

Appendix B: Summary & Analysis of Public Consultation Responses

Consultation Response

Summary

The public consultation was held from the 13th May – 30th June (6 Weeks) of the 226 Responses:

- 98% Individuals
- 2% Companies / Organisations
- 80% Lived in Newport
- 19% Did not live in Newport
- 1% preferred not to say.

10% of respondents considered themselves disabled.

50 / 50 Male – Female split.

First Language

- 93% English
- 2% Welsh
- 5% Other
- 62% travelled by Car
- 7% Bus
- 8% Train
- 8% Cycle
- 15% other forms of transport

Commuters -

- 29% travelled from Newport to somewhere else for Work / School
- 68% Did not travel outside of Newport for work / school
- 3% No answer

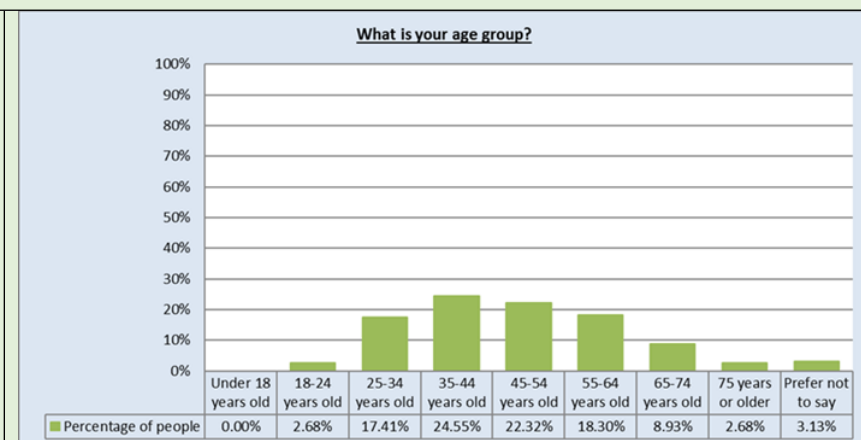
Commuters to Newport who responded to the survey came from:

- Cardiff 37%
- Other Wales 63%

Commuters from Newport who responded to the survey went to:

- Cardiff 26%
- Bristol 14%
- Other England 8%
- Other Wales 43%
- Other 4.5%
- No Answer 4.5%

The majority of the respondents were between 25 – 64 age group.



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Public Awareness

The respondents generally supported a need for greater public awareness, however the comments also pointed out the need for business engagement.

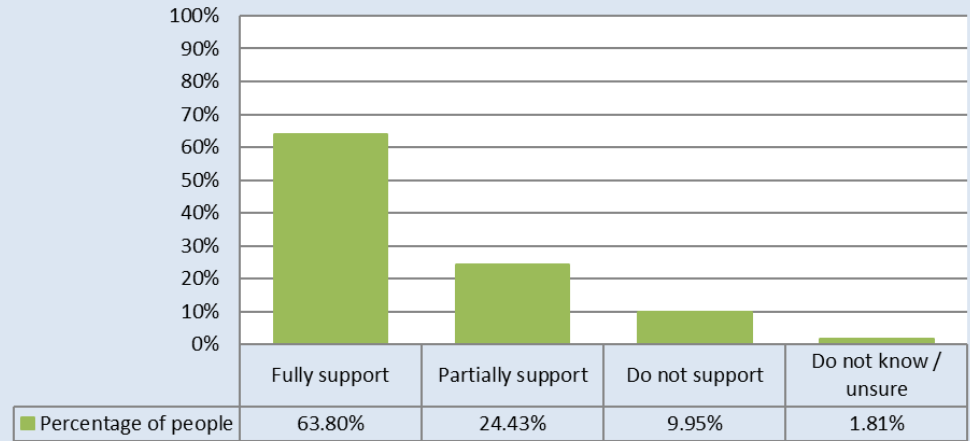
The draft contained the category deliveries, however the results from the consultation considered this to have limited impact – given the associations with business this category is recommended to be removed and replaced with one that is business centric – Details provided below.

With regards to public awareness, the text has been revised slightly. Whilst the council can signpost individuals or groups to relevant information, ultimately it for the individual / group to participate.

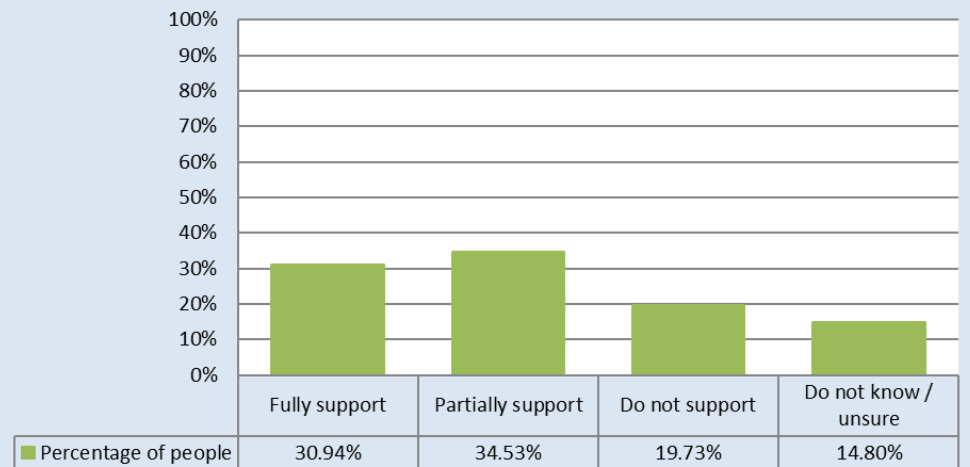
Respondents comments:

“Education/awareness efforts should use peer pressure making driving a high polluting vehicle anti-social. Many people still think its "cool" to drive a powerful car with high co2 output.... Don't waste Newport money on campaigns that should be run nationally, club together with others or piggy back on other campaigns.”

Do you consider providing information and advice on how to reduce the amount of pollution generated from the way you travel should be an important part of our plan?



Do you feel that encouraging the use of delivery lockers for click and collect would help reduce vehicle trips?



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Business Engagement (NEW CATEGORY)	
<p>The comments generally supported a need for greater public awareness, however the comments also pointed out the need for business engagement.</p> <p>Deliveries in the draft strategy had its own category, however the results from the consultation considered this to have limited impact – given the associations with business this category is recommended to be removed and replaced with one that is business centric.</p>	<p>The new category outlines the various methods a business can support low / zero emission travel through its operations and employees. The council can provide / signpost businesses towards relevant information, however ultimately there is very little control the council has with regards to the uptake. Nor does the council has the resources to actively support every business to implement low/zero emission travel methods.</p>

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Bus / Train (Public Transport)

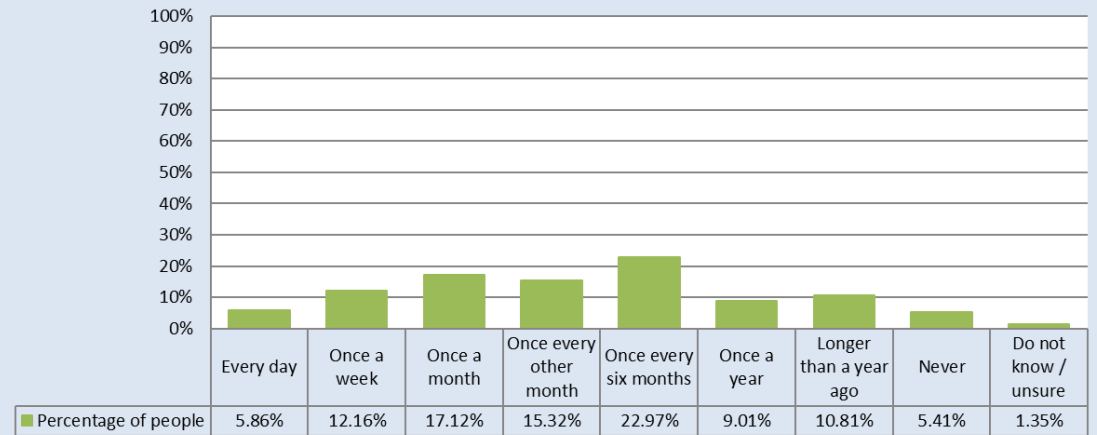
Public Transport was one of the most commented upon subjects. The frequency of respondents using the bus or train has reasonable spread.

An overwhelming number of respondents agreed that a clean efficient and inexpensive public transport system was needed. The existing services were criticised for being old, infrequent, unreliable, expensive, polluting and inefficient. Clear travel information for the bus service was also lacking.

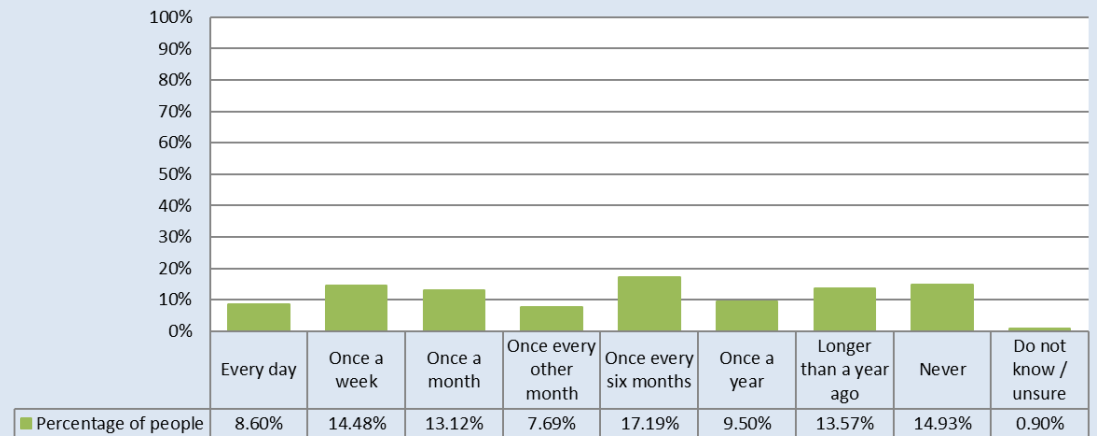
The strategy has been updated to include an action regarding bus route / time information at bus stops etc.

The current train links were support and also criticized. Newport City Council has no control over the train connections. However with the public engagement / business engagement programme - an efficient public transport network it considered likely to have the most impact in reducing vehicle numbers.

Approximately how often do you take a train?



Approximately how often do you take the bus?



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Respondents Comments:

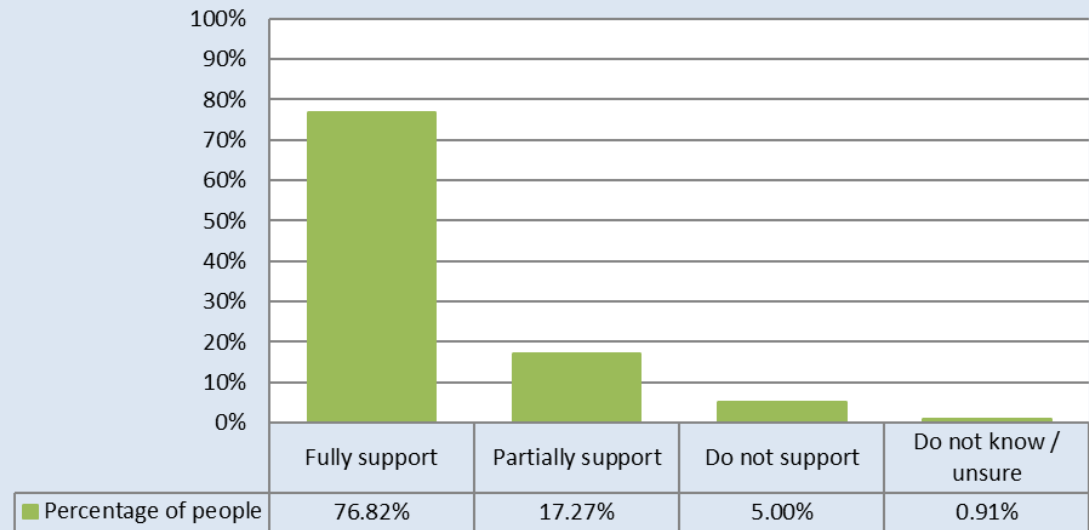
“Newport needs better public transport, buses or metro so more people could get to work in morning hours (for example starting at 6 am.)”

“Newport bus needs a major investment. Compared to other companies their fleet is of a poor standard. Many of them are second hand some being in the region of about sixteen years old. This is a concern that should be addressed as soon as possible.”

“The proposal to withdraw pensioners' bus passes at the end of 2019 hardly supports the aim of encouraging use of public transport!”

“I travel by cycle into Newport and then by National Express Coach to Bristol for work every weekday. The coach times for work, including by the Severn Express, are infrequent - every 2 hours. The Severn Express doesn't start until 8am from Newport which is too late, so 6.25am is the only other option, or 8.30am. It is similar coming back - this isn't good. It would be good to have more frequent coaches, and possibly one that has pick up stops around Newport/Magor/Severn Tunnel Junction and then either goes straight to Bristol or to Avonmouth Park and Ride. This could significantly reduce traffic into and out of the city and across the bridge. To encourage the take up of EVs having more information and a 'driving lesson' in an electric vehicle or hybrid would be really useful.”

Do you feel that supporting and encouraging an efficient low / zero polluting public transport system should be an important part of our plan?



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<p><i>(New Category)</i></p> <p>On Street Car Hire / Car Clubs / Car Sharing</p>	<p>There are various websites / apps the support car sharing, such as:</p> <p>https://gocarshare.com/</p> <p>https://www.blablacar.co.uk/</p> <p>https://liftshare.com/uk</p>
<p>A number of comments were in favour of car club(s). A car club / on street car hire involves signing up to a scheme that allows you the use of a car when you need it.</p>	<p>There is no investment required to deliver this action, similar a support of the external service. To allow flexibility the action in the strategy will be worded – Newport City Council will support and encourage car sharing in various forms including the promoting of share sharing websites.</p>
<p>A car is only used 5% of the time, the rest of the time (95%) it is parked. Encouraging and supporting more innovative ways of using a vehicle to maximise it potential should be explored. Whist this category may not reduce the number of vehicle trips on our roads, it will reduce the number of vehicles required to make the same number of journeys. Also as shown above, one of the barriers of driving a less polluting vehicle (electric) is the cost, on street car hire / car clubs is one method to remove such a barrier.</p>	<p>Similarly there are various on street car hire services available provided by private sector companies. These include –</p> <p>https://www.zipcar.com/</p> <p>https://www.co-wheels.org.uk/</p> <p>The council has little control over these areas. The action in the strategy will be worded – Newport City Council will explore methods of encouraging and supporting on street car hire services across the city.</p>
<p>To reduce the actual number of vehicle trips used, the occupancy of the cars needs to be increased, this can be done via car sharing. That is easily said, but difficult to implement / encourage without support from the public and businesses. Actions to encourage car sharing will be included in this category, but ultimately the council on their own has little control over the wider uptake.</p>	<p>Respondents Comments:</p> <p><i>“It would be great to have a car club in Newport, with hybrid and electric cars, and ideally also electric bikes and electric scooters. Enterprise Car Club are active in Cardiff but not Newport”.</i></p>

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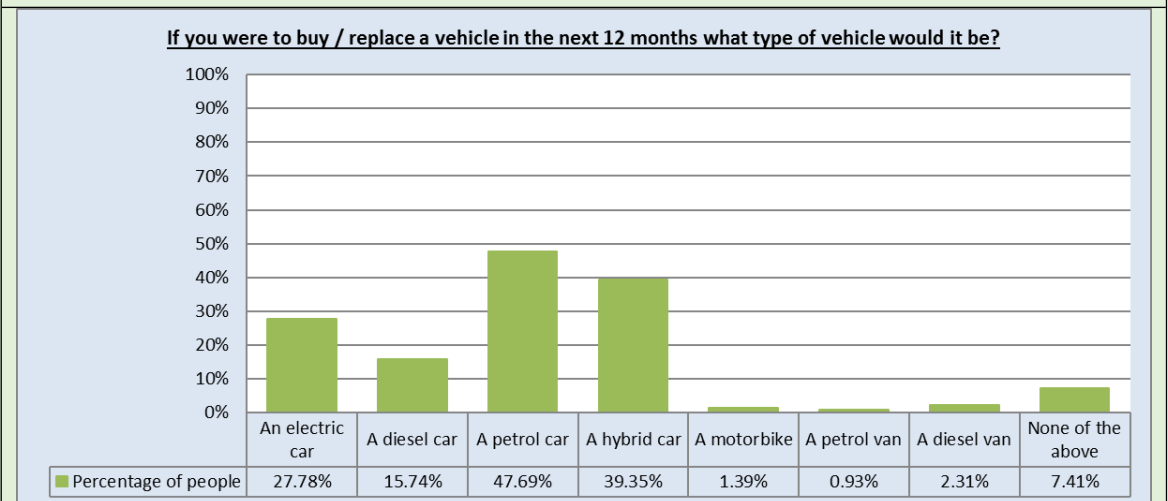
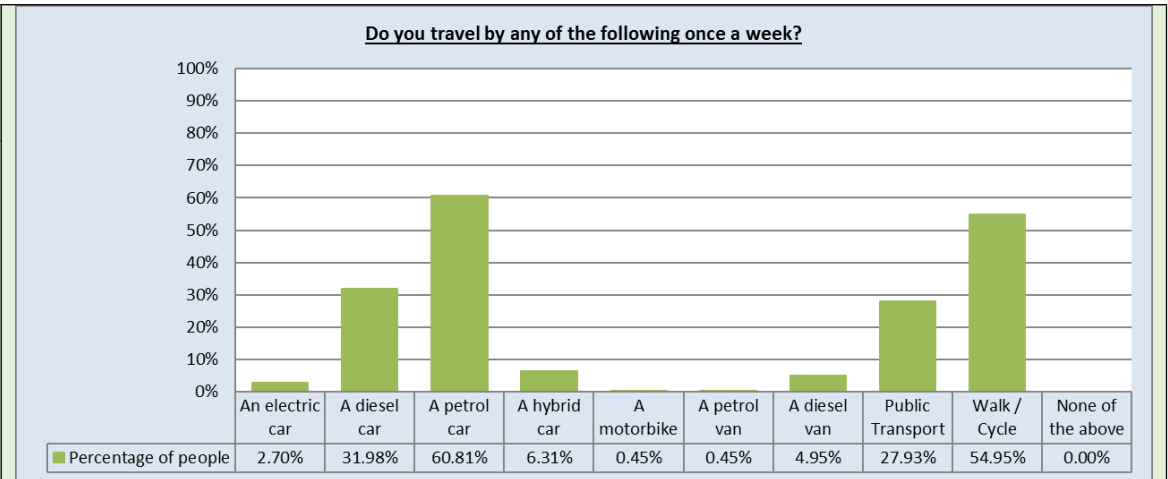
Petrol / Diesel Hybrid / Electric

Of the consultation response the petrol car was the most common form of transport, followed by walking / cycling. There is a wiliness from the respondents to move to less polluting forms of transport but there was significant concern regarding the cost of electric / hybrid vehicles and the lack of the charging infrastructure. As described above, car clubs / on street car hire is a possible method of removing the price barrier to their uptake.

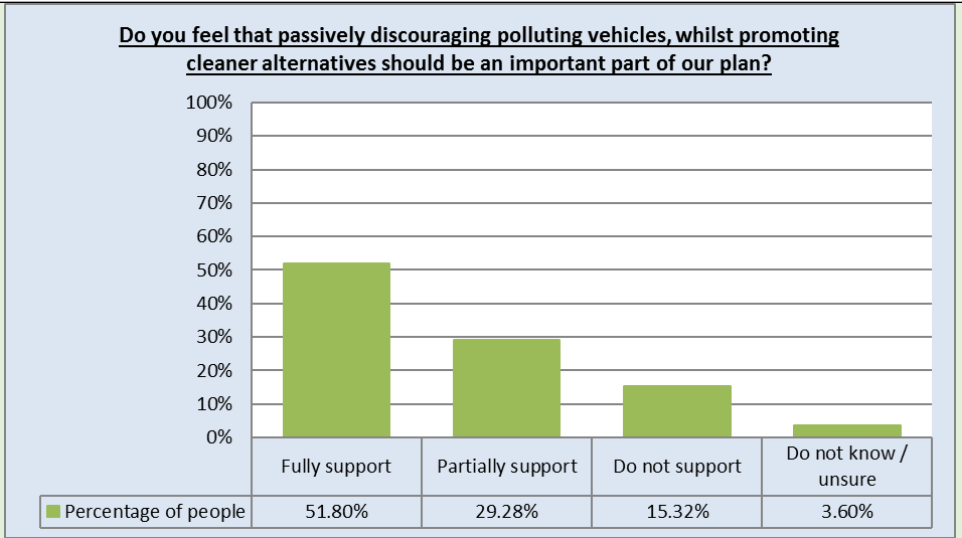
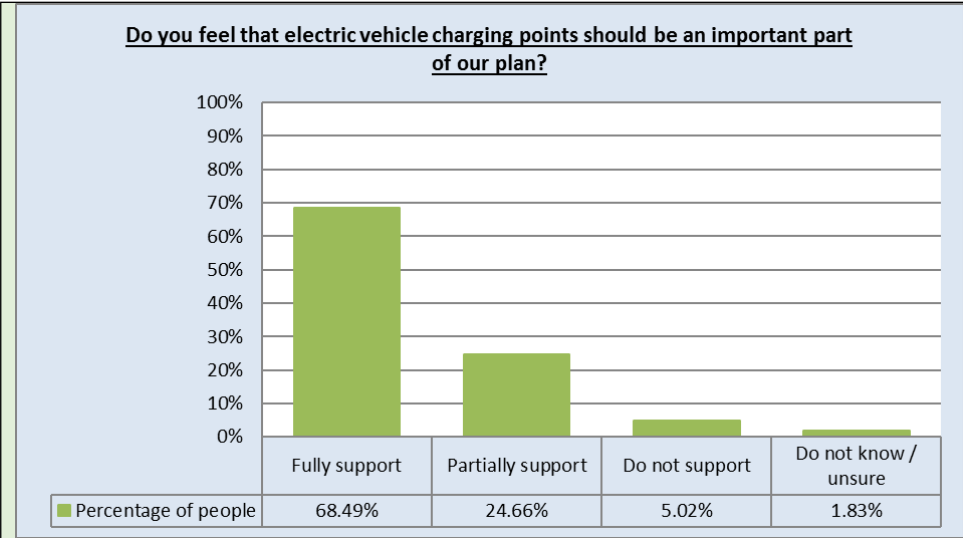
Respondents Comments:

“I seriously considered buying an electric or hybrid car when I changed mine recently. I decided against it eventually as I feel that there are not enough charging points for public use in my area. If they were to become more readily available my next car will definitely be electric.”

“It's all very well having a policy for electric cars but those of us who were encouraged by the government of the time to buy a diesel car should not be penalised, in my case I could not afford to buy another car as I am still paying for the one I have. My partner needs a car to work and has to travel long distances so even if we could afford an electric car in these circumstances it would not be practical.”



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Petrol / Diesel – Hybrid / Electric Update:

In the draft strategy this was split into two categories

- Petrol / Diesel
- Hybrid / Electric

The actions between the two are intrinsically linked, it is therefore recommended these categories are combined into one. The main focus of the actions should be on the physical infrastructure of charging points and the promotion of the usage.

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Walking / Cycling (Active Travel)

There is clearly wide support to improve the cycle and pedestrian infrastructure across the city, however there was concern by some respondents regarding the disabled accessibility of active travel.

There was appreciation of some of the improvements of the cycle network. The hilly topography of some parts of Newport was seen as a barrier to cycling.

Many respondents agreed there was a clear need to improve pedestrian crossings in areas such the roundabouts in the city centre. Safety concerns were also raised about encouraging cycling and the conflicts this could cause with pedestrians.

Respondents Comments:

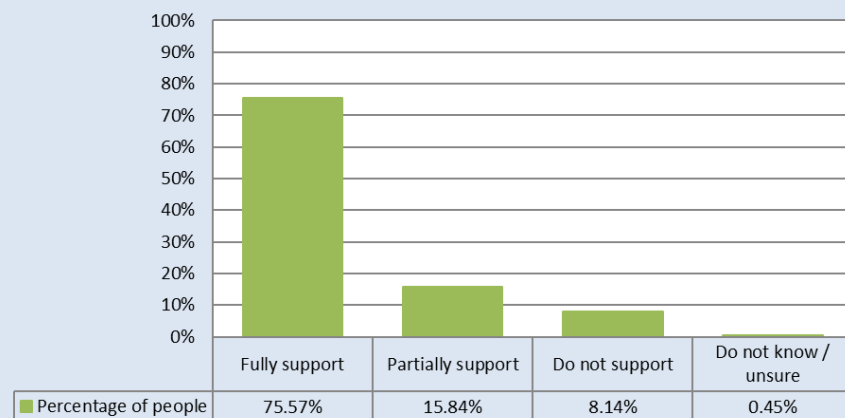
“Cycling infrastructure needs to be fit for purpose. No painted cycling lanes or putting cyclists into bus lanes where they are in conflict with some of the largest vehicles. Cycle lanes need to be properly segregated from traffic.”

“Cycle and walk routes in my locality are dreadful. To walk or cycle across the Coldra almost impossible and adds a significant amount of time to the journey. There are no cycle routes near my home.”

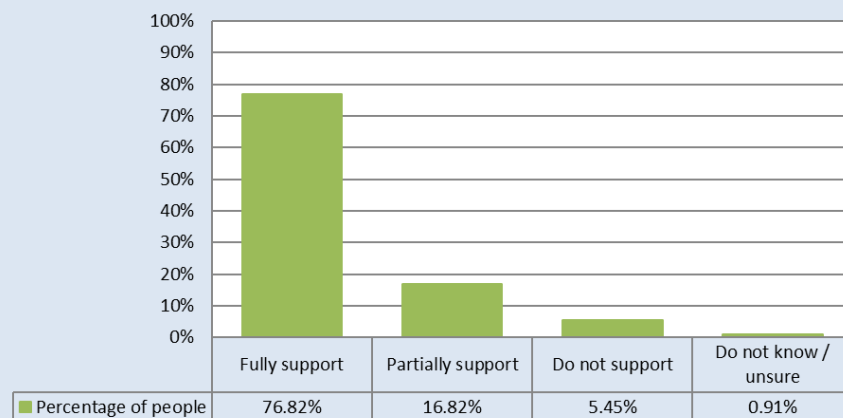
“If you want people to cycle then the routes have to be segregated from other vehicles and pedestrians. The lack of dedicated cycle paths is very clear and stops me from using a bike in Newport. Those cycle routes that do exist are so poorly signposted and maintained, they may as well not exist.”

“I fully support the promotion of sustainable travel. However as a pedestrian, please separate pedestrian and cycling routes and discourage cyclists from riding on the pavements.”

Do you feel that improving cycle routes should be an important part of our plan?



Do you feel that improving pedestrian routes should be an important part of our plan?



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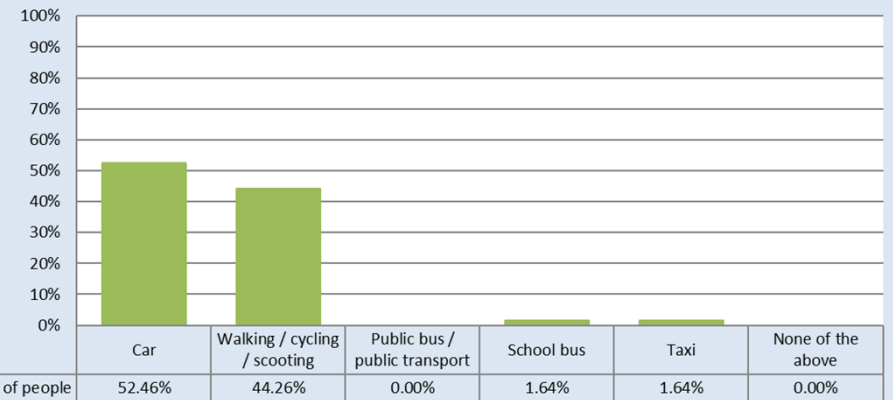
Schools / Education

Of the respondents 72.27% were not parents / guardians who are responsible for dropping the kids off at school, compared to 27.73% that were. No school or sixth form pupils responded to the consultation. 58.9% of respondents felt that school traffic impacted their daily travel.

52% travelled to school by Car, 44% used an active travel mode of transport. A relatively small number used the school bus or taxi.

There is overwhelming recognition that sustainable travel should be supported in schools.

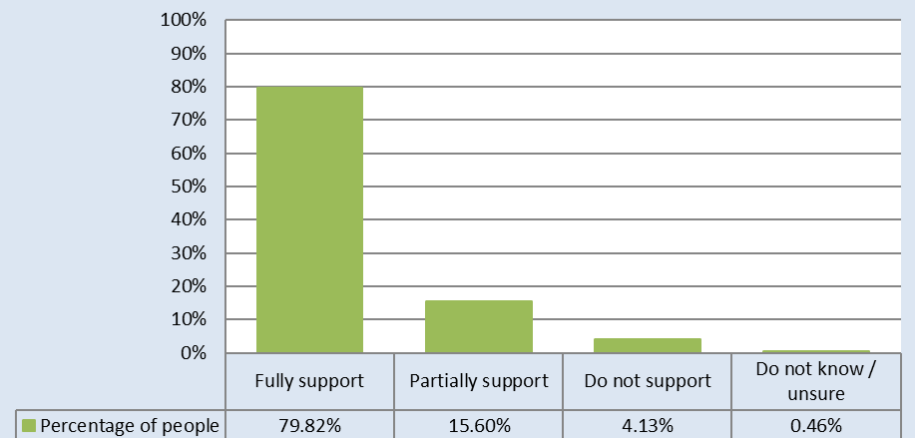
If you are a parent / guardian, do you drop the kids off at school by...?



Schools / Education Action Update:

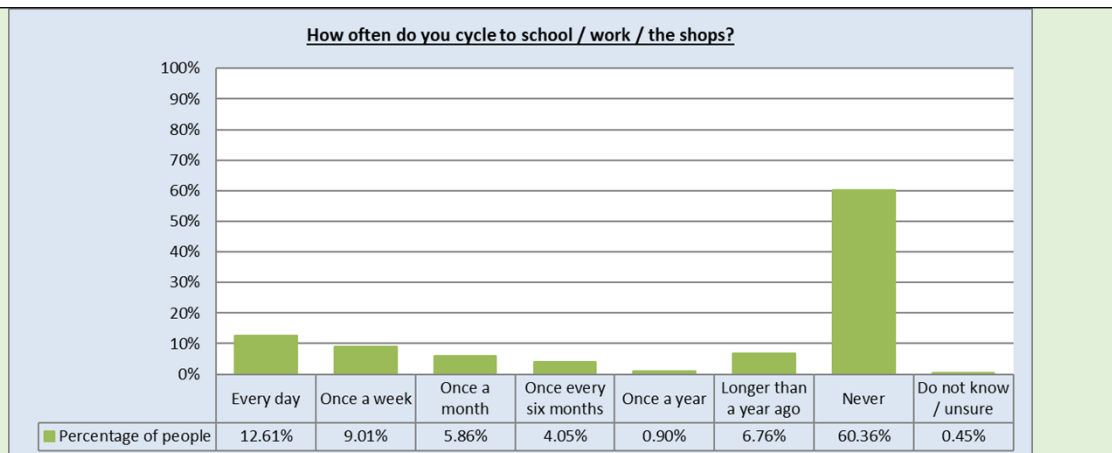
The exact actions to support schools require further consideration. Discussions are being undertaken with Welsh Government regarding a national programme to support such measures. Newport City Council will be in a position to implement and held develop these measures. Therefore the current actions should be seen as a starting point that shall be updated in the near future. In the meantime Newport City Council will discuss and trail any measures that are possible with current resources available.

Do you think that supporting methods of sustainable travel in schools should be an important part of our plan?



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The vast majority of respondents had never cycled to school, work or the shops. Whilst there is support to improve the cycle infrastructure, the relatively low cycle usage may indicate the need for public / business engagement to support the behaviour change. Just because a cycle route has been built does not mean it will be used, nor can it be assumed that just because a bike is provided will that person have the skills / ability to use it.

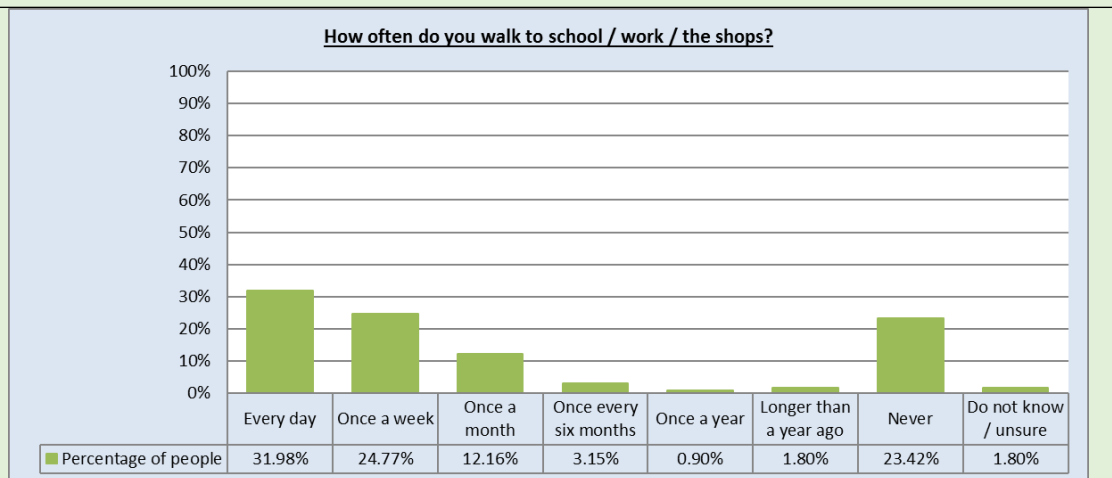


Walking to school / work or the shops appeared to be a much more likely form of active travel. This may suggest that whilst cycle routes should be supported pedestrian routes / crossings should not be neglected, unlike cycling there is no skill barrier that needs to be overcome.

Respondents Comments:

“Secondary school bus fares cost around £90 month for two kids so it's not surprising that many parents drive them. Reinstate free travel to school.”

“I see a lot of school children being driven to school, by parents and taxis, they should walk or catch the bus. All children should also go to the closest school to them, system at the moment is wrong apply to go to a school close and not getting in.”



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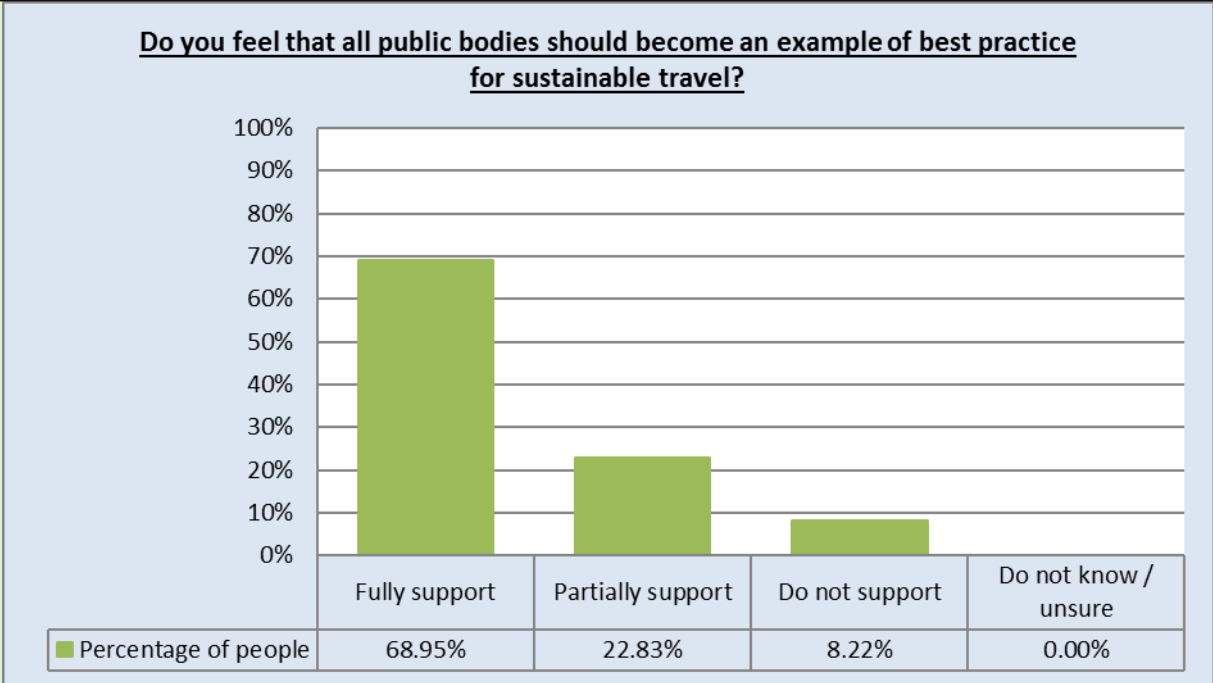
Public Bodies

From the responses received there is support for public bodies to become examples of best practice. Newport’s Well Being Plan includes a section on sustainable travel which outlines a number of measures that will be pursued. The current proposals appear to be well supported, no significant amendments to be made to the draft.

Respondents Comments:

“It is vitally important that the Council leads the way, this can appear a complex issue, with numerous stakeholders and it needs strong leadership to provide a way forward, however unpalatable that might be for some.”

“I think that the Public Bodies should set the example. Therefore, the onus should be on those to change their ways before asking the general public to change theirs. If this is not done, this will obviously lead to an 'us' and 'them' situation, which should be avoided at all cost. This will just alienate people.”



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Taxis

The vast majority of the respondents use Taxis infrequently. Even so, there appears to be wide spread appreciation that taxis were a source of pollution that requires support to become less polluting.

Within the draft strategy the category combined Taxis with on street car hire. However, based on the responses a separate category of on street car hire will be included in the final strategy.

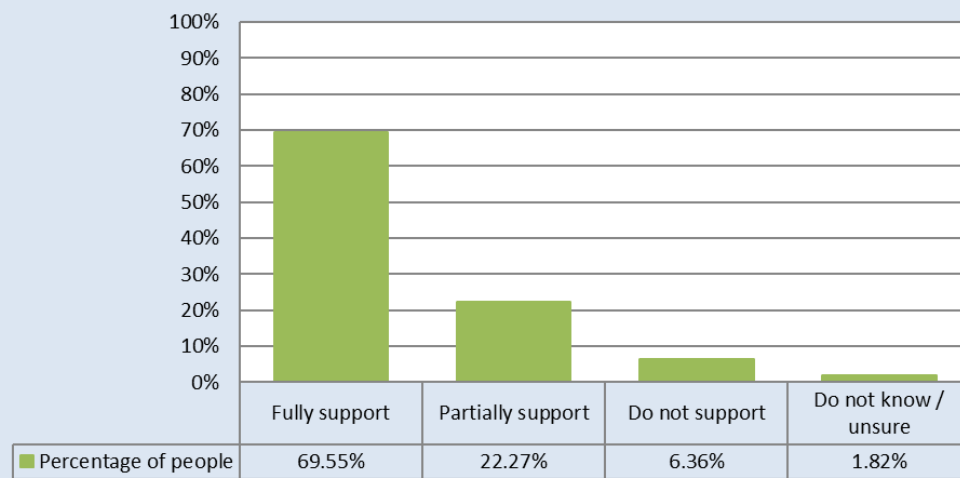
Respondents Comments:

“Taxis have a very low occupancy rate, doing approximately 50% of their travel with no real passengers in them. And yet most traffic management schemes appear to treat them as a "good" form of transport. With a low mileage between journeys, and council control, there is little reason why they should not be deemed a priority for electrification. The fact that they are deemed to be multi-user is a reason for improving their emissions, not for letting them be the worst on the road.”

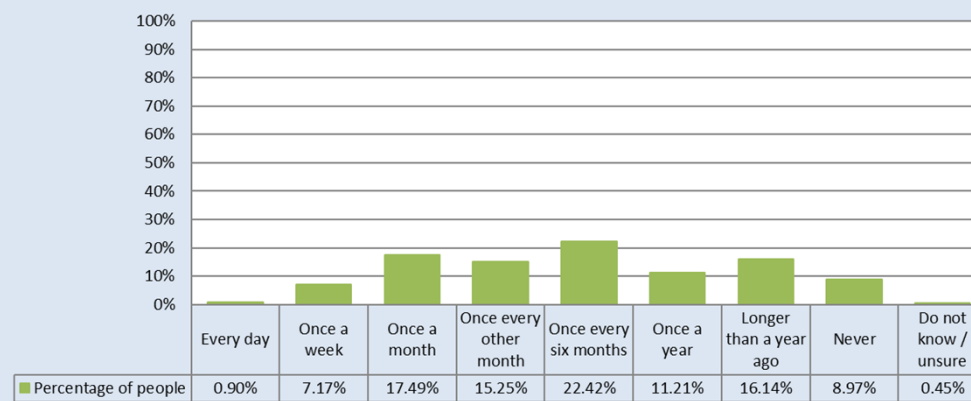
“Taxis should not have priority over other traffic. A lot of people use them, for short and long journeys, but they are very polluting. Changing them to be electric vehicles is a brilliant idea.”

“Taxis should definitely be an aspect to look at regarding the age of the vehicle. How on earth can the council allow vehicles over 10 years old to transport people around? It is disgraceful to allow people to pay for such a poor service. Not only are they polluting the city but surely they are not safe to travel in when you look at the mileage they sustain. It is a bad reflection on the city showing that the council doesn't care.”

Do you feel that encouraging and supporting an electric fleet should be an important part of our plan?



How often do you take a Taxi?



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Fleet Operators (HGVs / LGVs) Coaches

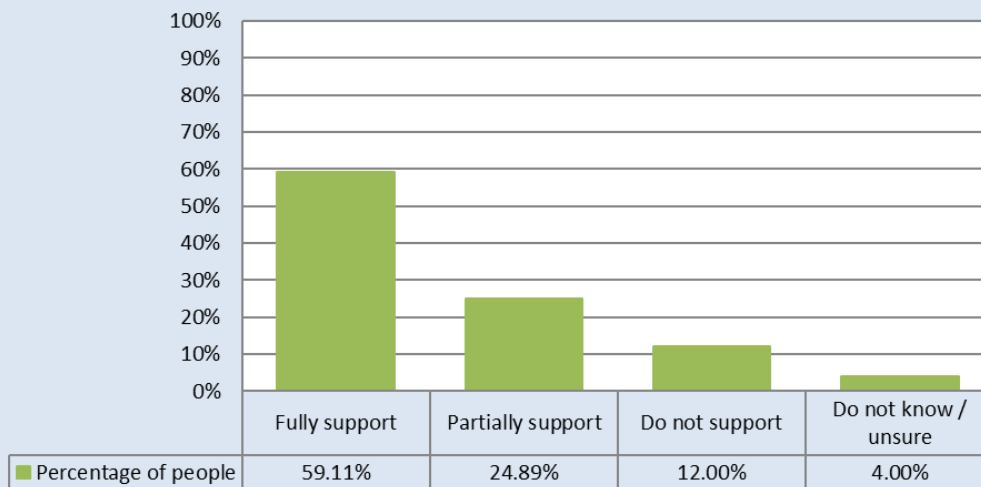
There is generally wide support for a fuel economy scheme to support fleet operators (HGVs/LGVs) and Coaches. However some responses were concerned with the value for money for the schemes.

Consideration has been given to combine the HGV/LGV category with the proposed business engagement category. However, HGVs/ LGVs are heavily polluting modes of transport. As such it is considered prudent to keep HGVs/LGVs within their own category.

Similarly it is considered prudent to keep Coaches in a separate category, due to their unique usage on the road network and their pollution contribution.

At present for both categories there is only one practical action – a fuel economy scheme, other category specific actions for HGVs/ LGVs and Coaches can be developed in the future. The only other action that has implications for HGVs/Coaches is a Clean Air Zone, however as described above there is no mandate to pursue a CAZ for the whole city. (N.B. HGVs / LGVs & Coaches cover two separate categories)

Do you feel that the plan should support a fuel economy advice scheme for fleet operators?



Respondents Comments

I think it's positive that the plans are multi-pronged and cover lots of different things. This is right because there's no silver bullet - lots of changes must be made to make real progress. Is Eco stars actually worthwhile? I see on gov.uk it says 'fuel savings of 5%'. Doesn't seem massive! Better than nothing, but what is the cost of running the scheme and could that money have more impact elsewhere?"

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Planning and Construction

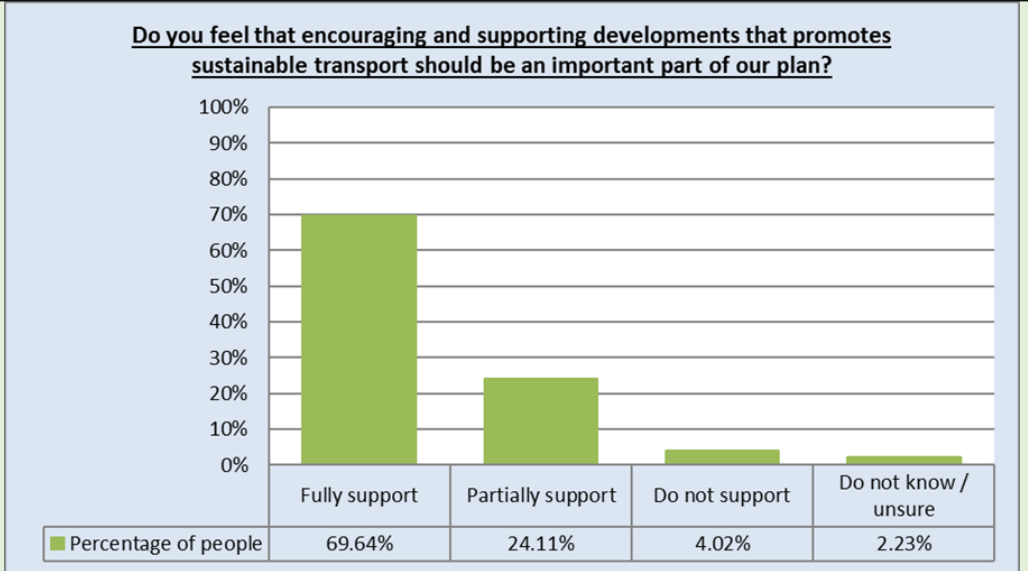
The vast majority fully support or partially support the council’s implemented / forthcoming stance on sustainable travel planning policy. Minor adjustment to the text have been included in the final version however the main points remain the same.

Respondents Comments:

“Does the report consider the effect of new housing developments on transport? Are developers required to ensure access to public transport? Is that solely the responsibility of the City Council or other authorities? The inclusion of green tree belts around and within developments can to some extent counter pollution and help to clean air.”

“..Stop building new houses in Newport with no new infrastructure .you are making it the traffic worse..”

“... any sustainable transport plan should discourage the building of public transport housing "deserts" such as Jubilee Park and the Old Dock estates that rely on private transport.”



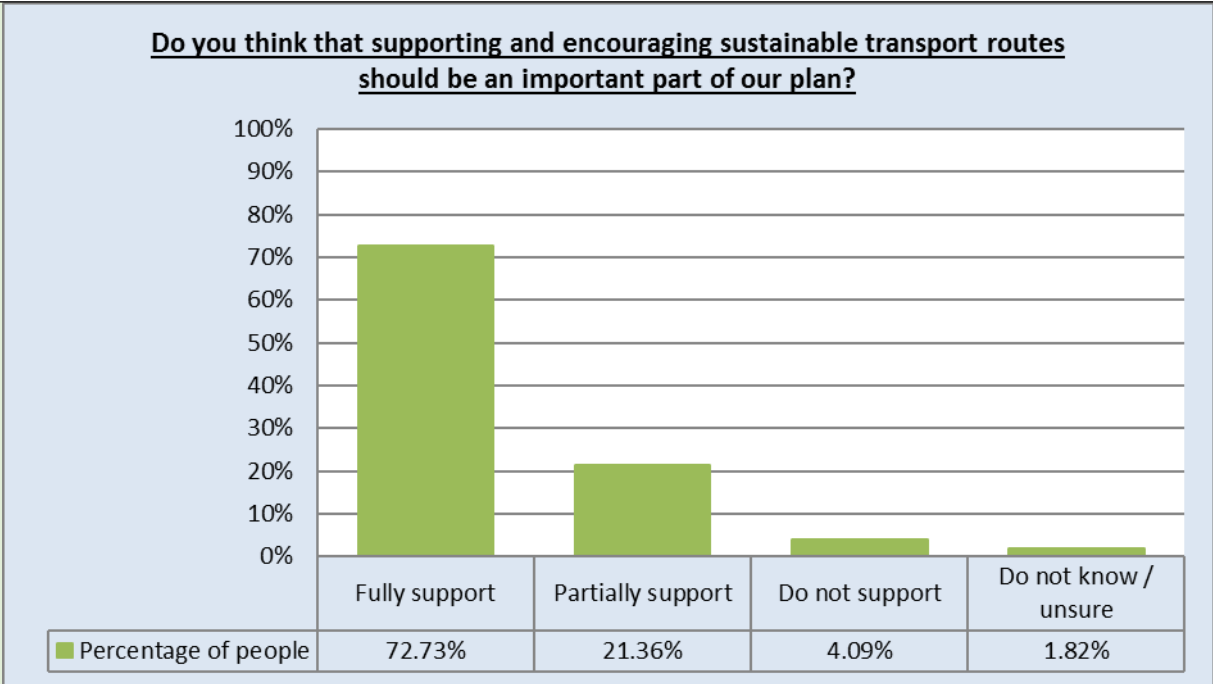
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Infrastructure / Enforcement

With hindsight the question in the survey did not necessary reflect the aim of the Infrastructure / Enforcement category. However, the open comments section provided some support for the principles of the category. Park and ride schemes, road traffic enforcement (parking / speed) were seen as positives to reduce pollution. However, there was concern parking charges in the city centre would reduce visitor numbers. Suggestions on making public transport cheaper to travel to the city centre would offset this impact, encouraging a modal shift.

The category is very broad and complex. The detail of the actions will ultimately rely upon the local plans, however the principles of road traffic enforcement, speed reductions, green infrastructure etc. will be considered as the main points to pursue.

In the midst of the consultation the M4CAN decision was announced. A few respondents made comments on this decision, both positively and negatively.



Respondents Comments:

“The pollution from the M4 is very severe during busy periods. Maybe a motorway bypass could be considered at some point. Oh yes, it already has. Donkey’s years ago! Just flipping get on a build it!!”

“The infrastructure must be in place first before electric vehicles. Newport needs to reduce the amount of cars being parked illegally. This in itself will increase public transport...”

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Clean Air Zone (CAZ)

There is no clear support to investigate a clean air zone for the whole city. However, there is some indication of support for localised clean air zones. Given the resources and funds involved in feasibility studies, let alone implementation a Clean Air Zone for the whole city is unlikely to be a feasible option – unless directed and funded to do so by Welsh / Central Government.

However, there appears to be some support to investigate Clean Air Zones for localised areas of the district. It is recommended the option for clean air zones is maintained in the development of local plans that include consultation with the local community.

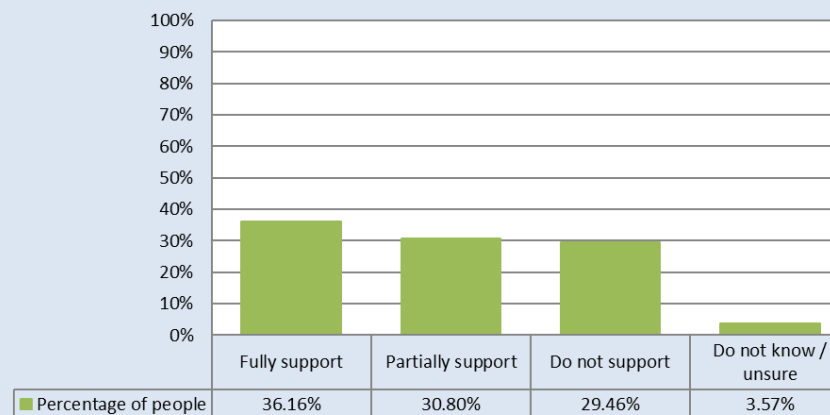
Respondents Comments:

“A clean air zone in Newport is long overdue. The fumes from exhausts are a danger to the public. There are many old cars in Newport that are bad polluters. These should be banned.”

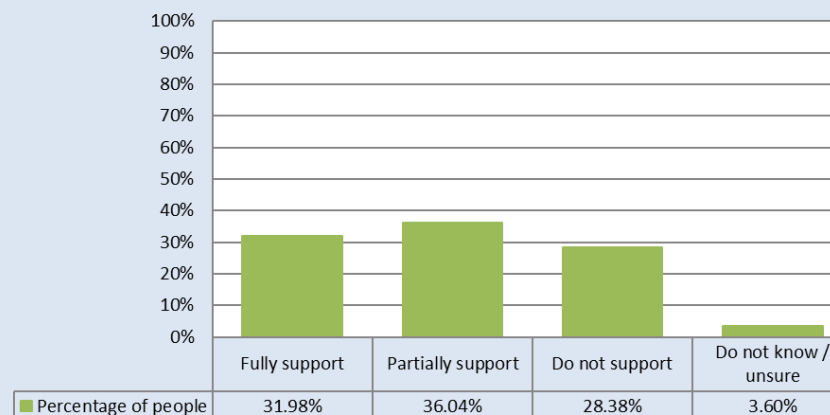
“I think a lot of the plans would be determined by the cost to maintain. A clean air zone at this time would be detrimental to our city centre. The centre is not performing as it should and restricting local people who cannot afford the additional cost of a payment to enter would impact local shoppers more than anyone, which would then affect every business in the centre”

“...Heavily polluting vehicles should not be allowed to travel around the one-way system in Caerleon..”

Do you feel that the city should consider a clean air zone that covers the whole city?



Do you feel that a clean air zone that only covers some part(s) of the city should be considered?



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