



Number: WG47307

Welsh Government
Consultation – summary of response

Public Consultation: Results & Analysis

Improving Access to Severn Tunnel Junction Station

March 2023

Mae'r ddogfen yma hefyd ar gael yn Gymraeg.
This document is also available in Welsh.

Improving Access to Severn Tunnel Junction Station

Public Consultation: Results & Analysis

March 2023



Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
B	May 2022	Katie Allister, Cogitamus	Mark Walker, Cogitamus	Neil Taylor Mott MacDonald	Summary Report on Results of Public Consultation
C	March 2023	Katie Allister, Cogitamus	Mark Walker, Cogitamus	Neil Taylor, Mott MacDonald	Inclusion of feedback provided by MCC

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1 Background

Project overview

The Welsh Government has tasked Transport for Wales to design and deliver a transport system that works for everyone.

As part of this transformational programme, Welsh Government and TfW have established the Burns Delivery Unit to deliver the recommendations of the South East Wales Transport Commission.



Figure 1: Artist impression of Newport West Station: another new station recommended by SEWTC

In collaboration with Monmouthshire County Council, a recommendation is being progressed to co-design and deliver improved access to Severn Tunnel Junction (STJ) station, with a focus on inclusive and sustainable transport choices.

Severn Tunnel Junction station is used by approximately 230,000 passengers a year and has been identified as a suitable location to become a rail-based Park and Ride hub, allowing users to easily arrive by bus, bike, on foot or park their car to access rail services across the region.

There are currently no bus services directly serving the station, and there is a lack of accessible and safe walking and cycling routes or cycle storage. Vehicle access to the station is constrained by the narrow width of and parking arrangements on Station Road. This restricts access for buses and creates an unsafe and unattractive environment for pedestrians and cyclists.

Investing in the provision of all modes of transport at Severn Tunnel Junction station will make it easier for people to travel to where they need to go for work and leisure within South East Wales and across the border to England, in an environmentally friendly way.

Vision and Objectives

The public consultation materials set out the overarching vision and objectives for the improvement scheme for Severn Tunnel Junction (STJ) station.

Overarching Vision	To provide efficient, reliable, and inclusive transport access to Severn Tunnel Junction station that prioritises the use of bus, walking and cycling
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Scheme Objectives	Accessibility	Make Severn Tunnel Junction station more accessible for all people favouring greener modes: bus, walking and cycling
	Accessibility	Increase public transport journeys by providing new bus services to Severn Tunnel Junction station
	Economy	Provide an accessible, sustainable, and efficient transport access to Severn Tunnel Junction station to support regional connectivity and productivity
Design Objectives	Future proofing	Works not to prevent future improvements to transport in the scheme area
	Interchange	Allow users to switch easily between different modes of transport, making sustainable transport choices competitive with private cars and taxis

Options presented for Consultation

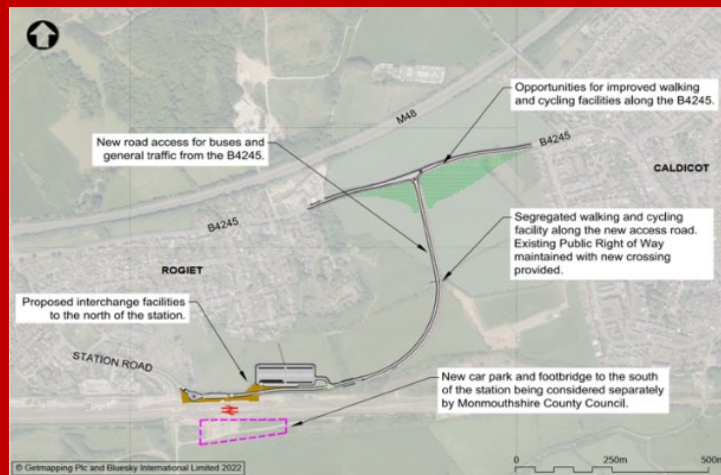
A total of three options associated with improving Severn Tunnel Junction (STJ) station were presented for public consultation.

Respondents were asked whether they felt that Option 1 *or* Option 2 would be most beneficial and whether they considered Option 2a *or* 2b to provide the greatest benefit.

They were also asked for their views on Option 3 which could be delivered alongside either Option 1 or Option 2.

Option 1: New B4245 Link to STJ station with enhancements to Station Road

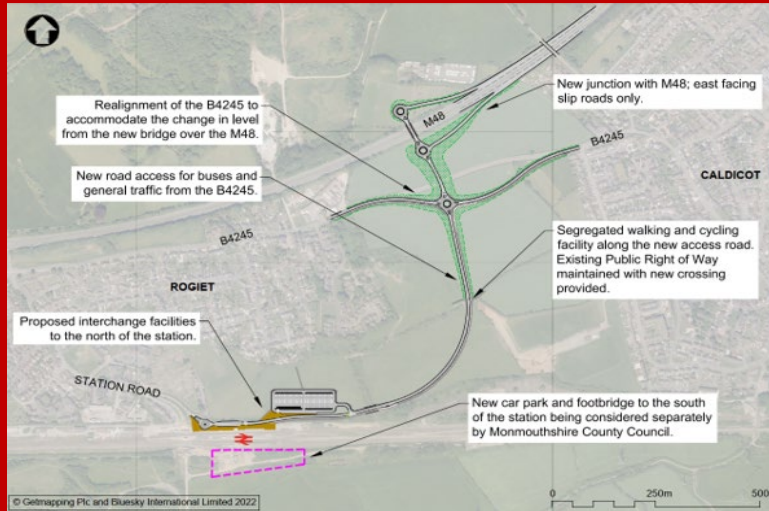
This option would include a new access road to the train station from the B4245. This incorporates a segregated walking and cycling route (separated from traffic on the access road), and improvements on Station Road to make access to the train station by walking, cycling and bus easier. This also enables buses to take a circular route to the train station via Station Road and the new station access road.



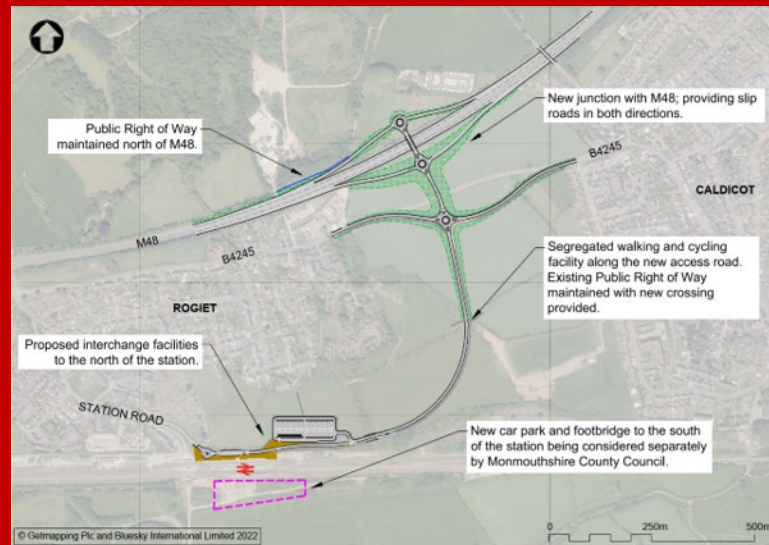
Option 2: New M48 connection and new junction

This option extends the new link road within Option 1 to the M48, providing a new junction and connection between Severn Tunnel Junction station and the Strategic Road Network (motorways and A-roads). Option 2a provides east facing slip roads only on the M48, whereas Option 2b caters for traffic in both directions.

2a

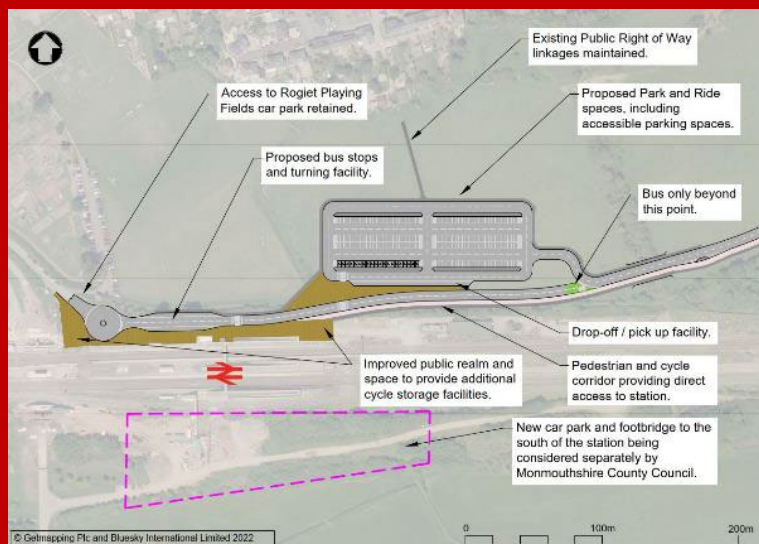


2b



Option 3: New Station / Interchange Layout

This option sets out a high-level concept which has been developed for the interchange facility to the north of the station for consideration in relation to the wider access improvements. This ensures that the objective “to enable users to switch easily between transport modes at the station” can be met through design of the scheme.



Purpose of this report

The purpose of this report is to present the results of the public consultation for the project undertaken over a 6-week period between 1st February and 11th March 2022.

The results set out in this report have been closely considered by the project team and used to help shape the WelTAG Stage 2 Report which identifies specific scheme design options for further consideration during the remainder of Stage 2.

2 Top Line Summary of Public Consultation on Improving Access to Severn Tunnel Junction Station

- **Total of 585 responses received**
- **All Options received more support than opposition**
- **Of the 585 respondents, Option 2 was the most popular choice with 80% of support compared to 49% for Option 1 and 43% for Option 3**
- **Of all 585 respondents, only 41 people (7%) prefer Option 2a compared with 424 people (73%) who prefer Option 2b**
- **346 people, 59% of all 585 respondents, identified the car as being their main mode of transport to access STJ station**
- **The top three most frequent destinations from STJ, expressed as a percentage of all 585 respondents were Cardiff (53%), Bristol Temple Meads (52%) and Newport (25%)**
- **508 (87%) of the 585 respondents live in an area with a NP post code. Of the 508 respondents who reside within the NP post code area, 398 (78%) are located in the NP26 area (Caldicot)**
- **Overall, 539 people, 92% of all respondents, completed the gender question. Of the 539, 55% identified as male and 41% as female. Four percent did not identify as either male or female**
- **Of the 585 respondents, 84% identified as white British, 4% as from an ethnic minority, 1% as Irish and 3% as other. Eight percent of people did not answer this question**
- **9% of all 585 respondents identified as being disabled**
- **Of the 585 respondents, only 3% did not have access to a car and were more likely to female**
- **There was a reasonably balanced profile across all age segments – the youngest age groups were least represented**

3 Methodology

Chosen approach and rationale

Survey / Questionnaire

A bi-lingual survey / questionnaire was considered the best method to gather measurable and quantifiable details about public views on the various scheme options being considered for improving access to Severn Tunnel Junction station which could be compared against each other.

It also allows more personal or qualitative input to provide a richer insight to public preferences around the Options or any wider relevant views they may hold.

A survey / questionnaire is also easily conducted online which, given the public health restrictions during Covid-19, became of crucial importance as a means of engagement and consultation.

An accompanying bi-lingual easy-to-read and accessible public information booklet was provided alongside the survey / questionnaire to inform the user of all the relevant information they needed to form a view about the scheme and their preferred options.

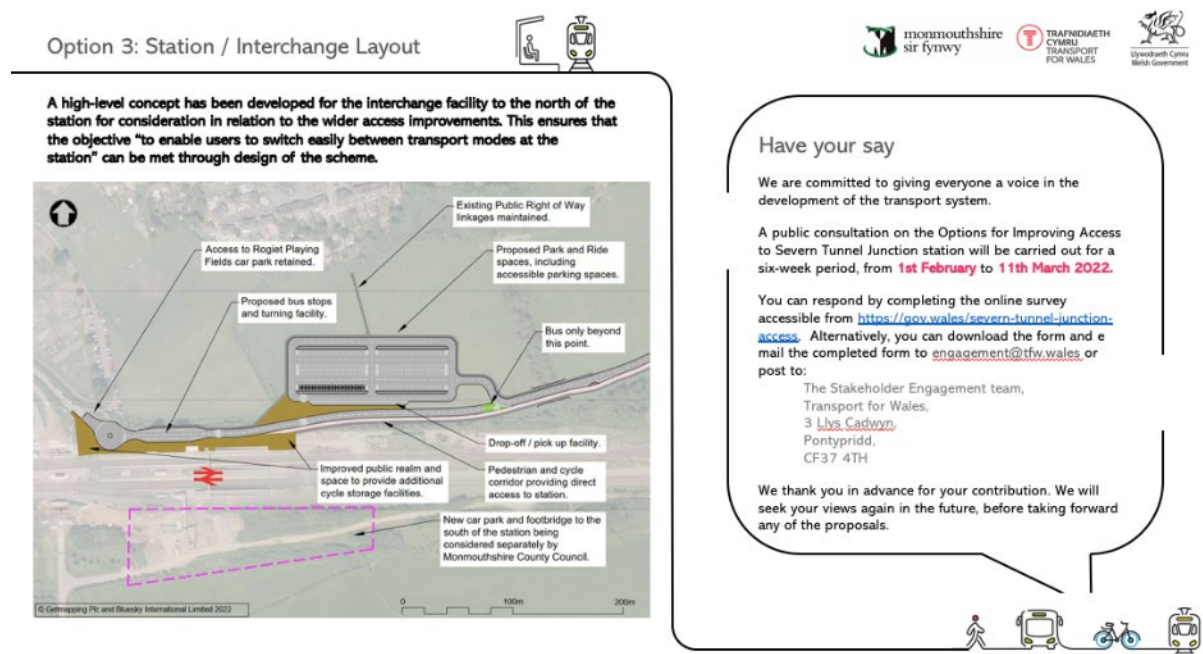


Figure 4: Content from scheme public information booklet

Covid-19 and its impact on accessible consultation

The suite of engagement tools normally used for conducting public consultation by Transport for Wales includes a mix of in-person, digital or written approaches to ensure an inclusive spectrum of methods to cater for a broad base of need and preference and to better engage with hard to reach groups.

However, the period in which public engagement took place was subject to Covid-19 health and safety restrictions which prevented TfW from conducting any in-person engagement such as face-to-face surveys at stations, community workshops or exhibitions. This led to a higher reliance of online tools than normal.

To ensure that those groups who may spend less time on digital channels or do not browse widely across the web were aware of the online public consultation, extensive advertising in local print media was used for promotion, as was out of house advertising such as bus stop advertising.

A meeting was held with the Accessibility and Inclusion Panel¹ on 3rd March 2022.

Feedback from stakeholder organisations

Stakeholder organisations were also invited to respond to the questionnaire and were directed to answer Section 1 of the questionnaire only, which related to the level of support for each three options presented.

¹ <https://tfw.wales/info-for/passengers/accessible-travel/accessibility-panel>

4. Responses to Public Consultation Options for Severn Tunnel Junction (STJ) Station

For each question put to respondents, the opportunity was given to indicate whether they were either (i) strongly supportive, (ii) supportive, (iii) neither supportive or opposed, (iv) strongly opposed, or (v) opposed.

All three options proposed in the public consultation for STJ station received more support than they did opposition across members of the public and across stakeholder organisations

Option 2 was the most popular choice of all three options amongst the public with 80% support compared to 49% for Option 1 and 43% for Option 3

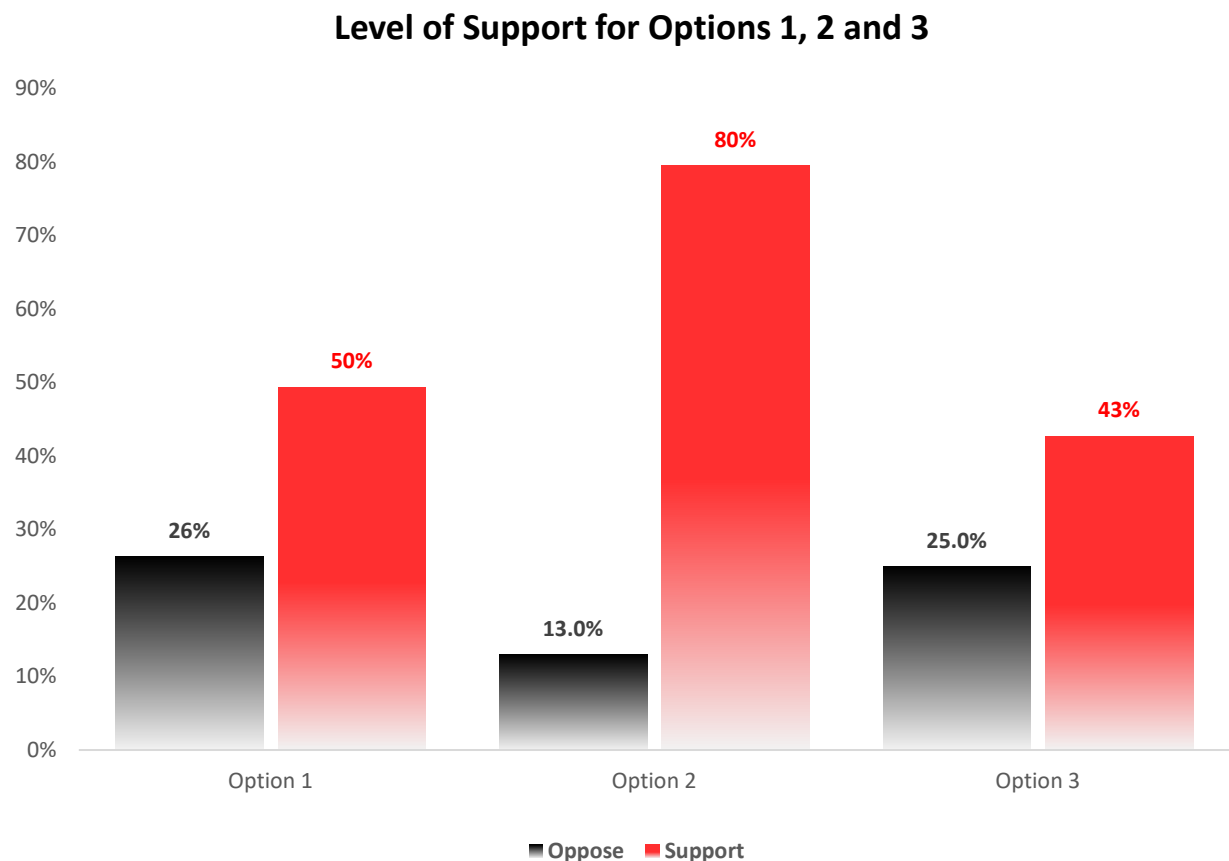


Figure 9: Level of support v opposition for all 3 options

Option 1 Feedback

Option 1 includes a new access road to the train station from the B4245. This incorporates a segregated walking and cycling route (separated from traffic on the access road), and improvements on Station Road to make access to the train station by walking, cycling and bus easier. This also enables buses to take a circular route to the train station via Station Road and the new station access road.

Quantitative responses

Of the 585 total number of respondents, 50% of the public supported Option 1 proposals (with 26% opposed). A higher level of stakeholder organisations indicated their support for this option (67%).

More men than women supported this option and more men than women were opposed to it.

21% of all respondents neither supported nor opposed this option with 3% did not express an opinion at all.

Half of the respondents felt that Option 1 (50%) would make access to the station by bus easier. 24% disagreed and 22% were unsure.

51% of the 298 men who answered this question felt that Option 1 would make access by bus easier. A slightly smaller proportion of the 219 women (46%) who answered this question felt the same.

A marginally larger proportion of women than men thought that Option 1 would not make access easier by bus (26% and 23% respectively).

Over half of all respondents (54%) felt that Option 1 would make it easier to access the station by cycling or walking. 26% disagreed and 16% were unsure.

57% of the 298 men who answered this question thought that Option 1 would make access to the station by cycling or walking easier. 48% of the 219 women who answered this question also thought that Option 1 would make access easier by bike or on foot.

Overall Opinion of Option 1

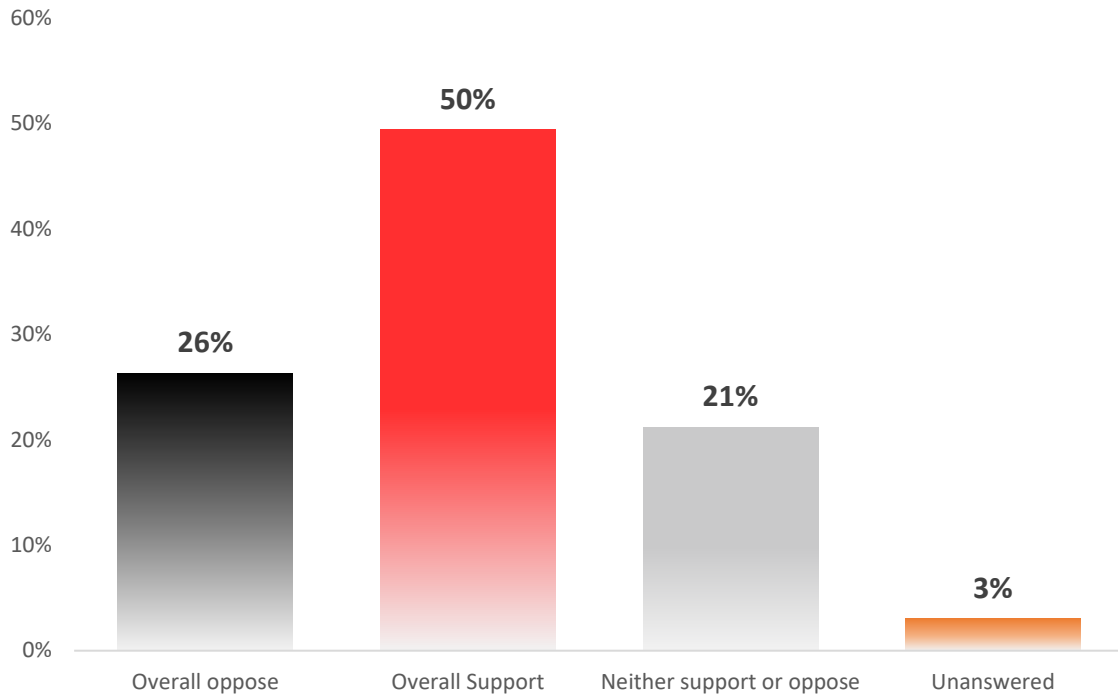


Figure 10: Level of Support v Opposition for Option 1

Public Opinion v Stakeholder Organisation Opinion

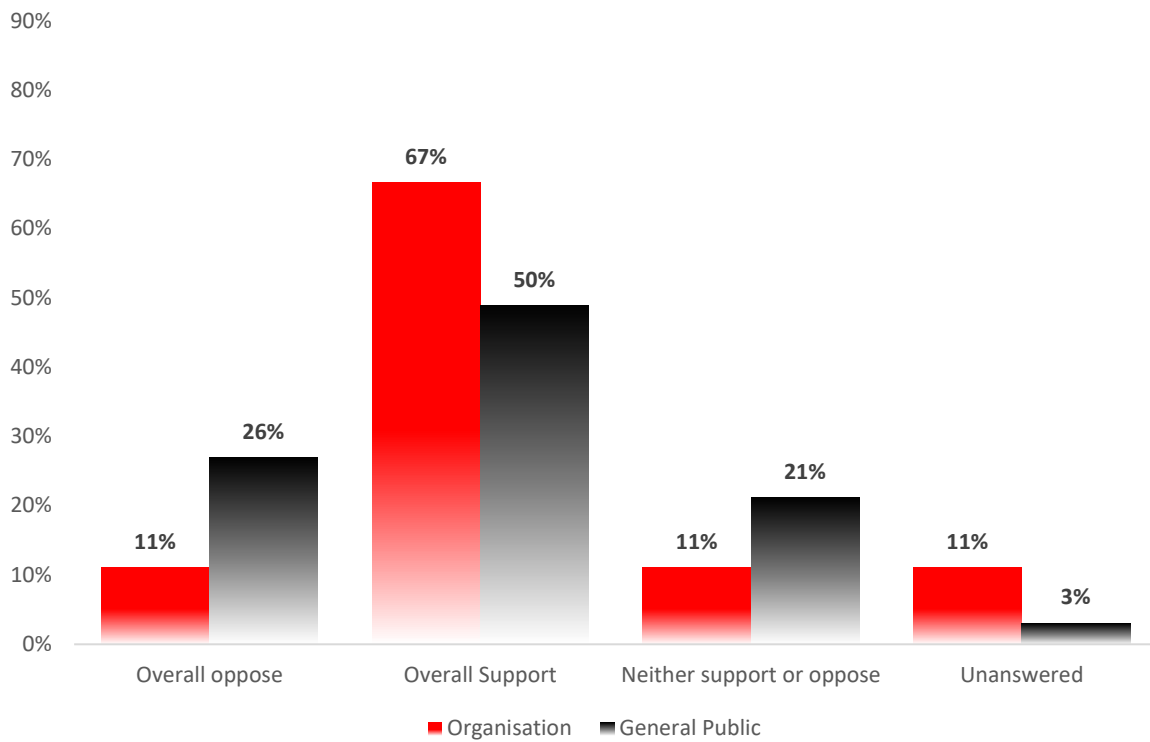


Figure 11: Level of Support and Opposition amongst stakeholder organisations v public opinion

Of the 585 respondents, 59% (346 people) travel to Severn Tunnel Junction station by car. This percentage is made up of:

- 12% who opposed Option 1
- 15% who neither opposed nor supported
- 31% who supported it

Of the 346 respondents who stated that their main mode of transport to the station is by car, 179 (52%) felt that Option 1 would make access to the station easier by bus, and 197 (57%) thought that this option would make access on foot and bicycle easier.

Of the 585 respondents, 17% (101 people) said that they travel to Severn Tunnel Junction station on foot. This percentage is made up of:

- 9% who opposed Option 1
- 2% who neither opposed nor supported
- 6% who supported it

More of the 101 respondents who travel to the station on foot thought that Option 1 would not make access to the station easier either by bus (42%), bicycle or on foot (45%).

Of the 585 respondents, 6% (36 people) travel to the station by train. This percentage can be broken down as follows:

- 1% who opposed Option 1
- 1% who neither opposed nor supported
- 4% who supported it

Of the 36 respondents who travel to Severn Tunnel Junction station by train, 23 (64%) thought that Option 1 would make access easier by bus, and 25 (69%) felt that this option would make access on foot and bicycle easier.

Of the 585 respondents, 2.2% (13 people) stated that their main mode of transport to the station is by bicycle. This percentage is made up of:

- 0.2% who opposed Option 1
- 0.2% who neither opposed nor supported
- 1.9% who supported it

Of the 13 people who travel to the station by bicycle, 7 (54%) thought that Option 1 would make access to the station easier by bus, and 11 (85%) felt that this option would make access on foot and bicycle easier.

Of the 585 respondents, 1.2% (7 people) stated that their main mode of transport to Severn Tunnel Junction station is by bus. This percentage can be broken down as follows:

- 0.2% who opposed Option 1

- 0.2% who neither opposed nor supported
- 0.8% who supported it

Of the 7 people who travel to the station by bus, 5 (71%) thought that Option 1 would make access to the station easier by bus, and 4 (57%) felt that this option would make access on foot and bicycle easier.

Overall, 539 people, 92% of all respondents, completed the gender question. Of these respondents, 145 (27%) opposed Option 1. This figure is made up of:

- 15% male
- 10% female
- 2% who identified as neither male, female or preferred not to say

Of the 539 respondents who completed the gender question, 264 (49%) expressed support for Option 1, which can be further broken down by gender as follows:

- 28% male
- 19% female
- 2% who identified as neither male, female or preferred not to say

Qualitative responses

A total of 567 people entered a response to this question. From the qualitative comments submitted by these respondents, we can say that 24% more expressed support for Option 1 than opposed it. Of the 154 people who opposed Option 1, 70% added an explanatory comment. 46% of the 289 supportive respondents included a comment.

Of the 51% of all respondents that were *supportive* of Option 1, the most common themes raised were:

- better access to the station is a necessity (32%)
- a dedicated cycling / walk route is needed (7%)
- village roads would be less congested (7%)

Of the 27% of all respondents that were *opposed* to Option 1, the most common themes were:

- cause additional congestion and pollution (27%)
- negative impact on the local landscape, and possible loss of habitat (14%)
- access to the motorway network is required (11%)

Of the 22% of all respondents that were *neither opposed nor supportive* of Option 1, the most common themes were:

- considered to be a poor use of public money (8%)
- it is a 'missed opportunity' and could go further (8%)
- lack provision for people coming from Magor and Undy (4%)
- cause additional congestion and create 'rat runs' (4%)

If we consider gender as a determiner of views, from the qualitative comments submitted by respondents, 2% more men than women supported Option 1 (51% and 49% respectively). Similarly, 2% more men than women opposed this option (28% and 26% respectively). 4% more women than men were undecided.

104 (49%) women who responded to this question were *supportive* of Option 1. The most common themes raised were:

- better access to the station is needed (25%)
- a dedicated cycling / walking route is required (10%)
- village roads would be less congested (7%)

56 (26%) women who responded to this question were *opposed* to Option 1. The most common themes were:

- cause additional congestion and pollution (25%)
- a negative impact on the local landscape, and possible loss of habitat (11%)
- the current car park is underused and a desire to see proposed new car park re-sited (11%)

52 (25%) women who responded to this question *neither supported nor opposed* Option 1. The most common themes raised were:

- a lack provision for people coming from Magor and Undy (8%)
- cause additional congestion and create 'rat runs' (8%)
- it is a 'missed opportunity' and could go further (6%)

149 (51%) men who responded to this question were *supportive* of Option 1. The most common themes raised were:

- better access to the station is needed (38%)
- village roads would be less congested (7%)
- a dedicated cycling / walking route is required (6%)

82 (28%) men who responded to this question were *opposed* to Option 1. The most common themes raised were:

- the measures would cause additional congestion and pollution (38%)
- there would be a negative impact on the local landscape, and possible loss of habitat (15%)
- access to the motorway network is required (13%)

60 (21%) men who responded to this question *neither supported nor opposed* Option 1. The most common themes raised were:

- the option was considered to be a poor use of public money (13%)
- it is a 'missed opportunity' and could go further (12%)

9% of total survey respondents identified as disabled. These respondents expressed 25 comments about Option 1 overall. 40% of these were in support and 32% were opposed. The remainder were neither for nor against this option.

The most common theme disabled people raised concerning Option 1 were:

- Better bus services needed to connect the station

Option 2 Feedback

Option 2 proposals extend the new link road within Option 1 to the M48 to provide a new junction and connection between Severn Tunnel Junction station and the strategic road network (motorways and A-roads). Option 2a provides east facing slip roads only on the M48 while Option 2b provides for traffic in both directions.

Quantitative responses

This option received the highest proportion of public support with 80% of all public respondents expressing support. 56% of stakeholder organisations indicated their support for Option 2 which is lower than the 67% of support they showed for Option 1.

A higher proportion of all men (83%) than the proportion of all women (80%) who answered this question were supportive of Option 2 while an equal proportion of all men (13%) and all women were opposed (13%).

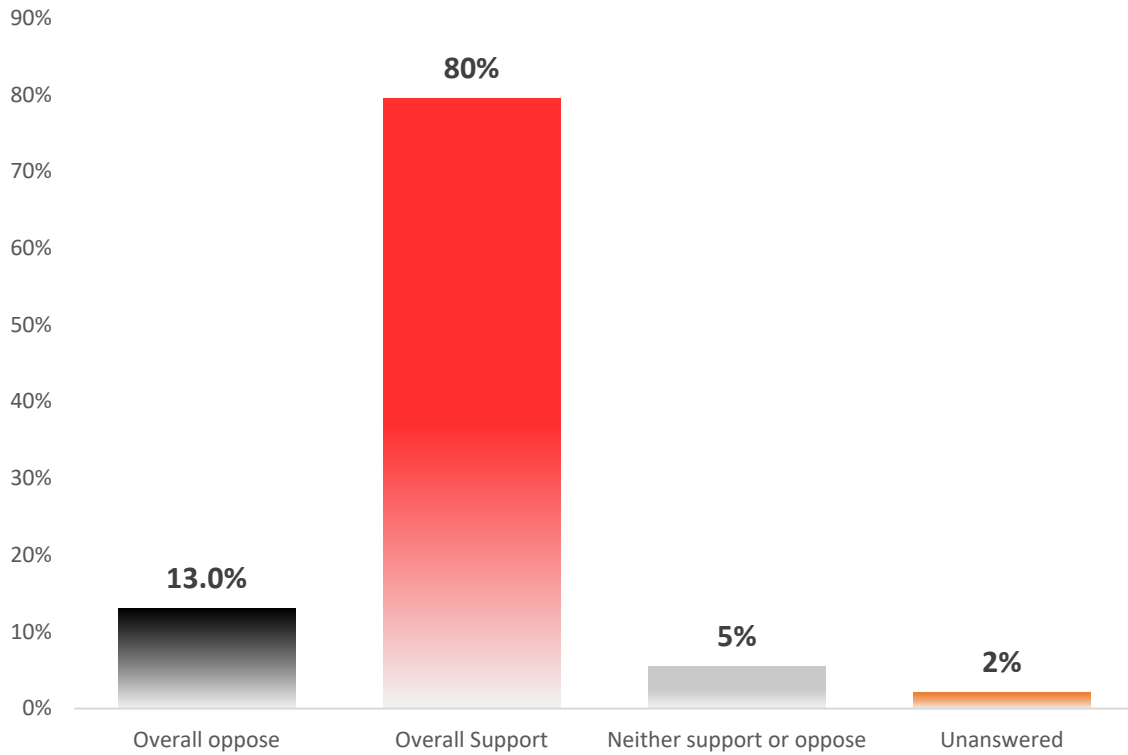
When asked specifically to convey their level of support for Option 2a *or* 2b, 72% of all respondents believed that Option 2b would deliver greatest benefit. Only 7% of all respondents felt this would be the case by implementing Option 2a.

A slightly higher proportion of all men (76%) who answered this question than the proportion of all women who answered this question (73%) were in support of 2b.

68% of all respondents believed Option 2 overall would make it easier to access the station by bus. A higher proportion of all men (72%) who answered this question agreed than the proportion of all women (69%) who answered this question.

57% of all respondents felt that walking and cycling to the station would be made easier if the proposals in Option 2 were implemented. A higher proportion of all men (60%) agreed than the proportion of all women (57%).

Overall Opinion of Option 2



Option Preference: 2a or 2b

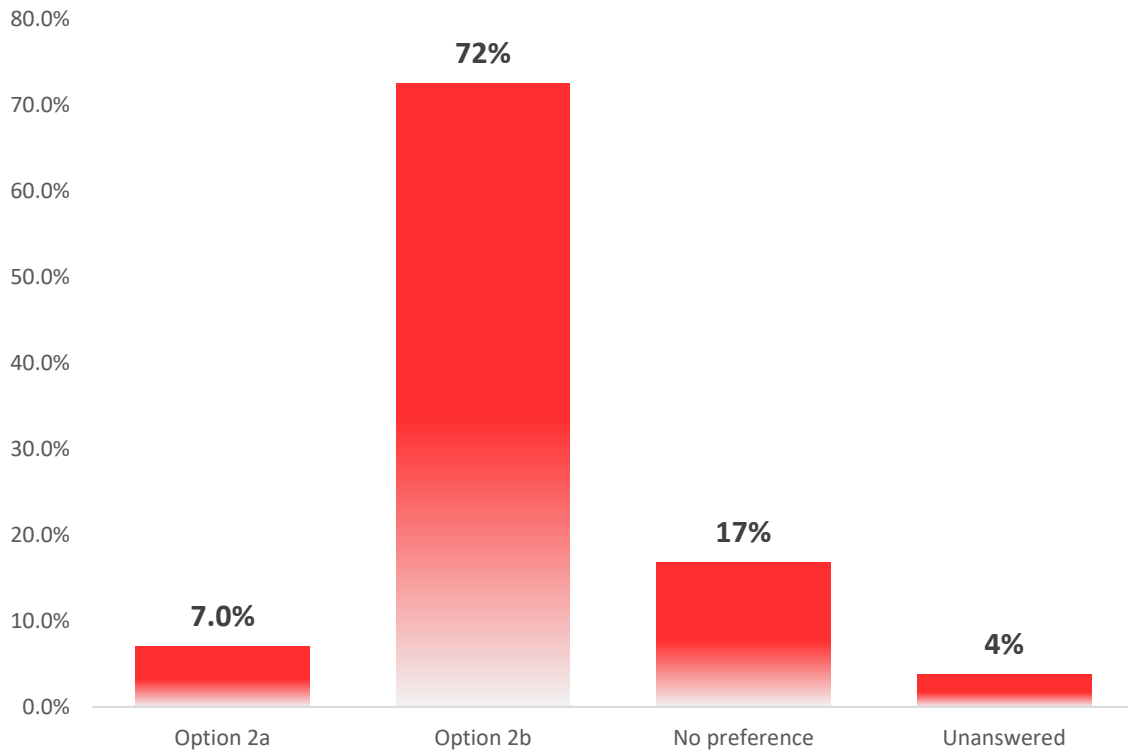


Figure 12: Level of Support v Opposition for Option 2 (top)
Figure 13: Preference for 2a versus 2b (bottom)

Stakeholder Organisation Opinion v Public Opinion on Option 2

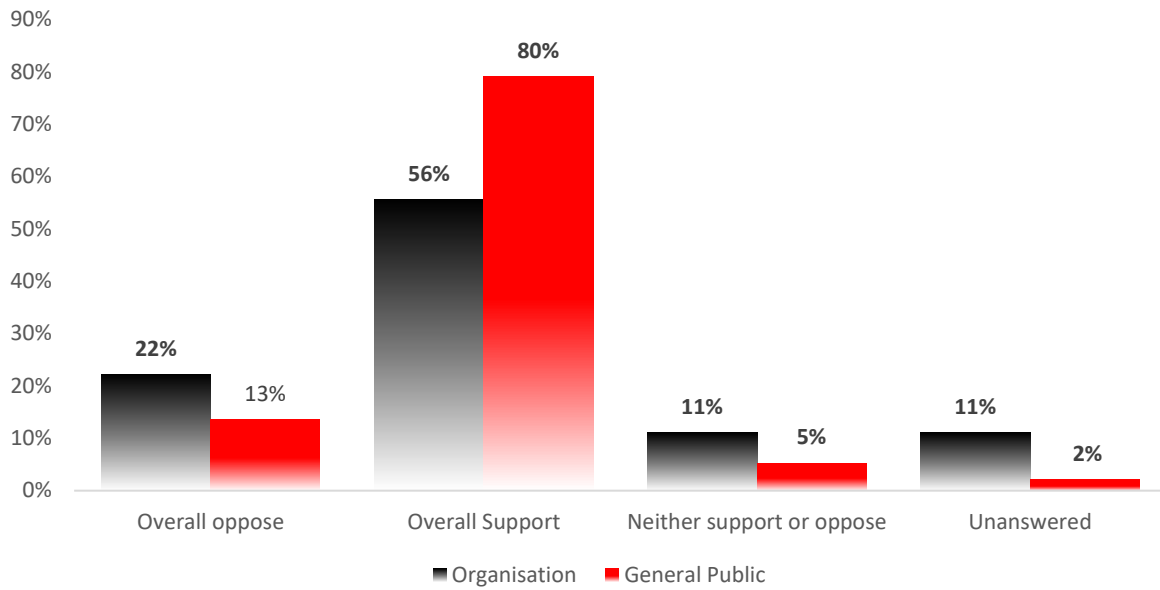


Figure 14: Level of Support and Opposition for Option 2: stakeholder organisations v public opinion

Stakeholder Organisation Opinion v Public Opinion on Option 2a or 2b

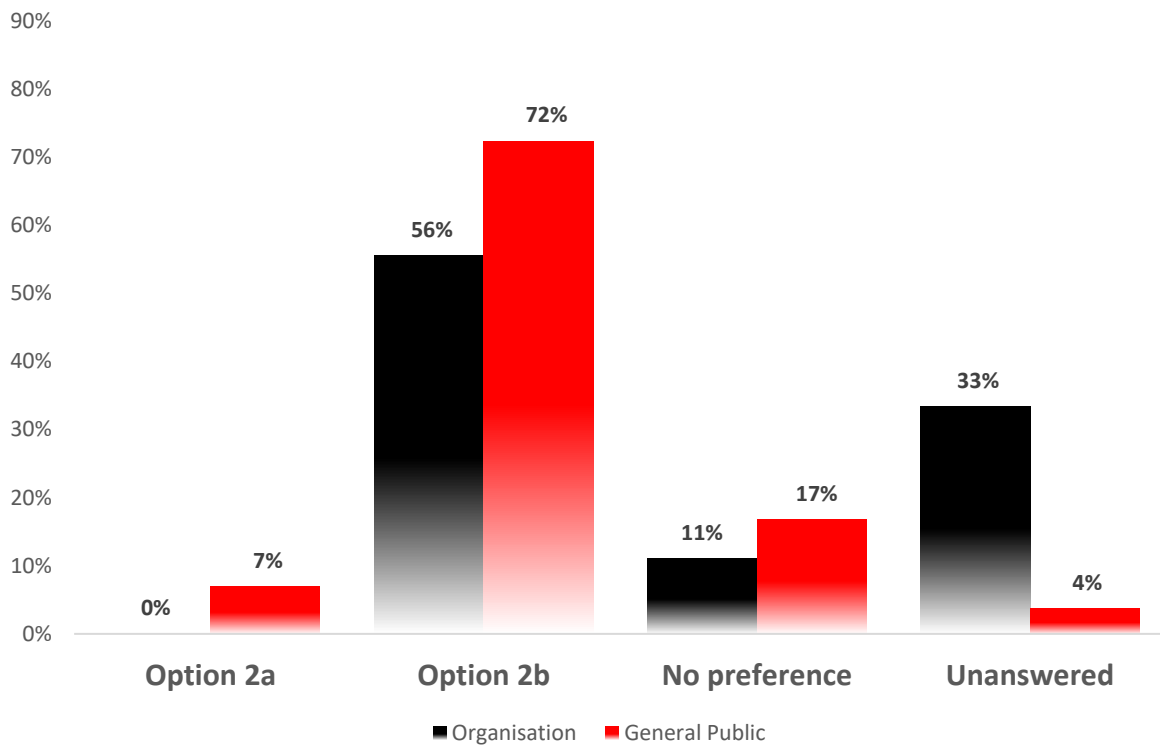


Figure 15: Preference for 2a / 2b: stakeholder organisations v public opinion

Of the 585 respondents, 59% (346 people) travel to Severn Tunnel Junction station by car. This percentage is made up of:

- 3% who opposed Option 2
- 3% who neither opposed or supported
- 53% who supported it

Of the 346 respondents who stated that their main mode of transport to the station is by car, 268 (77%) felt that Option 2 would make access to the station easier by bus, and 223 (64%) thought that this option would make access on foot and bicycle easier.

Of the 585 respondents, 17% (101 people) said that they travel to Severn Tunnel Junction station on foot. This percentage is made up of:

- 6% who opposed Option 2
- 1% who neither opposed or supported
- 10% who supported it

More of the 101 respondents who travel to the station on foot thought that Option 2 would make access to the station easier either by bus (49%), bicycle or, by bicycle or on foot (46%).

Of the 585 respondents, 6% (36 people) travel to the station by train. This percentage can be broken down as follows:

- 1% who opposed Option 2
- 1% who neither opposed or supported
- 4% who supported it

Of the 36 respondents who travel to Severn Tunnel Junction station by train, 27 (75%) thought that Option 2 would make access easier by bus, and 21 (58%) felt that this option would make access on foot and bicycle easier.

Of the 585 respondents, 2.2% (13 people) stated that their main mode of transport to the station is by bicycle. This percentage is made up of:

- 0.3% who opposed Option 2
- 0.2% who neither opposed or supported
- 1.7% who supported it

Of the 13 people who travel to the station by bicycle, 10 (77%) thought that Option 2 would make access to the station easier by bus, and 6 (46%) felt that this option would make access on foot and bicycle easier.

Of the 585 respondents, 1.2% (7 people) stated that their main mode of transport to Severn Tunnel Junction station is by bus. This percentage can be broken down as follows:

- 0.5% who opposed Option 2
- 0.2% who neither opposed or supported
- 0.5% who supported it

Of the 7 people who travel to the station by bus, 3 people thought that Option 2 would make access to the station easier by bus, and 3 people thought that it would not. 14% more of the bus travellers felt that this option would not make access on foot and bicycle easier.

Overall, 539 people, 92% of all respondents, completed the gender question. Of these respondents, 73 (14%) opposed Option 2. This figure is made up of:

- 7% male
- 5% female
- 2% who identified as neither male, female or preferred not to say
-

Of the 539 respondents who completed the gender question, 437 (81%) expressed support for Option 2, which can be further broken down by gender as follows:

- 46% male
- 32% female
- 3% who identified as neither male, female or preferred not to say

Qualitative responses

A total of 573 people entered a response to this question. From the qualitative comments submitted by these respondents, we can say that 68% more expressed support for Option 2 than opposed it. Of the 76 people who opposed Option 2, 87% added an explanatory comment. 62% of the 465 supportive respondents included a comment.

Of the 81% of all respondents that were *supportive* of Option 2, the most common themes raised were:

- there would be a reduction in congestion and pollution (30%)
- access to the motorway network is a necessity (15%)
- the option promotes access to the station and status as a transport hub (11%)

Of the 13% of all respondents that were *opposed* to Option 2, the most common themes were:

- cause additional congestion and pollution (33%)
- a negative impact on the local landscape, and possible loss of habitat (18%)
- considered to be a poor use of public money (12%)

Of the 6% of all respondents that were *neither opposed nor supportive* of Option 2, the most common themes were:

- cause additional village traffic (22%)
- concern over possible loss of habitat and potential flooding risk (9%)
- there would be a better flow of traffic (6%)

If we consider gender as a determiner of views, from the qualitative comments submitted by respondents, 3% more men than women supported Option 2 (83% and 80% respectively). The same proportion of men and women opposed option 2 (13% each). Two percent more women (6%) than men were undecided (4%).

174 (80%) women who responded to this question were *supportive* of Option 2. The most common themes raised were:

- there would be a reduction in traffic on local roads (32%)
- new junctions for motorway access are a necessity (14%)
- promotes station access and establish the station as a transport hub (11%)

29 (13%) women who responded to this question were *opposed* to Option 2. The most common themes were:

- the measures would cause additional congestion and pollution (28%)
- a possible loss of habitat and a potential risk of flooding (21%)
- the option is considered as an unsatisfactory use of public money (17%)

14 (6%) women who responded to this question *neither supported nor opposed* Option 2. The most common themes raised were:

- a possible loss of habitat and a potential risk of flooding (14%)
- traffic flow would increase (14%)

246 (83%) men who responded to this question were *supportive* of Option 2. The most common themes raised were:

- roads would be less congested and less polluted (32%)
- new junctions for motorway access are a necessity (18%)
- promotes station access and establish the station as a transport hub (13%)

39 (13%) men who responded to this question were *opposed* to Option 2. The most common themes raised were:

- the measures would cause additional congestion and pollution (36%)
- a possible loss of habitat and a potential risk of flooding (21%)
- encourages further car use (15%)

13 (4%) men who responded to this question *neither supported nor opposed* Option 2. The most common theme raised was:

- an increase in traffic though the village (31%).

9% of total survey respondents identified as disabled. These respondents expressed 33 comments about Option 2 overall. 66.6% of comments were in support and 27% were opposed. The remainder were neither for nor against.

The most common themes disabled people raised concerning Option 2 were:

- Better bus services needed to connect the station
- Motorway Junction will reduce traffic and improve safety on local roads

Option 3 Feedback

This option sets out a high-level concept that has been developed for the interchange facility to the north of the station for consideration in relation to the wider access

improvements. This ensures that the objective “to enable users to switch easily between transport modes at the station” can be met through design of the scheme.

Quantitative responses

43% of all respondents supported Option 3 while 25% were opposed to the proposals to provide better interchange facilities at Severn Tunnel Junction station (on the northern side), including a new bus layby and bus turning facility, a new car park, cycle parking, and walking routes. This option enjoyed the lowest level of support amongst all respondents across all three options put forward. However, amongst stakeholder organisations, Option 3 represented the most popular of all three options (89%).

26% neither supported or opposed the option, with 6% not expressing an opinion at all.

A higher proportion of all men (49%) than the proportion of all women (41%) who answered this question were supportive of Option 3. Proportionally of each gender, two percent more women (27%) than men (25%) opposed Option 3.

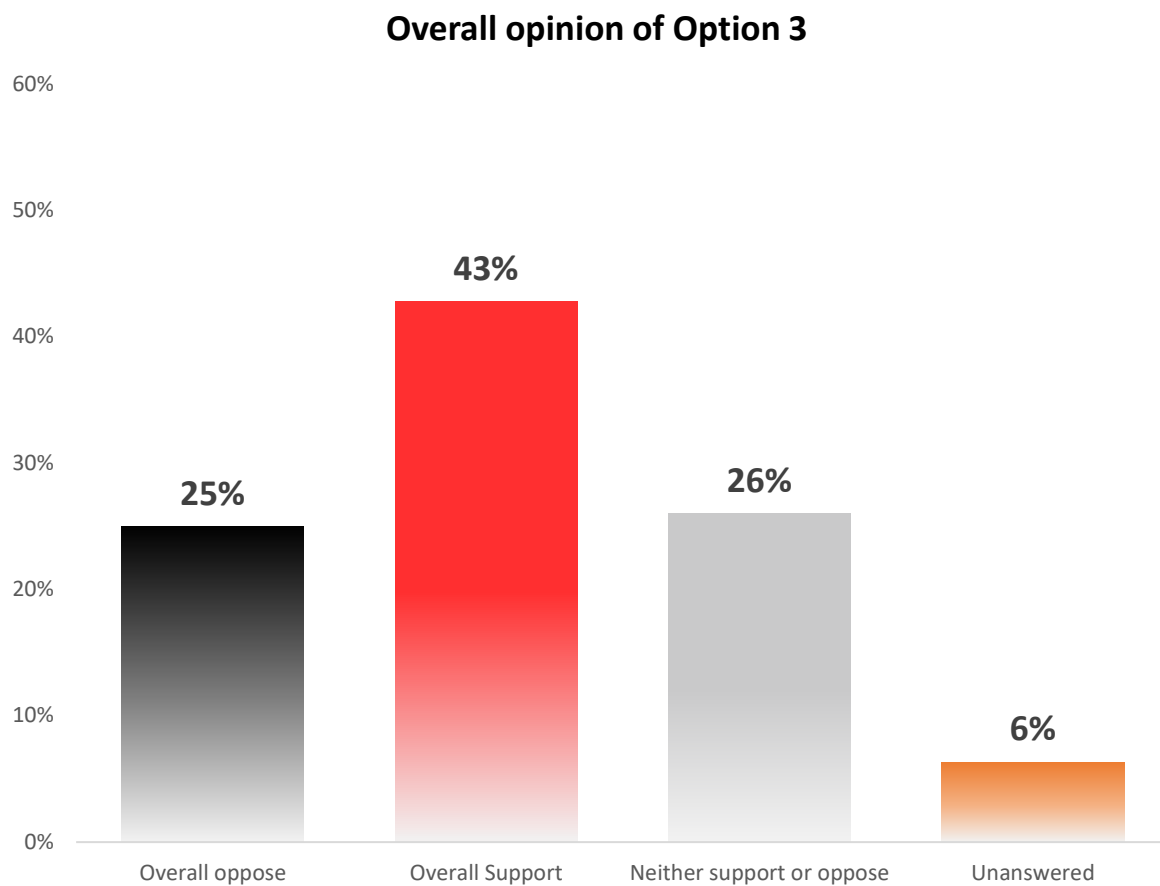


Figure 16: Level of Support and Opposition for Option 3

Stakeholder Organisation Opinion v Public Opinion on Option 3

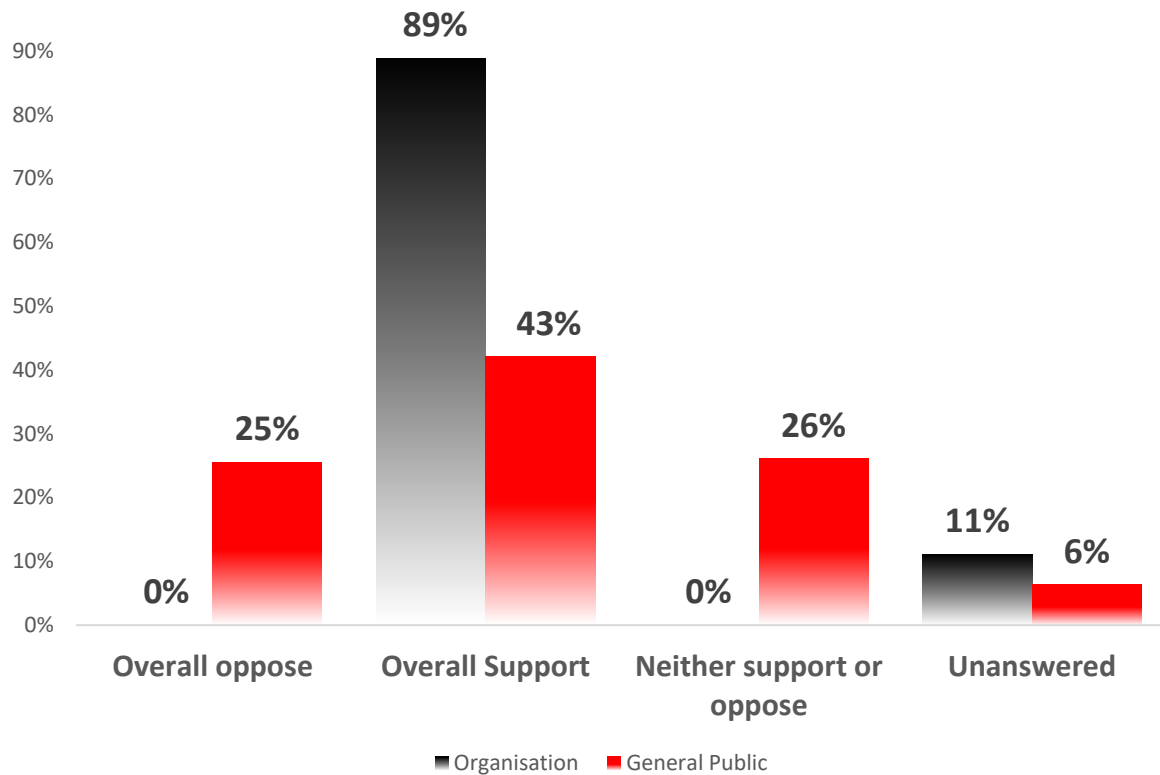


Figure 17: Level of Support and Opposition for Option 3: stakeholder organisations v public opinion

Of the 585 respondents, 59% (346 people) travel to Severn Tunnel Junction station by car. This percentage is made up of:

- 12% who opposed Option 3
- 19% who neither opposed or supported
- 28% who supported it

Of the 585 respondents, 17% (101 people) said that they travel to Severn Tunnel Junction station on foot. This percentage is made up of:

- 8% who opposed Option 3
- 3% who neither opposed or supported
- 6% who supported it

Of the 585 respondents, 6% (36 people) travel to the station by train. This percentage can be broken down as follows:

- 1% who opposed Option 3
- 2% who neither opposed or supported
- 3% who supported it

Of the 585 respondents, 2.2% (13 people) stated that their main mode of transport to the station is by bicycle. This percentage is made up of:

- 0.3% who opposed Option 3
- 0.5% who neither opposed or supported
- 1.4% who supported it

Of the 585 respondents, 1.2% (7 people) stated that their main mode of transport to Severn Tunnel Junction station is by bus. This percentage can be broken down as follows:

- 0.3% who opposed Option 3
- 0.2% who neither opposed or supported
- 0.7% who supported it.

Overall, 539 people, 92% of all respondents, completed the gender question. Of these respondents, 142 (26%) opposed Option 3. This figure is made up of:

- 13% male
- 11% female
- 2% who identified as neither male, female or preferred not to say

Of the 539 respondents who completed the gender question, 241 (45%) expressed support for Option 3, which can be further broken down by gender as follows:

- 27% male
- 17% female
- 1% who identified as neither male, female or preferred not to say

Qualitative responses

A total of 548 people entered a response to this question. From the qualitative comments submitted by these respondents, we can say that 19% more expressed support for Option 3 than opposed it. Of the 146 people who opposed Option 3, 67% added an explanatory comment. 55% of the 250 supportive respondents included a comment.

Of the 46% of all respondents that were *supportive* of Option 3, the most common themes raised were:

- support expressed for park and ride / interchange proposals (18%)
- support for free / low-cost car park to encourage the use of public transport (16%)
- desire to see synchronisation of bus and train timetables (12%)

Of the 27% of all respondents that were *opposed* to Option 3, the most common themes were:

- would not relieve congestion and pollution (29%)
- negative impact on the environment and potential for flooding (14%)
- station car park is currently underutilised (11%)

Of the 28% of all respondents that were neither opposed nor supportive of Option 3, the most common theme was:

- existing problems with local roads would not be addressed (11%)

If we consider gender as a determiner of views, from the qualitative comments submitted by respondents, 7% more men than women supported Option 3 (49% and 42% respectively). Three percent more women (27%) than men (25%) expressed opposition to this option. Six percent more women (31%) than men were undecided (25%).

89 (42%) women who responded to this question were *supportive* of Option 3. The most common themes raised were:

- desire to see synchronisation of bus and train timetables (17%)
- support for free / low-cost car park to encourage the use of public transport (15%)
- support expressed for park and ride / interchange proposals (14%)

59 (28%) women who responded to this question were *opposed* to Option 3. The most common themes were:

- the measures relieve congestion and pollution, or improve access (25%)
- a potential risk of flooding and negative impact on the environment (19%)
- current car park is underutilised (12%)

65 (31%) women who responded to this question *neither supported nor opposed* Option 3. The most common themes raised were:

- problems with existing roads are not addressed (19%)

146 (49%) men who responded to this question were *supportive* of Option 3. The most common themes raised were:

- support expressed for park and ride / interchange proposals (21%)
- support for free / low-cost car park to encourage the use of public transport (19%)
- desire to see synchronisation of bus and train timetables (10%)

74 (25%) men who responded to this question were *opposed* to Option 3. The most common themes raised were:

- would not relieve congestion and pollution (34%)
- negative impact on the environment and potential for flooding (11%)
- station car park is currently underutilised (10%)

75 (25%) men who responded to this question *neither supported nor opposed* Option 3. The most common theme raised was:

- no provision for cycle infrastructure (4%).

9% of total survey respondents identified as disabled. These respondents expressed 27 comments about Option 3 overall. 44% of these comments were in support and 29% were opposed. The remainder were neither in support nor opposed. The most common themes disabled people raised concerning Option 3 were:

- improvements at station need to be accompanied by better bus service provision
- public transport improvements should not jeopardise car parking

5. Response rate & respondent demographics

Response rate

585 responses were made to the online survey with 99% of them from members of the public and 1% from stakeholder groups consisting of:

- **Bus Users Cymru**
- **Cycling UK Cymru**
- **Comisiwn Dylunio Cymru / Design Commission for Wales**
- **Newport Transport Ltd**
- **Public Health Wales**
- **Redrow Homes**
- **Rogiet Community Council**
- **Royal National Institute for Blind People (RNIB) Cymru**
- **Severn Tunnel Action Group (STAG)**
- **Sustrans Cymru**
- **Taylor Wimpey**
- **Transport Focus**

Car ownership

3% of all respondents stated they did not have access to a car compared with the average of 21% across Wales² and 15%³ across Monmouthshire. More women than men had no access.

Travel behaviour

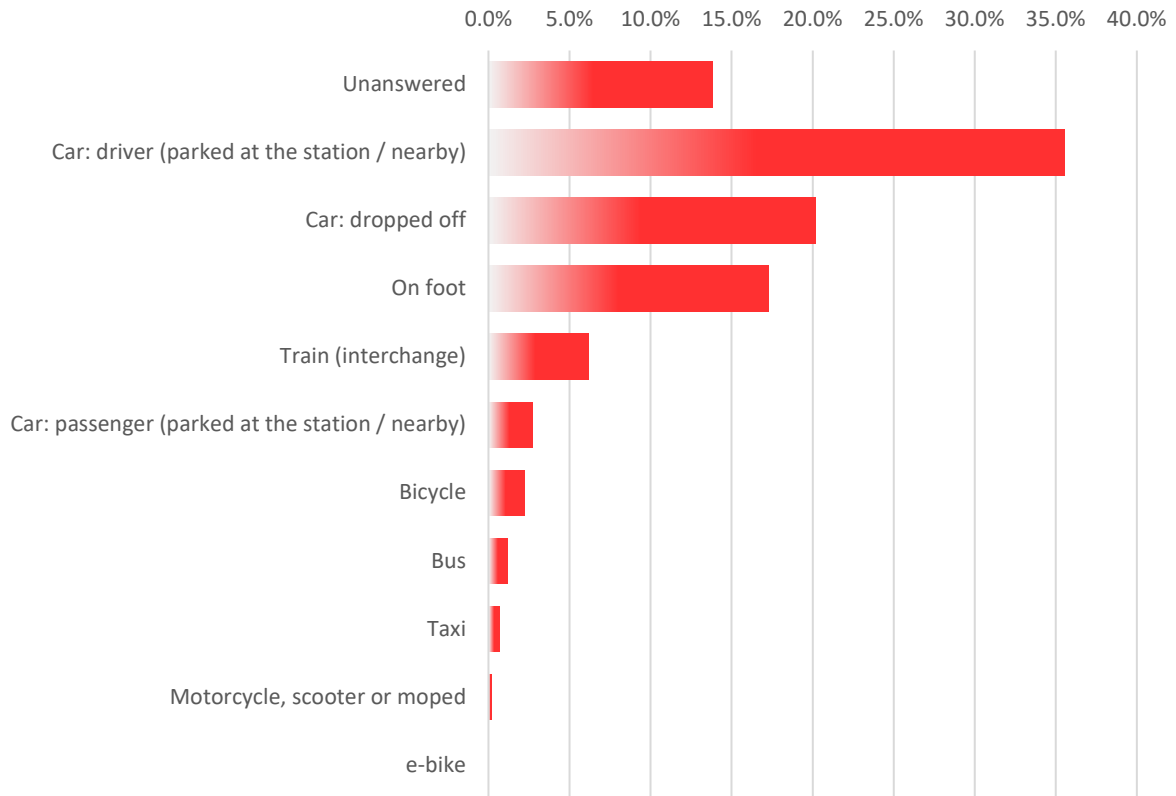
59% of all respondents identified the car as being their main mode of transport to access STJ station (346 respondents), 2% identified their main mode as bicycle and 1% travel by bus.

Of the 346 who travel by car, more men (54%) than women (43%) use this mode and of the 13 people who travel by bike, twice as many are men (69%) than women (31%). Of the 7 people who travel by bus, 57% are women and 29% are men.

2 <https://gov.wales/sites/default/files/consultations/2020-11/supporting-information-transport-data-and-trends.pdf>

3 Census 2011

Usual main mode of transport to STJ Station



25% of all respondents stated they parked their car at the station NCP car park, 10% at Rogiet Playing Fields Car Park and 9% parked on-street nearby. More than half of survey respondents (52%) did not answer this question.

According to the public consultation, the top two most popular destinations for passengers using Severn Tunnel Junction Station are Cardiff and Bristol Temple Meads.

Since hybrid working has become more prevalent as a result of Covid-19, the categories: daily journeys, journeys made 1-2 time a week and 3-4 times a week, can arguably be considered as commuter journeys. These make up 28% of journeys from Severn Tunnel Junction station.

Destinations from Severn Tunnel Junction Station

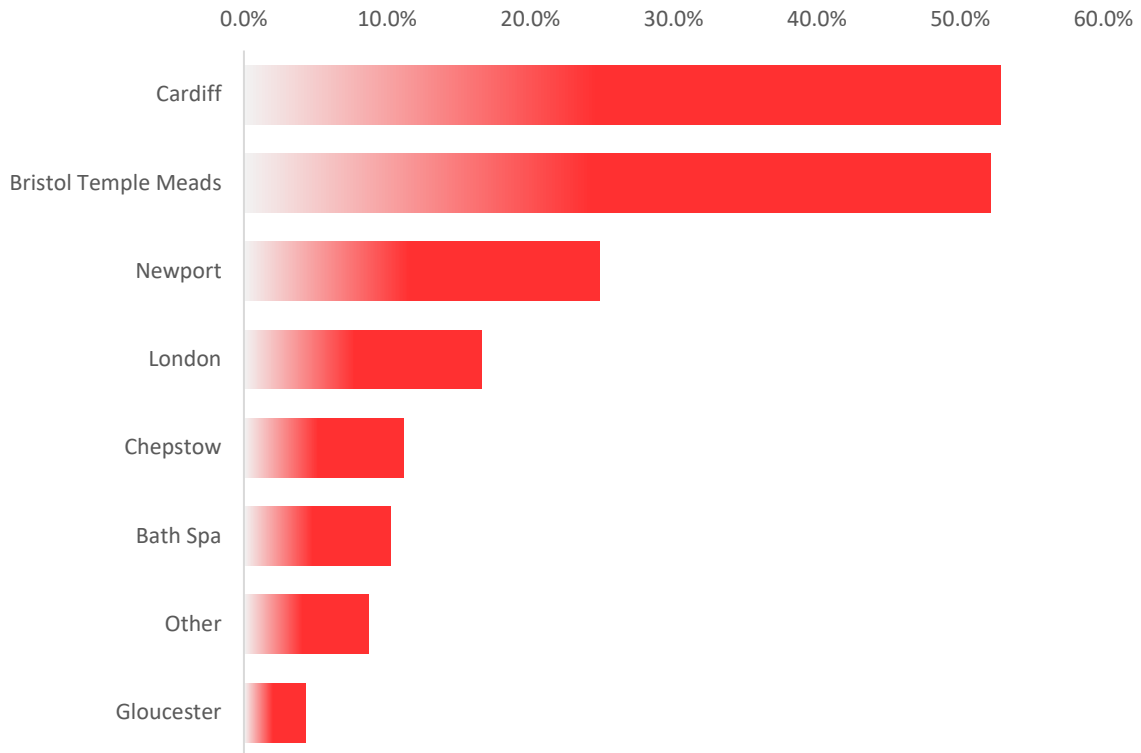


Figure 7: Destinations from STJ station

Frequency of travel to the Severn Tunnel Junction station

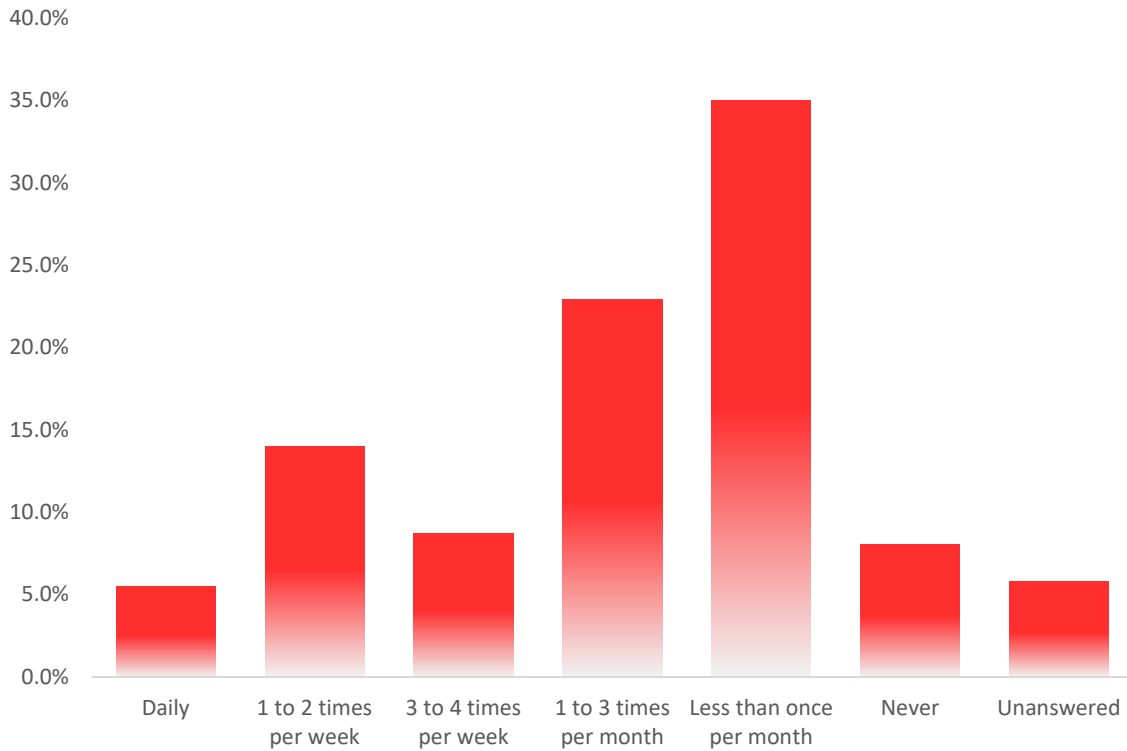


Figure 7: Frequency of travel to STJ station

Residence

87% of all respondents live in an area with a Newport post code (which covers Newport and surrounding areas such as Monmouth, Chepstow, Usk etc). Of the 508 respondents who reside within the NP post code area, 398 (78%) are in the NP26 area (representing Caldicot). 1% of all respondents reside in a Cardiff (and surrounding local authority-area), 1% in a Gloucestershire location and 11% did not indicate their residence at all.

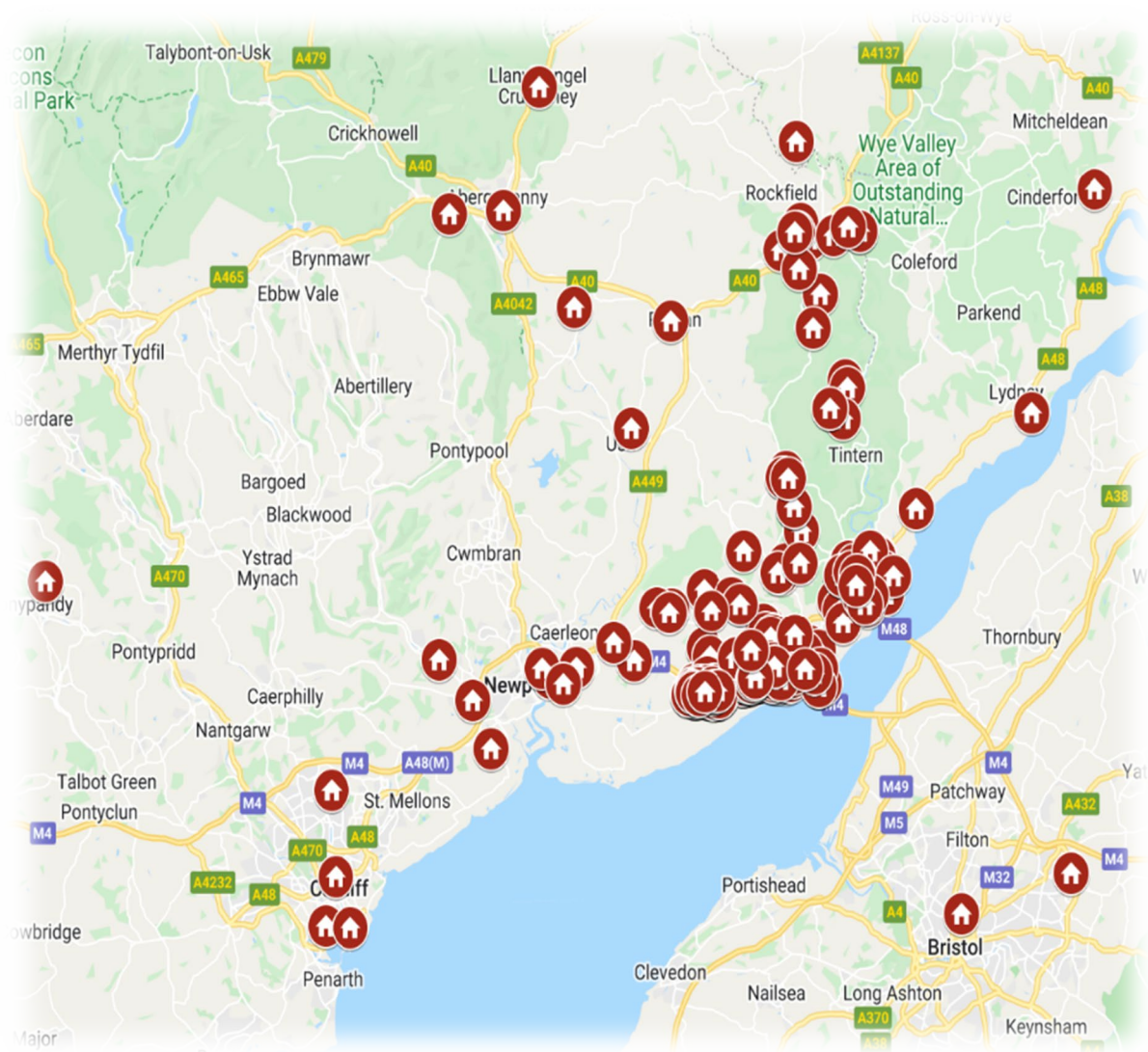


Figure 5: Map of Respondents' Post Codes

Gender

51% of all respondents identified as male, 37% as female and 4% identified as other.

There is also some research to suggest that while women tend to participate in more surveys than men, the reverse is true when it applies to online surveys⁴. The fact that women make up over half of internet non-users⁵ and are more likely to access the internet by smartphones (who are more likely than average to conduct fewer activities online) goes some way towards explaining this behaviour⁶.

Ethnicity

84% of all respondents identified as white British, 4% as from an ethnic minority, 1% as Irish, and 3% as other. The remaining 48 (8%) people did not answer this question.

The lower response amongst ethnic minorities can be mostly attributed to the fact that ethnic minority communities represent a smaller proportion of the general population in Monmouthshire⁷. Those from ethnic minority backgrounds also tend to use the bus more than rail⁸ so could be less attracted towards responding to a consultation based around a rail station and with only 1% of all survey respondents travelling by bus, ethnic minorities would therefore be less represented. It can also be partly explained by the fact that ethnic minorities are traditionally viewed as 'harder to reach' in terms of engagement and participation with public bodies, with self-completion questionnaires often having poor response rates.

Age

There was a roughly balanced profile of age segments with the very youngest the least represented.

The lack of young respondents can be likely attributed to the fact that they are traditionally a hard to reach group in terms of public participation and engagement. Young people travel by bus more than people in the middle age groups⁹ and are also less likely to use rail for a

⁴ <https://files.eric.ed.gov/fulltext/ED501717.pdf>

⁵ <https://www.ons.gov.uk/peoplepopulationandcommunity/householdcharacteristics/homeinternetandsocialmediausage/articles/exploringtheuksdigitaldivide/2019-03-04#how-does-internet-usage-and-digital-exclusion-vary-for-men-and-women>

⁶ https://www.ofcom.org.uk/__data/assets/pdf_file/0025/217834/adults-media-use-and-attitudes-report-2020-21.pdf

⁷ <https://stats.wales.gov.wales/Catalogue/Population-and-Migration/Population/Estimates/Ethnicity/PopulationEstimates-by-Localauthority-Ethnicity>

⁸ <https://www.nao.org.uk/report/improving-bus-services-in-england/>

⁹ https://bettertransport.org.uk/sites/default/files/research-files/Young_People_and_Buses_FINAL_forweb_0.pdf

number of reasons with the cost of tickets is seen as a significant barrier.¹⁰ Therefore they may feel less inclined to respond to a consultation that focuses on rail travel at its heart.

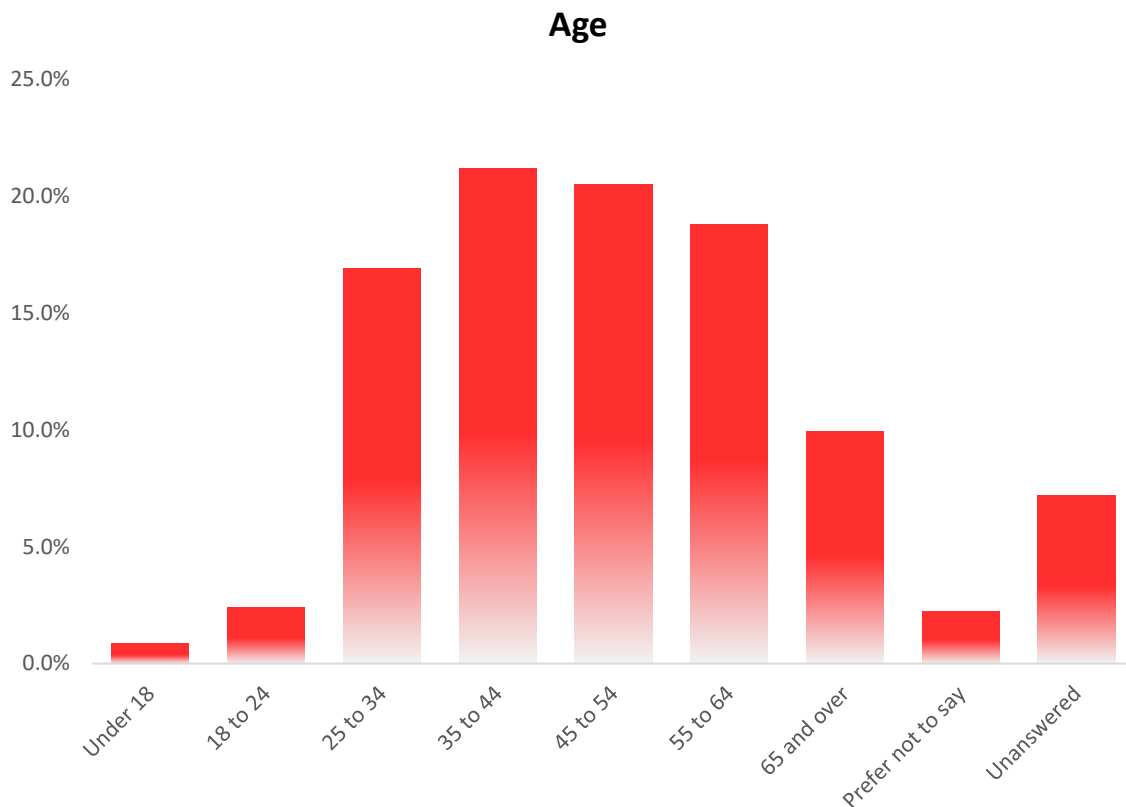


Figure 6: Respondents by Age

Disability

9% of all respondents identified as being disabled.

Of these 9%, almost as many men as women identified themselves as disabled (4% and 5% respectively).

Whilst not in line with the proportion of disabled people in Wales (23%), it is likely demonstrative of the fact that disabled people are categorised as hard to reach in terms of consultation, particularly online consultation which has limitations for visually impaired and those with cognitive difficulties. It can also be partly attributed to the fact that disabled

¹⁰ <https://d3cez36w5wymxj.cloudfront.net/wp-content/uploads/2020/06/09105909/Age-and-the-train-How-younger-and-older-people-use-the-train-travel.pdf>

people travel less frequently and for different reasons compared to people without disabilities¹¹; this is also true for rail trips with data showing that those with a mobility difficulty each made 10 rail trips on average, compared to 26 for those without a mobility difficulty¹².

¹¹ <https://www.gov.uk/government/publications/disabled-people-attitudes-towards-travel>
¹² <https://www.gov.uk/government/statistics/national-travel-survey-2017>

6. Conclusion & next steps

The 6-week online public consultation was considered to be both an appropriate and proportionate engagement exercise for this phase of the project and against the backdrop of current Covid-19 health and safety guidance.

It marked the start of a collaborative and participatory co-design approach between public stakeholders and TfW's contracted project teams towards the various improvement options being considered for Severn Tunnel Junction.

The data and insight gained from this public consultation exercise will be closely considered by the project team and will help to shape the WelTAG Stage 2 Report which identifies specific scheme design options for further consideration during the remainder of Stage 2.

This public conversation will be ongoing throughout the lifecycle of the project with further public consultation being carried out on the final design option for Severn Tunnel Junction station that is taken forward to the next development stage.

7. Annex 1

The Welsh Government and Transport for Wales have an ambition to create an accessible, sustainable and efficient transport system that contributes to the wellbeing of future generations. That means a transport system that is good for the environment, one that contributes to public health and equality, supports communities to thrive and helps to deliver on the economic ambitions of Wales whilst opening new opportunities to reach arts, sports and cultural activities. We understand that to encourage people to change their travel behaviour to use sustainable transport, we need to make sustainable transport more attractive and easier to use.

The Burns Delivery Unit has been established by Welsh Government and Transport for Wales (TfW) to deliver the recommendations of the South East Wales Transport Commission (see [The Burns Delivery Unit | TfW](#) and [South East Wales Transport Commission: final recommendations | GOV.WALES](#) for more details). There is an aspiration for more frequent rail services to be made available at Severn Tunnel Junction station.

In collaboration with Monmouthshire County Council (MCC), Transport for Wales is also progressing a recommendation to improve access to the station, with a focus on inclusive and sustainable transport choices. We need your insight to help shape the plans and to make sure the scheme meets the needs of users. We would be grateful if you could answer this short questionnaire. All details will remain confidential.

Do you agree to take part in this survey?

- Yes
- No

Are you completing the survey as a member of the public or on behalf of an organisation?*

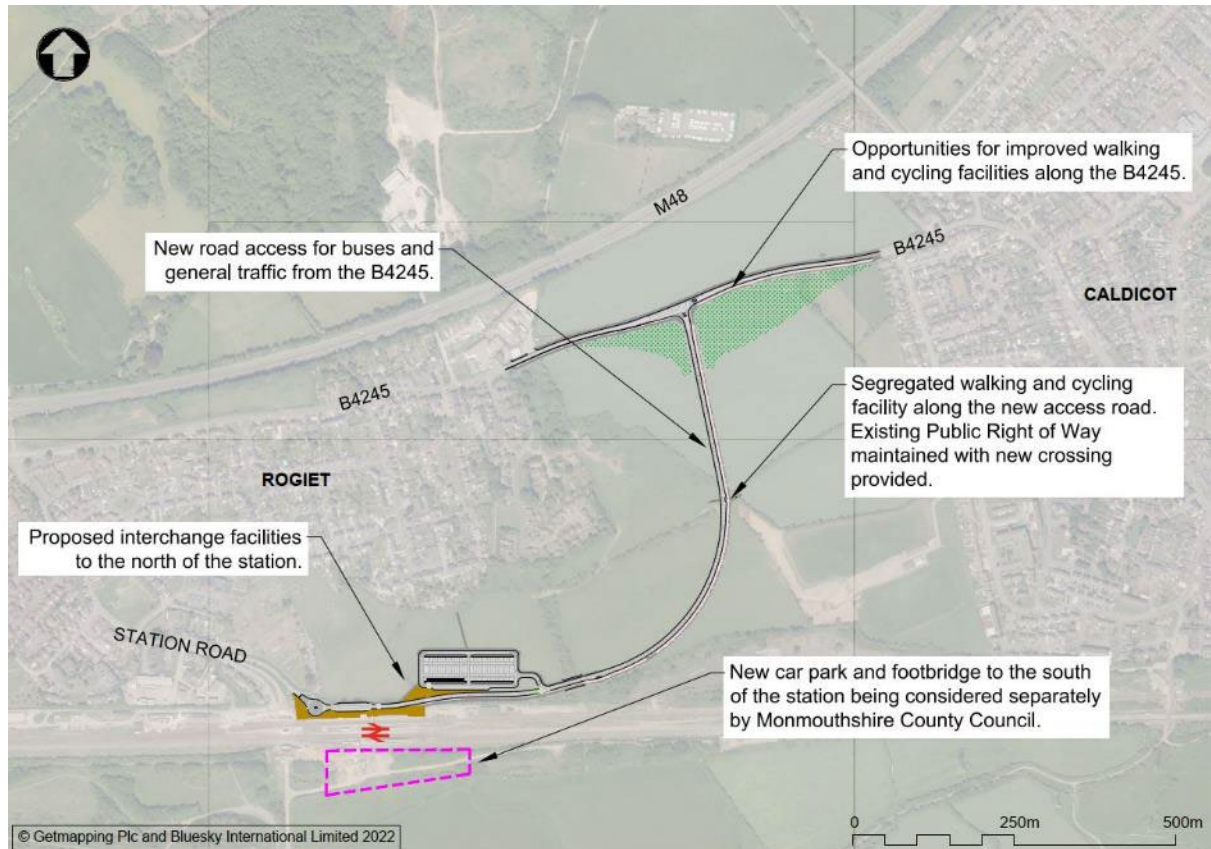
- Member of the public
- On behalf of an organisation

If on behalf of an organisation, who do you represent?*

Section 1: Scheme proposals

Option 1

Option 1 includes a new access road to Severn Tunnel Junction station from the B4245, incorporating a segregated walking and cycling route (separated from traffic on the access road), and improvements on Station Road to make access to the station by walking, cycling and bus easier, and enabling buses to take a circular route to the station via Station Road and the new station access road.



1. To what extent do you support the measures set out within Option 1 (a new access road from the B4245, and associated improvements for sustainable modes)?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Please provide your reasons for the selected answer:

2. Do you think the proposals in **Option 1** would make it easier for people to access Severn Tunnel Junction station by bus?

- Yes
- No
- Don't know

If No, why?

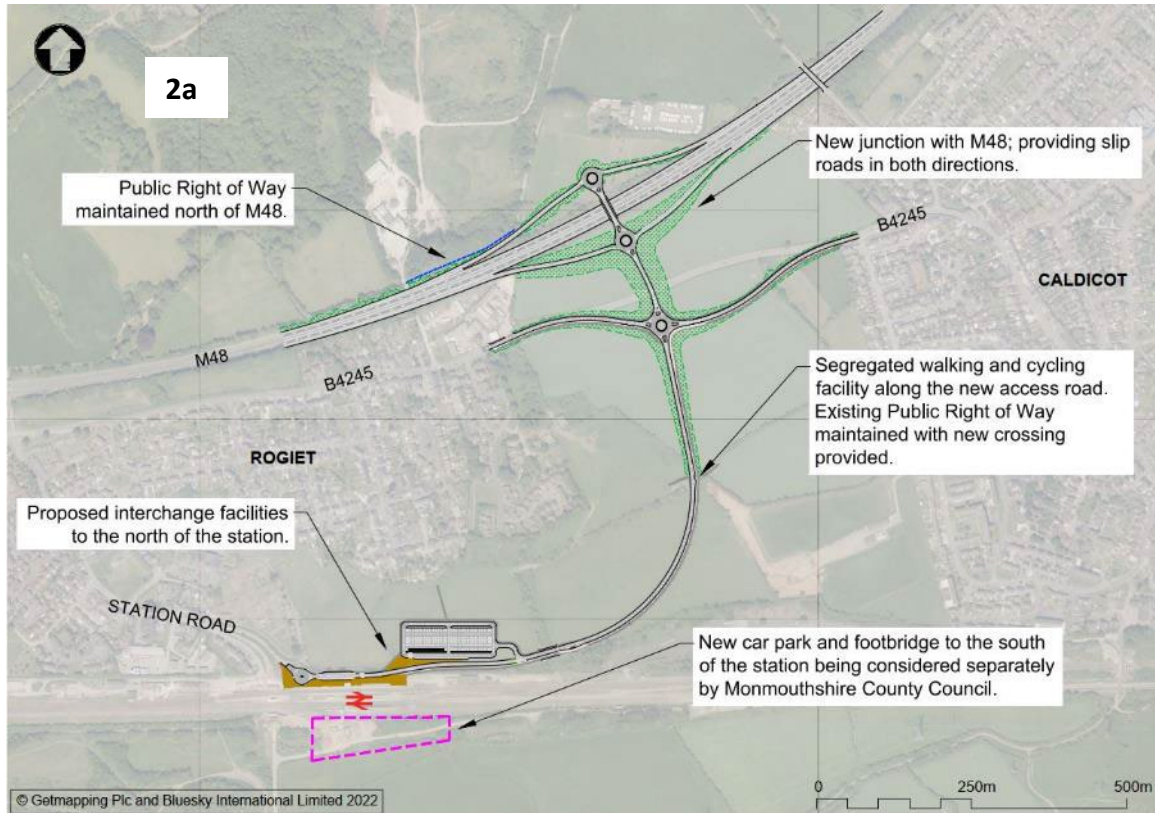
3. Do you think the proposals in **Option 1** would make it easier for people to access Severn Tunnel Junction station by cycling and walking?

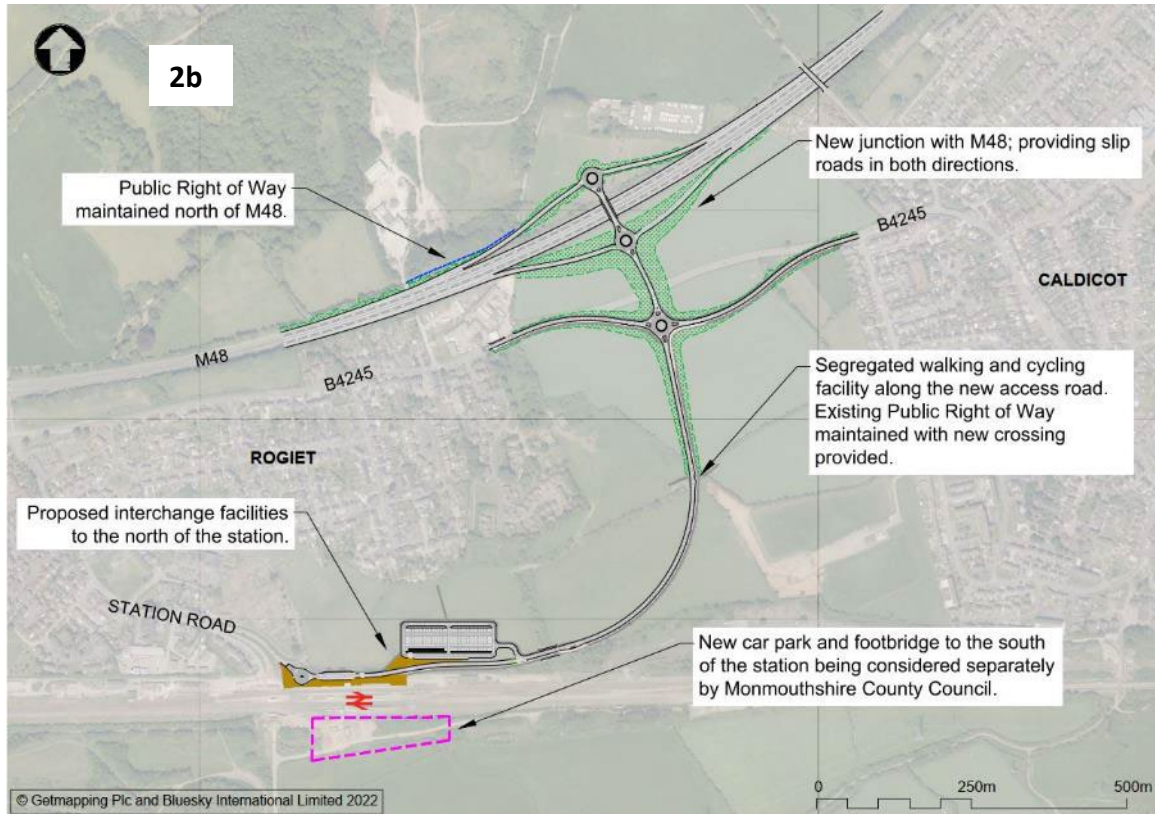
- Yes
- No
- Don't know

If No, why?

Option 2

Option 2 extends the new link road within Option 1 to the M48, providing a new junction and connection between Severn Tunnel Junction station and the strategic road network (motorways and A-roads). Option 2a provides east facing slip roads only on the M48 whereas Option 2b caters for traffic in both directions.





4. To what extent do you support **Option 2** generally (a connection to the M48)?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Please provide your reasons for the selected answer:

5. Do you think the proposals in **Option 2** would make it easier for people to access Severn Tunnel Junction station by bus?

- Yes
- No
- Don't know

If No, why?

6. Do you think the proposals in **Option 2** would make it easier for people to access Severn Tunnel Junction station by cycling and walking?

- Yes
- No
- Don't know

If No, why?

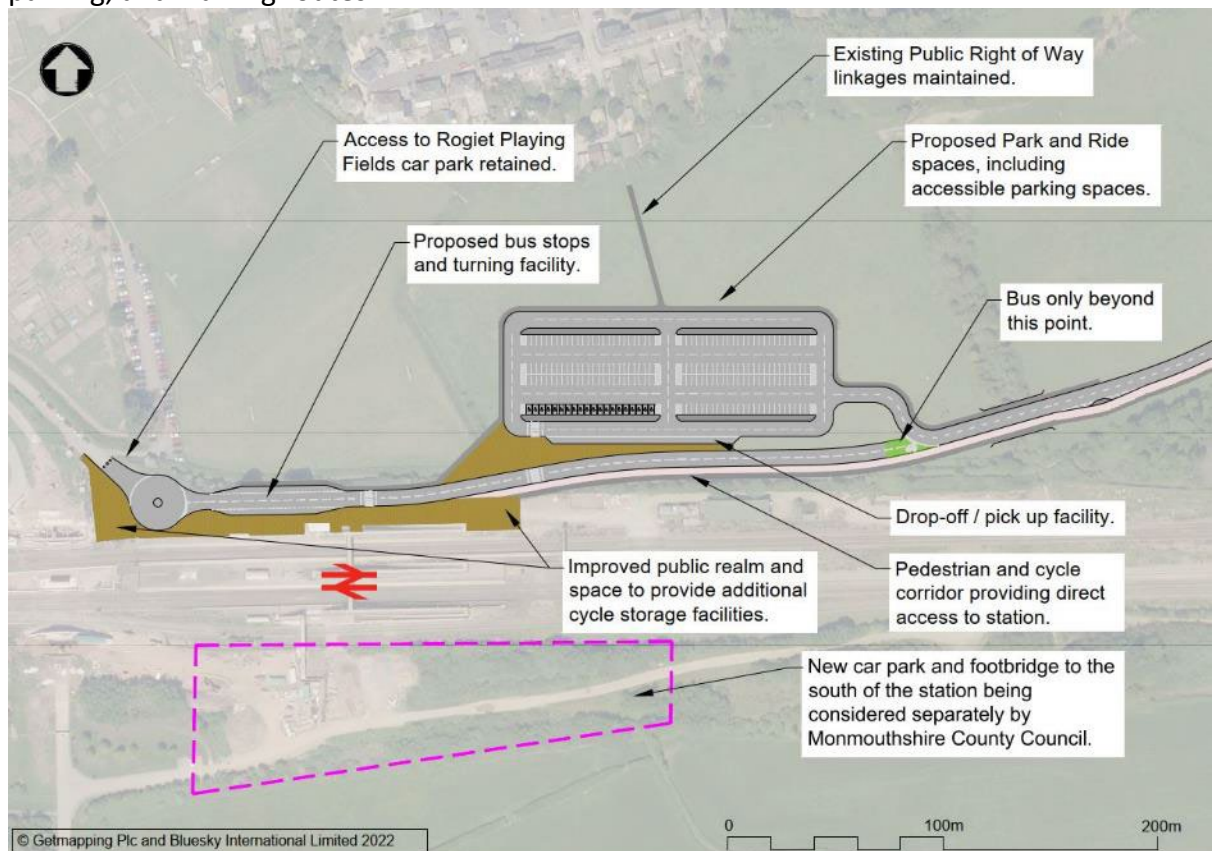
7. Which variation of Option 2 (**either Option 2a OR Option 2b**) do you believe would have the greatest benefit?

- Option 2a
- Option 2b
- No preference

Please state the reasons for your selected answer:

Option 3

Option 3 provides better interchange facilities at Severn Tunnel Junction station (on the northern side), including a new bus layby and bus turning facility, a new car park, cycle parking, and walking routes.



8. To what extent do you support **Option 3** (station interchange improvements)?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Please provide your reasons for the selected answer:

Summary

9. Please provide any additional relevant comments / feedback you may have on any of the proposals in Options 1, 2 or 3. This could relate to your current view of access to Severn Tunnel Junction station, or about the kind of improvements you would like to see generally.

Section 2: Travel to Severn Tunnel Junction station

10. How often do you travel to Severn Tunnel Junction station?

- Daily
- 3-4 times per week
- 1-2 times per week
- 1-3 times per month
- Less than once per month
- Never

11. Which is the main mode you usually use to travel to Severn Tunnel Junction station?

- Train (interchange)
- Bus
- Taxi
- Motorcycle, scooter or moped
- Car - driver (parked at the station / nearby)
- Car - passenger (parked at the station / nearby)
- Car - dropped off
- Bicycle
- e-bike
- On foot

12. If you use more than one mode (or a combination of modes) to travel to Severn Tunnel Junction station, please tick them here:

- Train (interchange)
- Bus
- Taxi
- Motorcycle, scooter or moped
- Car - driver (parked at the station / nearby)
- Car - passenger (parked at the station / nearby)
- Car - dropped off
- Bicycle
- e-bike
- On foot
- Not applicable

13. If you usually drive to Severn Tunnel Junction station, where do you most frequently park?

- Station NCP car park
- Rogiet Playing Fields car park
- On-street nearby
- Other. Please specify:

14. Where do you frequently travel to by train from Severn Tunnel Junction station?

- Bristol Temple Meads
- Cardiff
- Newport
- Bath Spa
- London
- Chepstow
- Gloucester
- Other. Please specify:

Section 3: About you

It will help us understand the findings from the consultation if we have a high-level picture of the types of people who completed the questionnaire. This section of the survey is about you.

15. Where do you live? [postcode if possible, or street /area]

16. Do you have access to a car?

- Yes, I own a car or someone in my household owns a car
- No, I don't have access to a car

17. Which age category do you fall into?

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 and over

Prefer not to say

18. Which of the following describes how you identify yourself?

- Female
- Male
- Transgender Female
- Transgender Male
- Nonbinary
- Other
- Prefer not to say

19. What is your ethnic group?

White

- Welsh, English, Scottish, Northern Irish or British
- Irish
- Gypsy or Irish Traveller
- Any other White background

Mixed or Multiple ethnic groups

- White and Black Caribbean
- White and Black African
- White and Asian
- Any other Mixed or Multiple ethnic background

Asian or Asian British

- Indian
- Pakistani
- Bangladeshi
- Chinese
- Any other Asian background

Black, African, Caribbean or Black British

- African
- Caribbean
- Any other Black, African or Caribbean background

Other ethnic group

- Arab
- Any other ethnic group
- Prefer not to say

20. Would you describe yourself as disabled?

Disability is defined as a long term physical or mental health condition that significantly impacts on your life including many non-visible issues for example: autism, hearing loss, sight loss, or dyslexia.

- Yes
- No
- Prefer not to say
-

The questionnaire is now complete. Thank you for your contribution. We will seek your views again in the future, before taking forward any of the proposals. A full summary of responses will be published on the Welsh Government website when the consultation closes, and we have reviewed all comments provided.