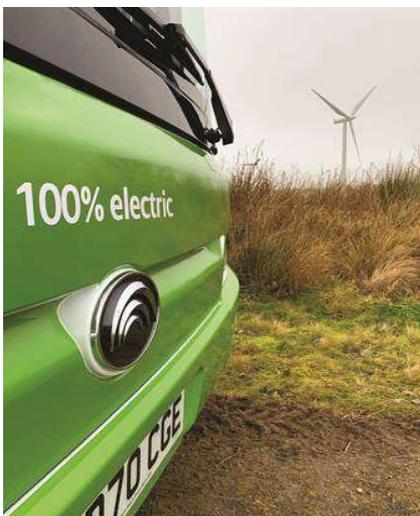




# A TRANSPORT PLAN FOR CHEPSTOW

As proposed by  
Transition Chepstow



# Executive Summary

As Chepstow residents struggling with travel around the Chepstow area, and concerned individuals who can see the need for change, the **Transition Chepstow Transport Group** has undertaken an assessment of journeys now and how they could look in the future. A list of possible actions has been generated. While many require high level policy changes there are many actions that we can support and drive ourselves or in conjunction with local government. Feedback on this document and support to drive the changes required are welcome and encouraged.

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## Who are Transition Chepstow?

- We are a group of like-minded local people who care about the future and want to prepare and support Chepstow (and beyond) for the future.
- We are part of the global Transition Network that supports community-led responses to climate change and shrinking supplies of cheap energy, aiming to build environmental resilience and human well-being and happiness.
- This report was prepared by the TRANSPORT GROUP that focuses on transport related issues.
- For more information see <https://transitionchepstow.org.uk/>

# Why do we need a Transport Vision?

Chepstow and its environs have crippling congestion and poor air quality with unacceptable levels of hazardous air pollution concentrations. The transport services don't meet the needs of residents and there is little coordination of services. The basic transport infrastructure has only marginally improved during the last 30 years, exacerbated by being on the border between Wales and England with different governments and county councils presiding over the surrounding area. The recent directives to increase housing have led to a massive increase in new developments and an associated increase in traffic, all without any significant improvements to the transport network. This, combined with the removal of the Severn Bridge tolls, has also led to an increased number of commuters both from within the town and passing through, all heading for the large employment centres of Newport, Cardiff and Bristol.

Transition Chepstow organised 2 public meetings in 2019 and 2020 focussed on changes to the High Beech roundabout to improve traffic flows through the town. The level of interest and support at both meetings from residents in the packed school hall showed that there was a need to make some real changes. This has spurred on the Transition Chepstow Transport group to think more deeply about travel in and around Chepstow. The world is changing fast, accelerated by the Covid pandemic and now is the time to start to influence decision making as transport is quickly adapting to new priorities and economic and environmental sustainability. Short term solutions are needed and planning for major long-term changes needs to be urgently progressed. Our transport vision and the supporting development actions are the way that the Transition Group can help guide Local and National Governments to make the right choices for the people of Chepstow. However, we recognise that transport is only part of the change required to support our evolving way of life and address the climate emergency that has been declared by government at all levels. Changes are required in all aspects of our lives, and with it, significant investment. Hard choices are going to have to be made.

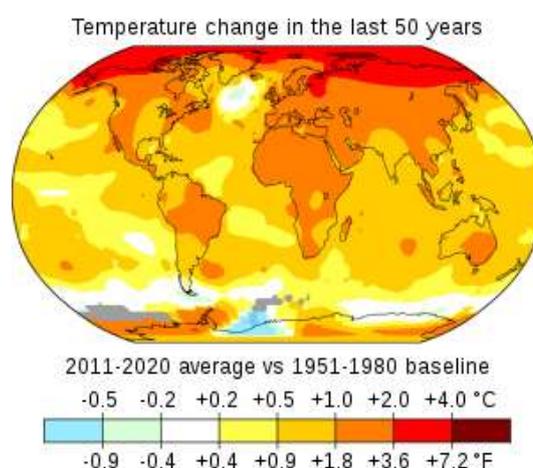
# What are the drivers of the need for new Transport thinking?

The journeys we take are changing and our transport systems need to evolve to continue to meet the needs of those that travel. The factors driving this change are many and varied, but can be summarised as follows:

## Climate emergency

It is now broadly accepted that the amount of CO<sub>2</sub> in the atmosphere needs to be reduced in order to limit the growth in global temperatures. Transport is a significant contributor to CO<sub>2</sub> emissions and will become carbon neutral in the UK Government promised 2030 timeframe in order to avoid irreversible climate change.

## Climate Change



## Health issues



Pollution from transport systems, most of which arises from the tail pipe emissions of cars and lorries, has continued to grow, especially in cities and congested areas. Our understanding of the impact of micro particulates and the Oxides of Nitrogen gases on our health has continued to grow and threaten the health of those exposed. Minimising or eliminating this source of pollution has become a significant driver for change.

Conversely, the benefits of increased exercise by walking, running and cycling are also well characterised.

## Changes in working practices

The country has experienced a shift from labour intensive, manufacturing based industries to more service-based and office-based work. The availability of high bandwidth computer networks has subsequently enabled a shift to a more dispersed, but still connected, way of working. “*Working from home*” or “*working from the local coffee shop/office*” has rapidly increased, reducing the need to travel to an employment hub and looks likely to continue for many sectors. Additionally, the growth of a worldwide economy and the need to be available to colleagues and customers outside the traditional 9-5 hour window has introduced the need for more flexible 24/7 working patterns. This is spreading out, or even removing, the traditional peak travel patterns and associated congestion, pollution and capacity constraints.

Additionally, there is a trend of decreasing car ownership among the younger generations, partly due to cost but also due to both environmental concerns and technological advances precluding a lot of traditional travel needs.

### **Changes in shopping habits**

The ever increasing variety and availability of online shopping for all goods to meet everyone’s needs is reducing the number of journeys to High Street and Shopping Centres. However, the benefit of this is offset by the increasing number of delivery vehicles on the roads, often uncoordinated or optimised. They have taken some of the road capacity which had been freed up by fewer car journeys. This trend is eliminating and threatening many of the traditional town centre and out-of-town shopping destinations, fuelling the growth of powerful mega-corporations, and challenging the local specialist retailers.

### **Changes in social activities**

In an increasing networked world people can always be connected and the nature of social interactions is changing. The delivery of entertainment and activity participation is no longer geographically limited but depends on where on the network you are. Increasingly access is being made from the home, reducing the amount of travel.

### **Alternative fuels**

The development of high-capacity batteries has created alternatives to the tradition fossil fuel based transport systems. Electric trains, cars, vans, buses, motorbikes, bicycles and scooters are now increasingly available, with the additional benefit of having a lower total cost of ownership. This is driving a dramatic and disruptive change in the supplier base and a shift to an increasingly electrified society.



Hydrogen is also an emerging fuel both for transport in addition to premises heating and cooking. Although probably best suited for large vehicles, trials are underway with hydrogen powered trains and cars and if successful we can expect to see a growth in the Hydrogen infrastructure.

### **Population growth**

As the population continues to grow increased housing is required and new developments are planned or already under construction, often putting pressure on already overstretched transport systems. This can be made worse if other changes occur, for example the removal of the tolls on the Severn Bridge has made the Chepstow area more accessible and attractive to people working in the Bristol region.



## **Pandemic**

The 2020+ Covid19 pandemic has helped to accelerate and implement many of these changes, demonstrating their benefits and also showing that change is possible when there is a desire or necessity. However, other trends have been slowed or even reversed, for example, fear of using public transport has led to a significant drop in usage and a return to the car, although studies and current observations suggest that over time, a recovery in usage will occur. It is hoped that the way in which society has responded to the pandemic will act as a way marker for the changes that need to be made.

## **Economy**

The financial outlook is uncertain and it's unlikely any funding will be available for major changes in the short term, although the government policies are changing and transport is being targeted either to create jobs or support major initiatives like climate change in the longer term.

## **Disruptors**

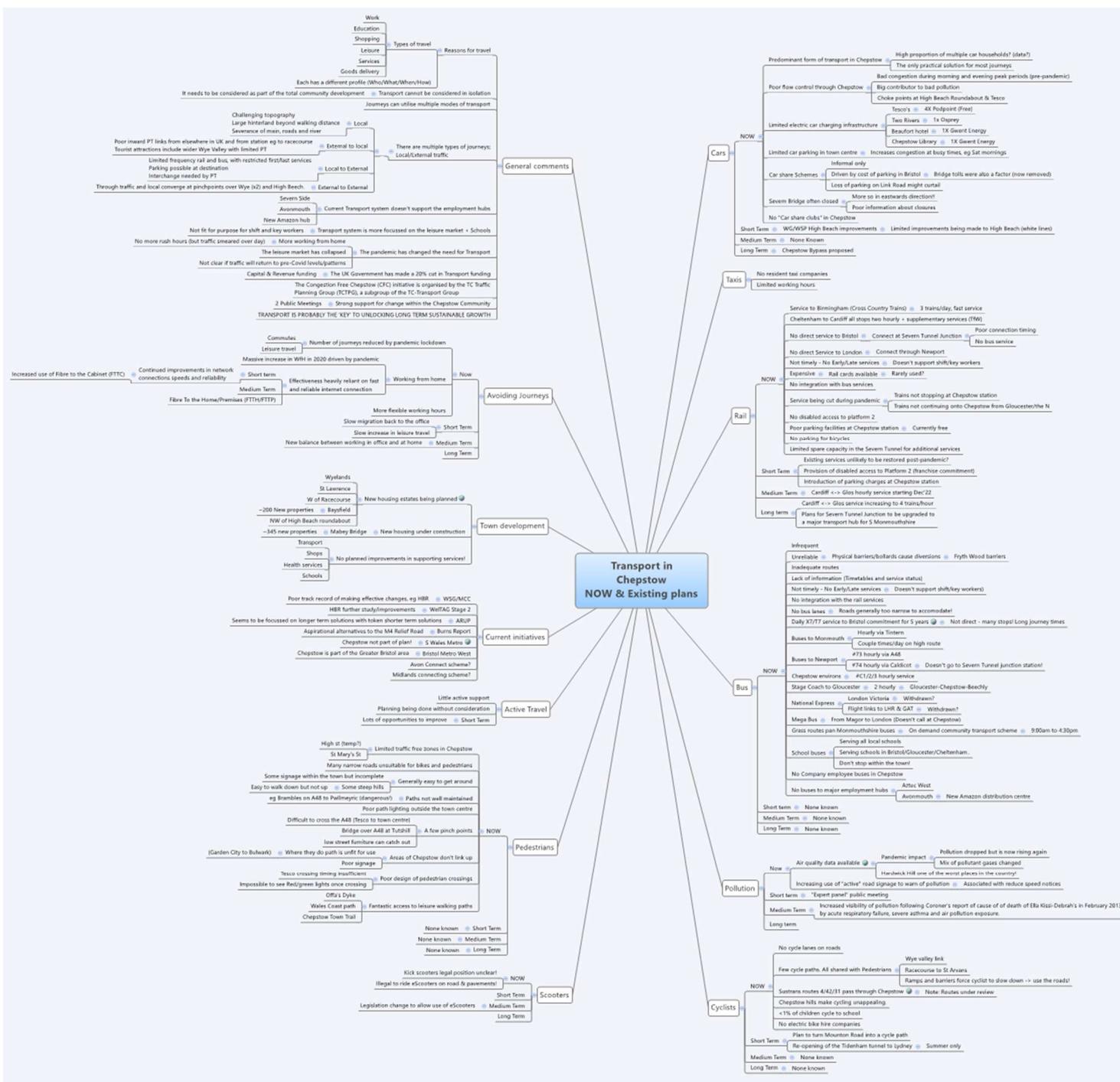
In addition to the above there are a number of developments that could disrupt the way that transport evolves over time. These include, but are not limited, to:

- Major local, regional and national policy changes.
- Significant technical breakthroughs, for example energy sources and drone deliveries.
- Significant investment in electrification and new energy sources for railways and alternative energy sources for other transport modes and logistics systems.
- The widespread adoption of the transport related studies currently underway (ARUP, Local improvements eg High Beech Roundabout etc).
- Further societal disruptions, for example further pandemics, civil unrest.

Taken together, it's clear that focussing on transport alone is not the solution to the many changes in society, be they behavioural, technological, governmental or due to unforeseen world events. However, many of the current problems do arise from our inefficient or inappropriate use of transports systems and focussed transport changes can support the essential transitions underway.

# An analysis of today's transport systems

The group has considered (brainstormed) each of the modes of transport and general influencing factors for travel in Chepstow. The existing status and understanding of the current plans have been captured in the mind-map below. This is almost impossible to read at this scale but a pdf printout of the map can be viewed [here \(https://www.transitionchepstow.org.uk/wp-content/uploads/2021/04/Transport-Baseline-Jan21-1.pdf\)](https://www.transitionchepstow.org.uk/wp-content/uploads/2021/04/Transport-Baseline-Jan21-1.pdf) and zoomed in using a pdf reader.



Note that this assessment is solely the view of the contributors, but we believe that it provides a reasonable and representative baseline from which to plan for future improvements.

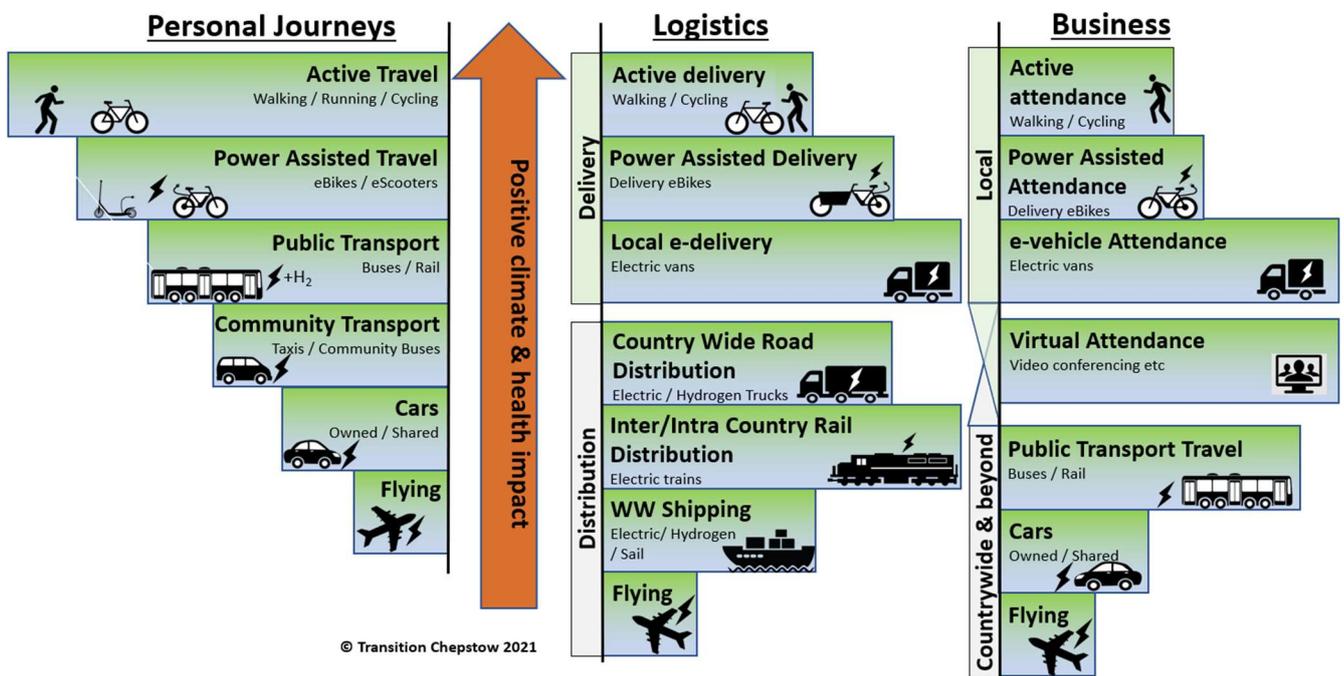
# Vision for the Future

A Transport system that is *FIT* for all journeys

## Where *FIT* for all journeys means

- *Integrated*: Modes of transport are linked together in an *efficient* manner.
- *Sustainable*: Economically, Environmentally and Socially.
- *Timely*: Options available throughout the day when people need to travel.
- *Safe*: People should feel comfortable when traveling.
- *Accessible*: For residents, visitors and those passing through the area, especially those with disabilities.
- *Targeted*: Supports journeys to the right destinations, eg schools, employment areas.

## A Picture of Transport in Chepstow in the future

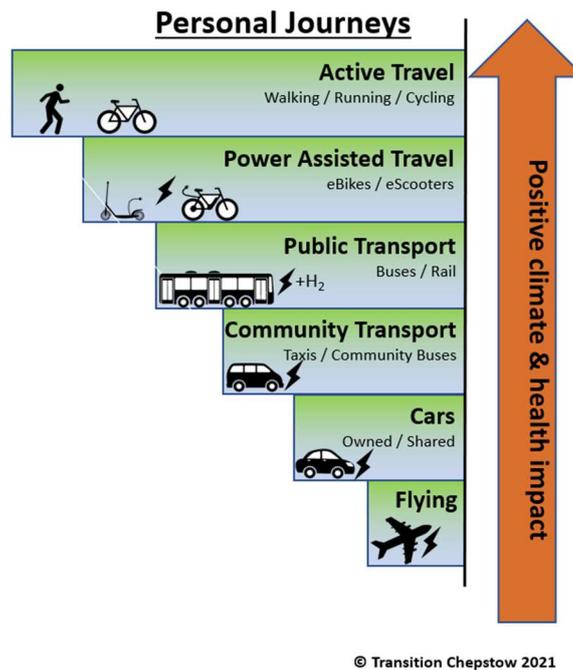


We have considered the splitting of the need for Transport solution into 3 parts;

1. *Personal journeys* for journeys that people need to conduct their private lives, including commuting.
2. The distribution and delivery of Goods and services through *logistics*.
3. Journey's that are needed for *Business* purposes

All can be optimised to provide improved health and sustainability impacts.

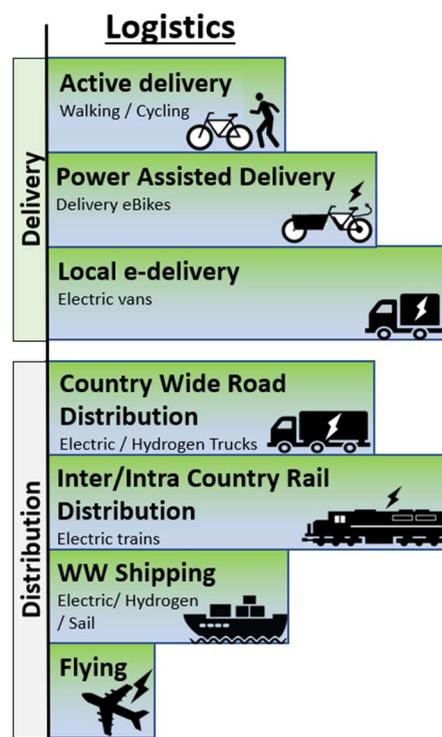
## Personal Journeys



- **Active Travel** – *To be the default mode of transport within the town*
  - The majority of journeys are Made by walking or cycling
  - Supported by a network of paths and cycleways across the area.
  - Safely segregated from other road users.
  - Support *Low Traffic Neighbourhoods*
  - Chepstow as a destination for active travel opportunities
- **Power Assisted Travel** – *power assisted active travel such as E cycles and scooters*
  - An option for those unable to walk or cycle unaided, or to travel further afield.
  - As a means for active travel through hilly areas,
- **Public Transport** – *An integrated network of services that meets the needs of all potential users so that it is the alternative when active travel is not an option.*
  - Reliable, safe, affordable, regular, timely, accessible services that take people where they want to go, when they want to go.
  - A bus service from the outlying and neighbouring communities to Chepstow that connects into public transport to major employment and leisure destinations.
  - A regular train service to employment hubs and destinations further afield.
- **Community Transport** – *Alternative services for irregular and on demand journeys*
  - An affordable on-demand bus service providing. Accessible to users or communities who are not or cannot be served by planned public transport.
  - An affordable on-demand taxi service for local journeys or outside of public transport operating hours for those who cannot access public transport easily or where there are no other options available.
- **Cars and car sharing** – *the least used option for personal journeys*

- Use of car sharing schemes or car clubs.
- Options for the use of Park & Ride schemes linking to public transport at strategic locations.
- Fewer cars will reduce congestion and pollution levels The availability of alternative modes of transport means that owning a car (or multiple cars) is no longer required.
- **Flying** – *the least preferable mode of transport*
  - Used by passengers only for long distances where no alternative, such as rail, exists.
  - Support technological advances which will lead to alternative methods of powering aircraft.
  - A reduction of business and leisure air travel through encouraging a modal shift to other transport modes.

## Logistics



Logistics operations can be split into 2 parts; Distribution and Delivery

**Delivery** - *Local deliveries are optimised to reduce the number of vehicles, local miles required and minimise the pollution produced.*

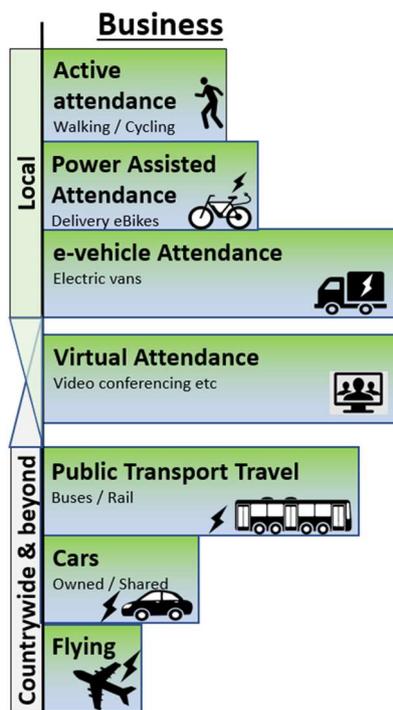
- E-Delivery
  - Electric vans are being developed and can be used for larger item delivery within the town and surrounding areas
- Power assisted delivery
  - Use of electric cycles within the town for smaller items
  - Use of the cycles routes to access different areas of the town
- Active delivery
  - Deliveries by foot within a very local area.
  - Probably combined with power assisted solutions or e-Vans to access a local area.

**Note:** The use of drones for local delivery is being actively explored by several companies, eg Amazon. It is not yet clear what the impact will be, whether they will be socially acceptable or be safe. For these reasons they have been excluded from our vision.

**Distribution** - *Long distance road freight minimised and where required, segregated as far as possible so that it doesn't impact the town.*

- Rail
  - Support initiatives that increase bulk distribution of goods across the UK and beyond.
  - Network capacity optimised to encourage modal shift from road to rail and an increase in rail freight borne logistics networks.
  - Encourage initiatives to invest in local rail freight terminals where goods can be transferred directly from trains at warehouses, or to smaller trucks and E-vans for local distribution.
- Road
  - Use of electric or Hydrogen powered trucks, which are currently on trial. Appropriate refuelling stations will need to be widely available.
  - Only used where no rail solution is available.
  - Trucks have no access to the town.
  - Used for distribution from rail terminals.
- Shipping
  - Bulk intercontinental method of transport
  - Adoption of more sustainable fuels (Electric, Hydrogen or even modern sailing solutions)
  - A reduction in the volume of good shipped by sea – products sourced more locally or modal shift to rail.
- Flying
  - A reduced demand by more local sourcing and only used for perishable goods using alternative fuel sources.

## Business journeys



For businesses, local services could be achieved by active travel or power-assisted travel means. However, in many cases, because of the need to transport equipment as well, most journeys will require the use of a van which should be an electric vehicle.

Virtual meetings have become firmly established and will often replace the need for many face to face meetings. We should expect further technological advances to achieve improvements to this ability, thus reducing the need for physical meetings.

There will always be a need to travel for business but the majority of journeys should be made using *public transport or active travel*, with a greatly reduced number made by *car*, preferably using shared vehicles, and a small number of overseas journeys by *air*.

# What is our Strategy for enabling the change?

The Transition Chepstow Vision is for a radically different transport and a modal shift from making car journeys in around Chepstow. In order to facilitate the transition many changes need to be made and these will require a variety of approaches. This proposal suggests what our strategy will be.

1. Be open and share what we are doing and why with all parties.
2. Identify tangible actions that could be taken. Categorise them into our ability to enact:
  - a. We can directly bring about a change -> make the change happen.
  - b. Require local government action -> Campaign for the change and hold those responsible to account.
  - c. Require lobbying for a major change in policy, probably at the national level -> Collaborate with like-minded groups to make our voice heard.
3. Separate the actions into those that are actionable in the Short, Medium or Long term, and prioritise them.
4. Recognise that you can't look at Transport in isolation. Transport is just one aspect of the wider changes that are required.
5. Build relationships with other like-minded organisations and adopt best practices where they exist.
6. Strengthen our relationships with decision makers, both locally (Chepstow Town Council), at the county level (Monmouthshire County Council), with the devolved Welsh Parliament (WAG) and with the UK government. Also, with the equivalent organisations in England in the surrounding area, such as Gloucestershire County Council and the West of England Combined Authority (WECA). Become trusted community stakeholders for all transport related matters. Participate in all public consultations.
7. Strengthen our relationship with the people of Chepstow. Encourage and hear their input, be a voice for them and feedback the status so they know they've been heard. Use Social Media, the [Transition Chepstow website](#), public meetings and press reports to communicate. Encourage active community participation.
8. Strengthen our relationship with the local press. Become their trusted community-based source of information and keep transport related matters close to the top of their agenda.
9. Strengthen our relationship with the Transport operators and logistics undertakings. Influence their decisions, working with other transport stakeholders where appropriate.
10. Link local housing development to 'ring fenced' infrastructure charges (based on the size of developments) that is ear marked for local infrastructure capital improvements.

# Delivering the Vision

Action planning has been done by considering the vision described above compared to the baseline we have today as captured in the mindmap. The focus of this planning is on the *personal journeys* as we believe that we can have the most impact here given the resources we have available.

For each proposed area identified a specific action has been proposed. A provisional owner has been assigned within the group who will work on the detailed planning and then drive the implementation. Additionally, the follow characteristics have been assigned:

- **Timeframe:** *Anticipated time for a solution to be put in place* Depends on time
  - **Short Term:** 0-3 years
  - **Medium Term:** 4-8 years
  - **Long term:** 8+ years
- **Influence:** *What level of intervention is required?*
  - **Implement:** We can directly bring about a change.
  - **Campaign:** Requires local government action
  - **Lobby:** Require lobbying for a major change in policy, probably at the national level
- **Impact:** *The number of affected people, the potential financial consequences?*
  - **High:** Will have a significant impact on the whole town
  - **Medium:** Will have an impact to a small number of people
  - **Low:** Will be of little benefit to the town.
- **Priority:** *The proposed priority with which the Transport group will address.*
  - 1: Immediate action for an anticipated fast return
  - 2: Plan to start work within the next year
  - 3: On hold for now, little chance of implementing or influencing in the near future.

The group is tracking progress on all actions in a separate worksheet.  
Contact us to support this initiative.

## Active Travel - Walking

1. Identify safe routes to and from and around the town centre and surrounding areas.
  - Segregated cycle and foot paths, with pinch points and barriers to use removed, e.g., on the A48 path up to the Beachley Rd.
  - Well lit paths.
  - Well sign posted paths, eg colour coded lines on the ground, “Active walkway” signs.
  - Paths clear of vegetation (brambles etc) and well maintained.
  - Main roads can be easily crossed or accessed safely.

**ACTION:** Identify the pedestrian routes and then the work required to bring them up to the required standard.

Timeframe: Short term

Influence: Implement

Impact: High

Priority: 1

2. Town trails exist but are not well known.
  - Could link into the routes as suggested above

**ACTION:** Review each of the trails around the town and come up with a plan to maintain and publicise.

Timeframe: Short term

Influence: Implement

Impact: High

Priority: 1

3. Walking Buses
  - For children walking to and from school
  - Has the potential to take a lot of traffic off the roads!
  - Discussions have already taken place with the local schools
  - Was planned to start in Mar'20

**ACTION:** Ensure implementation moves ahead post-Covid.

Timeframe: Short term

Influence: Implement

Impact: High

Priority: 1

4. Expand the traffic free zone in Chepstow to provide a pleasant and safe environment for shoppers and other users within the town centre.
  - Possibly extend down to the riverfront.
  - The driving factor here is that Chepstow Town Centre is in need of rejuvenation and visitors need to be drawn back into town, either to live, to work or to socialise. This is broader than a transport issue.
  - This is a contentious issue because the old Wye bridge provides an alternative relief route into Gloucestershire if there are problems on the A48, eg a traffic accident Or other incident
  - This may require changes to parking infrastructure and pricing

**ACTION:** Review the Town Development Plan and ensure that our Transport vision for Chepstow has been incorporated.

Timeframe: Medium term

Influence: Campaign

Impact: High

Priority: 2

5. Active travel bridge over the river Wye to Wyedean School.
  - Enables safe active travel route from Tintern along the new Wye Valley Greenway into the centre of Chepstow.

**ACTION:**

Timeframe: Medium term

Influence: Campaign

Impact: High

Priority: 2

### Active Travel – Cycling

1. Identify safe routes to and from and around the town centre and surrounding areas.
  - Segregated paths or cycle lanes on the roads, with pinch points and barriers to use removed.
  - Well sign posted paths, eg colour coded lines on the ground, “Active cycleway” signs
  - Consider speed reductions to 20mph on roads considered hazardous to cyclists (where vehicles could conflict with cyclists).
  - Could be combined with the pedestrian routes proposals.

**ACTION:** Identify the routes and then the work required to bring them up to the required standard.

Timeframe: Short term

Influence: Implement

Impact: High

Priority: 1

2. Leisure cycling
  - Chepstow is at the centre of an ideal cycling area. Let’s make more use of it!
  - Identify a number of routes around the local area starting and finishing in Chepstow. Possibly use or add to the routes in a cycling app, like [Komoot](#).
  - Some long distance Sustrans routes also pass through the Chepstow.
  - Identify routes suitable to all types of riders, from family groups, Mountain bikers to serious road cyclists.
  - Use the off-road routes where possible, eg the new Tintern route.
  - Add in places of interest and café stops
  - Promote the local cycling clubs

**ACTION:** Ask the Chepstow Cycling Club to help identify routes and promote

Timeframe: Short term

Influence: Implement

Impact: High

Priority: 1

3. Electric cycles
  - Could be used to enable active travel in Chepstow. Enables hills to be tackled easily.
  - They are still in the early adoption phase but awareness is growing.
  - Electric cycles of all types are becoming available to meet all needs.
  - Hindered by a lack of a cycle shop in Chepstow to retail them!
  - Could consider hire and/or purchase schemes.
  - Might need bike hubs across the town to enable A to B usage, like ‘Boris Bikes’ in London

**ACTION:** Come up with a strategy to promote and engage potential e cycle users.

Timeframe: Short term

Influence: Implement  
Impact: High  
Priority: 1

#### 4. Cycle racks

- At destinations, not always available and not always secure.

**ACTION:** Review existing cycle rack provision and propose additional ones required and improvements to security. Suggest cycle racks at strategic locations, such as rail and bus stations and local car parks.

Timeframe: Short term

Influence: Implement/Lobby

Impact: Medium

Priority: 1

#### 5. Cycles on Trains

- There is limited capacity on board local trains and they are usually carried subject to space being available.
- Difficulty accessing rail station – requires negotiating busy A48 road and there is no step free access at the rail station.

**ACTION:** Ensure that potential rail users can have confidence that they can take their cycles onboard.

Timeframe: Long term

Influence: Lobby

Impact: Low

Priority: 3

#### 6. Low Traffic Neighbourhoods

- Can't be imposed. Needs to be wanted by the local community, delivered in partnership and consultation with the local community.
- The Local Development Plan is needed first, for example the HBR solution needs to be implemented first.
- MCC, CTC, SUSTRANS & TC joint work. Fund a project manager to engage.

**ACTION:** Get partners onboard and consult with the local neighbourhoods.

Timeframe: Short term

Influence: Campaign

Impact: Low

Priority: 3

### Power Assisted Travel

This category of transport includes; e-bikes, e-kick scooters, e-skateboards mobility scooters + other novel people carriers like the self-balancing [Segway](#), the [Honda U3-X](#) or the [BMW people mover](#).

#### 1. Legality of usage

- The legal situation regarding allowed use is not clear in the UK for the newer modes of transport

**ACTION:** Seek legal clarity  
Timeframe: Medium term  
Influence: Campaign/Lobby  
Impact: Medium  
Priority: 3

## 2. Mobility scooters

- Is Chepstow mobility scooter friendly? It has challenges for users:
  - i. Lack of low kerb entrances
  - ii. Blocking of the entrances
  - iii. Cars illegally parked on pavements
  - iv. Narrow pavements in Chepstow.

**ACTION:** Work with local government to improve mobility scooter user experience.  
Timeframe: Short term  
Influence: Action  
Impact: Medium  
Priority: 1

## 3. E-Scooter trial

- There are trials starting up around the country to help understand usage and issues in order to form the legal framework for acceptable use.

**ACTION:** Can Chepstow be part of the trial?  
Timeframe: Short term  
Influence: Action  
Impact: High  
Priority: 1

## Public Transport – Buses

### 1. Chepstow buses

- Are the C1/2/3 routes appropriate?
- How well used are they used?
- Could a review of routes ensure sustainability and increase use by serving more residential areas and employment hubs?
- Little incentives for the operator to make successful!

**ACTION:** Review the routes and timetable, check on actual usage  
Timeframe: Short term  
Influence: Campaign  
Impact: Medium  
Priority: 1

### 2. Timetables

- Information available is poor/non-existent and non-integrated (on bus stops and internet)
- No real time data, eg when the next bus is going to arrive.

**ACTION:** Provide accurate, integrated timetables (printed and online)

Timeframe: Short term

Influence: Action/Campaign

Impact: High

Priority: 1

### 3. Destinations

- The buses don't go to the places that people need to travel, eg the New Llantarnam Hospital, Avonmouth, Newhouse industrial estate or at the times many key workers need to travel ie early morning / late evening

**ACTION:** Survey the users to see where they need to get to and lobby transport companies.

Timeframe: Short term

Influence: Action/Campaign

Impact: High

Priority: 2

### 4. Integrated travel

- Chepstow bus station not easily accessible from the railway station.
- No services running to and from rail station.
- Could Tesco's car park be used for buses? (they already have a bus stop and services that run there).
- Parking meters at station will act as a disincentive to using the train by increasing travel costs.

**ACTION:** Improve the links between the bus station and the railway station linking up the services.

Timeframe: Medium term

Influence: Campaign/Lobby

Impact: High

Priority: 2

### 5. National Express

- Many Chepstow services have been suspended!

**ACTION:** Ensure that the services are restored post-pandemic.

Timeframe: Short term

Influence: Campaign/Lobby

Impact: Low

Priority: 1

### 6. School buses

- Regular services provide a term-time service to schools (63/65)

- MCC Yellow school buses are only used for school children and are unused assets for the rest of the time which could be used at marginal costs for improving local services.

**ACTION:** Suggest Use school buses for improving services

Timeframe: Short term

Influence: Campaign/Lobby

Impact: High

Priority: 2

## Public Transport – Rail

### 1. Chepstow stops

- Inconsistent timetable with long gaps in the service rather than a “clockface timetable.
- Franchises are not contractually obliged to stop at Chepstow station.
- There is existing capacity on the line for additional trains to serve Chepstow.
- TfW are planning timetable changes from Dec 2022 including brand new trains but still need to ensure improved connections to Bristol, Birmingham and London where direct services cannot be delivered.

**ACTION:** Campaign for a better service

Timeframe: Medium Term

Influence: Campaign/Lobby

Impact: High

Priority: 2

### 2. Secure bike parking.

**ACTION:** Install secure cycle racks for train users

Timeframe: Short term

Influence: Campaign/Lobby

Impact: High

Priority: 1

### 3. Chepstow information boards

- Provide information for people arriving at Chepstow, eg info about the town, maps, bus services, taxi services, hotels, racecourse etc

**ACTION:** Install a notice board and populate it with information

Timeframe: Short term

Influence: Implement/Campaign

Impact: Medium

Priority: 2

### 4. User improvements to Chepstow railway station

- Reopen the waiting room, toilets and possibly the vacant building space.
- Better support for the café.

**ACTION:** Explore options to improve the station for users.

Timeframe: Medium term

Influence: Implement/Campaign

Impact: Medium

Priority: 2

#### 5. Integrated tickets

- One ticket for the train and onward transport option (ie integrated bus / rail ticketing).
- Include parking within ticket costs.

**ACTION:** Explore a more integrated approach for journey ticketing.

Timeframe: Medium term

Influence: Lobby

Impact: Low

Priority: 3

## Community Transport

#### 1. Volunteer driver network

- Exists already in some parts of the country. Does it exist here already?
- Fills gaps in public transport
- Examples; Health appointments (especially the new Grange hospital), shopping (especially support for the elderly)
- Must comply with some strict vetting requirements.

**ACTION:** Explore feasibility for the Chepstow area

Timeframe: Short term

Influence: Implement

Impact: High

Priority: 1

#### 2. Grass Routes Bus

- Organised by MCC but has limited operating hours
- Paid and volunteer drivers

**ACTION:** Understand the existing scheme and look at expanding as appropriate

Timeframe: Short term

Influence: Campaign

Impact: Medium

Priority: 2

#### 3. Taxis

- Limited service out of hours due to low demand and availability.
- Strong need for a formal, reliable service but recognise that they have to be market driven.

**ACTION:** Document existing provision and work with the taxi companies to establish a better service.

Timeframe: Short term

Influence: Implement

Impact: Low

Priority: 2

#### 4. Transport tokens

- Alternative to a bus pass - can be used for all modes of transport.
- Supports a more flexible approach to journeys.

**ACTION:** Explore the feasibility of a transport token used on all forms of transport.

Timeframe: Medium term

Influence: Campaign

Impact: High

Priority: 2

#### 5. Community Transport promotion

- Better publicise the different journey options.
- More information on the web and display boards (see Rail-3 above)

**ACTION:** Promote the availability of the different journey options (including Community Transport)

Timeframe: Short term

Influence: Implement

Impact: High

Priority: 2

## Cars

#### 1. Car sharing

- Cars as an asset are underutilised (spend majority of time parked up)
- Car manufacturers are starting to add features to new models that enable car sharing.
- Companies are emerging that provide a suitable platform to share a car; eg Karshare.
- Doesn't necessarily reduce congestion, or reduce pollution unless they are an e-car.

**ACTION:** Explore bringing a carshare service to Chepstow

Timeframe: Short term

Influence: Implement

Impact: High

Priority: 1

#### 2. Journey sharing

- For longer journeys, typically a commute, multiple people can share a car – reduces costs, takes cars off the road and reduces pollution.
- Online services exist today that connect car drives with people wanting a lift.

**ACTION:** Promote the use of car sharing services.

Timeframe: Short term

Influence: Implement

Impact: High

Priority: 1

3. Accelerate the transition to electric vehicles

- 2030 deadline for switch to 100% electric car sales.
- Requires a major effort by government and manufacturers to facilitate the shift.
- Some perceived barriers remain in consumer minds; range, availability of the charging infrastructure, costs.
- This is a rapidly changing situation. Lots of charging options becoming available. Even today charger utilisation is very low (away from the motorways)
- Not enough positive user experiences?

**ACTION:** Explore what can be done to promote and accelerate the transition to electric cars.

Timeframe: Short term

Influence: Implement

Impact: High

Priority: 1

4. Car parking

- Charging is a contentious issue! Why come to town and pay for parking when you can go elsewhere and park for free?
- We need a policy and journey options that discourage car use, especially in the centre of town. This could mean increasing the car parking charges (very unpopular!). Conversely, making it free would encourage continued car use.
- We do need proper out of town car parks to enable people to link with other journey options for long trips, eg commutes to Cardiff/Bristol. They need to be suitably sited, safe and well promoted.

**ACTION:** Develop a car park plan integrated with the other transport options

Timeframe: Medium term

Influence: Campaign

Impact: High

Priority: 2

5. Roads:

- Improve the road infrastructure, both layout and signage, to enable traffic to flow, minimise pollution and improve safety.
- Need to get the balance right otherwise people won't transition to more sustainable forms of transport.
- Use our local knowledge make further suggestions as we consider necessary.
- A Chepstow bypass is a long term option that has some local support but is an expensive and complex solution not necessarily aligned with the need to reduce road usage.

**ACTION:** Improve the choke points in Chepstow, initially focussed on High Beech Roundabout.

A. Short-term Urgent implementation of white line lane access road junction markings, presently partially provided at the A48 Westwards and Park View access junctions only. A48 Eastwards and A466 Southwards HBR access junctions await completion. A proposal was presented at the April 2019 public meeting. See [here](http://www.transitionchepstow.org.uk/wp-content/uploads/2019/04/High-Beech-Paint.pdf) for the presentation: <http://www.transitionchepstow.org.uk/wp-content/uploads/2019/04/High-Beech-Paint.pdf>  
Timeframe: Short term  
Influence: Campaign  
Impact: High  
Priority: 1

B. Medium-term Implementation of major redesign of HBR access road junctions to significantly enhance traffic flow. This was also shared at the April 2019 meeting. See [here](http://www.transitionchepstow.org.uk/wp-content/uploads/2019/04/Major-Modifications-High-Beech-Roadabout.pdf) for the presentation: <http://www.transitionchepstow.org.uk/wp-content/uploads/2019/04/Major-Modifications-High-Beech-Roadabout.pdf>  
Timeframe: Medium term  
Influence: Campaign  
Impact: High  
Priority: 1

**ACTION:** Support the Government, Council and others in their development of the regional Transport strategy; participate as stake holders to monitor, evaluate and promote public and political pressure to ensure timely and proper progress and accountability. This includes providing input to the bypass discussion.  
Timeframe: Short, medium and long term  
Influence: Campaign  
Impact: High  
Priority: 1

## Air travel

Air travel options for personal journeys is rapidly evolving with flying cars, electric aeroplanes and airships all under active development. As for drones, it is not clear whether they will reach the market and whether they are a good option. One to watch.

In general, flying is likely to remain a very energy intensive and unsustainable option, and should be discouraged.

1. Buy locally avoiding air transported food & goods
  - Food is flown to the shop shelves from all over the world – very high food miles!
  - This can be a difficult message to deliver now that consumers are used to buying out of season goods.

**ACTION:** Support/Promote the buy local message and build *country of origin* awareness  
Timeframe: Medium term  
Influence: Action  
Impact: Medium

Priority: 2

## 2. Carbon footprint

- There are now various carbon footprint calculators that can be used to build self-knowledge of one's environmental impact. For example:
  - <https://www.carbonfootprint.com/calculator.aspx>
  - <https://www.carbonindependent.org/>
  - <https://www.carbontrust.com/resources/sme-carbon-footprint-calculator>

**ACTION:** Support/Promote the carbon footprint calculators to raise awareness

Timeframe: Short term

Influence: Action

Impact: High

Priority: 1

Progress on each of the actions will be monitored at the monthly Transport Group meetings and publicly reported via the Transition Chepstow webpage.

Transition Chepstow are always looking for support. If you have any expertise in the above areas or just have an interest in supporting the initiative then please contact the group via the [webpage](https://www.transitionchepstow.org.uk/transport-group) (<https://www.transitionchepstow.org.uk/transport-group>) or directly by email to [transport@transitionchepstow.org.uk](mailto:transport@transitionchepstow.org.uk).

# Supporters

The following organisations support the vision and actions:

*<Organisation names and logos will be added to the document as endorsements are given>*

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