses as easy as possible.	Support for sustainable transport noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as	No change required.

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		Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	
3847 / Mr Mat Pilcher / Support	Sustainable transport is needed, but traffic flow is impeded by the poor planning and implementation of 20 mph zones.	Support for sustainable transport is welcomed. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Speed limit legislation is out of the scope of the RLDP.	No change required.
3848 / Matthew Hamar / Support	Supports sustainable transport policies but from experience it makes no difference. Would like to see safe cycle/walking routes linking communities (Usk-Little Mill as an example).	Support for sustainable transport is welcomed. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County, which includes a future Usk – Little Mill Active Travel Scheme. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	No change required.
3850 / Mr Maurice Burns / Objection	They are simply not extensive enough or offer enough choice to reduce road traffic.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in	No change required.

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		the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, there is commitment with the residential allocations identified in the Plan within Policies S8 and namely HA1 – HA18 that financial contributions will be required to improve Sustainable Transport provision in the locality. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	
3853 / Mrs Melanie Nicholas / Objection	We need to nationalise the train service to ensure a better service, along with a regular bus service.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the	No change required.

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		need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	
3867 / Mr /Mrs White / Objection	The feasibility of electric transport has been shown by the impact of the recent storms to be a pipedream.	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. The provision of ULEV infrastructure facilitates the use of electric vehicles for the future, should these vehicles become more prevalent.	No change required.

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3871 / Mr L Llewellyn / Support	I support increased use of affordable local transport in such a way as to reduce car pollution and congestion for Chepstow / Larkfield area.	Support welcomed. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	No change required.
3873 / Mr V G Danks / Objection	This is a congested area already with the key bottleneck being Chepstow, given this proposal has no intention of adding more traffic to this area HOW does the Author of this report believe this is ever achievable in its current issue – again grand words no detail! Moreover, given the further development by the Forest of Dean and Gloucestershire County Councils this problem will on get worse for Severnside Area. A far better location would have been to the southwest which could have better utilised Severn Tunnel Junction and the addition of a new connection to the M4/48 allowing east west connection without impacting the already strained Chepstow infrastructure.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. With regard to Chepstow and national aspirations to improve sustainable transport travel in the town, the Welsh Government are currently undertaking a funded strategic assessment, known as WelTAGs, which appraise different transport solutions based on deliverability, well-being and affordability considerations. Subsequently there is a wider strategic approach to travel and traffic improvements within the settlement of Chepstow, which the Highbeech roundabout junction is part of, and goes beyond just measures to improve the roundabout, strategically assessing transport improvements to the town as a whole. Nevertheless, the allocation of Land at Mounton Road is in a unique position being able to identify	No change required.

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		and safeguard land in the southeast part of the site for potential improvements, if required. This is set out on the Indicative Masterplan and within Policy HA3 (m). Furthermore, as well as a national approach to drive transport improvements in Chepstow, Monmouthshire Local Transport Strategy (LTS) sets out MCC's ambitions plans for transport improvement within the county, this includes active travel schemes and a Chepstow Transport Hub to improve both rail and bus linkages and frequency to and from the town with neighbouring settlements, including Severn Tunnel Junction and Bristol. The LTS also identifies a link road from the B4245/M48 to Severn Tunnel Junction. These proposals, along with Highbeech Roundabout improvements are safeguarded from development that may prejudice against them in Policy LC5 of the RLDP. Monmouthshire County Council has and will continue to liaise with the Forest of Dean District Council on cross border issues, including in relation to potential transport matters associated with proposed development proposals in emerging local plans, and improving public transport links between the counties.	
3886 / Mrs Nerys Wilson / Comment	Should be carefully planned to avoid overwhelming narrow roads. New developments should include measures to minimise traffic impact particularly on Shirenewton's narrow lanes.	Comments noted. Developments are required to demonstrate safe and efficient operation of the transport network through the submission of Transport Assessments (TAs) through the planning application process. Further detail of this requirement is set out in the supporting text of Policy ST1 Sustainable Transport Proposals Paras 19.3.2 to 19.3.10. In terms of the proposed housing allocation at Shirenewton (Policy HA18), the site will be designed to connect to the existing settlement of Shirenewton, and the Plan has mechanisms that ensure these necessary highway connections and improvements are part of the development design. This is set out in criteria e) and f) of Policy HA18. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	No change required.
3895 / Ms Pamela Robinson / Objection	We need more emphasis on public transport.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP	No change required.

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		sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	
3909 / Mr Piers Jacobs / Objection	The supporting documentation that's required to support sustainable transport proposal policy are insufficient. Little information is provided and does not represent best practice. As a minimum, the travel plan should list all the measures that will be implemented within the development to support active and sustainable travel, including a behaviour change programme, and should be delivered for at least a 5 year period. There should be traffic monitoring as well as resident's surveys, with strict targets as to the level of trips that the development will generate. There should also be clear	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. In terms of further details of what information is required to support development proposals, this is set out within Policy ST1 Sustainable Transport Proposals and the supporting text 19.3.1 – 19.3.10, which sets out the overarching requirement for	No change required.

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	consequences and mitigation plans for when/if the targets are not met by the development.	new development proposals to be accompanied by a Transport Assessment (TA), which includes travel plans and mitigation details. This is part of the planning application process for proposed developments. These will be assessed by the Councils Highway, Public Transport and Active Travel Officers.	
3915 / Mrs Rebecca Reed / Objection	Strategic Transport Assessment clearly does not reflect flow of traffic of proposed new development of HA2 and HA3.	A Strategic Transport Assessment (STA) has been undertaken to consider the impact of growth proposals by means of modelling and quantifying the transport impact of these proposals on Monmouthshire's highway network. The modelling base line for the assessment was the South East Wales Transport Modelling (SEWTM) 2022, which included data from surrounding areas including trips to and from the Forest of Dean as well as 'Do Something' scenarios which includes the proposed housing growth levels (2,130 housing growth of the RLDP, which includes the development of the HA2 and HA3 sites) into the modelling output. Further site-specific Transport Assessments (TAs), however, will be required for specific highway mitigation /improvements which will be part of the planning application process. As per Welsh Government National Strategy the TAs will apply the Sustainable Hierarchy which will promote and prioritise sustainable travel improvements over road infrastructure improvements. The TAs will identify if any road improvements will be required in terms of highway capacity and safety and this is set out in Policy S13 (d) and also Policy ST1 Sustainable Transport Proposals. Policy ST1 also stipulates that 'developments that are likely to create significant additional road traffic growth or adversely affect the safe and efficient operation of the highway system will not be permitted.'	No change required.
3924 / Mr Richard Dobbin / Objection	Little is written regarding these policies and certainly nothing tangible.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel	No change required.

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		connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	
3933 / Mr Robert Maidment-Wilson / Objection	Current policy is deluded and driven by a pressure group, purporting to be a charity. 99% of residents and visitors either cannot or will not opt to walk or cycle. That is human nature, and no amount of rhetoric will change that.	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Travel choices are recognised as habits and need a multi-factor approach including the promotion of new options – otherwise behaviours remain fixed.	No change required.
3934 / Mr Robert Montgomery / Objection	Labour Council leader promised more trains, improved stations, but this has not happened.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in	No change required.

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		accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	
3944 / Mrs Sally Benitez / Objection	We don't have transport system in place as this area is constantly gridlocked daily, and nothing has been done about it - people won't get trains to and from the area as the service is not frequent enough.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design.	No change required.

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		Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	
3949 / Mrs Sarah Spencer / Objection	If we build 770 houses in Crick, more Bristol people will buy the houses as they are far cheaper than Bristol and they will need to travel to work all over Bristol and realistically, the only means will be by car causing more congestion. People want to get to work quickly, and Bristol is vast so a car in the main is the only option.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements,	No change required.

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		however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. In terms of the proposed housing allocation at Land East of Caldicot/North of Portskewett (Policy HA2), the site will be designed to connect to the existing settlements, and the Plan has mechanisms that ensure these necessary highway connections and improvements are part of the development design. This is set out in criterion o) and n) of Policy HA2. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	
3968 / Mr Steve Vickers / Objection	There appears be a gap emerging in objectives, policy and proposals. Increased housing at a major roundabout will inevitably increase traffic and resultant congestion and associated pollution in vicinity of the Comprehensive School. This is exacerbated by transport decisions such as restricting bus travel availability (likely to increase car use). The proposals in all instances should clearly state expected impacts, positive and negative. This would help with better understanding all-round.	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. In terms of how highway systems will be improved, Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the	No change required.

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		operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, developments are required to demonstrate safe and efficient operation of the transport network through the submission of Transport Assessments (TAs) through the planning application process. Further detail of this requirement is set out in the supporting text of Policy ST1 Sustainable Transport Proposals Paras 19.3.2 to 19.3.10. The TA that will be required to be submitted for the planning application for Land out Mounon Road will set out the detailed highway improvements and how this will be achieved. These can be funded through legal (Section 106) agreements as part of any planning consent granted. For further responses on the proposal Land at Mounon Road Chepstow, see the section of this report - Policy HA3.	
3972 / Mrs Sue Young / Objection	How do you ensure 'developments are designed safe and efficient access and safe and efficient capacity to the transport network? The active travel pathway is not going to encourage walking to town to shop as it's too far to carry shopping home. 19.1.5 Lifestyle implies that car transport will be favoured in new developments as far more efficient than other options d) Providing ULEV infrastructure, although commendable, does not mean residents will have electric vehicles. 19.1.8 Cost of rail fares, unreliability of trains and need to get from/ to stations from home/work make it less efficient. Also cost of car parking at/near stations. How do you plan to achieve 'behavioural shift'. 19.3.1 How do you quantify 'adversely affect safe and efficient operation of	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Travel choices are recognised as habits and need a multi-factor approach including the promotion of new options – otherwise behaviours remain fixed even when other options are made available. The introduction of e-cycles, and ongoing development of other powered mobility devices such as e-trikes and mobility scooters, expands the range and practicality of active travel options on routes that include hills, require bags to be carried.	No change required.

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	highway system'. No plans have been set out on HOW highway system will be improved for additional traffic growth particularly at Highbeech roundabout and Hardwick Hill. Large lorries through Caldicot are a particular problem when the Severn Bridge is closed.	By providing the ULEV infrastructure, although this does not translate into ownership it will make it more feasible for resident to acquire electric vehicles in the future. The issue of rail fares is addressed in Monmouthshire's Local Transport Strategy. TfW has recently introduced lower pay-as-you-go fares from Monmouthshire rail stations to Cardiff (e.g. £3 single from Caldicot). In terms of how highway systems will be improved, Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Furthermore, developments are required to demonstrate safe and efficient operation of the transport network through the submission of Transport Assessments (TAs) through the planning application process. Further detail of this requirement is set out in the supporting text of Policy ST1 Sustainable Transport Proposals Paras 19.3.2 to 19.3.10. The TA that will be required to be submitted for the planning application for Land out Mounon Road will set out the detailed highway improvements and how this will be achieved. These can be funded through legal (Section 106) agreements as part of any planning consent granted. For further responses on the proposal Land at Mounon Road Chepstow, see the section of this report - Policy HA3.	
3992 / Ms Verena Evans / Support	Public transport in Chepstow is not fully used. You cannot afford to run buses empty.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in	No change required.

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		accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward.	
3995 / Mrs Victoria Clark / Objection	Struggle to get the buses in Little Mill.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design.	No change required.

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		In terms of the proposed housing allocations at Little Mill (Policy HA15 and HA16), the sites are proposed to be designed to connect to the existing settlement of Little Mill, and the Plan has mechanisms that ensure these necessary highway connections and improvements are part of the development design. This is set out in criterion b) of Policy HA15 and c) and d) of HA16. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements), which include public transport financial contributions are set out in Appendix 8 Infrastructure Delivery Plan.	

Policy ST1 – Sustainable Transport Proposals

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
1128 / Network Rail / Comment	Request to include ' Level crossings impacted by development should be assessed in the submitted TA'	Comments noted. The RLDP, as set out in Policy ST1 – Sustainable Transport Proposals, provides the supportive policy framework to ensure that development proposals accord with the Sustainable Transport Hierarchy and would not adversely affect the safe and efficient operation of the highway system. It is not considered necessary to add the suggested wording to the policy, however this could be referred to in future SPG and the Council would welcome further collaboration and joined up working with Network Rail.	No change required.
1209 / Aneurin Bevan University Health Board / Objection	Would welcome a focus on the quality of walking environment with suggested wording for consideration for inclusion in the policy. This could include for example, the criteria referred to as the 5Cs, set out in the Walking Plan for London	Comments noted. The RLDP, as set out in Policy ST1 – Sustainable Transport Proposals, provides the supportive policy framework to ensure that development proposals accord with the Sustainable Transport Hierarchy and would not adversely affect the safe and efficient operation of the highway system. It is not considered necessary to add the suggested wording to the policy, however this could be referred to in future SPG and the Council would welcome further collaboration and joined up working with ABHUB.	No change required.
1803 / Councillor Dr Louise Brown / Objection	For the elderly population active travel in the form of cycling or walking is not an option when they have difficulty even walking and so are reliant on private car or infrequent public transport. The evidence in this RLDP is about the high number of older residents and the increase in the age of the population of Monmouthshire residents which is a national issue of an aging population and one prevalent in many rural areas of both England and Wales. These active travel policies demonstrate age discrimination where private vehicles are necessary contrary to the public sector duty on Equality.	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. The sustainable transport policies do, however, recognise that in rural areas without bus provision, the use of private cars may remain the only practical option. Policy ST1 clarifies that if a rural location is justified for a proposed development, a proportionate approach will be applied to such proposals and their ability to accord with national planning policy, including the Sustainable Transport Hierarchy. This is further set out para 19.3.9.	No change required.

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		Policy ST1 is not considered to be age discriminative, equally there will be members of Monmouthshire's population who cannot drive/do not own a private vehicle and therefore reliant on Public Transport. Promoting public transport and active travel provision both allows people to maintain independence for longer and improves the efficiency of the road system for those who do need to drive.	
1803 / Councillor Dr Louise Brown / Objection	According to a report by Audit Wales, the Welsh Government's policy of active travel has failed to engage the people of Wales with fewer participating now than in 2018, despite nearly £220m having been spent encouraging them to take part. Hence the Audit Wales evidence does not support the policy hierarchy in this RLDP.	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. In terms of reference to the Audit Wales report, travel other than the private motor vehicle will not be reversed overnight, however, the Council gathers data on active travel route use and records increases where active travel provision on specific routes has been improved. While the Active Travel Network Map remains in development, active travel for many has yet to be maximised and it is through the ongoing prioritisation and development of the network that lifestyle changes will be impacted.	No change required.
2548 / Shirenewton Community Council / Objection	Needs to insist on adequate road provision before considering any development. Policy needs to acknowledge residents of new urban developments and rural villages are dependent on cars and deliveries and design of new sites accounts for this.	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to	No change required.

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		maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Reflecting national policy, Policy ST1 provides the local policy framework requiring proposed developments to submit Transport Assessments (TAs) that accord with the Sustainable Transport Hierarchy. It seeks to ensure that that proposals are able to provide necessary and related improvements to the highway system or provide a contribution towards improvements connected to the proposed development to overcome identified problems. The sustainable transport policies do, however, recognise that in rural areas without bus provision, the use of private cars may remain the only practical option. Policy ST1 clarifies that if a rural location is justified for a proposed development, a proportionate approach will be applied to such proposals and their ability to accord with national planning policy, including the Sustainable Transport Hierarchy. A small level of growth is allocated in the County's most sustainable rural settlements to address Objective 13 - Rural Communities of the Plan and ensure Monmouthshire's rural communities and economy are sustained and supported.	
1646 / Mr Brian Williams / Support	I agree with the policy ST1 that says 'Developments that are likely to create significant additional road traffic growth, or adversely affect the safe and efficient operation of the highway system will not be permitted.' but don't understand why this hasn't been applied to policy HA2 and HA3 developments, both of which would do this?	Support welcomed. A Strategic Transport Assessment (STA) has been undertaken to consider the impact of growth proposals by means of modelling and quantifying the transport impact of these proposals on Monmouthshire's highway network. The modelling base line for the assessment was the South East Wales Transport Modelling (SEWTM) 2022, 'Do Something' scenarios which includes the RLDP proposed housing growth. Results from this modelling indicated a 2-4% increase in localised traffic at Highbeech roundabout junction and 2-7% increase on the localised highway network in the Severnside Region. It should be noted, however, that the modelling output is based on existing public transport and active travel provision and the analysis does not consider the national and local policy aspirations to improve the public and active travel provisions in the locality. With reference on how sustainable travel will be integrated into major residential development, such as Land East of Caldicot/North of Portskewett, as part of the site allocation process Policy HA2 criterion (n) and (o) sets out the key sustainable travel and highway parameters that the proposal will be required to address. Similarly, Policy HA3 criterion (m) for Land at Mounon Road Chepstow, sets out	No change required.

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		high level sustainable travel criteria. The subsequent planning application process will be required to submit further detailed Transport Assessments. Policy ST1 sets out the expectations of these Transport Assessments. It is these Transport Assessments which will set out the detail of how the sustainable travel will be integrated into the development. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	
1779 / Mrs Sandra Lloyd / Objection	Developer for Caldicot East needs to make a large financial contribution due to the extra traffic generated. B4245 identified as potential pinch point on local network which is in conflict with ST1 itself in paragraph 5. Significant developments underway along the M4, ill-considered spatial distribution will result in the whole of Severnside being gridlocked and increase congestion, causing air and noise pollution and the whole Welsh economy.	Comments noted. A Strategic Transport Assessment (STA) has been undertaken to consider the impact of growth proposals by means of modelling and quantifying the transport impact of these proposals on Monmouthshire's highway network. The modelling base line for the assessment was the South East Wales Transport Modelling (SEWTM) 2022, 'Do Something' scenarios, which includes the RLDP proposed housing growth. Results from this modelling indicated a 2-7% increase on the localised highway network in the Severnside Region. It should be noted however that the modelling output is based on existing public transport and active travel provision and the analysis does not consider the national policy aspirations to improve the public and active travel provisions in the locality. Overall, the analysis from the STA considered that the proposed level of development detailed within the RLDP can be accommodated within the highway network with suitable mitigation. With reference on how sustainable travel will be integrated into major residential development, such as Land East of Caldicot/North of Portskewett, as part of the site allocation process Policy HA2 criterion (n) and (o) sets out the key sustainable travel and highway parameters that the proposal will be required to address. The subsequent planning application process will be required to submit further detailed Transport Assessments. Policy ST1 sets out the expectations of these Transport Assessments. It is these Transport Assessments which will set out the detail of how the sustainable travel will be integrated into the development. Highway Infrastructure costs /financial contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	No change required.

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
2775 / Mr Robert Kellaway / Objection	Concerns regarding the situation for sustainable transport in Chepstow. It is a commuter town and there is a need for trains to Bristol, especially with development of HA3 meaning likely more cars on the road.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. With reference on how sustainable travel will be integrated into major residential development, such as Land at Mounton Road, as part of the site allocation process Policy HA3 criterion (m) sets out the key sustainable travel and highway parameters that the proposal will be required to address. The subsequent planning application process will be required to submit further detailed Transport Assessments. Policy ST1 sets out the expectations of these Transport Assessments. It is these Transport Assessments which will set out the detail of how the sustainable travel will be integrated into the development. Highway Infrastructure costs /financial	No change required.

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
		contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	
2823 / P.J.Nurse / Objection	Concerns that no fewer than 2 cars per household will be generated by new developments and access to rails services is limited and often unreliable.	Comments noted. Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. Policy ST1 sets out the requirement for site design to satisfy current highway and parking guidelines and financial contributions towards improvements, which could include improvement to the existing road infrastructure and/or financial contributions to improving public transport connections and/or provision in the localities of new developments. Highway Infrastructure costs /financial	No change required.

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
		contributions (e.g. Section 106 agreements) are set out in Appendix 8 Infrastructure Delivery Plan.	
3195 / Mark Cottle / Objection	The penultimate paragraph of the Policy ST1 the text should be changed to read "Financial contributions will be required..." instead of "...may be required..."	Comments noted. The policy will be applied to smaller scale development proposals, such as one plot builds, where it would be unreasonable to require financial contributions as could negatively impact on the viability of such proposals. Overall, it is considered that the Policy should be applied to proposed developments on a case-by- case basis. It is, therefore, not considered appropriate to amend the policy wording as suggested.	No change required.
3886 / Mrs Nerys Wilson / Comment	Should focus on improving connectivity in Shirenewton with minimal disruption to the landscape.	Monmouthshire's Sustainable Transport policies are underpinned by the Wales Transport Strategy (WTS), Future Wales 2040 and Planning Policy Wales (PPW), where there is a collective ambition for development to be located and designed in accordance with the Sustainable Transport Hierarchy. This WTS places an emphasis on development to be located and designed in way which ensures the reduction in the need to travel and a shift away from the private car for travel. The RLDP sustainable transport policies, therefore, reflect this national strategy, with the promotion of targeted new options, such as designing development to reduce the need to travel, improving active travel networks to maximize active travel connections and networks and providing electric vehicle charging, with digital infrastructure being part of development design. In terms of the context of the proposed rural housing allocation in Shirenewton (Policy HA18), the site will be designed to connect to the existing settlement of Shirenewton, and the Plan has mechanisms that ensure these necessary highway connections and improvements are part of the development design. This is set out in Policy HA18 criteria (e) and (f). Highway Infrastructure costs /financial contributions relating to this site are set out in Appendix 8 Infrastructure Delivery Plan. The further consideration of this site, including landscape, is set out in the section of the Consultation Report regarding site allocation Policy HA18.	No change required.

Policy ST2 – Highway Hierarchy

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
2489 / Councillor Lisa Dymock / Objection	Insufficient emphasis on public transport improvements.	Comments noted. This policy relates to Monmouthshire's highway hierarchy which will be used to assess the merits of requests for additional accesses to the network and priorities for improvement. Public Transport improvements are addressed in policies S13 and ST1 and are also set out in the Monmouthshire Local Transport Strategy (LTS).	No change required.
2114 / Mr Martin Andrews / Support	Paragraph 2. Absolutely support the refusal of new development that adds to the unacceptable congestion on Strategic Routes.	Support noted.	No change required.
3903 / Mr Peter Morgan / Objection	Highways Hierarchy does not adequately reflect the variety of destinations served by the roundabout.	Comments noted. This policy relates to Monmouthshire's highway hierarchy which will be used to assess the merits of requests for additional accesses to the network and priorities for improvement. Highways outside of the County are beyond the remit of the MCC. It is not, therefore, considered appropriate to refer to highways outside of Monmouthshire.	No change required.

Policy ST3 – Freight

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
1128 / Network Rail / Comment	ST3 - Network Rail would recommend the role of rail is amplified within the local plan to reflect particularly the opportunities for this mode to help support environmental objectives. This is most relevant for supporting freight use in order to meet decarbonisation targets as well as encouraging forms of active travel	Comments noted. Policy ST3 supports freight by rail. The RLDP is to be read as a whole and it is considered Strategic Policy S4- Climate Change and Strategic Policy S13- Sustainable Transport cover decarbonisation targets and promotion of active travel.	No change required.
2489 / Councillor Lisa Dymock / Objection	Insufficient emphasis on public transport improvements	Comments noted. This policy specifically relates to the efficient movement of freight. Public Transport improvements are addressed in policies S13 and ST1, are also set out in the Monmouthshire Local Transport Strategy (LTS).	No change required.
3168 / Roadchef Motorways Limited / Objection	The wording of this policy represents an opportunity to address the national need for safe and secure, Lorry and Heavy Goods Vehicle (HGV) parking.	Comments noted. Reference to motorway and service areas functions and matters are of national relevance and out of the scope of the RLDP. It is, therefore, not necessary to refer to this issue in the policy.	No change required.
3195 / Mark Cottle / Support	Strongly supports ST3 but asks that road/rail transfer points (existing and potential) be identified in the same way that potential major housing and business development sites are identified in, for example S8. There should also be support and provision for infrastructure necessary for electric rail freight.	Comments noted. The rail transfer points, and infrastructure of electric rail freight are out of the scope of the RLDP. It is therefore not necessary to refer to these issues in the policy.	No change required.

Policy ST5 – Transport Schemes

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
1128 / Network Rail / Comment	Support public transport improvements especially in relation to rail. Where development proposals may impact on a station it may be reasonable to request developer contributions towards station improvements that allow for things such as increased station parking, pick up/ drop off points, improved bus routes etc that will improve access to the rail network for residents.	Support welcomed. Policy ST1 of the plan provides the policy requirement for financial contributions towards sustainable travel improvements, which could include improvements to existing train stations. Details of contributions/improvements will be set out in site specific Transport Assessments (TAs) on a case-by-case basis.	No change required.
1299 / Gloucestershire County Council / Comment	Schemes in the Local Transport Plan will help address joint work with Gloucestershire County Council, GCC remains keen to progress work on the Chepstow Bypass to alleviate the significant pinch point on the A48 between Monmouthshire and Gloucestershire. GCC welcomes a commitment to continue to investigate funding options to deliver a bypass, and to work with stakeholders to progress the scheme. Would welcome any improvements that could make sustainable travel when travelling to the West of England/Cardiff City Region more convenient to reduce single occupancy car use.	Comments noted. Monmouthshire CC has and will continue to liaise with Gloucestershire CC on cross border transport issues, and the commitment to deliver a by-pass is noted. Policy ST5 - Transport Schemes, of the RLDP seeks to support and safeguard land for transport improvement schemes which have been identified in the Local Transport Strategy (LTS). A proposal for a Chepstow Bypass is not set out within the current LTS road schemes, nor within the Welsh Government Road building programme. It is, therefore, not included within the RLDP.	No change required.
1299 / Gloucestershire County Council / Comment	Gloucestershire County Council is committed to exploring opportunities to implement interchange hubs as part of decarbonisation work and as part of this recognise the need for express bus routes	Comments welcomed. Monmouthshire CC has and will continue to liaise with Gloucestershire CC on cross border transport issues, including improving public transport between the counties.	No change required.

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
	particularly on the A48 from Chepstow, via Lydney into Gloucester. Note there is a need for extensive investment in public transport improvements and the current hourly services need to be both protected and strengthened.		
3059 / Magor with Undy Town Council / Objection	Integrated public transport schemes in policy ST5 pertaining to Magor and Undy must be delivered before houses in Caldicot East are occupied.	Comments noted. Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. In terms the proposed site allocation at Land to the East of Caldicot/North of Portskewett, policies S8 and HA2 criteria (n) and (o), and the Infrastructure Delivery Plan, set out the policy requirements of the proposed development, which includes that the development contributes to active travel and public transport improvements as necessary. Further detail on this issue is set out in the relevant section of the consultation report regarding site allocation Land to the East of Caldicot North of Portskewett (Policy HA2).	No change required.
1663 / Richborough / Comment	Welcome the support for active travel schemes but state the RLDP should better define what is being safeguarded when referring to specific schemes.	Comments noted. Details of the schemes to define the land to be safeguarded on the Proposals Map is not currently available. In terms of active travel schemes, Welsh Government's Active Travel Network Map (ATNM) are identified on Data Map Wales shows the 'future' and existing' routes.	No change required.

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		Ongoing consultation on, and development of the ATNM, will ensure inclusion of new developments in the network.	
2394 / Taylor Wimpey / Comment	Severn Tunnel Junction link road it not shown on either the proposals or constraints map. How can it be safeguarded from development without being shown spatially on a plan?	Comments noted. Details of the scheme to spatially define the link road safeguarded are not currently available.	No change required.
2394 / Taylor Wimpey / Support	Supports the option which links Severn Tunnel Junction railway to B4245 only - which reflects the findings from the Roads Review Report Feb 2023	Support noted.	No change required.
3900 / Mr Peter Cresswell / Objection	The traffic problems do not allow for any development in Chepstow. Proposals should be delayed until there is a Chepstow bypass.	Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes nor within the Welsh Government Road building programme. It is, therefore, not included within the RLDP.	No change required.
3994 / Mrs Vicky Curtis / Support	High priority must be given to traffic alleviation around Chepstow as the traffic	Monmouthshire's transport aspirations are set out in the Local Transport Strategy (LTS), which contains proposals to improve the County's train stations in Abergavenny, Chepstow and Severn Tunnel Junction, and support the new Magor	No change required.

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	will only grow in volume (developments in Gloucestershire).	Walkway Station in the Severnside area, as well as proposals to improve bus station infrastructure in Abergavenny, Chepstow, Severnside and Monmouth. The LTS also includes support for improvements to the active travel network within the County and support road improvement schemes, which include a link road from the B4245/M48 to Severn Tunnel Junction Train Station and improvements to Highbeech roundabout, Chepstow. The aforementioned road improvements, however, come under the operational jurisdiction of the Welsh Government, and MCC is working with Welsh Government and other regulatory bodies, such as Transport for Wales, to bring these transport schemes forward. Policy ST5 safeguards these transport schemes from any proposed development that may prejudice them coming forward. A proposal for a Chepstow Bypass is not set out within the current Monmouthshire Local Transport Strategy (LTS) road schemes nor within the Welsh Government Road building programme. It is, therefore, not included within the RLDP. Monmouthshire County Council has and will continue to liaise with Gloucestershire County Council on cross border transport issues, including improving public transport provision between the counties.	

Policy ST6 – Protection of Redundant Routes

Rep. No. / Name / Support, Objection or Comment	Representation Summary	Council Response	Council Recommendation
1239 / The Canal & River Trust (Glandwr Cymru) / Comment	Glandwr support this policy and note 'redundant routes' will be protected from development, however, do not consider the canal and its towpath to be 'redundant' even if their former use in carrying freight has waned. Continue to advocate the need for an alternative strong canal related policy - the existing policy is very limited in considering it needs protection as a sustainable transport route alone, when canals deliver much more. An e-planning toolkit offers further guidance.	Comments noted. The intention of the policy is to safeguard redundant routes, including former canals, from development where there is realistic prospect of their re-use for transport purposes in the future. Protection of canals are covered within the GI, Landscape and Nature Recovery chapter of the RLDP. The advocacy of a strong canal related policy is noted and further detailed guidance on development linked to canals could be referred to in future SPG. The Council would welcome further collaboration and joined up working Glandwr Cymru.	No change required.
1663 / Richborough / Support	Support recognition of the benefits for repurposing former rail routes for future sustainable transport use.	Support welcomed.	No change required.