

WelTAG Stage 1 Strategic Outline Case for a New Pedestrian and Cycle Route from Wyesham to Monmouth Town Centre Appendices

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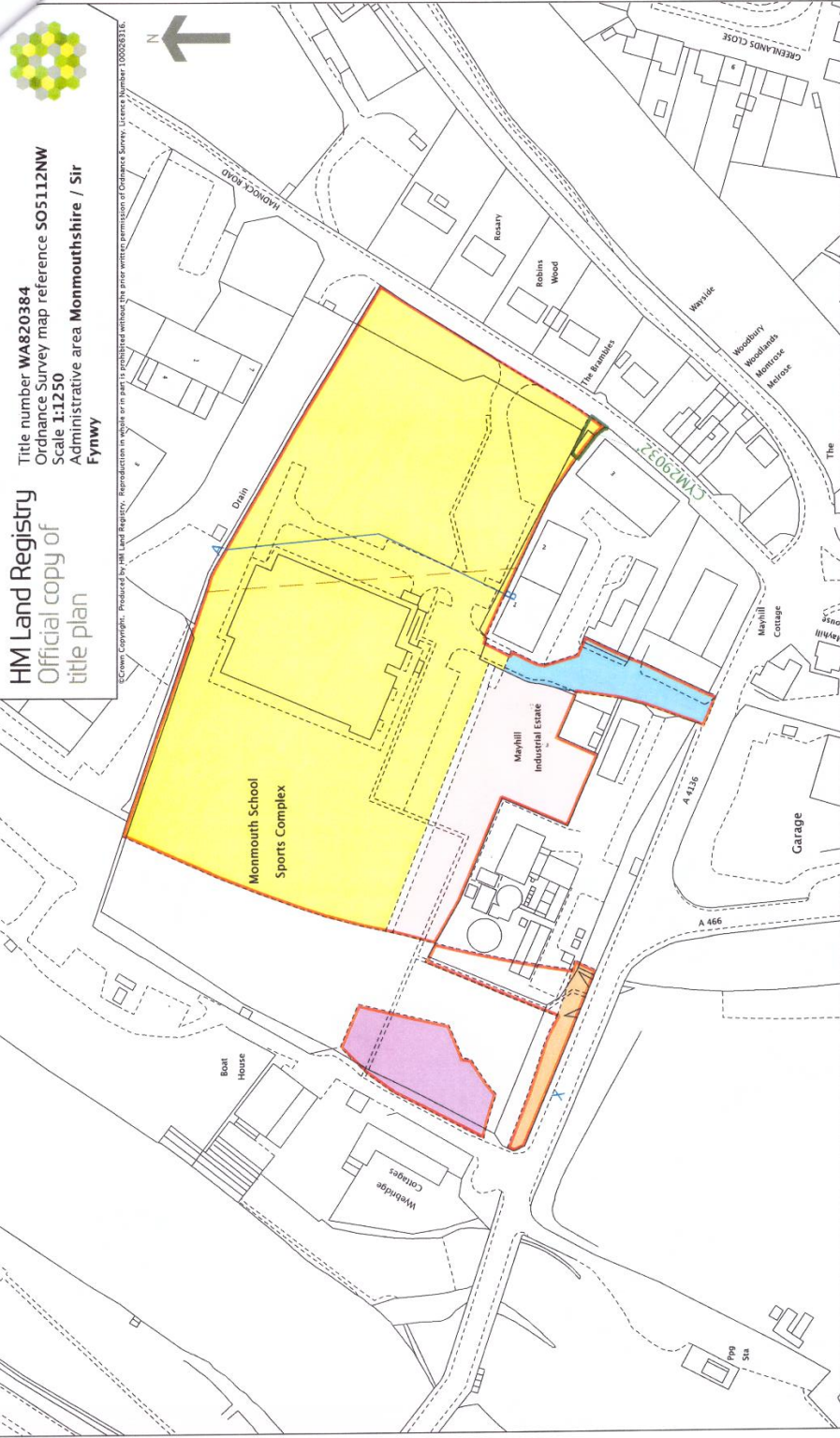
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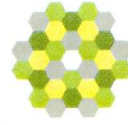
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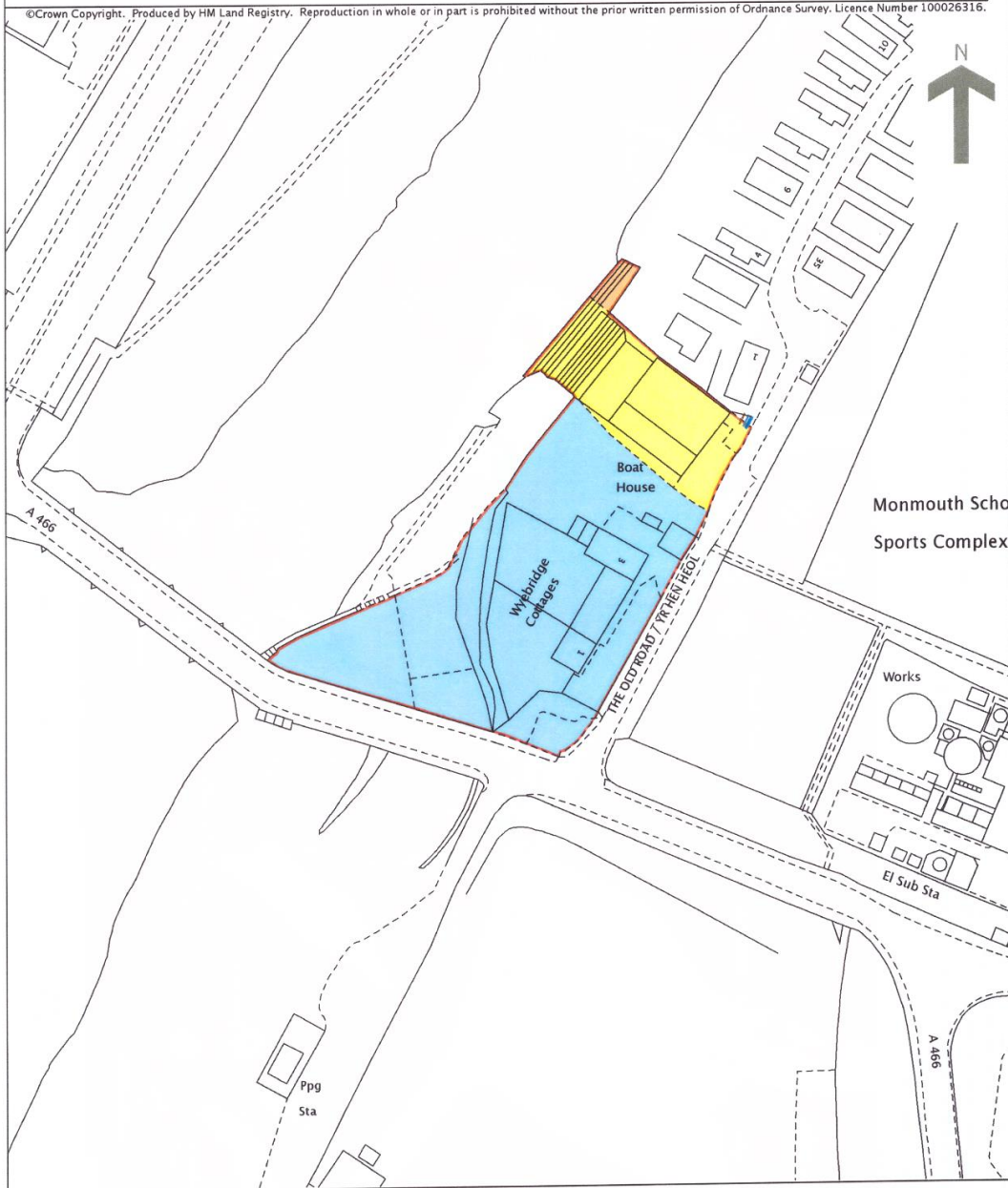
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HM Land Registry
Official copy of
title plan

Title number **CYM347330**
Ordnance Survey map reference **SO5112NW**
Scale **1:1250 enlarged from 1:2500**
Administrative area **Monmouthshire / Sir Fynwy**



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Appendix 2

Wye Bridge Traffic Data based on an average of the AADF 2001-2017 (Department of Transport Data)

	Annual Average Daily Flow 2001-2017 (incl. estimates)	Annual Average Daily Flow (2001,2008,2010,2015 counts)
Pedal Cycles	93	103.5
Motorcycles	174	157.25
CarsTaxis	10106	10262
BusesCoaches	121	126
LightGoodsVehicles	1518	1441
HGVs	655	624
AllMotorVehicles	12574	12611

Appendix 3

Wye Bridge Pedestrian Traffic Survey Data Analysis

Introduction

The Wye Bridge Pedestrian working group members conducted a survey of observation and counting actual pedestrians and cyclists crossing the Wye Bridge. The information gathered can be useful in giving an idea of the numbers of various pedestrian types crossing the Wye Bridge and also can be used to provide an insight into the current situation and conditions surrounding pedestrians and cyclists crossing the Bridge.

Survey and analysis Method

The Survey took place during May and June 2018. Pedestrian traffic was observed by volunteers from the Bridge group on four separate week days during June (7th, 12th, and 20th and 27th - 7am to 7pm) and one weekend in May (Saturday 19th and Sunday 20th May - 10am – 3pm) . The data was recorded manually on hourly bases in a uniformed method according to predefined categories of types of pedestrians and cyclists. The data was then collated electronically and presented in tables and graphs as shown in this appendix.

Data from each day is presented in tables and graphs with some percentage analysis. The data for Saturday 19th and Sunday 20th May, in addition to single day presentations, was also combined for both days as shown in tables (11-12, pages 14, 15). Also, a further combined analysis of the total of unaccompanied children for the four week days in June is presented highlighting the peak hours of the day.

Summary Findings

The data shows, as it is presented in the summary table (see table 7, page 17) that the total number of pedestrians of all types crossing the bridge on week days were 4271, with an

average of 1424 based on the 3 days figures. The cyclists total was 391 with an average of 130 per day.

The tables for individual days (see table 1, 3 and 5, pages 12, 14, 15) show increased number of pedestrians crossing during rush hours 8-9 am and between 3 – 5 pm. This is particularly noticeable in the number of unaccompanied children at these times. As can be seen in table 1 and the chart for Thursday 7th June 2018 (see figure 1, page 12) there were 185 unaccompanied children between 4- 5 pm. This pattern is repeated in other week days of the survey. The numbers of unaccompanied children peaked to 158 between 3 – 4pm for Tuesday 12th June 18 (see table 3 and figure 2, page 14), and for the final week day, the numbers of unaccompanied children was 119 between 2- 3 pm (see table 5 and figure 3, page 15 and 16). Thus, unaccompanied children represented the highest type as a percentage of pedestrians with 51%, 45% and 50% for week days (see tables, 2, 4 and 6, pages, 13, 15, 17).

The data also showed that considerable numbers of cyclists use the pavement where 42 cyclists out of the 117 (36%) on Thursday 7th June cycled on the pavement (see table 2, page 13). Similarly for other week days, 48% and 62% of cyclists respectively used the pavement (see table 4 and 6, pages 15, 17).

The increased numbers of unaccompanied children crossing the Wye Bridge amongst other pedestrian types coupled with the increased numbers of cyclists on the pavement highlights an important safety issue and also the heavy traffic on the Bridge.

The weekend data for Saturday 19th and Sunday 20th May showed 579 and 509 pedestrians and 177, 193 cyclists crossing (see tables 8,10, pages 18, 20). As the data was gathered for the hours between 10 am to 3 pm, the number of pedestrians and cyclists crossing would be higher had the remaining hours been surveyed.

Adults crossing on Saturday 19th May represented the highest percentage of other pedestrian categories with 46%, followed by unaccompanied children with 41% (see tables 7 and 8, pages 17, 18). However, unaccompanied children were highest at 90 between 12 – 1pm (see table 7 and figure 4, pages 17,18). For Sunday 20th, the numbers of Adult crossing increased to 327, 64% of pedestrian types, followed by 113, 22% for unaccompanied children (See table 9 and 10, pages 19, 20)

Cyclists also increased from 177 on Saturday 19th to 193 crossing on Sunday 20th May. The figures also showed the increased number of cyclists on pavement for Saturday where 71% were cycling on the pavement and 57% for Sunday (see tables 8 and 10, pages 18, 20).

The combined table for Saturday and Sunday (see table 11 and figure 6, page 21) showed that between the hours 12 to 1pm while there were 118 adult crossings and 116 unaccompanied children, there were 68 cyclists on the pavement. This was repeated

between the hours 2 – 3pm with 148 adult crossings with 60 cycling on the pavement. This highlights again the conflicting safety issue combined with traffic.

Finally, all unaccompanied children figures were presented in one table highlighting the peak hours during the day. The hours between 4 – 5pm was the highest with 449 crossing (see table 13 and figure 7, page 23)

To conclude this summary, It is evident that the Wye Bridge is in constant use by different types of pedestrians and cyclists and in particular unaccompanied children. There are obvious peaks in the numbers crossing especially the pedestrian during certain time of the day. Also there is a noticeable increase in pedestrian crossing in the weekend data and also cyclists with Sunday having the greatest numbers of both adults and cyclists. All pedestrian and cyclists seem to compete for space, thus increasing safety risk. This safety risk is augmented especially in the presence of heavy road traffic that inevitably have the same peak times as pedestrians and cyclists during certain commute hours.

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Data from each day is presented in tables and graphs with some percentage analysis. The data for Saturday 19th and Sunday 20th May, in addition to single day presentations, was also combined for both days as shown in tables (11-12, pages 21, 22). Also, a further combined analysis of the total of unaccompanied children for the four week days in June is presented highlighting the peak hours of the day.

Summary Findings

The data shows, as it is presented in the summary table (see table 6A, page 17) that the total number of pedestrians of all types crossing the bridge on week days were 4271, with an average of 1424 based on the 3 days figures. The cyclists total was 391 with an average of 130 per day.

The tables for individual days (see table 1, 3 and 5, pages 12, 14, 15) show increased number of pedestrians crossing during rush hours 8-9 am and between 3 – 5 pm. This is particularly noticeable in the number of unaccompanied children at these times. As can be seen in table 1 and the chart for Thursday 7th June 2018 (see figure 1, page 12) there were 185 unaccompanied children between 4- 5 pm. This pattern is repeated in other week days of the survey. The numbers of unaccompanied children peaked to 158 between 3 – 4pm for Tuesday 12th June 18 (see table 3 and figure 2, page 14), and for the final week day, the numbers of unaccompanied children was 119 between 2- 3 pm (see table 5 and figure 3, page 15, 16). Thus, unaccompanied children represented the highest type as a percentage of pedestrians with 51%, 45% and 50% for week days (see tables, 2, 4 and 6, pages, 13, 15, 16).

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TABLE 1 – Wye Bridge Pedestrians Crossing – Thursday 7th June

<u>Time</u>	<u>Adults</u>	<u>Adults Accompanying Children</u>	<u>Un-Accompanied Children</u>	<u>Cyclists on Road</u>	<u>Cyclists on Pavement</u>	<u>Total all in Hour</u>
7 - 8	33	2	10	5	0	50
8 - 9	64	15	173	6	6	264
9 - 10	45	28	8	16	0	97
10 - 11	43	42	34	9	0	128
11 -12	41	13	45	6	3	108
12 - 13	60	47	27	10	6	150
13 - 14	52	48	8	1	7	116
14-15	33	4	72	5	0	114
15 - 16	38	9	164	8	3	222
16 - 17	32	17	185	4	6	244
17 - 18	29	24	58	3	5	119
18 - 19	25	17	7	2	6	57
Total	495	266	791	75	42	1669

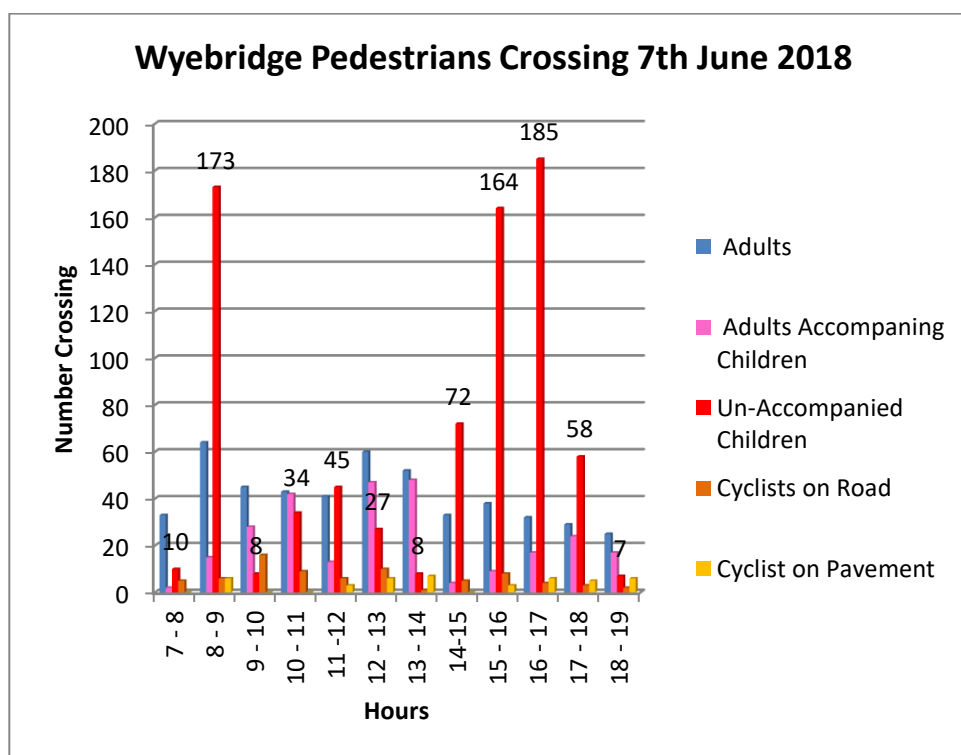


Figure 1 - Pedestrians Crossing – Thursday 7th June 2018

TABLE 2 – Thursday 7th June Pedestrians Types Percentages

	<u>Adults</u>	<u>Adults Accompanying Children</u>	<u>Un- Accompanied Children</u>	<u>Total Walking</u>
Walkers Only	495	266	791	1552
% Type Walker	32%	17%	51%	

	<u>Cyclists on Road</u>	<u>Cyclists on Pavement</u>	<u>Total Cycling</u>
Cyclists Only	75	42	117
% Type Cyclists	64%	36%	

TABLE 3 - Wye Bridge Pedestrians Crossing – Tuesday 12th June 2018

<u>Time</u>	<u>Adults</u>	<u>Adults Accompanying Children</u>	<u>Un-Accompanied Children</u>	<u>Cyclists on Road</u>	<u>Cyclists on Pavement</u>	<u>Total all in Hour</u>
7 - 8	29	5	55	2	4	95
8 - 9	53	11	97	3	7	171
9 - 10	42	21	29	4	2	98
10 - 11	44	25	38	5	6	118
11 - 12	57	22	0	11	6	96
12 - 13	58	4	8	4	3	77
13 - 14	71	21	0	6	5	103
14-15	45	9	56	2	2	114
15 - 16	64	6	158	3	0	231
16 - 17	39	13	151	8	4	215
17 - 18	59	10	33	9	9	120
18 - 19	41	6	4	4	9	64

Total	602	153	629	61	57	1502
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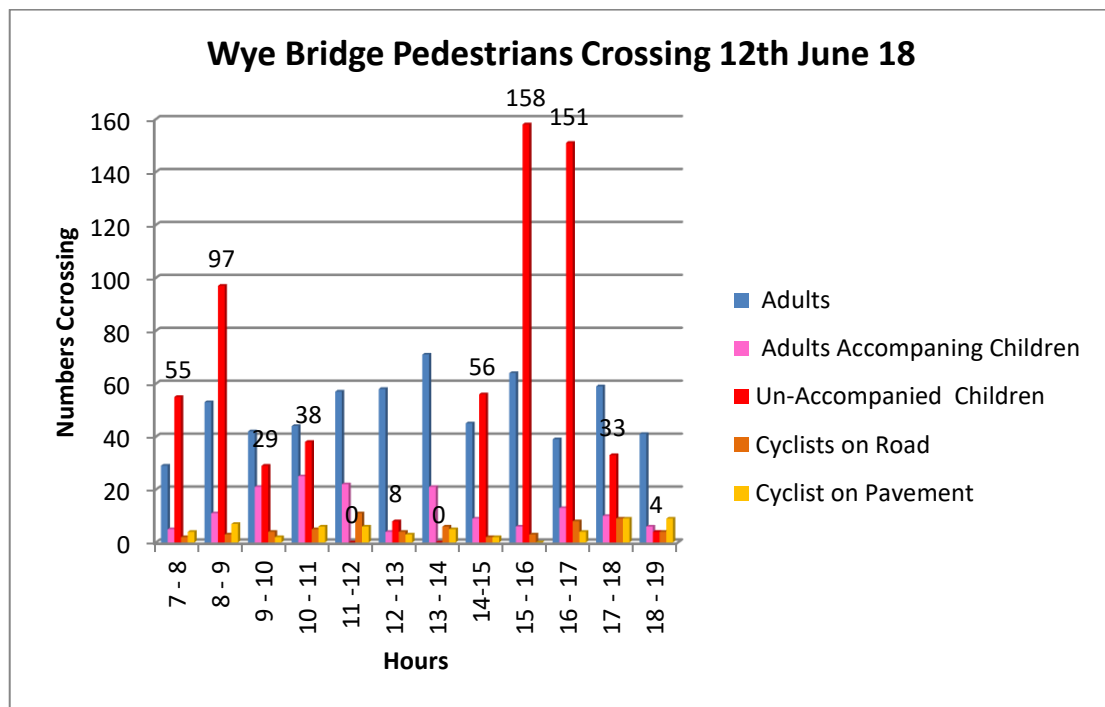


Figure 2 – Pedestrians Crossing – Tuesday 12th June 2018

TABLE 4 – Tuesday 12th June Pedestrians Types Percentages

	<u>Adults</u>	<u>Adults Accompanying Children</u>	<u>Un- Accompanied Children</u>	<u>Total Walking</u>
Walkers Only	602	153	629	1384
% Type Walker	43%	11%	45%	

	<u>Cyclists on Road</u>	<u>Cyclist on Pavement</u>	<u>Total Cycling</u>
Cyclists Only	61	57	118
% Type Cyclists	52%	48%	

TABLE 5 - Wye Bridge Pedestrians Crossing – Wednesday 20th and 27th June 2018 12*

<u>Time</u>	<u>Adults</u>	<u>Adults Accompanying Children</u>	<u>Un- Accompanied Children</u>	<u>Cyclists on Road</u>	<u>Cyclists on Pavement</u>	<u>Total all in Hour</u>
7 - 8	35	2	4	6	4	51
8 - 9	57	5	147	5	3	217
9 - 10	34	8	2	0	7	51
10 - 11	33	39	8	0	7	87
11 - 12	31	43	11	6	10	101
12 - 13	52	12	20	3	12	99
13 - 14	40	9	22	7	6	84
14-15	39	2	119	1	8	169
15 - 16	45	11	102	3	8	169
16 - 17	40	15	113	9	12	189
17 - 18	50	23	100	9	12	194
18 - 19	39	6	17	10	8	80
Total	495	175	665	59	97	1491

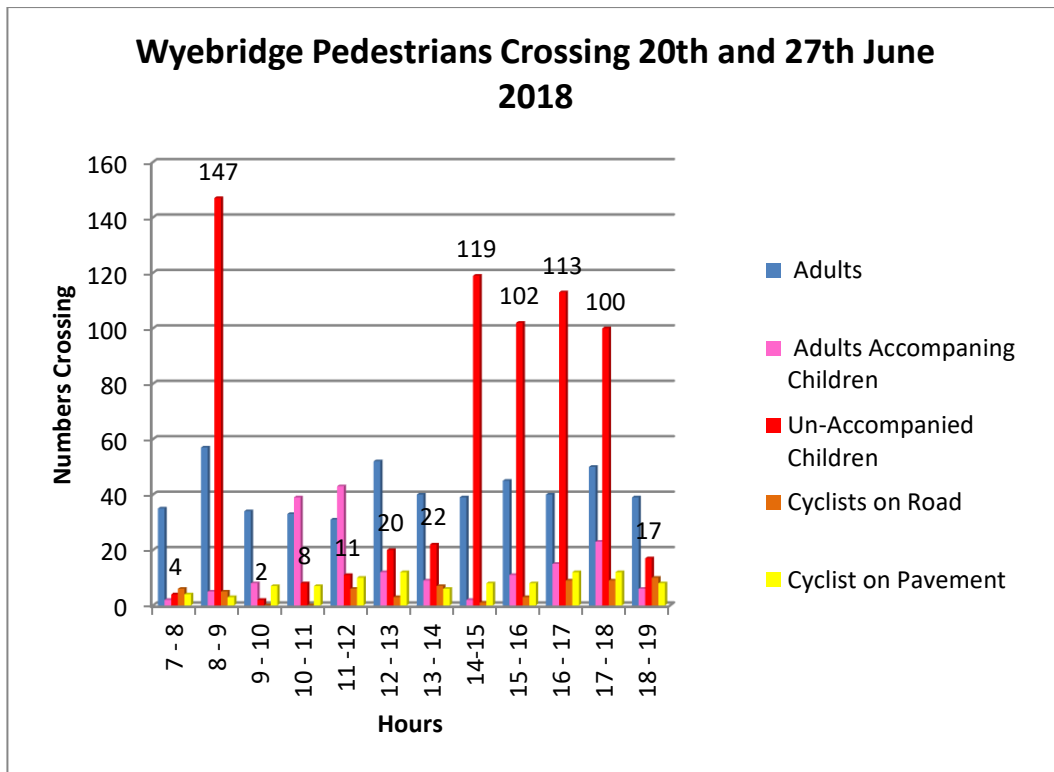


Figure 3 – Pedestrians crossing – Wednesday 20th and 27th June 2018

*Data gathered to represent a typical week day, though on separate dates.

TABLE 6 – Wednesday 20th and 27th June Pedestrians Types Percentages

	Adults	Adults Accompanying Children	Un-Accompanied Children	Total Walking
Walkers Only	495	175	665	1335
% Type Walker	37%	13%	50%	

	Cyclists on Road	Cyclist on Pavement	Total Cycling
Cyclists Only	59	97	156
% Type Cyclists	38%	62%	

TABLE 6A – Averaged Numbers Crossing – Week Days

<u>Time</u>	<u>Adults</u>	<u>Adults Accompanying Children</u>	<u>Un- Accompanied Children</u>	<u>Cyclists on Road</u>	<u>Cyclists on Pavement</u>	<u>Total in Hour</u>
10-11	67	16	45	9	24	161
11-12	39	7	20	10	18	94
12-13	41	8	90	12	23	174
13-14	47	19	40	10	26	142
14-15	72	26	42	11	34	185
Total	266	76	237	52	125	756

TABLE 7 - Wye Bridge Pedestrians Crossing – Saturday 19th May 2018

Total Pedestrians Week Days	
Day 1	1552
Day 2	1384
Day 3	1335
Total	4271

Average per Day	1424
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Total Cyclists Week Days	
Day 1	117
Day 2	118
Day 3	156
Total	391

Average per Day	130
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	<u>Adults</u>	<u>Adults Accompanying Children</u>	<u>Un- Accompanied Children</u>	<u>Total Walking</u>
Walkers only	266	76	237	579
% Type Walker	46%	13%	41%	

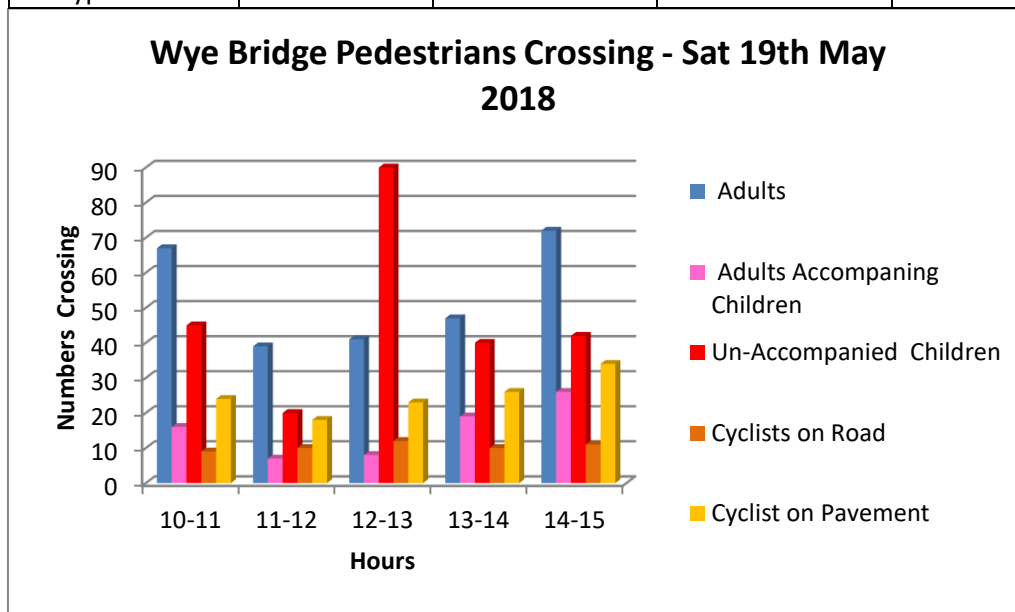


Figure 4 – Pedestrians Crossing – Saturday 19th May 2018

TABLE 8 – Saturday 19th May Pedestrians Types Percentages

	<u>Cyclists on Road</u>	<u>Cyclist on Pavement</u>	<u>Total Cycling</u>
Cyclists Only	52	125	177
% Type Cyclists	29%	71%	

TABLE 9 - Wye Bridge Pedestrians Crossing – Sunday 20th May 2018

<u>Time</u>	<u>Adults</u>	<u>Adults Accompanying Children</u>	<u>Un- Accompanied Children</u>	<u>Cyclists on Road</u>	<u>Cyclists on Pavement</u>	<u>Total in Hour</u>
10-11	63	17	12	15	3	110
11-12	77	10	22	30	26	165
12-13	77	22	26	26	45	196
13-14	34	5	39	2	10	90
14-15	76	15	14	10	26	141
Total	327	69	113	83	110	702

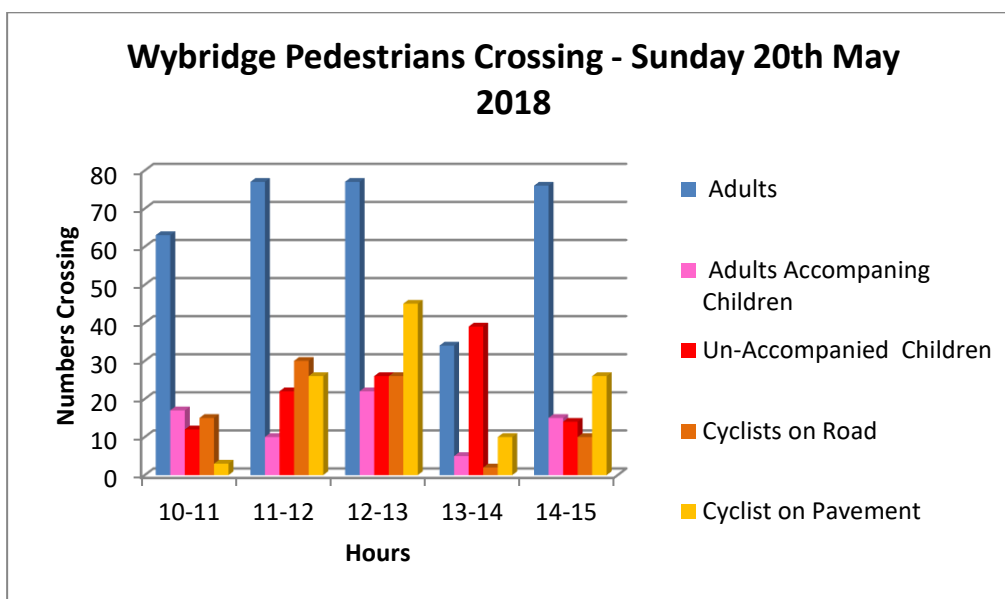


Figure 5 – Pedestrians Crossing – Sunday 20th May 2018

TABLE 10 – Sunday 20th May Pedestrians Types Percentages

	<u>Adults</u>	<u>Adults Accompanying Children</u>	<u>Un- Accompanied Children</u>	<u>Total Walking</u>
Walkers Only	327	69	113	509
% Type Walker	64%	14%	22%	

	<u>Cyclists on Road</u>	<u>Cyclist on Pavement</u>	<u>Total Cycling</u>
Cyclists Only	83	110	193
% Type Cyclists	43%	57%	

TABLE 11 - Wye Bridge Pedestrians Crossing – Saturday 19th and Sunday 20th May 2018

<u>Time</u>	<u>Adults</u>	<u>Adults Accompanying Children</u>	<u>Un- Accompanied Children</u>	<u>Cyclists on Road</u>	<u>Cyclists on Pavement</u>	<u>Total in Hour</u>
10-11	130	33	57	24	27	271
11-12	116	17	42	40	44	259
12-13	118	30	116	38	68	370
13-14	81	24	79	12	36	232
14-15	148	41	56	21	60	326

Total	593	145	350	135	235	1458
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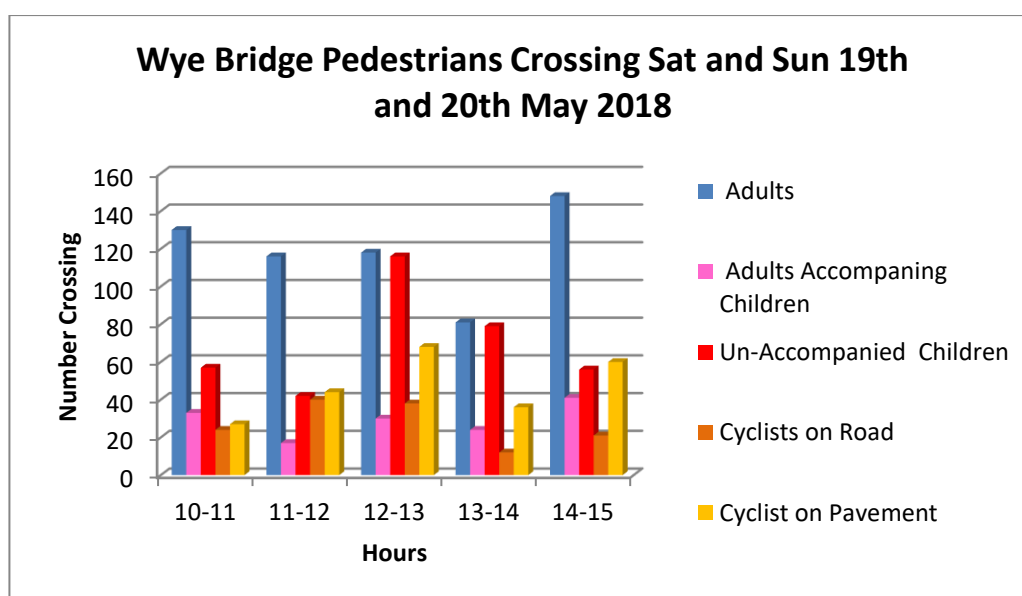


Figure 6 – Pedestrians Crossing – Sat19th and Sun 20th May 2018

TABLE 12 – Sat 19th and Sun 20th May Pedestrians Types Percentages

	<u>Adults</u>	<u>Adults Accompanying Children</u>	<u>Un- Accompanied Children</u>	<u>Total Walking</u>
Walkers Only	593	145	350	1088
% Type Walker	55%	13%	32%	

	<u>Cyclists on Road</u>	<u>Cyclist on Pavement</u>	<u>Total Cycling</u>
Cyclists Only	135	235	370
% Type Cyclists	36%	64%	

**TABLE 13 - UN accompanied Children Wye Bridge Pedestrians Crossing –
Week days (7th, 12th, 20th and 27th June 2018)**

Time	Numbers Crossing	%
7 - 8	69	3%
8 - 9	417	20%
9 - 10	39	2%
10 - 11	80	4%
11 -12	56	3%
12 - 13	55	3%
13 - 14	30	1%
14-15	247	12%
15 - 16	424	20%
16 - 17	449	22%
17 - 18	191	9%
18 - 19	28	1%
Total	2085	

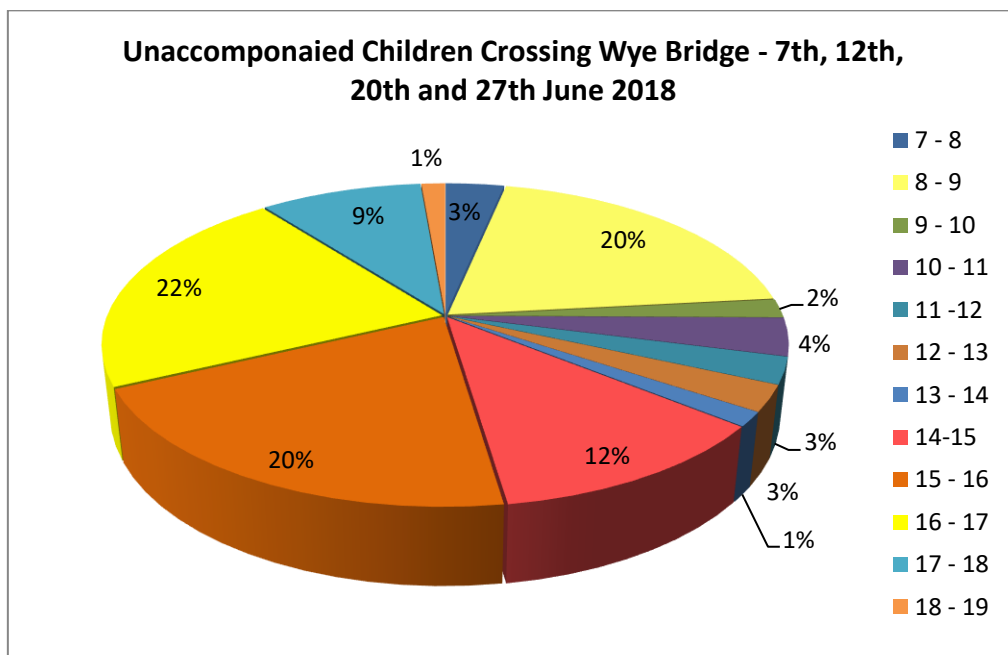


Figure 7 – Unaccompanied Children Crossing Wye Bridge – Week days June 2018

Appendix 4A: School Active Travel Survey,

Summary of method and data retrieved from Survey q. 1-9

The survey was delivered to schools with the letter attached (see appendix 4B) which the schools were asked to send out. Some schools just sent out the link to the Survey, or did their own version of the template letter. 356 children took the survey across the 9 schools of the town. This equates to well over 10% of the total number of children in school in Monmouth (state and private schools). The survey was conducted between January and March 2018.

The questions were:

1. Do you cross The River Wye in order to get to / from school?

- 189 said no
- 162 said yes

- 90 responders from Haberdashers Monmouth said no
- 92 responders from Haberdashers Monmouth said yes

- 100 responders from MCC maintained schools said no
- 70 responders from MCC maintained schools said yes

2. How do you normally get to school?

Walk / Cycle / School Bus / Public Service Bus / Lift from your own parents / guardians / Taxi / Other

- 102 (29%) of the total responders normally walked to school (74MCC / 28 Habs).
- ***Of those 162 students who cross the Wye Bridge, 25 Walked to school (15%).***
- ***Of those 189 students who don't cross the Wye Bridge, 72 walked to school (38%).***
- Here we have evidence of a significantly higher number of walkers in the category of students who don't have to cross the Wye Bridge, pointing towards possible safety concerns from the students' and their parents (this is backed up in the anecdotal evidence – the responses to question 6 – please see appendix 4C pages 37- 47).
- 149 (42%) of the total responders normally got a lift from parents (40 from MCC schools, 109 from Haberdashers' Monmouth).
- ***Of those 162 students who crossed the Wye Bridge, 72 (47%) got a lift from parents.***

- ***Of those 189 students who don't cross the Wye Bridge, 73 (39%) got a lift from parents.***
- The evidence here leans perhaps towards more parents giving their children a lift to ensure their safety across the Wye Bridge.
- There were only two cyclists (neither crossing the bridge)

3. How do you normally get home from school?

Walk / Cycle / School Bus / Public Service Bus /Lift from your own parents /guardians / Taxi / Other

- 115 (32%) of the total number of students normally walk home from school.
- ***Of the 162 students who took the survey who have to cross the Wye Bridge, 37 (23%) normally walk home from school.***
- ***This compares with 72 (38%) of the 189 students who don't cross the bridge who normally walk home from school.***
- Again, there is a significantly higher percentage of walkers in the category of students who don't cross the bridge in order to get home from school.
- 148 (42%) of the total numbers of students normally get a lift home from parents from school.
- ***Of those students who cross the Wye Bridge, 77 (47%) normally get a lift home from parents.***
- ***This compares with 71 students out of 189 (38%) who do not cross the Wye, who normally get a lift home from parents.***
- There was only 1 cyclist.

4. If you are not currently walking to school, would you consider it? If yes, why are you not currently walking? If no, why not?

- 205 of the total of 356 responders (58%) said they would not consider walking to school. 66 (19%) said they would consider it.
- ***108 (67%) of the students who have to cross the bridge, said they would not consider walking to school. 25 students (15%) said that they would consider it.***
- ***97 of the 189 students who don't cross the bridge (53%) said they would not consider walking to school. 41 of these students (21%) said they would consider it.***
- Further evidence here that a significant higher proportion of students who do not cross the bridge would consider walking. Please see p.37 for a summary of verbal

responses. The low response for considering walking in getting to and from school is also due to the fact that many students from Haberdashers Monmouth Schools live outside the town and cited distance as the major obstacle to walking or cycling.

5. If you are not currently cycling to school, would you consider it? If yes, why are you not currently walking? If no, why not?

- 255 (72%) of the 356 total responders said they would not consider cycling to school. 75 (21%) of the total responders said they would consider cycling to school.
- ***Of those students who cross the Wye Bridge, 122 (78%) said they would not consider cycling. 22 (13%) said they would consider cycling.***
- ***Of those students who do not cross the Wye Bridge, 129 (68%) said they would not consider cycling. 48 (25%) said they would consider cycling.***
- The evidence leads towards more positive attitudes towards cycling from students who do not cross the Wye Bridge. See appendix 4C p.42 – 45, a summary of verbal responses which also suggests this.

6. Any other comments on walking and cycling in Monmouth?

- All the comments recorded on the School Active Travel Survey can be found p.5-26 of appendix 3.

7. Which school do you attend?

Monmouth School Pre Prep: 21 responses

Monmouth Boys' Prep: 44 responses

Monmouth Girls' Prep: 11 responses

Monmouth School for Boys: 68 responses

Monmouth School for Girls: 36 responses

Osbaston: 9 responses

Kymin View: 26 responses

Overmonnow: 3 response

Monmouth Comprehensive: 136 responses

8. Which School year are you in? There was a broad age range of responders, from reception to year 13. Children in KS1 (ages 4-7) were usually represented by their parents. Secondary aged children were more strongly represented through the large number of responses from the Comprehensive and boys' school (see above).

9. Where do you live?

Of the 356 students / parents who took the survey, 211 live outside Monmouth, 59% of the total number of students. 74% of students from Haberdashers Monmouth who took the survey live outside Monmouth. 48 responders lived in Wyesham – 13.5% of the total number of responses.

Appendix 4B; Template letter sent to schools to facilitate the School Active Travel Survey in Monmouth

January 2017

Dear Students / Children (please delete as appropriate!) and Parents,

Monmouth Town Council's Active Travel Group, with the backing of Monmouthshire County Council, are looking into ways of encouraging walking and cycling (Active Travel) in Monmouth, with a particular focus on the crossing of the Wye Bridge.

Currently approximately 4500 journeys are by school-aged children, who walk across the Wye Bridge on a weekly basis. The Town Council would really like to hear from all school-aged children studying in Monmouth.

Children / Students:

The Town Council is interested to hear from you regarding how you travel to school on a daily basis. They also wish to seek your and your parents' opinions about walking and cycling to school.

Parents:

Please could you complete a short survey with your child / children, regarding their daily journey into school. Please could you complete it together, regardless of whether the bridge crossing is part of your child's / children's route to and from school.

We would encourage you to ask your child / children to answer the questions with you, in order to engage in the key questions that the study raises. You can access this short three-minute survey by following the link here:

https://iweb.itouchvision.com/portal/f?p=citizen:category_link:::::CUID,LANG:5F85F6E00F10435E2A138E130531A401A8C03847,EN&P_LANG=en

(Please note you can access the survey without registering an email with Monmouthshire County Council - just click on 'submit report without registering').

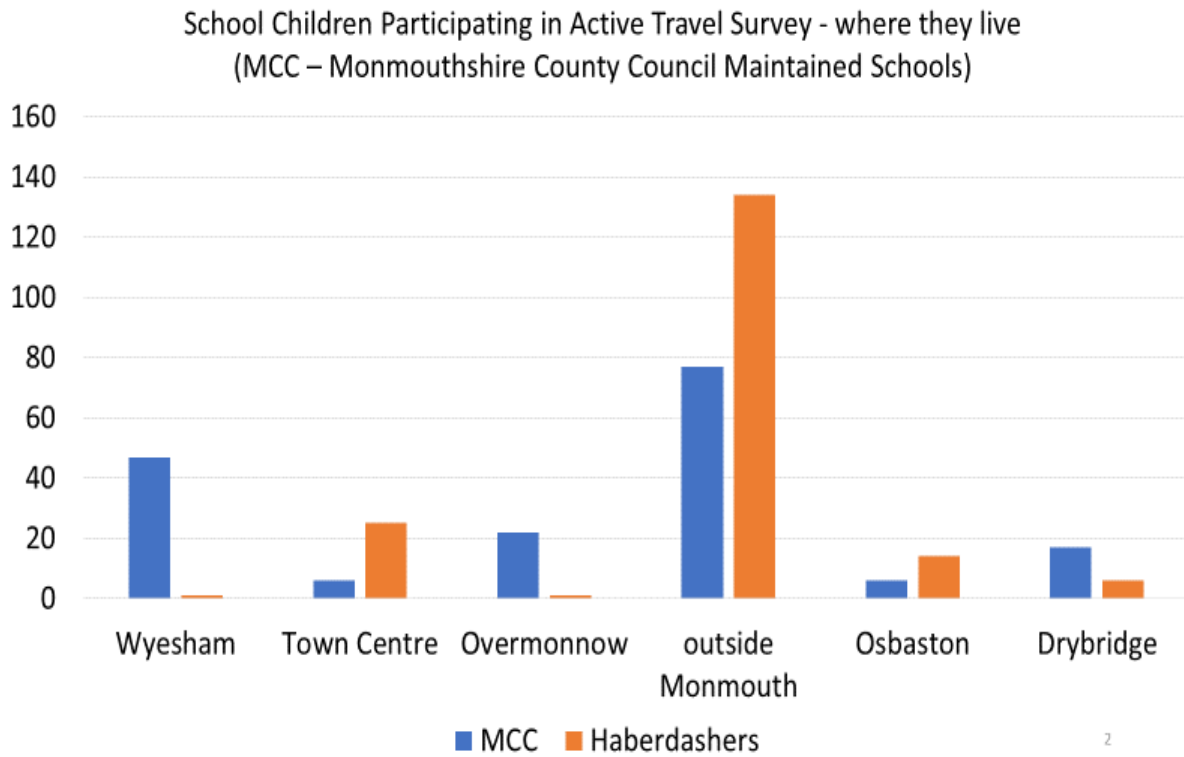
There will be further opportunities for public discussion and engagement on the topic of Active Travel in Monmouth in the future. We will keep you updated as this study develops.

Yours Sincerely,

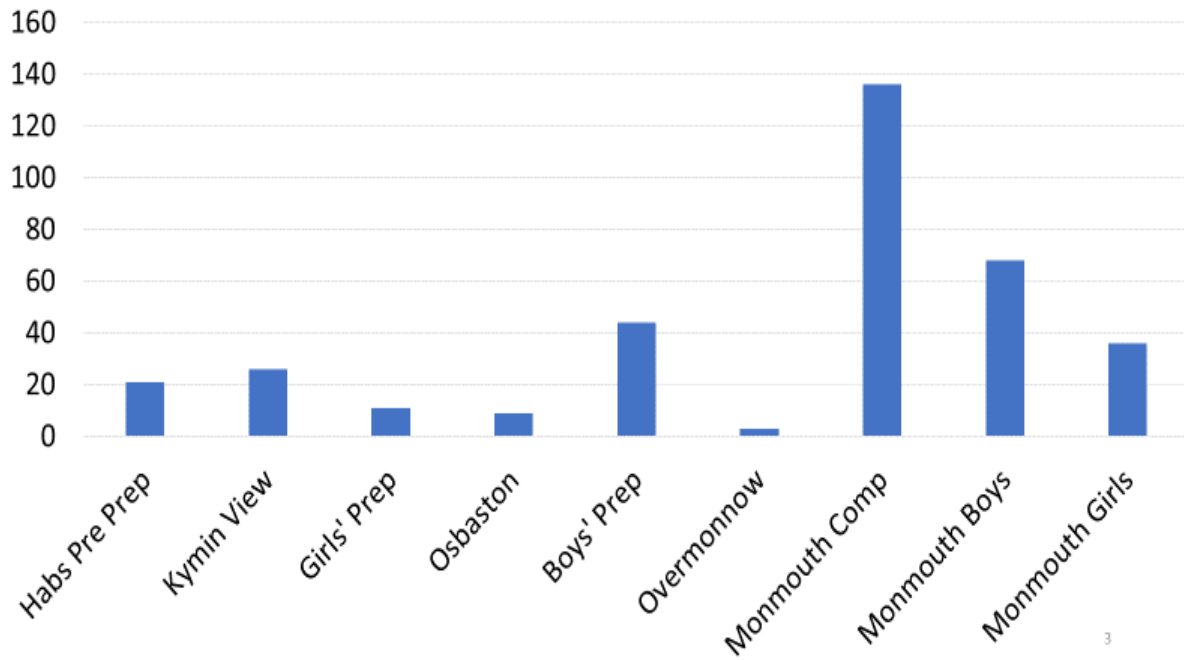
Headteacher

Appendix 4C:

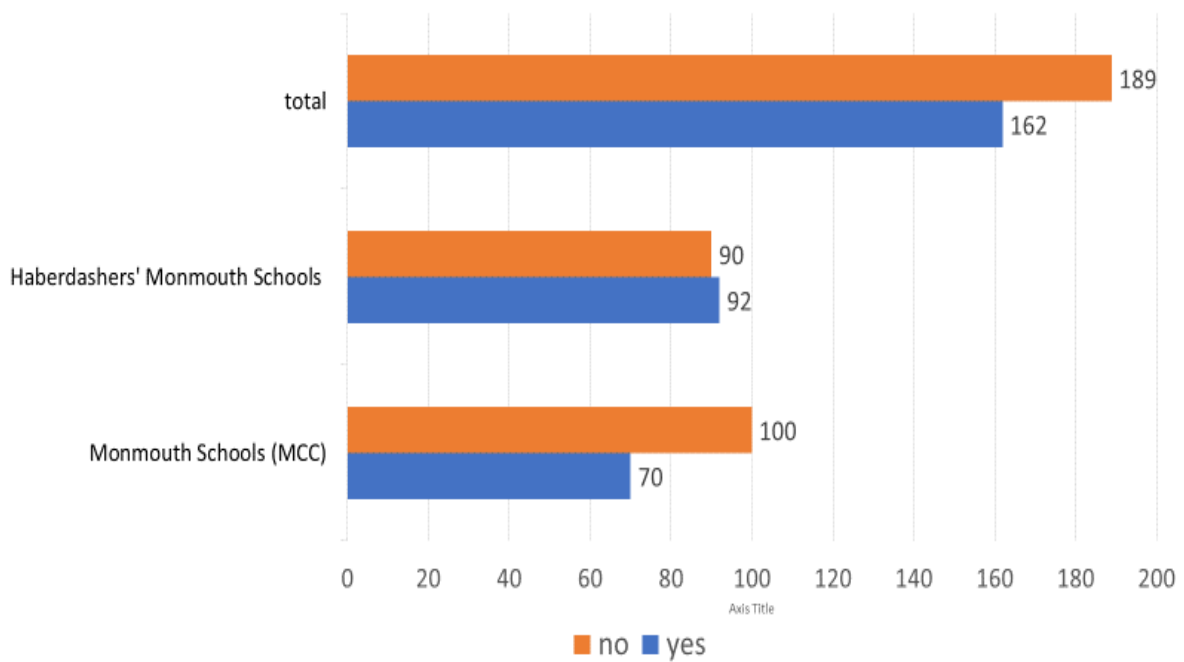
A Summary of data charts and verbal responses from the School Active Travel Survey, conducted between January and March 2018 in Monmouth.



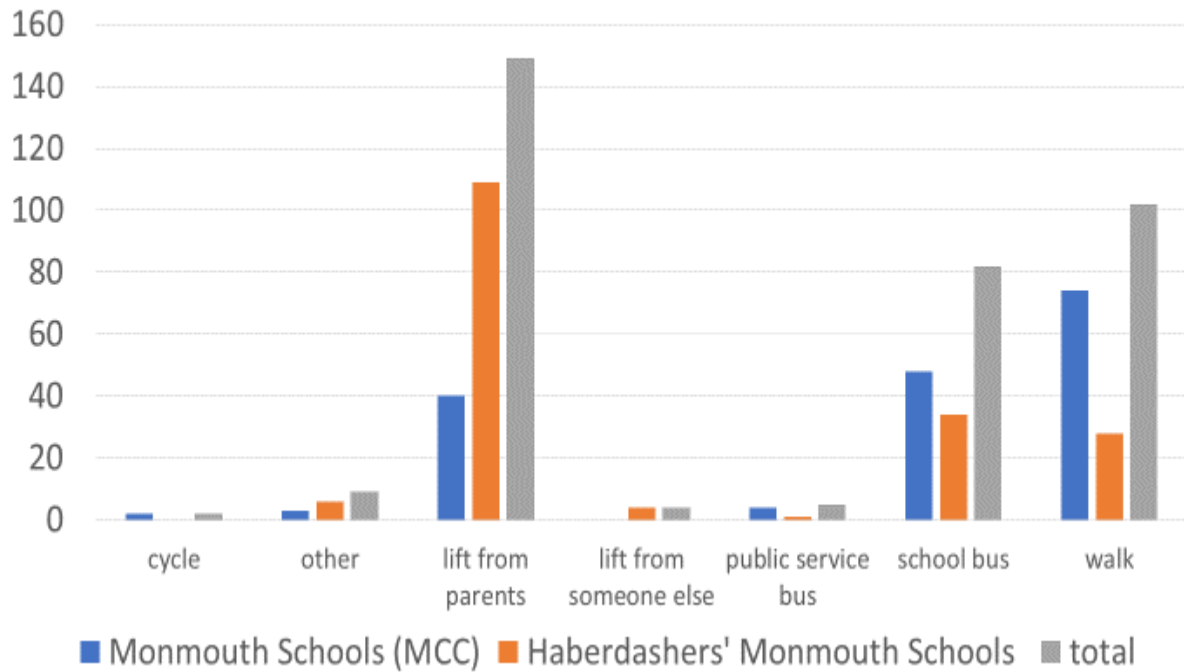
School Children who participated in survey - breakdown of numbers of participants from each school



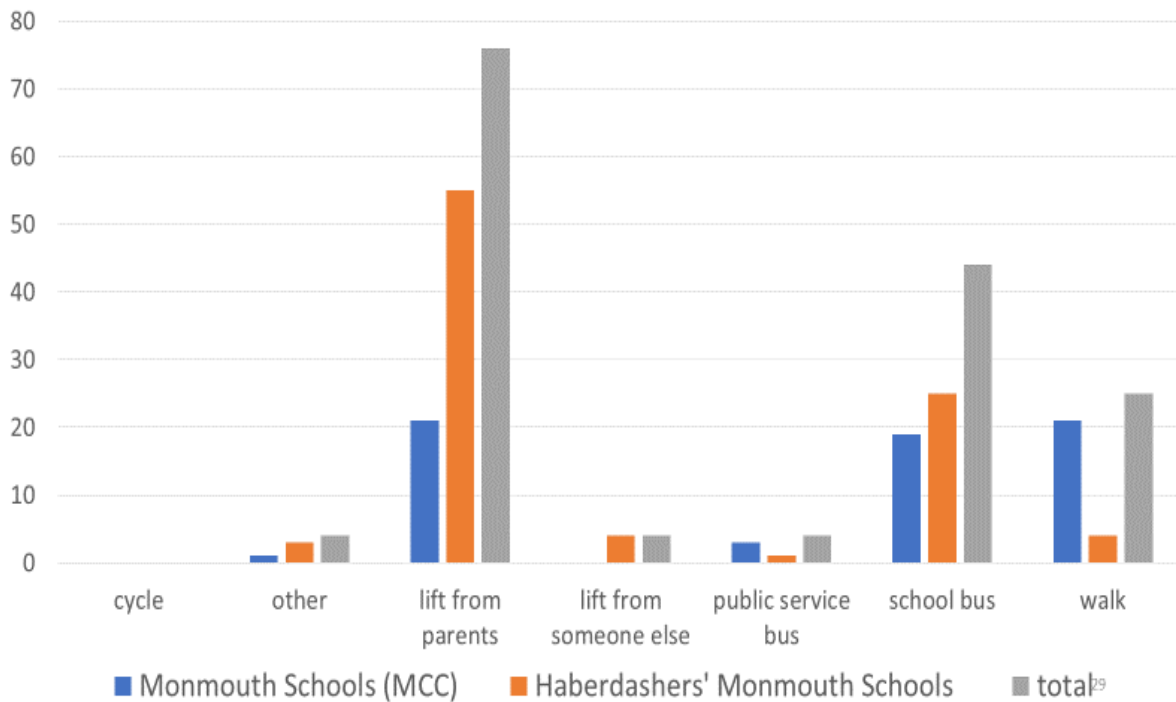
Do you cross the River Wye to get to school?



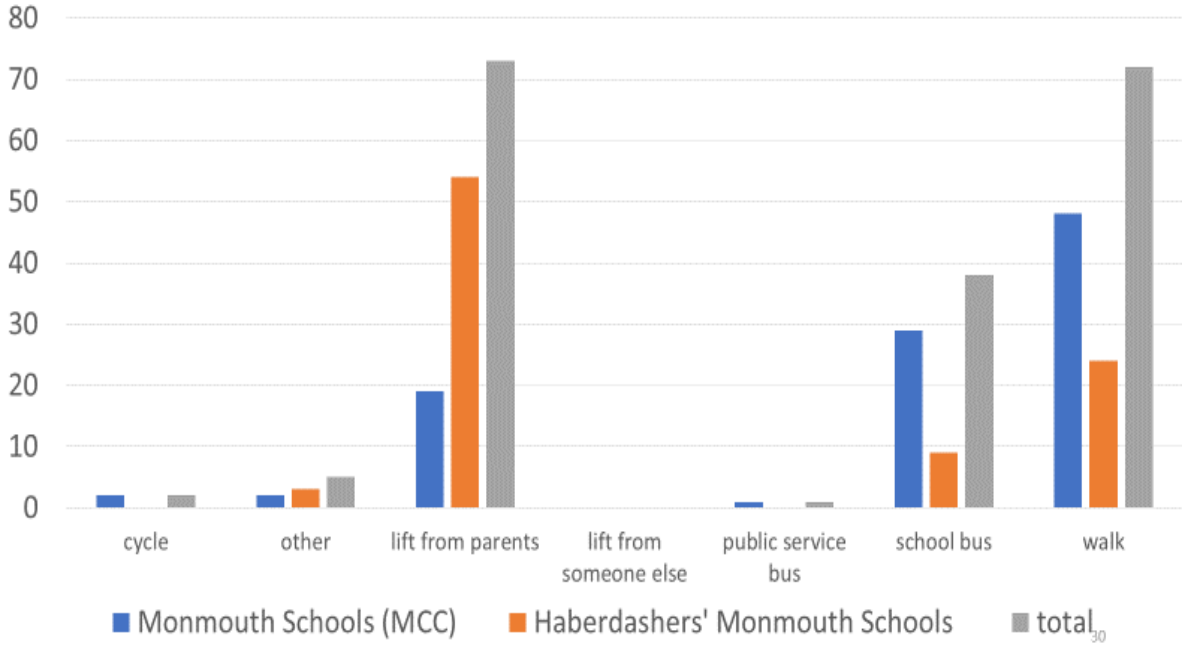
How do you normally get to school? (complete survey response)



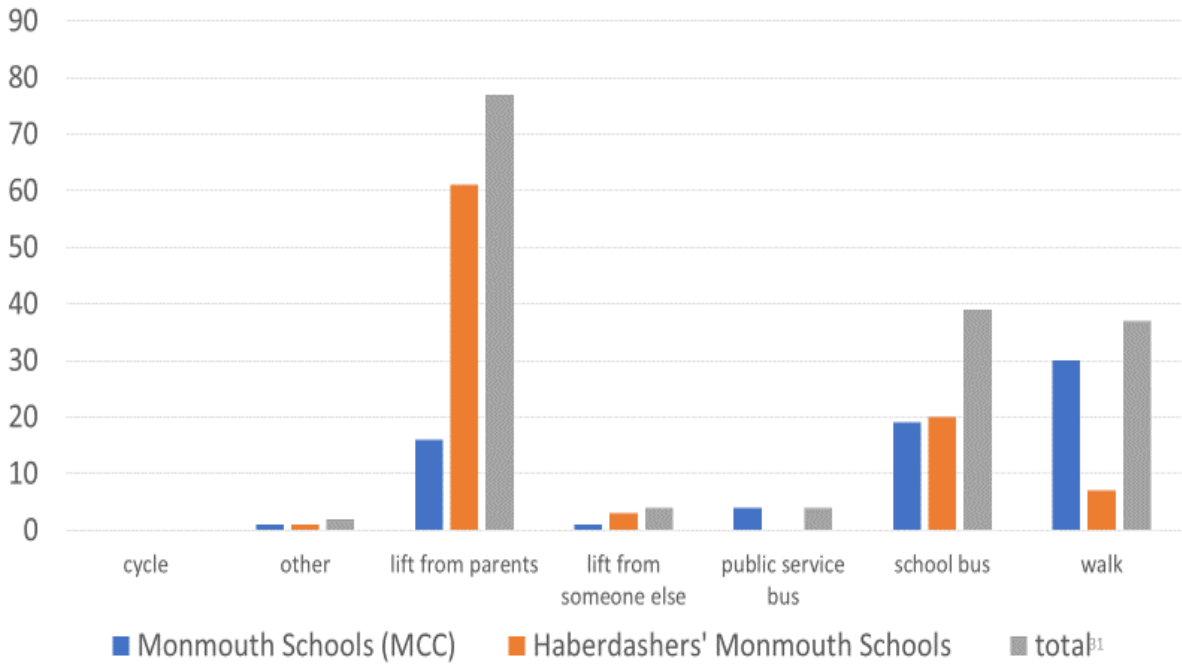
Students who cross the Wye Bridge - How do you normally get to school?



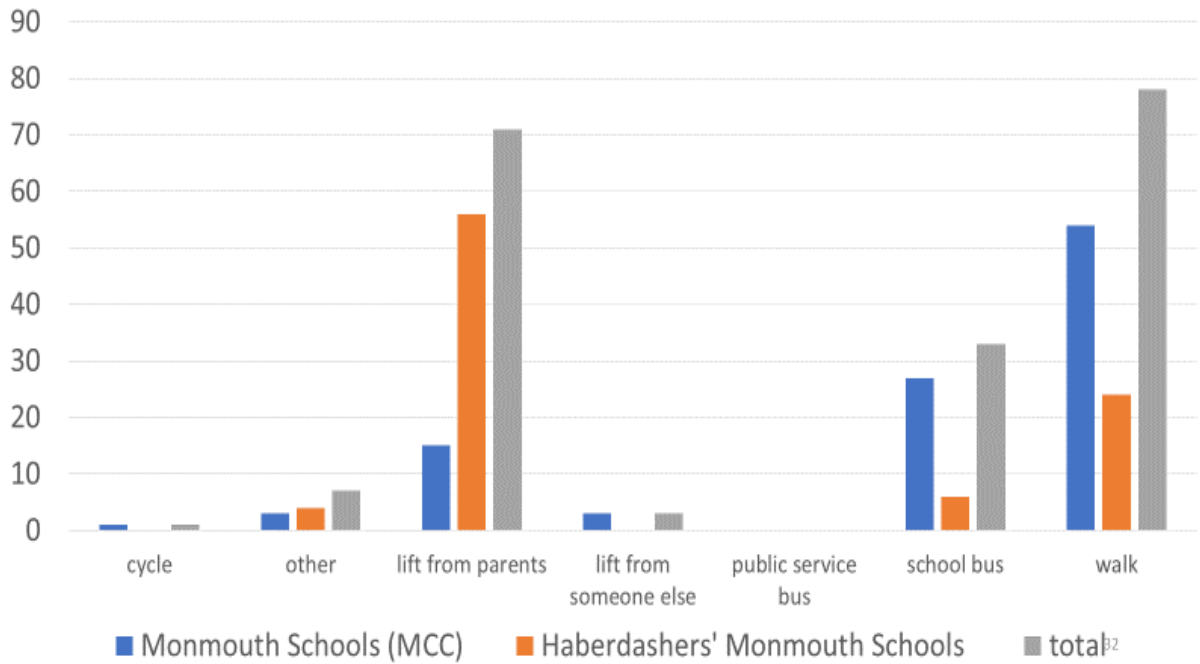
Students who do not cross the Wye Bridge - how do you normally get to school?



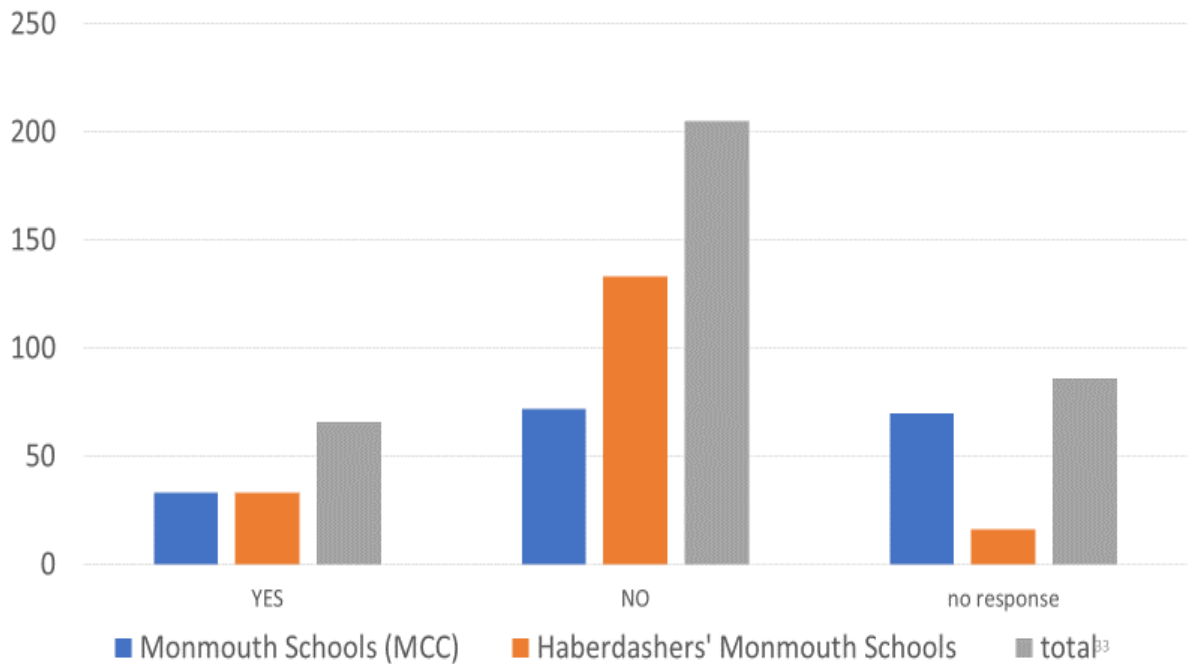
Students who cross the Wye Bridge - how do you normally get home from school?



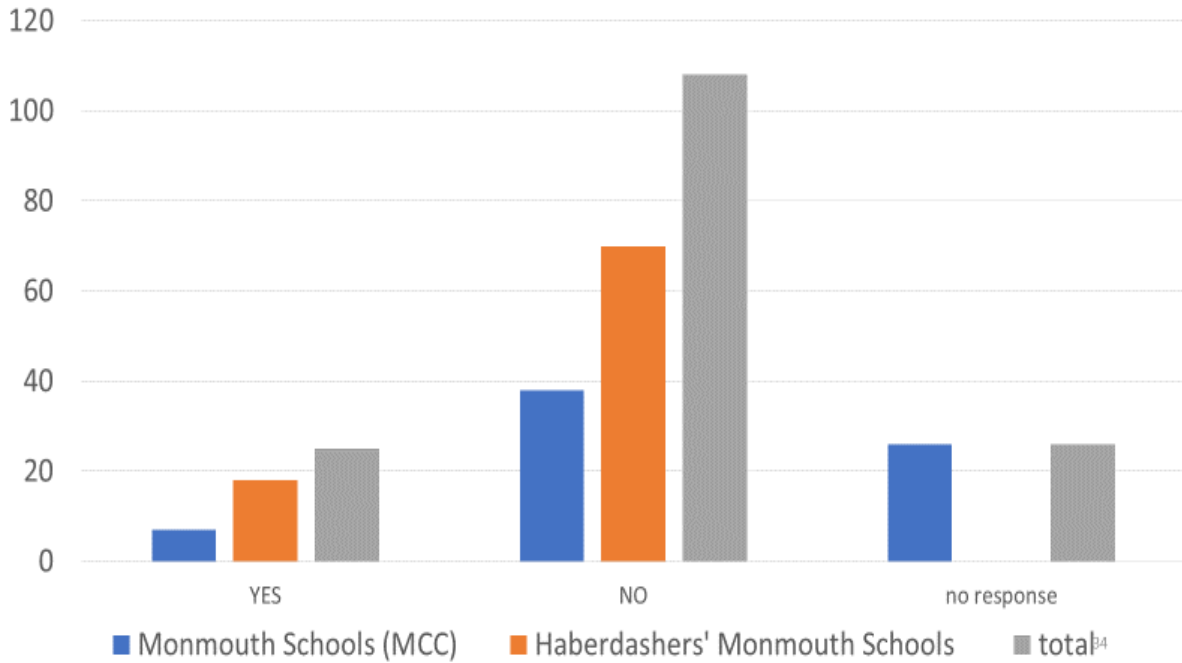
Students who do not cross the Wye Bridge - how do you get home from school?



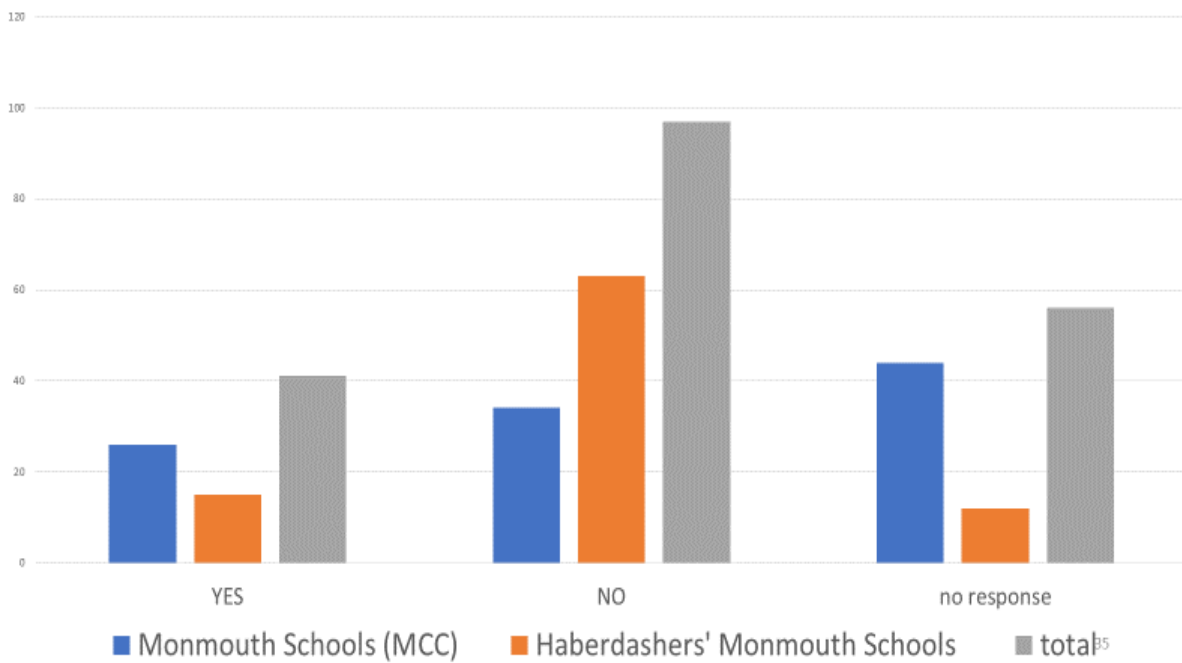
If you are not currently walking to school, would you consider it? (full survey response)



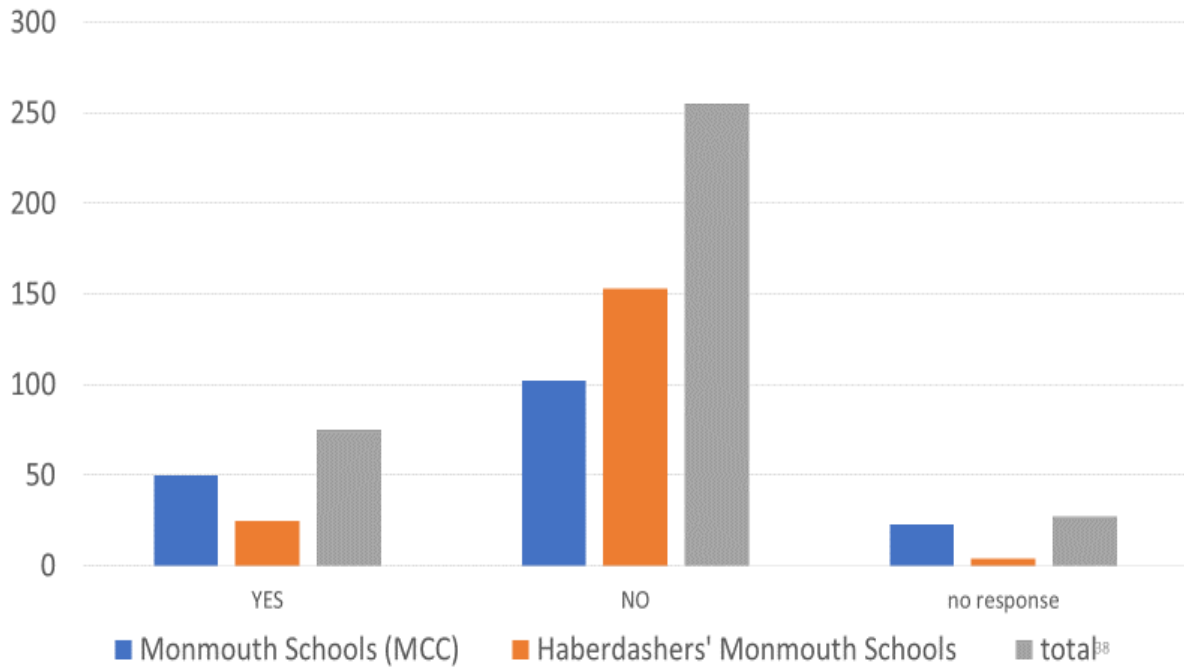
Students who use the Wye bridge - If you are not currently walking to school, would you consider it?



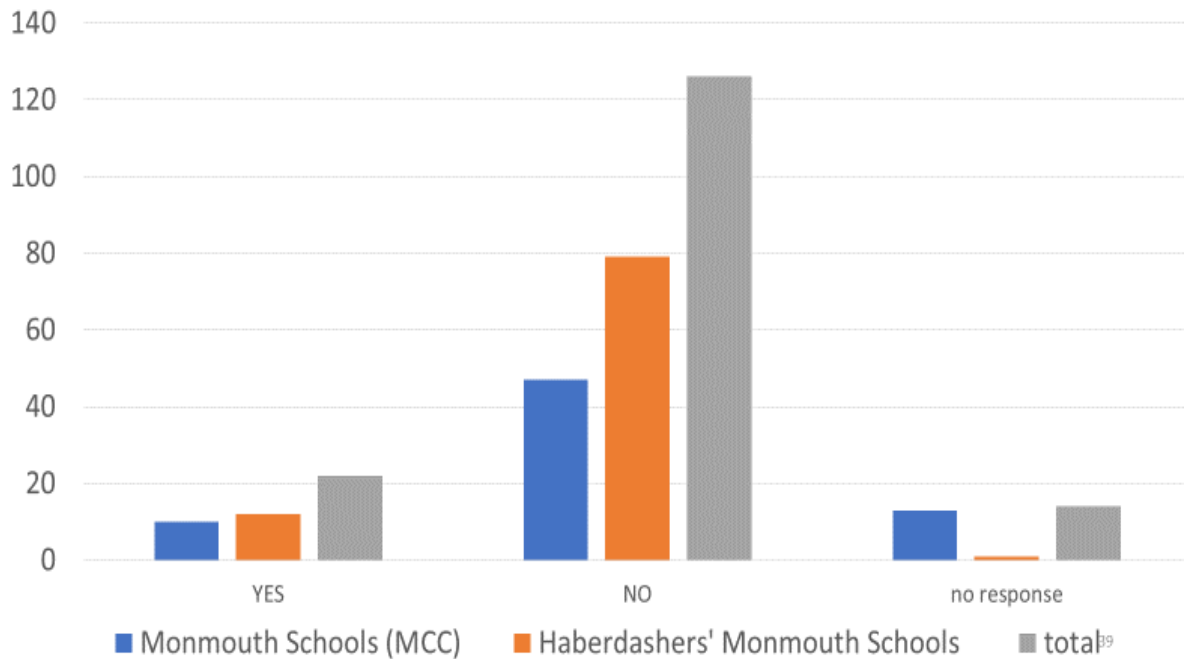
Students who do not use the Wye bridge - If you are not currently walking to school, would you consider it?



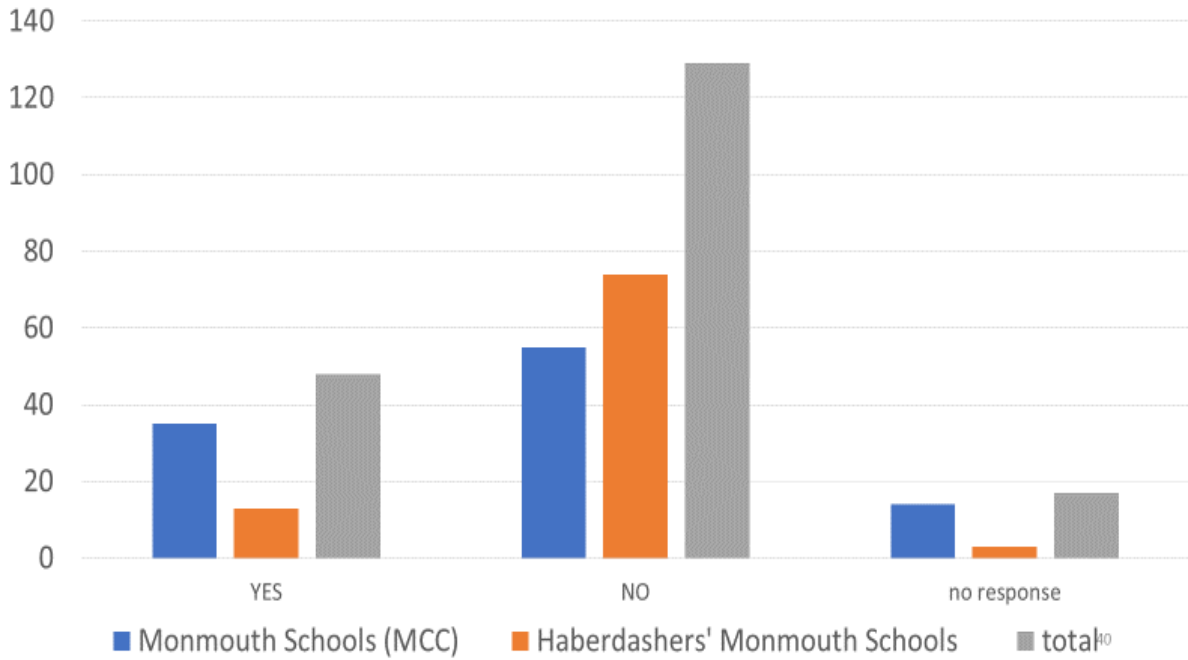
If you are not currently cycling to school, would you consider it? (full response)



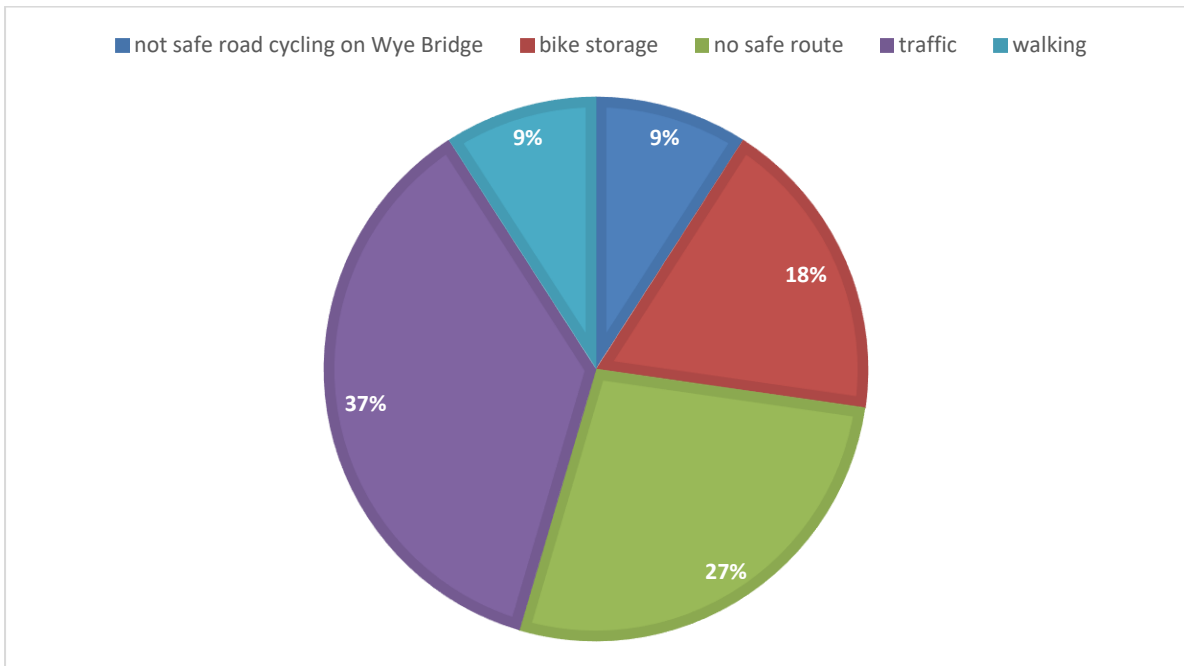
Students who use the Wye bridge - if you are not currently cycling to school, would you consider it?



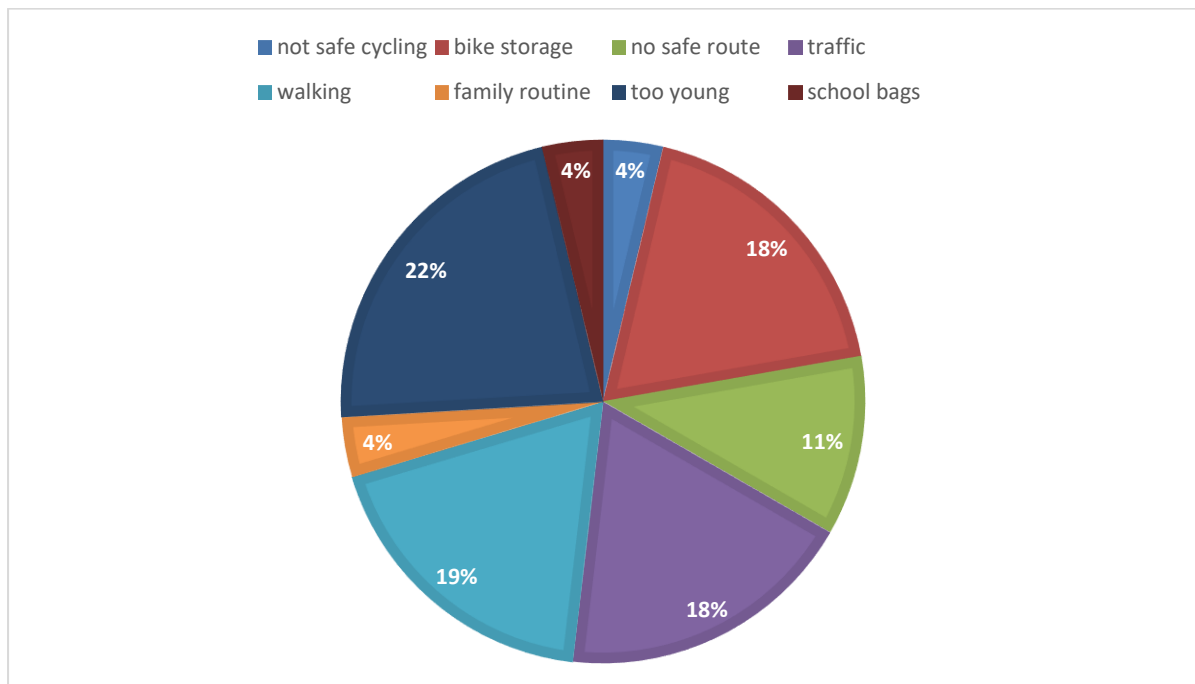
Students who do not use the Wye bridge - if you are not currently cycling to school, would you consider it?



Students who cross the Wye Bridge – why are you not currently cycling?
(response from those who stated they would consider it)



Students who do not cross the Wye Bridge – why are you not currently cycling?
(response from those who stated they would consider it)



Responses to Q.6 Are there any other comments you would like to make regarding walking and cycling in Monmouth?

cycle pathways would be good.
Monmouth Comprehensive student, year 9, lives outside Monmouth

Do cross wye bridge to go to astro. Sometimes walk/drive and cycle. Also sometimes to Lidl.
Osbaston student (year 5), lives in Town Centre

As with many parts of Wales, there is no clear information and promotion of footpaths/cycle paths. I am a resident and i have no idea where to go for a walk other than across Vauxhall field. Bridge simply isn't safe enough. There is the very evident pollution plus lorries that have been seen to mount the curb.

Osbaston student (parent), reception, lives in Osbaston

Monmouth should be a cycling town as it is compact. However the car is dominant and spoils the whole character of the town, it needs a radical rethink along the lines of Shrewsbury with a car park on the Vauxhall fields and a pedestrian bridge across the river. The town would then be largely car free and a wonderful place to be free of the noise and fumes of traffic.

Monmouth Comprehensive student, year 10, lives in Drybridge

People drive very fast on Dixton Road. Traffic calming would help cyclists and pedestrians.

Osbaston student (year 5), lives outside Monmouth

No cycle lanes makes it unsafe
Monmouth Comprehensive student, year 7, lives in Osbaston

6

I am filling this in because after school I get the 35 bus from the bottom of May Hill or get picked up from Lidl so I walk from school over the bridge every day.

Monmouth Comprehensive student, year 9, lives outside Monmouth

Cycling would risk your life. Walking is not an option

Monmouth Boys' Prep Student / Parent

we often cycle from wyesham to Monmouth but can be stressful crossing current wye bridge with 5 yr old on small pavement

Kymin View student (parent), Reception, lives in Wyesham

We need a pedestrian cycle bridge across the river Wye - current provision for students from Wyesham simply isn't safe enough. There is the very evident pollution plus lorries that have been seen to mount the curb. **Osbaston student (parent) Year 1, lives in Drybridge**

cycle paths would be good and park run in town on Saturday please

Monmouth Comprehensive student, year 10, lives outside Monmouth

No safe routes to cycle.
Monmouth Comprehensive student, year 10, lives outside Monmouth

5

Need more cycle paths
**Monmouth Schools’
Pre Prep Parent**

Walking is less than 20 minutes and largely on flat ground. Allows me to meet up with friends along the way. Cycling would never work as I have too many books and kit to carry and it would be unsafe on a bike. Also there is no where to safely store a bike at MCS.

Monmouth Comprehensive student, year 9, lives in Overmonnow

Wye bridge is very busy, lots of lorries very close to the path. A foot bridge for cyclists & pedestrians only would be so much safer

**Monmouth
Comprehensive
Student, year 8,
Wyesham**

People should not cycle on pavements when I am trying to walk to school.

Kymin View Student, year 6, lives in Wyesham

I would consider it really dangerous on the roads for push bikes.

**Monmouth Comprehensive Student, year 12,
Outside Monmouth**

Yes for motorists to give way more often to school children in the mornings and afternoons in the town areas and up by ST James's Square area.

Monmouth Comprehensive student, year 8, lives in Overmonnow

Pollution levels around the Wye bridge always seem pretty bad...wouldn't want to breathe it in every day

Monmouth Schools’ Pre Prep Parent

I like to cycle but the roads around my particular school are very busy and not suitable for safe cycling.

Monmouth Comprehensive Student, year 12, Outside Monmouth

Safer paths in better condition would be great, and pedestrian only foot bridge

Monmouth Comprehensive Student, year 11, Wyesham

no dedicated cycle paths and very narrow streets which would make it harder for young children

Monmouth Comprehensive Student, year 7, Outside Monmouth

When walking into Monmouth on weekends I find larger vehicles quiet daunting when they come over the bridge. I also worry about the amount of traffic that also run a red light. The volume of traffic has increased so much that I feel Monmouth need to make some changes with regarding transport so that walking to Monmouth would be a more pleasurable experience.

Kymin View Parent, year 4, Wyesham

We drive the school run as there is no safe cycle route. From Brook Estate to the old bridge is fine, but there the links end. the allotment road could link up with the old railway bridge over the river; the old bridge needs to more directly link up with chippy park and onwards.

Osbaston Parent, year 3, Drybridge

My parent drops me off/ collects by Lidl/ Hadnock Road and I walk to school from there

Monmouth Comprehensive Student, year 10, Outside Monmouth

Lack of cycle paths. Roads are in very poor condition making it dangerous to cycle on.

Monmouth Comprehensive student, year 9, lives outside Monmouth

Walking should be encouraged. Cycling along river a good idea but roads too congested for cycle lanes which would cause havoc

Habs Monmouth Schools Pre Prep Parent

The appalling state of the roads between Rockfield and Comp increases hazard of cycling

Monmouth Comprehensive student, year 8, lives in Drybridge

Need suitable bike racks

Monmouth Comprehensive student, year 11, lives in Osbaston

Subway horrible. More cycle paths needed

Monmouth Boys' Prep Student / Parent

The bridge gets flooded and we get splashed by vehicles going through puddles. There are a lot of heavy vehicles, especially in the morning which can be quite dangerous. It's quicker to walk than drive!

Monmouth Comprehensive Student, year10, Wyesham

9

Sometimes we walk into school from rowing club car park but the traffic is so heavy on the bridge and the pavement is so narrow I don't feel safe when a lorry or bus goes past. I definitely wouldn't ride a bike over the bridge.

Monmouth Boys' Prep Student/ Parent

The pavements are quite narrow particularly in the high street. There doesn't appear to be any designated cycle routes. The construction site around the school at the moment could present a hazard for cyclists

Monmouth Comprehensive Student, year 9, Outside Monmouth

if we had a path just for bikes it would make getting to school faster and better

Monmouth Comprehensive Student, year9, Wyesham

We drive to town and walk across the bridge as it's quicker

Monmouth Boys' Prep Student / Parent

Prefer walking - safer. Would be nice to ensure drain is kept clear on the wye bridge as it is prone to blockage and puddles. My daughter had to walk through a huge amount of water when it was blocked - school shoes ruined -drains should be cleared on more frequent intervals.

Monmouth Comprehensive Parent, year10, Wyesham

10

I HAVE ADHD AND OTHER PROBLEMS WHICH MAKE IT VERY DIFFICULT T GET TO SCHOOL UNAIDED SO MUM WALKS WITH ME. IS IS A LONG WAY AND TAKED ME HALD A HOUR TO GET TO SCHOOL. WHEN IT IS RAINING OR THE WEATHER IS BAD I GET REALLY WET. I THINK A BUS WOULD BE BETTER BUT THERE ARE NONE.
Monmouth Comprehensive Student, year7, Overmonnow

Underpass a bit scary, would prefer a bridge over dual carriage way
Monmouth Comprehensive student, year 11, lives in Outside Monmouth

the wye bridge is quite dangerous
Monmouth Boys' Prep Student / Parent

the junction at the bottom of mayhill is too busy
Monmouth Comprehensive Student, year 7, Wyesham

Secure storage for bikes needed at or near school
Monmouth Comprehensive Student, year 9, Outside Monmouth

It's really difficult to cross by cycle from monmouth to wyesham. Choice is to cycle on dual carriageway or detour through monmouth then walk underpass.
Habs Monmouth Schools Pre Prep Parent

11

There isn't an easy route through town either end of chippy park.
Monmouth Comprehensive student, year 7, lives in Overmonnow

I don't like riding near the road because of the cars.
Kymin View Student, year 5, lives in Wyesham

can we wear shorts in the summer as it is hard to ride in a skirt
Monmouth Comprehensive student, year 7, lives outside Monmouth

It is great. I can walk anywhere I want.
Kymin View student, year 6, lives in Wyesham

Would love to cycle more locally, but Monmouth roads are too dangerous to cycle on with children. The Wye Bridge and Lidl roundabout are far too dangerous
Kymin View parent, year 1, lives in Wyesham

If children are going to be encourages to cycle then a cycle route (with not traffic) should be created
Monmouth Comprehensive student, year 9, lives outside Monmouth

12

Monmouth Boys' Prep Student/ Parent

The Wye Bridge crossing is not safe for the children who regularly walk across it to and from Monmouth School Sports Facilities and to Monmouth Comprehensive. In the five years I have been driving across the bridge, I often see near accidents. There should be a barrier to protect the pavement from cars and in particular, lorries

Less engines, more physical activity!

Monmouth Comprehensive Student, year 10, Wyesham

Monmouth School for Boys Student

We live too far away to consider these as an option

if we have a cycling route that would be great and safe for evrybody.

Monmouth Girls' Prep Student/ Parent

The roundabouts by both Llidlls and The Mago quite fastyhil Hotel are really busy and cars

Monmouth Comprehensive Student, year 8, Wyesham

14

Dog poo on the pavements on the way to school is an everyday occurrence. Road layouts in Wyesham make it dangerous to cycle

Kymin View Parent, year 1, Wyesham

lift from own parent then walk in over Wye bridge

Monmouth Comprehensive Student, year 10, Outside Monmouth

It is too far from Coleford to Monmouth to walk or cycle to school

Monmouth Comprehensive Student, year 8, Outside Monmouth

The Wye Bridge should have pillars/posts installed to protect pedestrians from mad drivers

Monmouth Boys' Prep Student / Parent

My son walks to school when the weather is fine but would really like to ride his bike.

Monmouth Comprehensive Parent, year 7, Drybridge

13

Large numbers of HGV's around Monmouth which makes walking and cycling near and on busy roads dangerous at this age

Monmouth Boys' Prep Student/ Parent

Subway Improvement

Monmouth School for Boys Student

I think there should be a barrier on the Wye bridge between the traffic and the people walking on the pavement.

Monmouth School for Boys Student

If able to walk and lived in Monmouth I would walk
Habs Monmouth Schools Pre Prep Parent

There needs to be safer cycling pathways as the roads can be dangerous!

Monmouth Comprehensive Student, year 8, Wyesham

16

Currently walk across bridge and meet Mum at boys school gym as traffic so bad at school and we need the exercise!

Monmouth Comprehensive Student, year 11, Outside Monmouth

there seems to be an increasing amount of Dog Poo and litter on Wyesham Road. MCC should consider a couple more litter bins, maybe get Lidl to fund this and regular litter picks. It is mostly their products. MCC should finish the job of joining the south end of town with Wyesham over the metal railway bridge. This would be a great alternative way of getting into town and almost traffic free. **Kymin View Parent, year 4, Wyesham**

Yes pls add cycle lanes and add more crossing points. Comprehensive school needs one on Dixon rd too.

Monmouth Boys' Prep Student / Parent

If we bike ride up Vauxhall there is really busy traffic lights to cross or could we go in the back of the school

Monmouth Comprehensive Student, year 9, lives in Overmonnow

I don't feel safe on the bridge because of the traffic

Monmouth Boys' Prep Student/ Parent

15

A bridge or crossing across the A449 would connect the town dwellers with the school and get lots more folk out of cars

Habs Monmouth Schools Pre Prep Parent

The pavement is nice and wide outside the shop in Wyesham so we can pass the walkers
Kymin View student, year5, lives in Wyesham

We live on the Kingswood gate estate. A safe crossing is needed at the woman's tow end of the link road. Currently you cannot see to cross before you step into the road.

Monmouth Comprehensive student, year 7, lives in Drybridge

The Wye Bridge, given how narrow it is, is not pedestrian or cycle freindly for a 10 year old boy. The number of parked cars on main roads increases the complexity of traffic movement and footpaths are insufficient to meet the needs of traffic at peak periods.

Monmouth Boys' Prep Student/ Parent

Pinch point in centre of town has made cycling more dangerous.

Monmouth Comprehensive parent, year 10, lives in Drybridge

17

Get lift from Forest to & from Lidl's then walk across bridge to from school
Monmouth Comprehensive Student, year 11, Outside Monmouth

In light of recent attempts to abduct children, I think it extremely unwise to be pushing for young girls to be attempting a walk to school beyond the immediate vicinity.

Monmouth School for Girls Parent

If you want to encourage people to cycle, you'll need to open new cycle paths, as cycling on the roads is dangerous - for the cyclists AND the motorists.

Monmouth School for Boys Student

Yes, it's about time the 'no cycling' signs in the underpass were adhered to, especially by adults, who should know better and set the right example! Also, cyclists should be on the road and not the pavement, which creates hazards for pedestrians. Walking in and around Monmouth is very often by a road, which means it is noisy and fume-ridden. The works proposed on the Wye Bridge and the proposed new car park at the top end of town demonstrate the council's aversion to anything anti car, which will merely serve to exacerbate the on going problems of walking in and around the town. Cycling is pretty much the same, although a ride down the Peregrine Path to Symonds Yat in the summer is always an enjoyable trip.

Kymin View parent, year 6, lives in Wyeshamv

18

I sometimes do not feel safe walking across the Wye Bridge: the lorries are very big and drive very close to the pavement.
Monmouth Boys' Prep Student/ Parent

Insufficient crossings all over town. Roads poor condition for cycling.
Monmouth School for Boys Student

If collecting kids from school, will often ask them to walk to a convenient meeting place as attempting to get anywhere near MCS at present is impossible. Asking them to walk 10 miles each day to get to and from school, with all the pressures they have is too much. If we lived nearer then they would walk. No cycle paths that would enable my kids to cycle to and from school although one of them has expressed interest. Major concerns re their safety crossing busy A466 between Redbrook and Monmouth. Despite 30mph zone, cars travel way too fast on this road. In lighter Spring/Summer months we may trial riding bikes to school and using zebra crossing in Redbrook.
Monmouth Comprehensive parent, year 9, lives outside Monmouth

the pavements are in poor state in some areas and very narrow. no cycle paths and too much an street parking.
Monmouth School for Boys Student

we do cycle and use the old railway track and to walk on too
Monmouth School for Boys Student

19

Cycling on the Dual Carriageway from Ross is not safe
Monmouth School for Boys Student

Perhaps if bridge is upgraded make it 3 lane and have a separate pedestrian bridge
Monmouth School for Boys Student

Get lift from Forest to & from Lidl's then walk across bridge to from school
Monmouth Comprehensive Student, year 11, Outside Monmouth

there are no bike racks at Monmouth comp
Monmouth Comprehensive student, year 11, lives in Drybridge

It seems like a good idea for people who live in town but not for those from outlying villages.
Monmouth Comprehensive student, year 9, lives outside Monmouth

The school buses and lorries make walking on Monk st very dangerous.
Monmouth School for Girls Student

20

if the bridge was safer, then I would park next to Monmouth rowing club and let son walk over to the Grange himself whilst I walk along the river to Agincourt

Monmouth Boys' Prep Student/ Parent

Provide a pedestrian bridge away from traffic

Monmouth School for Boys Student

bigger pavements

Monmouth Comprehensive Student, year7, Wyesham

We would love to cycle but feel it's not safe especially for younger children.

Habs Monmouth Schools Pre Prep Parent

Monnow Street is very busy and dangerous for cyclists and walkers

Monmouth School for Boys Student

21

Crossing the Wye Bridge is extremely dangerous for pedestrians and cyclists

Habs Monmouth Schools Pre Prep Parent

High Street narrow and busy so cycle store near carparks either end helpful

Monmouth School for Boys Student

Get picked up from across the bridge 3 evenings a week

Monmouth School for Boys Student

Roads are very congested with parked cars etc. We would not feel particularly comfortable with Amy cycling to school along them, and there are no other non-main road routes for her to use

Monmouth School for Girls Parent

make cycling routs first, make walking bridge over so it is safe to cross. either of the options are not safe for my child right now

Monmouth School for Girls Student

22

Cycle paths would be good
Habs Monmouth Schools Pre Prep Parent

I would like my child to cycle when he attends the comp, the wye bridge however is not suitable for young cyclists
Kymin View parent, reception, lives in Wyesham

I live 40 miles away. Hard to come by cycling or walking
Monmouth Boys' Prep Student/ Parent

Not enough pedestrian crossings and no cycle lanes
Monmouth Boys' Prep Student/ Parent

Traffic is very busy so often walking and cycling do not feel safe. It would be good to have more pedestrian areas and cycle paths.
Monmouth Girls' Prep Student/ Parent

Monmouth School for Boys Student
if we lived closer then it would be the best option

Cycle and walking paths as in the continent always a welcome, useful and healthy addition to a town.
Monmouth Girls' Prep Student/ Parent

Road surface conditions poor. No cycle lanes. Narrow roads.
Monmouth Boys' Prep Student/ Parent

more cycle paths
Monmouth Girls' Prep Student/ Parent

Its very dangerous for them as drivers speed on the roads.
Monmouth School for Boys Student

Underpass between schools is scary when dark
Monmouth School for Boys Student

The bridge needs more room for pedestrians to make it safer for walking - or a separate pedestrian bridge

Monmouth Boys' Prep Student/ Parent

Need more cycle paths please!!! The peregrine trail is great

Monmouth School for Boys Student

Good off road cycle paths but the roads are terrible so have to drive to get between them.

Habs Monmouth Schools Pre Prep Parent

if i lived in Monmouth or nearby, then I would walk or cycle to school.

Monmouth Comprehensive Student, year 10, Outside Monmouth

Wye Bridge is not a safe place to cycle over at any time. The underpass is unpleasant for foot traffic.

Monmouth School for Boys Student

25

The ideal would be a shuttle service between the schools so just one drop off and collection

Monmouth School for Boys Student

The roads are very busy

Monmouth School for Boys Student

Wye Bridge is not a safe place to cycle over at any time. The underpass is unpleasant for foot traffic.

Monmouth School for Boys Student

Cycle lanes?

Monmouth School for Boys Student

Would like it safer to walk across bridge for younger ones

Monmouth Boys' Prep Student/ Parent

Walking is fine but we think cycling is not safe on the busy roads for children under 15

Monmouth Boys' Prep Student/ Parent

we need a pedestrian bridge over the Wye at Monmouth

Monmouth Boys' Prep Student/ Parent

There are so many hills for cycling!

Monmouth Girls' Prep Student/ Parent

26

Appendix 5

Public online Survey - April – June 2018 Data Analysis

Introduction

The Infrastructure of any town and city is an important element which can contribute positively to the place and the well being of its inhabitants and visitors.

Monmouth Town Council, in recognising the rising need for a bridge for pedestrians and cyclists over the river Wye, conducted an online public survey which took place over the months of April to June 2018 under the heading “A Bridge for People Over the River Wye” (Monmouthshire Beacon 2018).

The survey aimed to examine the public attitude and opinions about the present walking and cycling situation in Monmouth generally and over the Wye Bridge in particular. The survey also aimed to explore the public reaction to the proposed pedestrian bridge. A list of Survey questions can be found in Appendix 5. For clarification, the author of this appendix was not involved in designing the survey questions.

Survey analysis Method

The information from the online survey was analysed electronically and the findings are presented in this appendix. Each question was analysed (except for questions 14-16 for age, gender and contacts) and presented graphically in a suitable format. Some location analysis was also completed for better understanding and clarity. A large amount of qualitative data was also analysed for recurring comments with the same theme and then classified in a manner so that leading issues can be uncovered. This is to help inform the public and decision makers and all others who are involved. All comments from Survey participants are included in Appendix 5.

Summary Findings

There was a strong positive response to the proposed new pedestrian bridge. Answers to question 13 of the Survey which asked the public specifically their views about the proposal, showed that 76% of participants positively agree with the project (see table 30 and figure 18, page 77). 72% of those supported the proposed project were from Monmouth (figures exclude participants who didn't give their location), and 28% from outside Monmouth (see table 32 and figure 20, page 79). The highest support came from Wyesham with 72 in favour out of 96 participants. Participant numbers were analysed by location which showed Wyesham with the highest number of participants at 96, followed by participants from

outside Monmouth at 84. (See table 31 and figure 19, page 78). This reflects the importance of survey issues for participants from these two locations.

Those participants, who expressed disagreement with the proposed bridge, gave reasons such as historical or environmental concerns besides the cost involved. While others expressed partial agreement, mostly subject to more information (see tables 34, 35, page 81, for example comments).

However, the positive reaction for the bridge proposal revealed by the excited and enthused comments by the majority of participants, highlights the progressing need to what the survey uncovered as a growing concern for safety regarding walking and cycling in town in general and on the Wye bridge in particular (see table 33, page 80 for example comments).

The apparent support by the majority of participants can be explained when examining the answers to questions 3 and questions 6, which asked if the public consider walking and cycling, while questions 4 and 7 asked why not considering walking and cycling. Though the answers showed that there is an appetite for walking and cycling with 46% of participant said yes to walking and 44% said yes to Cycling, answers to question 4 and 7 revealed that safety is the highest concern (see tables 6,9 13 15 and figures 4,7,11,12 ,pages 55,58,62,64). One participants comment covered various issues that summed up the case against walking and cycling (See table 14, page 63).

This is in light of what question 1 and 2 revealed that 168 participants, 54% of those surveyed, crossed the Wye Bridge and 110, 35% usually commute to town by walking (see tables 1 , 3, 4 and figure 2, pages 51-3). Locations analysis for question 1 showed that 57% of those crossed the bridge were from Wyesham who also were shown as the highest commuters by walking at 40 participants, 37% out of the 110 who walked (see tables 2, 5 and figures 1 and 3, pages 51, 54).

The concerns and issues against walking and cycling were also echoed in other answers to question 9, were participants asked to give general comment about walking and cycling in Monmouth. Answers to this question confirmed the pattern of emerging issues with unsuitable cycling routes was the top issue followed by Safety (see table 28 and figure 17, pages 74, 75). Question 8 asked why not consider cycling? Distance overtook safety in this case, and this can be explained as there were 49 participants from outside Monmouth out of the 107 who answered this question (see table 17, page 66).

Question 11 was about the frequency of travel into Monmouth, 159 travelled daily followed by 110, several times per week (see table 18 and figure 13, page 67). The highest numbers of daily travellers was from Wyesham at 58 followed by 30 from outside Monmouth (see table 19 and figure 14, page 68).

Answers to question 12 which asked what is the main purpose of travel? revealed that shopping is the highest where 76% of participants mentioned shopping (see table 21 and figure 16, page 70). Tables 22 -27, (pages 71-73) showed further analysis of all the categories mentioned in all answers and also some location analysis.

To conclude this Survey has revealed that there is an evident support for the proposed pedestrian bridge over the river Wye. Also walking and cycling can be encouraged if issues of concern revealed by this survey can be addressed in a unified strategy for the whole town of Monmouth. The comments of support pointed to the high public interest and anticipation for improvement. This emphasises the importance of continuing public engagement with the proposed “Bridge for People over the River Wye” project.

Q1 - Do you cross The River Wye to travel into Monmouth from your home?

TABLE 1 – Numbers Crossing

Response	Numbers	Percentage
Yes	168	54%
No	136	44%
No Comment	8	3%
Total	312	

TABLE 2 – Yes Response by Location

Location	Yes Response	Percentage
Wyesham	95	57%
Outside Monmouth	43	26%
No location given	11	6%
Town centre	7	4%
Osbaston	5	3%
Overmonnow	4	2%
Drybridge (Rockfield)	3	2%
Total	168	

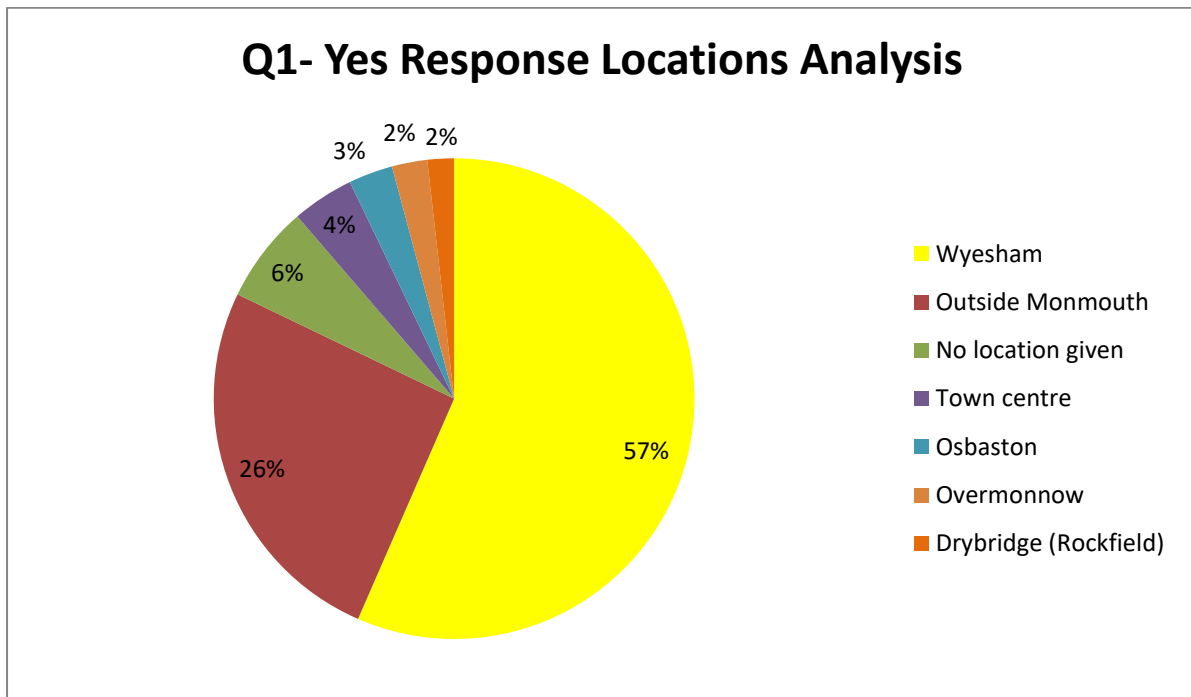


Figure 1 – Q1 Yes Response by Location

Q2 - How do you normally get into and return from town?

TABLE 3 – Commuting Method

Method of Commuting	Responses
Walk	110
Other	98
Cycle	35
Walk, Other	18
Walk, Cycle	14
Walk, Cycle, Other	9
No comment	6
Lift	5
Cycle, Other	3
Walk, Bus	3
Walk, Bus, Other	3
Walk, Cycle, Lift	2
Bus	1
Bus, Lift, Other	1
Walk, Cycle, Bus	1
Walk, Cycle, Taxi	1
Walk, Cycle, Taxi, Other	1
Walk, Lift	1
Total	312

TABLE 4 – Q2 Commuting Method Summary

Commuting Method	Responses	Percentage
Walk	110	35%
Other *	98	31%
Cycle	35	11%
Walk, Cycle, bus, other**	31	10%
Walk, bus, other**	25	8%
Bus, lift, other	7	2%
No comment	6	2%
Total	312	

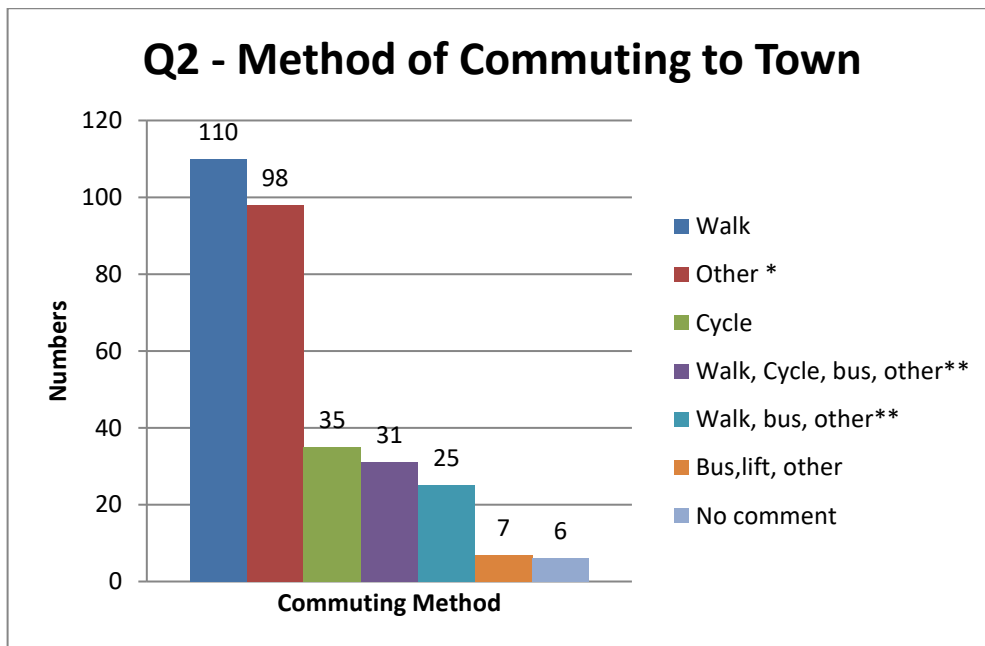


Figure 2 Commuting Methods

*all other : Car travel including taxi and lift

**Number of times walking included in mixed type response 10

**Number of times cycling included in mixed type response 7

Q2 – TABLE 5- Walking Commute By Location

Location	commuters	Percentage
Wyesham	40	37%
Town Centre	18	16%
Osbaston	18	16%
Outside Monmouth	11	10%
Over Monnow	10	9%
Drybridge (Rockfield)	10	9%
No Location given	3	3%
Total	110	

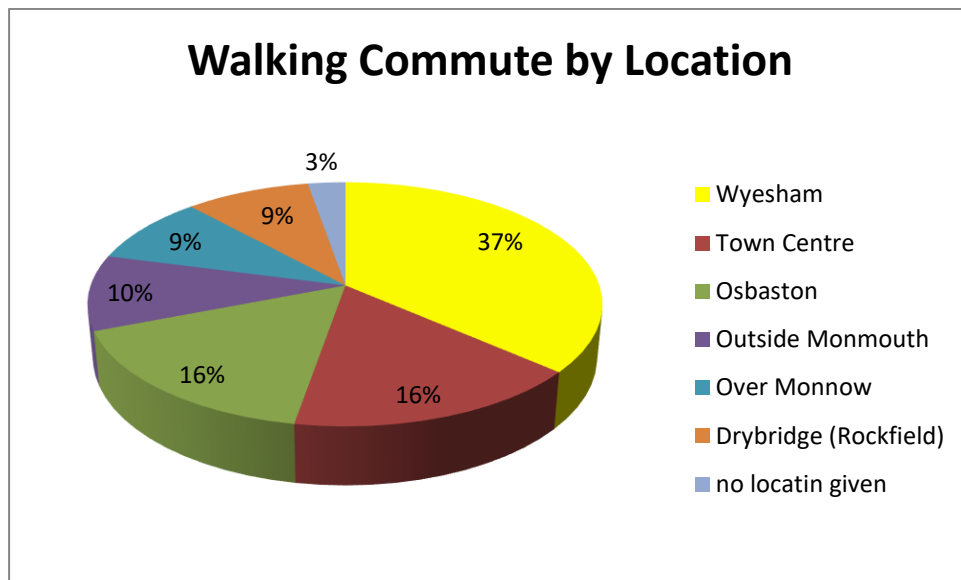


Figure 3 – Walking Commute by Locations

Q3 - If you are not currently walking into Town, would you consider it?

TABLE 6 – Q3 Response

Response	Numbers	Percentage
Yes	145	46%
No	67	22%
No Comment*	100	32%
Total	312	

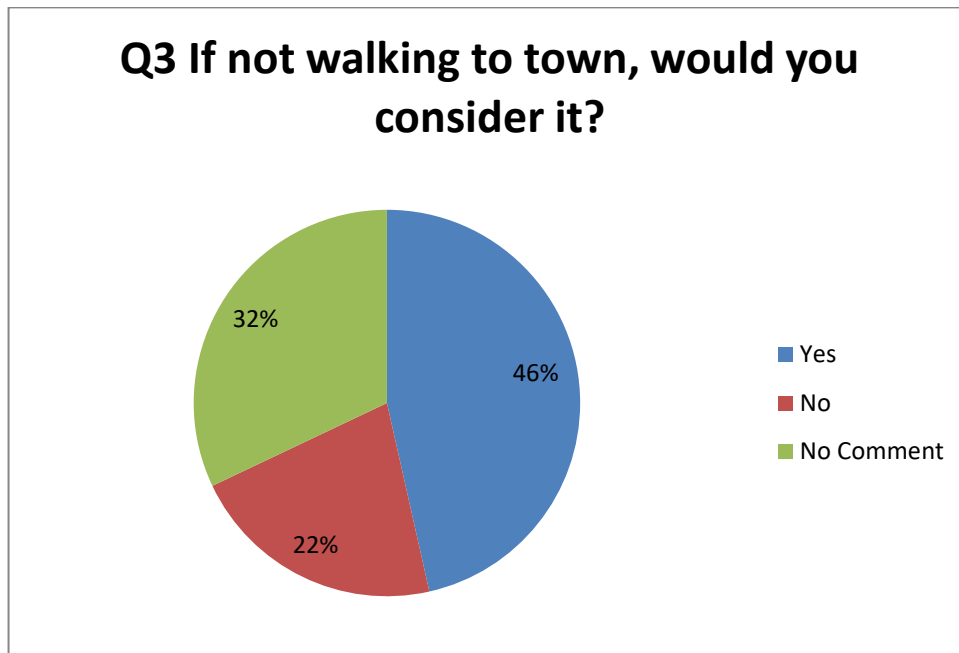


Figure 4 – Yes to Walking

No Comment *: It can be assumed that some respondents are already walking.

Q3 – Response according to Location

TABLE 7 - Yes to Walking by Location

Location	Yes to Waking	Percentage
Wyesham	41	28%
Town Centre	10	7%
Overmonnow	19	13%
Outside Monmouth	28	19%
Osbaston	23	16%
Drybridge (Rockfield)	17	12%
Location not given	7	5%
Total	145	

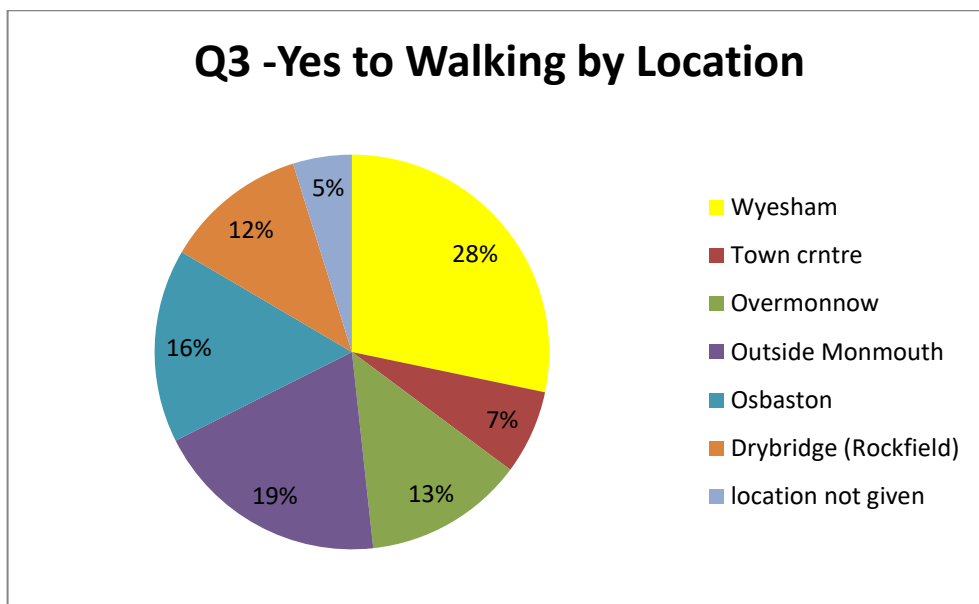


Figure 5 Yes to Walking by Location

Q3 - TABLE 8 - No to Walking by Location

Location	No to Walking	Percentage
Outside Monmouth	43	64%
Wyeshm	13	19%
Location not given	5	7%
Drybridge(Rockfield)	3	4%
Osbaston	2	3%
Town Centre	1	1%
Total	67	

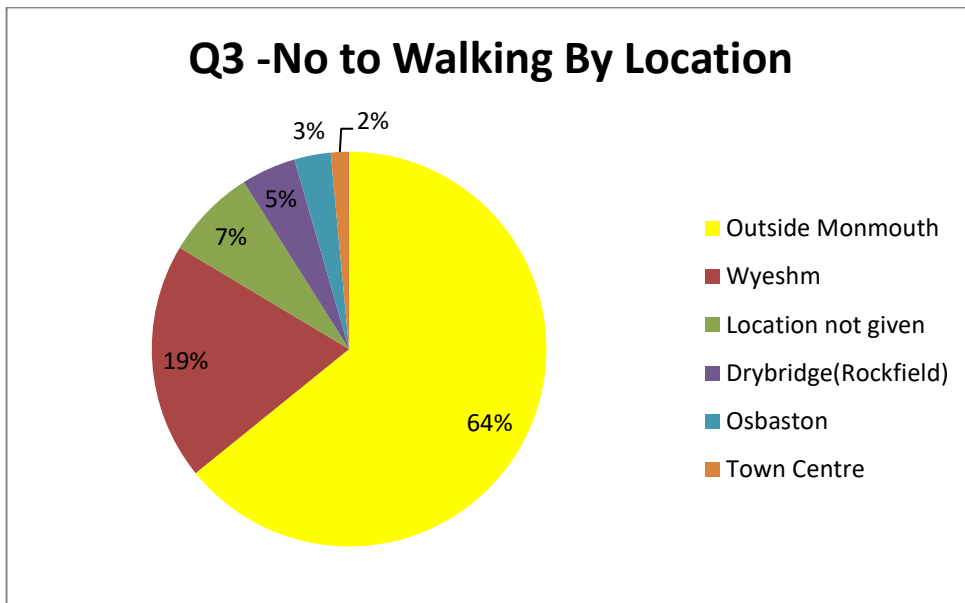


Figure 6 – No to Walking by Location

Q6 – If you are not currently cycling into Town, would you consider it?

TABLE 9 – Q6 Response

Response	Numbers	Percentage
Yes	137	44%
No	104	33%
No Comment	71	23%
Total	312	

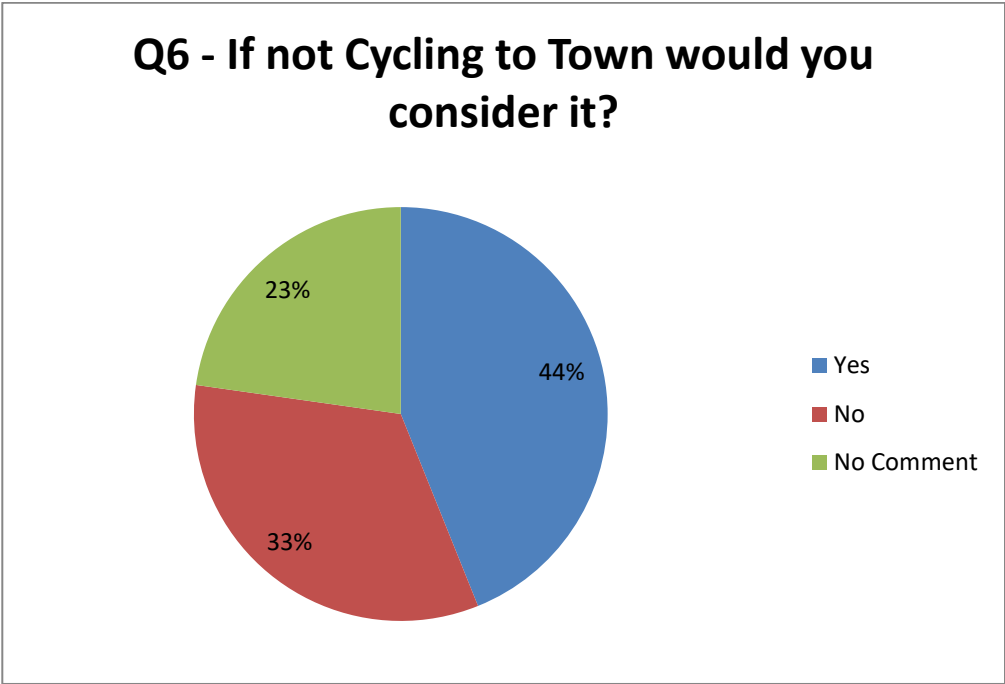


Figure 7 - Yes to Cycling

Q6 – Response according to Location

Q6 - TABLE 10 - Yes to Cycling by Location

Location	Yes to Cycling	Percentage
Outside Monmouth	37	27%
Wyesham	35	26%
Osbaston	19	14%
Overmonnow	15	11%
Drybridge (Rockfield)	14	10%
Town centre	10	7%
Location not given	7	5%
Total	137	

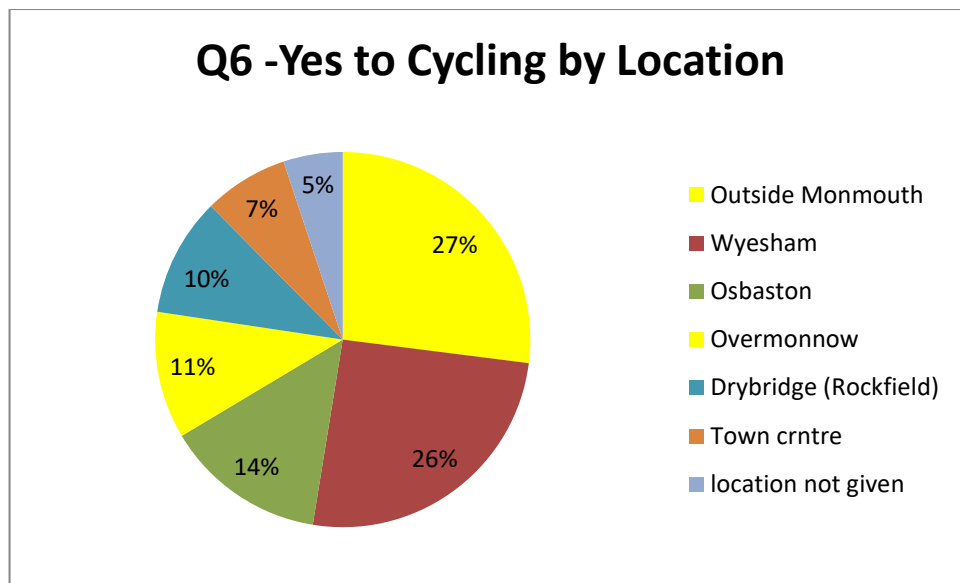


Figure 8 - Yes to Cycling by Location

Q6 - TABLE 11 - No to Cycling by Location

Location	No to Cycling	Percentage
Wyesm	37	35%
Outside Monmouth	36	35%
Osbaston	12	12%
Drybridge(Rockfield)	6	6%
Location not given	5	5%
Town Centre	4	4%
Overmonnow	4	4%
Total	104	

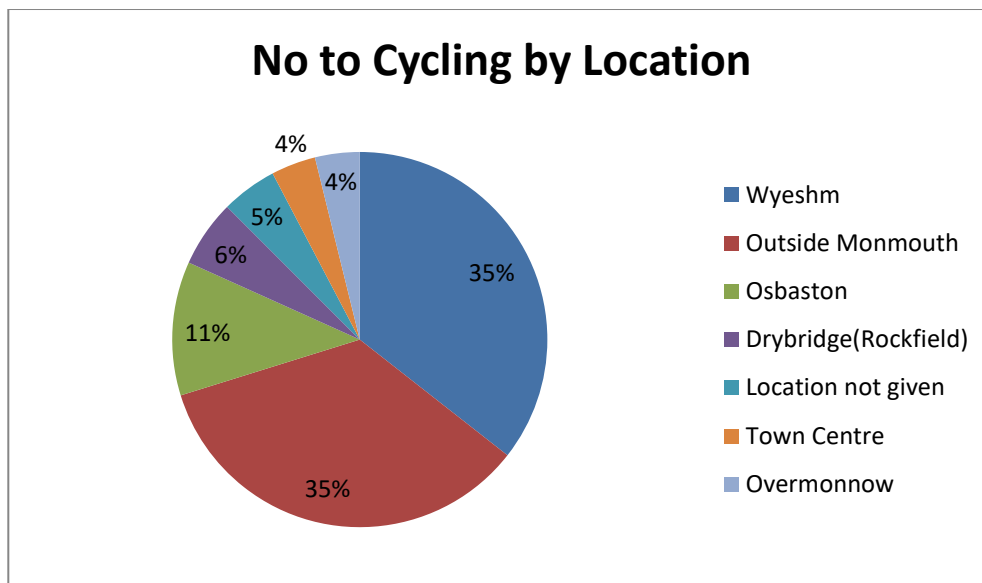


Figure 9 - No to Cycling by Location

TABLE 12 - Q3 and Q6 Yes to Walking and Cycling by Location Comparison

Location	Yes to Waking %	Yes to Cycling%
Wyesham	28%	26%
Outside Monmouth	19%	27%
Osbaston	16%	14%
Overmonnow	13%	11%
Drybridge (Rockfield)	12%	10%
Town Centre	7%	7%
Location not given	5%	5%
Total	100%	100%

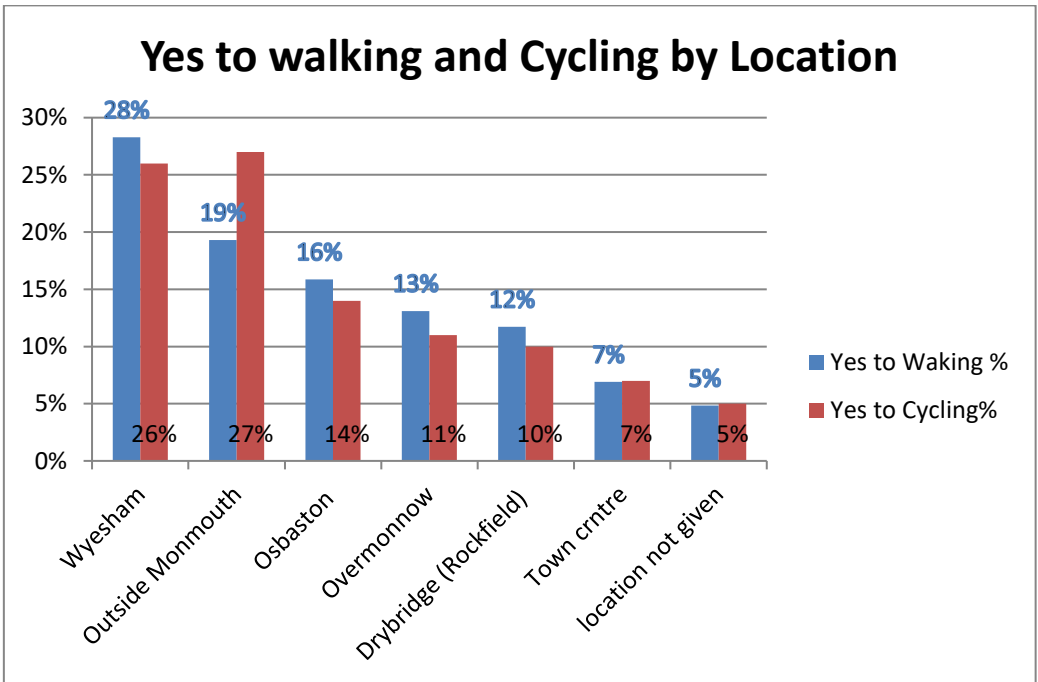


Figure10 - Yes to Walking and Cycling Combined

Q4 why are you currently not walking?

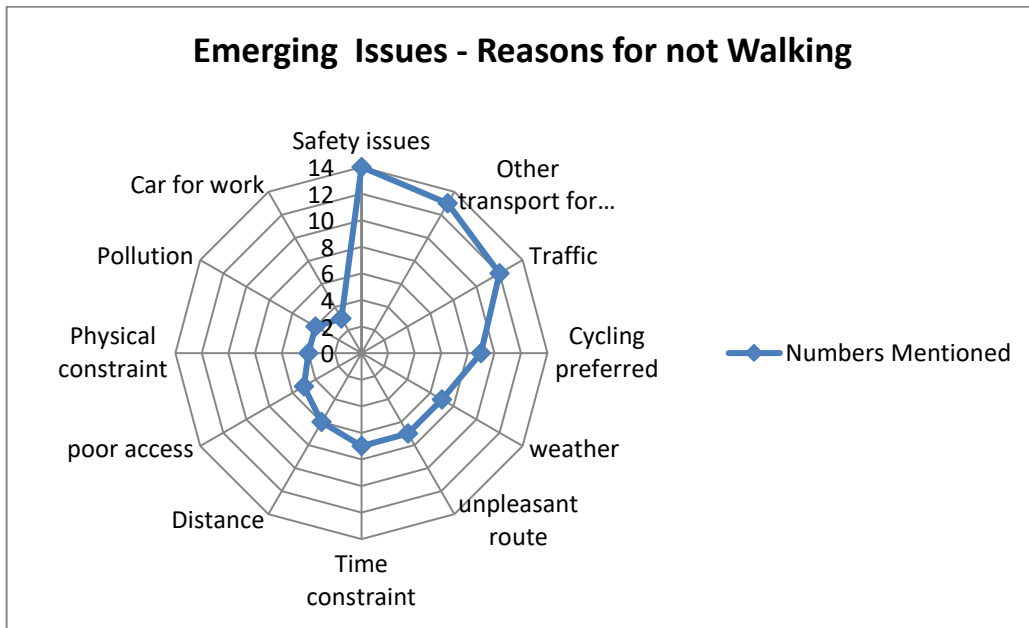


Figure 11 – Reasons for not walking – Issues Emerging

TABLE 13 – Q4 – Reasons for not Walking*

Emerging Issues	Numbers Mentioned
Safety issues	14
Other transport for convenience	13
Traffic	12
Cycling preferred	9
weather	7
unpleasant route	7
Time constraint	7
Distance	6
Poor access	5
Physical constraint	4
Car for work	3
Pollution	4

*Total answers 101 out of 312. Some comments mentioned several issues. Out of 101, 91 comments included in the analysis, 19 comments not included as the answers were “already walking” and 9 comments gave unrelated answers (See Appendix B1 for all comments).

TABLE 14 - Q4 Summing Up Comment

because of the pollution, because of the lorries, because the pavements are dangerous with insufficient room for the people on them, let alones the cyclists driven off the bridge by the lorries and bad-tempered drivers, no room for a buggy and a dog to pass each other without risking death from the aggravated drivers by stepping onto the road

[Participant 298 – Wyesham]

Q7 why are you currently not cycling?

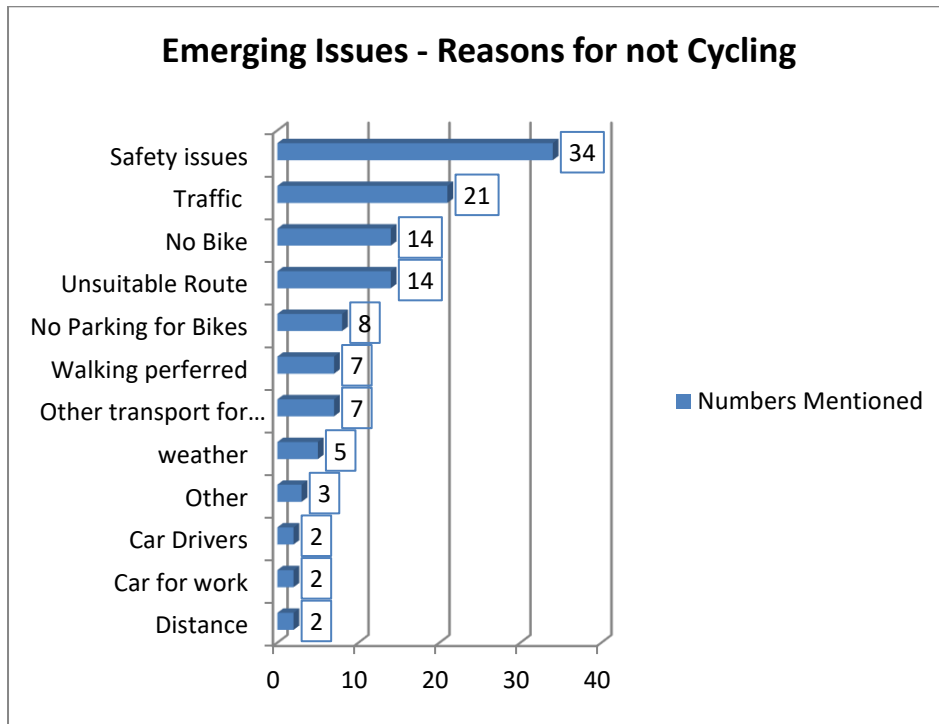


Figure 12 - Reasons for not Cycling – Issues Emerging

TABLE 15 - Reasons for not Cycling*

Emerging Issues	Numbers Mentioned
Safety issues	34
Traffic	21
Unsuitable Route	14
No Bike	14
No Parking for Bikes	8
Other transport for convenience	7
Walking preferred	7
weather	5
Other	3
Distance	2
Car for work	2
Car Drivers	2

*Total answers 115 out of 312 participants. Some comments mentioned several issues. 17 comments were not included in the final analysis as, 7 answers were “already cycling, and 10 were unrelated.

TABLE 16 - Q7 Reasons for not cycling some summing up comments

“The Wye bridge is too dangerous! “

Participant 136 – Wyesham

The roads are full of traffic and I feel it would be too dangerous to cycle between stationary vehicles

[Participant 159 – Wyesham]

It is stressful, dangerous and smelly. I used to live in London and felt safer cycling through rush hour in central London than I do in Monmouth because cyclists and pedestrians are given more consideration in London. Monmouth drivers need reeducating as they have the impression that they own the road and resent others using it.

[Participant 300 – Outside Monmouth]

Q8 Why not considering cycling?

TABLE 17- Reasons for not considering cycling*

Emerging Issues	Numbers Mentioned
Distance**	26
Safety issues***	24
Traffic	9
Walking preferred	8
Physical constraint	8
No Bike	8
Other *	6
Parents with children	5
Don't/wont Cycle	4
Need car	2
No Parking for Bikes	2
Unsuitable route	1
Weather	1

* 107 participant answered this question. 5 comments not included as they are already Cycling.

Other *
6 Miscellaneous comments.

Distance**
22 from respondents were from outside Monmouth.

Safety Issues***
5 from respondents from outside Monmouth.

Q11 How often do you typically travel into Monmouth?

TABLE 18 - Frequency of Travel into Monmouth

Frequency	Number	%
Daily	159	51%
Several Times per week	110	35%
Weekly	17	6%
Several Times per month	10	3%
Less Often	6	2%
Monthly	6	2%
No comment	4	1%
Total	312	

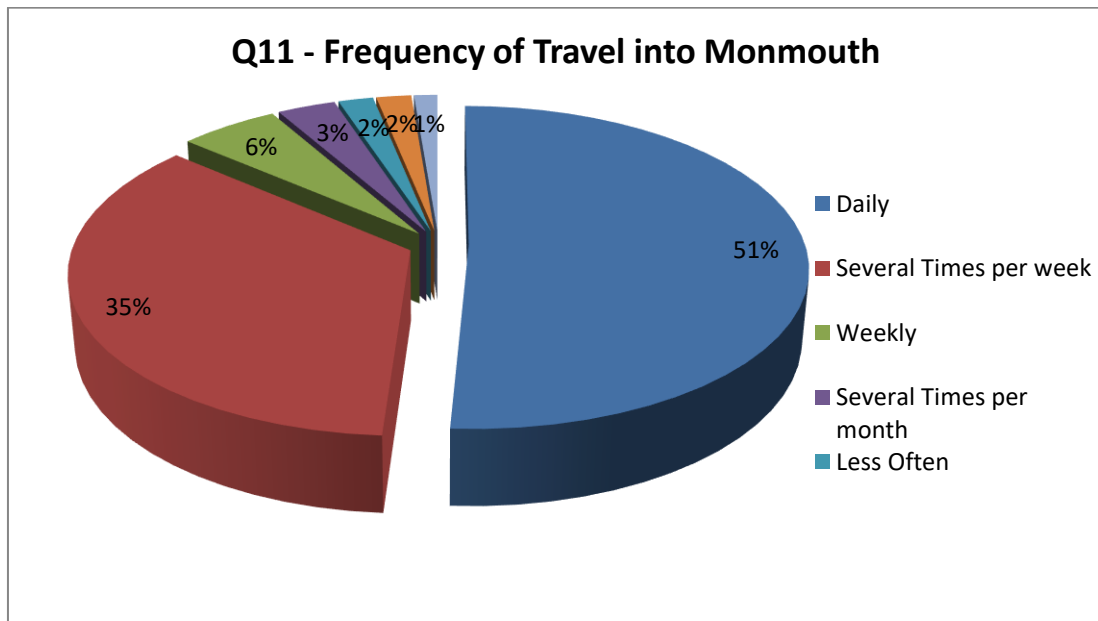


Figure 13 - Frequency of travel into Monmouth

Q11 – TABLE 19 - Numbers Crossing Daily by Location

Location	Number Crossing Daily	%
Wyesham	58	36%
Outside Monmouth	30	19%
Town centre	20	13%
Overmonnow	16	10%
Drybridge (Rockfield)	15	9%
Osbaston	13	8%
Location not given	7	4%
Total	159	

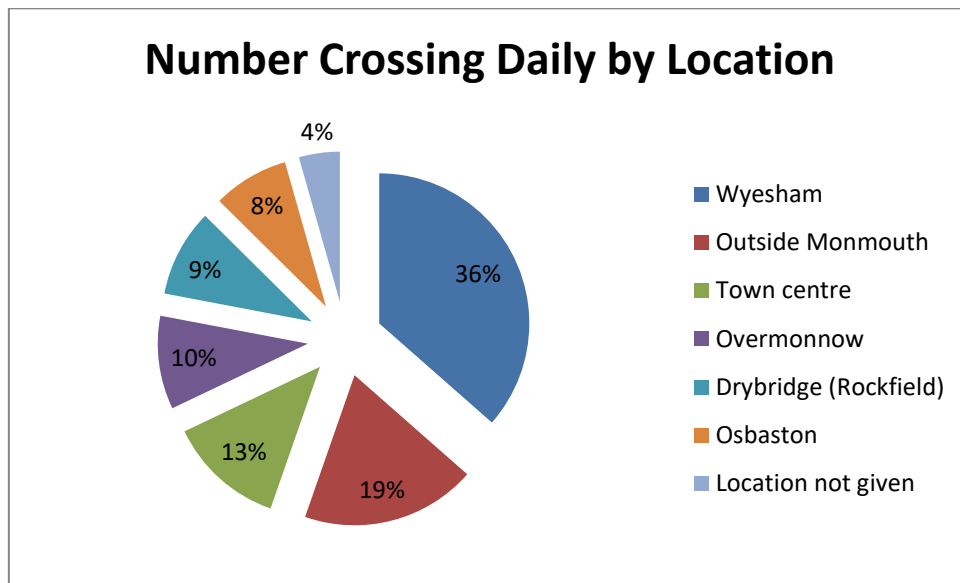


Figure14 - Daily Crossing by Location

**Q11 –
Crossing Several
Location**

Location	Number Crossing Several Time per Week	%
Outside Monmouth	33	30%
Wyesham	32	29%
Osbaston	18	16%
Drybridge (Rockfield)	11	10%
Overmonnow	7	6%
Location not given	6	5%
Town Centre	3	3%
Total	110	

TABLE 20 - Numbers times per Week by

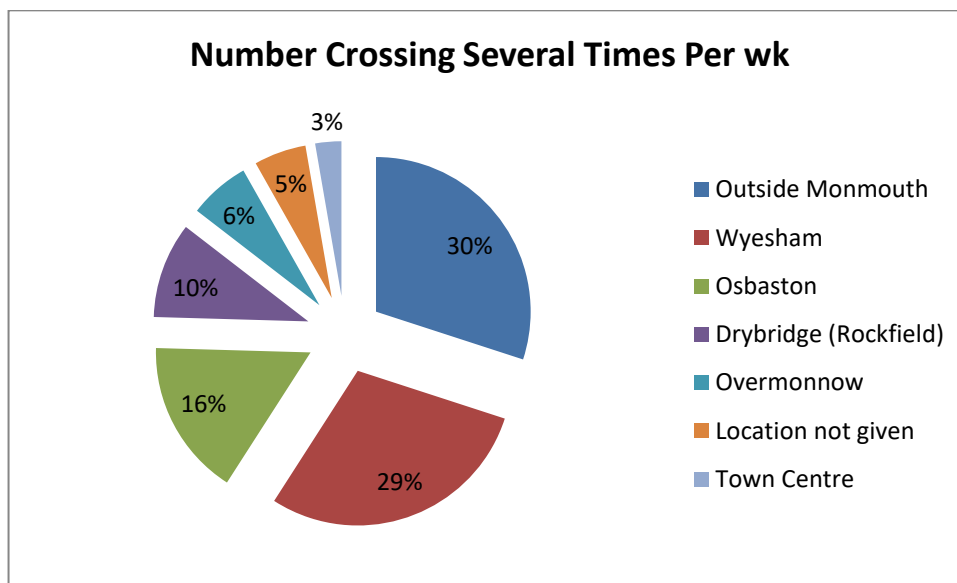


Figure 15 - Several times per Week crossing by Location

Q12 Which are the main purposes of travelling into Monmouth

TABLE 21 - Main Purpose of Travel into Monmouth Summarised By Frequency of Categories Mentioned

Category*	Numbers Mentioned	%**
Shopping	236	76%
Leisure	220	71%
Work	133	43%
Education	46	15%
No Comment	5	2%

* Includes all relevant categories that were mentioned as purpose of travel into Monmouth in each response

** Percentage based on the number of Participants of 312 that completed the survey

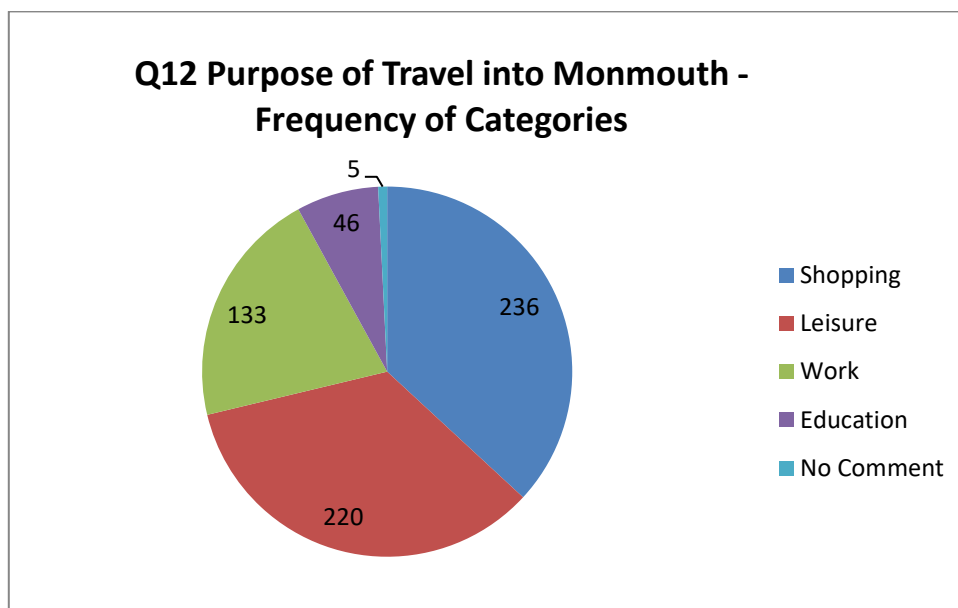


Figure 16 - Purpose of travel into Monmouth

TABLE 22 - Q12 Responses Summary

Purpose of Travel	Number
Shopping and Leisure	92
Shopping, Work and Leisure	65
Leisure only	30
Shopping only	27
Work Only	26
Work and Shopping	17
Shopping, Education and Leisure	13
Work, shopping, Education and leisure	13
Education and Leisure	7
Education	5
No Comment	5
Shopping, work and Education	4
Work and Leisure	4
Work and Education	3
Work, Education and Leisure	1
Total	312

TABLE 23 - Shopping and Leisure by Location

Shopping and Leisure

Location	Numbers	% Location
Wyesham	30	33%
Outside Monmouth	22	24%
Osbaston	17	19%
Drybridge Rockfield	8	9%
Overmonnow	7	8%
Town Centre	5	5%
Location not given	2	2%
Total	91	

TABLE 24 - Work, Shopping and Leisure by Location

Work, Shopping and Leisure

Location	Numbers	% Location
Wyesham	25	38%
Outside Monmouth	12	18%
Overmonnow	10	15%
Other Locations	18	28%
Total	65	

TABLE 25 - Leisure by Location

Leisure Only

Location	Numbers	% Location
Outside Monmouth	10	33%
Wyesham	4	13%
Osbaston	4	13%
Town Centre	4	13%
Other Locations	8	27%
Total	30	

TABLE 26 - Shopping by Location

Shopping Only

Location	Numbers	% Location
Outside Monmouth	7	26%
Wyesham	6	22%
Other Locations	14	52%
Total	27	

TABLE 27 - Work by Location

Work Only

Location	Numbers	% Location
Wyesham	10	40%
Outside Monmouth	9	36%
Other Locations	6	24%
Total	25	

Q9 - Are there any other comments you would like to make regarding walking and cycling in Monmouth?

Table 28 - Q9 Frequency of Issues Mentioned*

Emerging Issues	Numbers Mentioned
Routes unsuitable for Cycling	42
Safety Issues	34
Unsuitable Foot Path	20
Traffic not Suitable for Cycling	17
Consider Linked Cycle Routes	16
Cycling Only Route Needed	14
Pavements too Narrow	11
Lack of Bike Lockups	10
Pot Holes	8
Parked Cars in Monnow St	8
Drivers and Cyclists Conflict	6
Improved Routes good for Town and Tourism	6
Lack of Safe Crossing	6
Improve Traffic Management	5
Speed Limit	4
Make use-link Old Rail Bridge	4
Cultural Change for Drivers	4
Signage and Maps for Footpaths	4
Cycle Lanes	3
Town not Pedestrians Friendly	3
Pollution	3

*Based on 176 Responses from 312 Participants.

Emerging issues according to a frequency of 3 or more

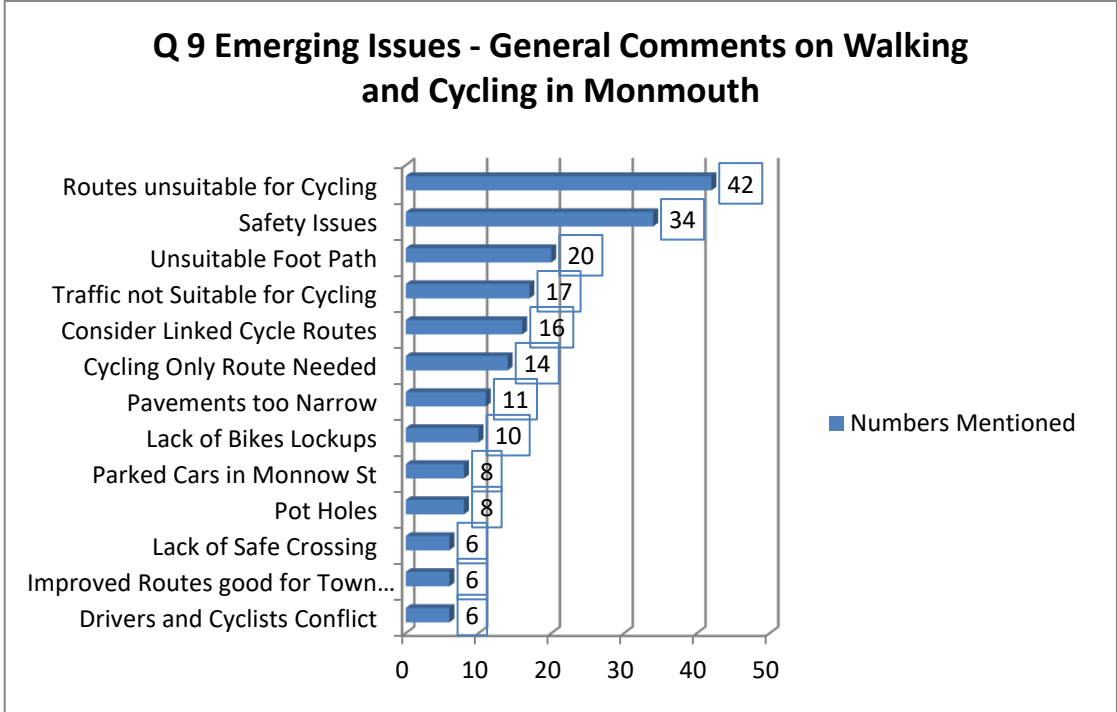


Figure 17 - Frequency of Issues mentioned based on top items highlighted in blue in table 28 above.

Table 29 - Q9 Comments with Unspecific Category

Q9 - Other Issues
Already Walking
Supporting Driving
Road Safety awareness
More Consideration for Pedestrian
Detailed Survey Suggested
Pedestrians and Cyclists interactions
Parking option at Wyesham side
Improve Infrastructure
A40 effect on Town
Foot paths near allotments
Strategy to increase Walking and Cycling
Consider New Bridge for the Wye
Street lighting
Poor Roads Conditions
Vehicles Mounting Curbs
Chippenham foot path pedestrian only
Riding on Pavements
Cycle path along the Wye valley
Pedestrianised High Street

There were 32 items mentioned which could not be allocated to one specific emerging category. The table above presents the various issues mentioned. These issues were mentioned less than 3 times but included here to raise awareness of other matters of substance.

Q13 There are proposals for a new cycle and pedestrian bridge for Monmouth. What are your views?

TABLE 30 - Q13 Response Analysis

Positively agree	Negatively disagree	Conditional agreement	No Comments	Total
236	40	22	14	312
76%	13%	7%	4%	

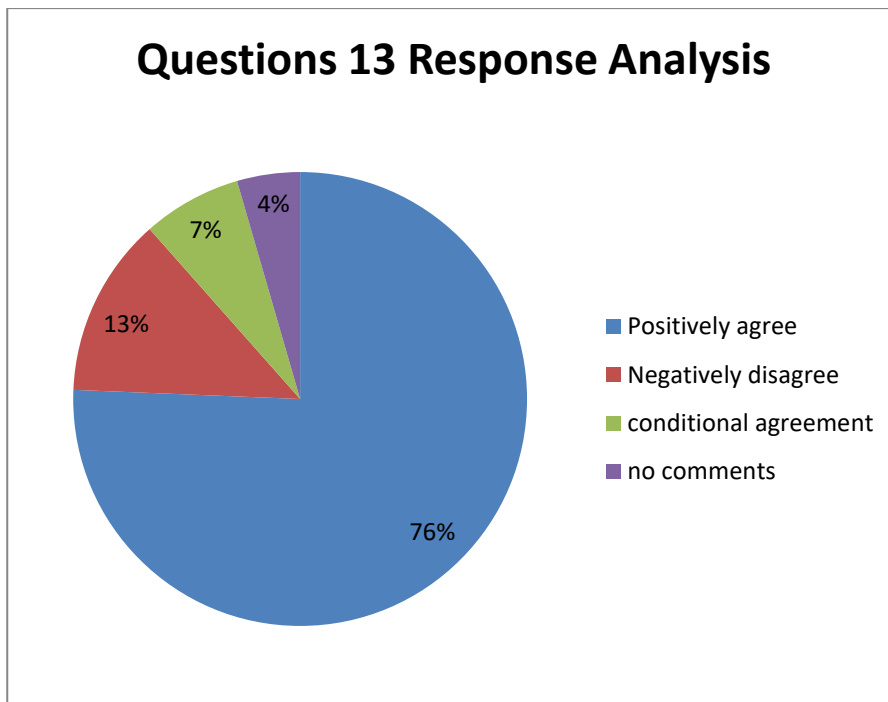


Figure 18 - Q13 Response Analysis

TABLE 31 - Public Survey Participants Location analysis

Location	Number of Participants	%
Wyesham	96	31%
Outside Monmouth	84	27%
Osbaston	37	12%
Drybridge Rockfield	30	10%
Overmonnow	25	8%
Town Centre	25	8%
No Location	15	5%
Total	312	100%

Monmouth	72%*
Outside Monmouth	28%*

%* no location not included

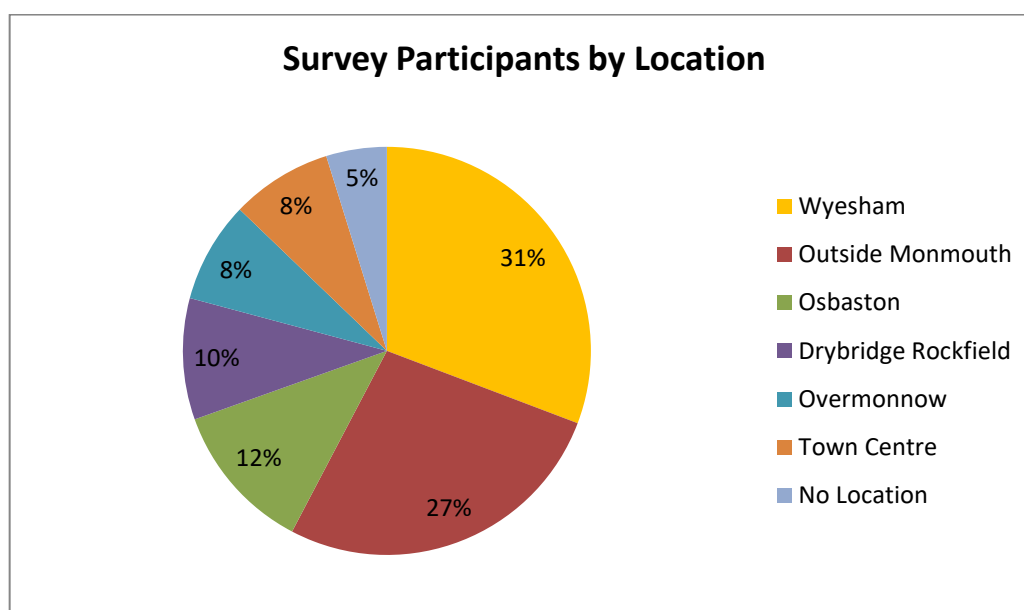


Figure 19 - Survey Participants by Location

TABLE 32 - Q13 Bridge Proposals Reaction by Location

Location	Positively Agree	Negatively disagree	Conditional Agreement	No Comment	Total per location	% Agreement per location
Wyesham	72	11	5	8	96	75%
Outside Monmouth	65	9	9	1	84	77%
Osbaston	29	6	2	0	37	78%
Drybridge Rockfield	24	4	2	0	30	80%
Overmonnow	21	3	0	1	25	84%
Town Centre	18	6	1	0	25	72%
Location not given	7	1	3	4	15	47%
Total	236	40	22	14	312	

164 excluding outside Monmouth and no location
 72%* of those who agreed are from Monmouth
 28%* outside Monmouth

%* based on total of **229** – Location not given not included

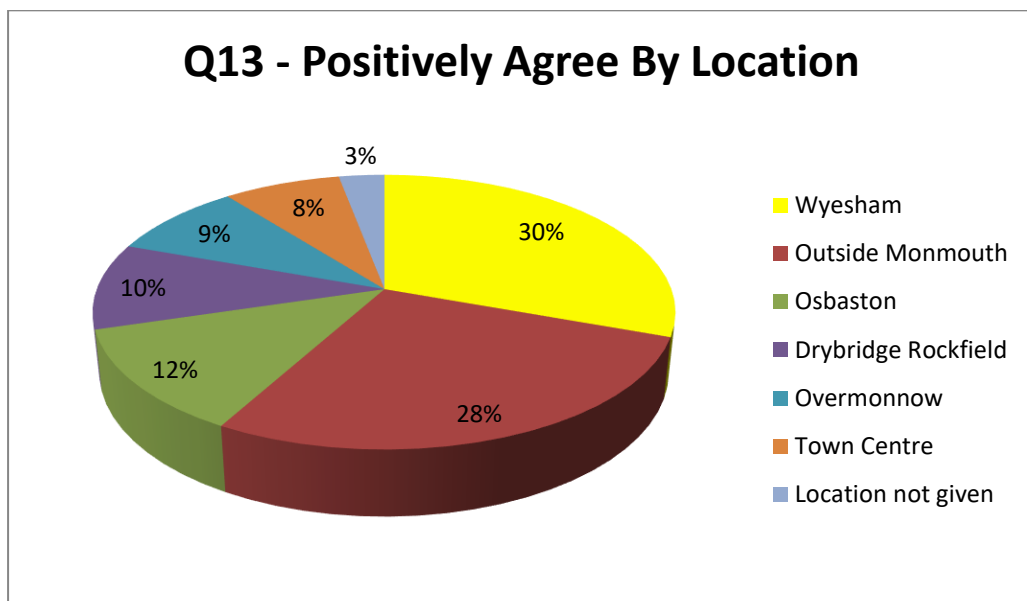


Figure 20 - Positive agreement by Location

TABLE 33 - Q13 Sample Positive Comments

Excellent idea, as a resident of Wyesham this can only be a positive thing. Not only a safer route for my son to walk to school but also possibly encourage more people to walk and cut down the traffic queues on the bridge. [Participant 43 Wyesham]

This would be amazing, it would allow me to walk or cycle safely from my home in Monmouth to Wyesham where my children go to school. [Participant 48 Drybridge Rockfield]

It is an essential facility... I cycle across the bridge to do a daily shop at Lidl's and also take recreational rides on the Peregrine Way (Route 423). On several occasions in the recent past I have been overtaken on the bridge by large commercial vehicles which forced me to ride in the gutter. A cycle/footpath bridge is, in the opinion of all I discuss this matter with, AN ESSENTIAL FACILITY!
[Participant 246 – Outside Monmouth]

highly desirable current situation is an accident waiting to happen. better access to Lidl and the Wye walks. [Participant 284 – Osbastan]

I would welcome it. At the moment crossing the river on a bike is difficult, not to say dangerous, one is exposed to fumes from cars and lorries. In wet weather or frosty/ snowy weather, it is worse, and definitely more dangerous, so much so that one hesitates to cross the bridge at all. Participant 299 – Overmonnow

*A new well-designed, feature pedestrian/cycle bridge would be an asset to Monmouth and make crossing the Wye by foot or bike very much safer. The pavement on the existing bridge is too narrow to walk along safely.....
Monmouth should be looking at ways of attracting tourists into this beautiful area and capitalise on the health benefits of walking and cycling which is very popular....*
[Participant 208 – Town Centre]

TABLE 34 - Q13 Conditional agreement Sample Comments

I would need to see proposals which do not seem to be available. In theory it's a good idea. [Participant 115 outside Monmouth]

Depending on where it is and it's design? I would welcome it. The traffic on the old Bridge is intense and offputting. [Participant 261 – Osbastan]

TABLE 35 - Q13 Disagree Sample Comments

No need for extra bridge over the Wye, pavement is due to be widened anyway. Much better to have money spent on footbridge over the Monnow at back of Oldway Centre, encourage people to use free car park on Rockfield Road. [Participant 257 – Town Centre]

Money should be spent on a new multi use bridge further up the river, that bypasses Monmouth altogether. [Participant 278 – Drybridge Rockfield]

Appendix 5.B

Survey Questions

Q1 -Do you cross The River Wye to travel into Monmouth from your home?

Q2 How do you normally get into and return from town?

Q3 If you are not currently walking into town, would you consider it?

Q4 Why are you currently not walking?

Q6 If you are not currently cycling into town, would you consider it?

Q7 Why are you currently not cycling?

Q8 Why not?

Q9 Are there any other comments you would like to make regarding walking and cycling in Monmouth?

Q10 Where do you live?

Q11 How often do you typically travel into Monmouth?

Q12 Which are the main purposes for travelling into Monmouth

Q13 There are proposals for a new cycle and pedestrian bridge for Monmouth. What are your views?

Q14 Please state your age

Q15 Please state your gender

Q16 Would you be interested in keeping informed on future developments on active travel in Monmouth? If so, please give your name and email or phone

312 responded between April 6th to June 25th 2018

Appendix 5C

Full Comments Answers to Survey Questions

Q4 Why are you currently not walking?

"When we visit we need to park"
Participant 4 – outside Monmouth

"I DO WALK, AS WELL AS CAR AND BUS"
Participant 6 – Outside Monmouth

"Crossing the bridge is dangerous for pedestrians and cyclists"
Participant 7 – Drybridge

"because the existing road bridge is crowded, full of traffic fumes and not a pleasant experience. "
Participant 9 – Outside Monmouth

"There is no clear footpath network of shopping, work, leisure, education origins and destinations, separate from road traffic"
Participant 10 – Outside Monmouth

"cycling is quicker"
Participant 20 – Outside Monmouth

"I do walk and cycle most days, just to keep healthy"
Participant 25 – Osbastan

"It is not easy/safe to access the area on foot with dogs"
Participant 29 – Outside Monmouth

"Need my van for work"
Participant 31 – Wyesham

"Car"
Participant 35 – Wyesham

"Too dangerous"
Participant 37 - Wyesham

"I am currently walking."
Participant 38 – Overmonnow

"Timing issues."

Participant 43 – Wyesham

“Already walking”

Participant 49 – Drybridge Rockfield

“Not safe enough with my young children”

Participant 50 – Drybridge Rockfield

“Because I travel there from Poole. However once in Monmouth we do walk around but tend to find routes that are safe for young children (not too much traffic passing close by to narrow pavements).”

Participant 51 – Outside Monmouth

“Moved to Bristol currently, back in the summer”

Participant 53 – Drybridge Rockfield

“Sometimes more convenient to cycle or take the car”

Participant 58 – Osbastan

“I am”

“Lack of time”

Participant 60 – Drybridge Rockfield

“Busy”

Participant 61 – Overmonnow

“I am walking but had to click something :/”

Participant 64 -Wyesham

“Too far”

Participant 66 – Outside Monmouth

“My job involves walking”

Participant 71- Drybridge Rockfield

“Live in town centre”

Participant 76 – Town centre

“I do walk”

“cycle or lift sometimes”

Participant 83 – Wyesham

“I cycle. pls note that I cross in the opposite direction towards wyesham”

Participant 86 – Overmonnow

"Weather dependent"

Participant 88 – Overmnow

"Do not like crossing busy roads"

Participant 92 – Wyesham

"Cycle"

Participant 93 – overmnow

"Bad back - operation 2017"

Pat 94 – Drybridge Rockfield

"unpleasant underpass and traffic fumes"

Participant 95 – Town Centre

"Too Dangerous"

Participant 104 – Osbastan

"Busy and dangerous traffic"

Participant 113 – Outside Monmouth

"Live in town"

Participant 114 – Town centre

"Unsafe"

Participant 118- Outside Monmouth

"Unpleasant bridge and subway"

Participant 122 – Wyesham

"Time restraints"

Participant 126 – Outside Monmouth

"Traffic "

Participant 127 – Outside Monmouth

"I am walking, dumb question design"

Participant 12 Overmonnow

"To busy"

Participant 129 – Wyesham

"Not a nice route currently"

Participant 136 – Wyesham

"Need to get the shopping home with two young children"

Participant 140 – Overmnow

“Daughter with disability is a reluctant walker”

Participant 144 – Wyesham

Time constraints

Pat 150 – osbastan

I do sometimes

Participant 153 – Drybridge

I live IN town

Participant 156 – Town centre

Not enough time, walking past sitting traffic, narrow pavement across Wye Bridge

Participant 159 – Wysham

“Work needs a car”.

Participant 160 – Osbastan

“I am walking”

“I do walk into town but it is not very pleasant. The close proximity of the traffic and the lack of safe areas to cross near lidl puts me off. Also when it rains, puddles form on the bridge as the drains are not in the right place and traffic often splashes water onto the pavement.”

Pat 165 – Wysham

“I am “

“I do walk”

“Cycling is quicker”

Participant 179 – Wysham

“i frequently am.”

“Distance between home and school (osbaston)”

Participant 185 – Drybridge Rockfield

“Go by car or motorbike to shops”

Participant 186 – not given

“Access to walk. If there was better pedestrian access I would drop my daughter off so she could walk to school”

Participant 188 – outside Monmouth

“Time & taking my kids to town”

Participant 198 – Wysham

"Too far in winter, as it's easier to drive. Sometimes walk on nice days or if I'm not in a rush."
Participant 199 – Wysham

"Sometimes walk when traffic too bad but not pleasant, don't feel safe through subway so try to avoid"
Participant 200 – Osbastan

"Traffic"
Participant 201 – Outside Monmouth

"I am"

"Carrying loads"
Participant 209 – Wysham

"Traffic"
Participant 212 – Wysham

"I often cycle"
Participant 213 – Wysham

"Cycling"
Participant 218 – Outside Monmouth

"Cycling"
Participant 220 – Osbastan

"Live 4 miles away from bridge & no parking apart from lids"
Participant 221 – Outside Monmouth

"I work in Cardiff - but on weekends do occasionally walk in to town."
Participant 224 – Osbastan

"Distance"
Participant 230 – Outside Monmouth

"Distance"
Participant 234 – Drybridge Rockfield

"I do sometimes. Depends on time restraints"

"Tools "
Participant 241 - Overmonnow

"easier to drive "
Participant 243 – Location not given

"Time restraints"

Participant 245 - Wyesham

"If I'm shopping I need the car....otherwise I walk"

Participant 249 - Overmonnow

"We do walk in sometimes, but tend to use scooters as they are more convenient and quicker"

Participant 250 - Wyesham

"I have a car parking space at work"

Participant 252 – Drybridge Rockfield

"I do, sometimes"

"Sometimes I don't walk due to uneasy access"

Participant 259 - Overmonnow

"Weather."

Participant 261 – Osbaston

"The weather. Transporting tools."

Participant 266 - Overmonnow

"No good walkways to where i want to go "

Participant 270 - Wyesham

"bad weather"

Participant 271 - Wyesham

"drive to work , but walk into town"

Participant 276- Town Centre

"Wonostow rd not safe in some parts to walk. Link road needs a safe place to cross at the bottom when walking from new estate"

Participant 277 – Location not given

"Too far for my children "

Participant 278 – Drybridge Rockfield

"cancer treatment"

Participant 284 – Osbaston

"Injury"

Participant 285 – Osbaston

“traffic”

Participant 295 - Wyesham

“I am already walking often”

“I cycle slightly more frequently than I walk, but I do both”

Participant 297 - Wyesham

“because of the pollution, because of the lorries, because the pavements are dangerous with insufficient room for the people on them, let alone the cyclists driven off the bridge by the lorries and bad-tempered drivers, no room for a buggy and a dog to pass each other without risking death from the aggravated drivers by stepping onto the road”

Participant 298 - Wyesham

Risk. Car drivers in Monmouth are inconsiderate and dangerous if you are not also in a car. - this is paradoxically why I drive to town. Also there are frequently big puddles along the Wye bridge road that I have been splashed from by cars.

Participant 298 – Outside Monmouth

“Because I take my son to the grange”

Participant 302 - Osbaston

“don't like the subway”

Participant 303 –Drybridge Rockfield

“I tend to cycle”

Participant 304 - Osbaston

“I walk this route to access the Kymin and Offa dyke ,your web site wouldn't let me enter walk as well as cycling”

Participant 307 - Overmonnow

“Difficulty crossing the road”

Participant 309 – Location not given

Q7 Why are you currently not cycling?

"Access is poor "

Participant 74 – Overmonnow

"as above"

Participant 284 – Osbaston

"As the wye bridge is not safe to travel on bikes with 5 kids so we drive to the biblins"

Participant 59– Overmonnow

"Because it's not easy to get across the Wye and back"

Participant 174- Outside Monmouth

"Because of the difficulty of crossing the wye bridge with my son on bikes"

Participant 302- Osbaston

"Because there is no bike share scheme available for tourists. "

Participant 51 – Outside Monmouth

"Broken bike"

Participant 1- Osbaston

"cold weather and being very close to town, so I usually walk"

Participant 168 - Overmonnow

"Cos I take the dog"

Participant 64 - Wyesham

"crossing the bridge can be hazardous"

Participant 189 - Wyesham

"Dangerous over bridge"

Participant 113 - Overmonnow

"Difficulty crossing the road"

Participant 309 – No location given

"distance"

Participant 234 - Drybridge Rockfield

"Ditto walking above"

Participant 10 - Outside Monmouth

"DO NOT HAVE A BIKE"

Participant 6 - Outside Monmouth

"Doesn't feel very safe"

Participant 107 - Outside Monmouth

"Don't feel very safe on the road from Redbrook"

Participant 222 - Outside Monmouth

"Feel too dangerous"

Participant 258 - Wyesham

"Good question"

Participant 18 - Outside Monmouth

"Have young child"

Participant 226 - Outside Monmouth

"heavy traffic"

Participant 190 - Wyesham

"hills and weather"

Participant 232 - Outside Monmouth

"I am"

Participant 95 - Town Centre

"I am a childminder and have too many children with me to cycle."

Participant 80 - Wyesham

"I am cycling, which is faster than driving in town."

Participant 38 - Overmonnow

"I cycle and drive and walk when visiting"

Participant 132 - Outside Monmouth

"I do cycle as well as walk, but your question 2 only give one option"

Participant 178 - Wyesham

"I do cycle into town, but have found it becoming more hazardous due to the volume of traffic"

Participant 25 - Osbastan

"I do cycle over the bridge.....but it never feels safe"

Participant 249 - Overmonnow

"I do sometimes"

Participant 138 - Wyesham

"I do, but you can't click walk and cycle above. Also see below"

Participant 175 - Wyesham

"I don't have a bike"

Participant 286 - No location given

"I haven't got a bike"

Participant 114 - Town Centre

"I haven't got a bike"

Participant 144 - Wyesham

"I haven't got a bike and the lack of cycling infrastructure ie safe passage over the Wye is off-putting"

Participant 164 - Town Centre

"I live in Coleford and it is a big hill to get back but if there was a cycle route up the wye I would use that, probably transporting my bike by car. "

Participant 9 - outside Monmouth

"I live IN town"

Participant 156 - Town Centre

"I only cycle when I am brave and then the potholes and the drivers hooting makes me shake with fear. Above it asked how I get to town i cycle and walk but I wasn't able to enter both choices."

Participant 298 - Wyesham

"I'm getting too old!"

Participant 252 - Drybridge Rockfield

"It is dangerous"

Participant 7 - Drybridge Rockfield

"it is too dangerous"

Participant 166 - Wyesham

"It is too dangerous to cycle on the roads and there are not adequate cycle path provision away from the roads"

Participant 29 - outside Monmouth

"Kids are too young at the moment"

Participant 140 - Overmonnow

"Lack of bike parking"

Participant 60- Drybridge Rockfield

"Lack of cycle paths"

Participant 202 – Town Centre

"Lack of organisation"

Participant 48 - Drybridge Rockfield

"Lack of organisation"

Participant 49 - Drybridge Rockfield

"Lack of places to lock up"

Participant 293 – Osbaston

"live 8 miles away roads too dangerous"

Participant 182 – Outside Monmouth

"Live in town centre"

Participant 76 – Town Centre

"More places to securely lock up bikes required."

Participant 185 - Drybridge Rockfield

"Moved to Bristol"

Participant 53 - Drybridge Rockfield

"Need a secure parking area to park, to allow us to cucle"

Participant 4 – Outside Monmouth

"Need better dedicated cycle route"

Participant 180 – Overmonnow

"Need to mend my bike."

Participant 89 – Town Centre

"Need van for work"

Participant 531– Wyesham

"Nice to walk with family"
Participant 177 - Drybridge Rockfield

"No bicycle at present"
Participant 88 – Overmonnow

"No Bike"
Participant 35 – Wyesham

"No bike"
Participant 243 – Wyesham

"No bike"
Participant 266 – Outside Monmouth

"No bike"
Participant 270 – Wyesham

"No bike"
Participant 283 – Osbaston

"No child seat fitted on my bike "
Participant 77 – Wyesham

"No cycle lane, not sure about secure parking"
Participant 123 – Overmonnow

"No safe routes from my house"
Participant 161 – Outside Monmouth

"no where to park bike securely, no safe access bike ways"
Participant 290 – Outside Monmouth

"Not enough places to leave my bike"
Participant 210 – Wyesham

"Not safe to cycle in the mornings due to traffic"
Participant 274 – Wyesham

"Nowhere to park bikes"
Participant 54 – Osbaston

"Prefer to walk and do not cycling on such a busy road"
Participant 223 – Wyesham

"Prefer walking"
Participant 135 – Wyesham

"Really poor question design guys"
Participant 128 – Overmonnow

"Roads are dangerous"
Participant 231 – Wyesham

"Roads are dangerous (eg Lydart)"
Participant 230 – Outside Monmouth

"Roads are in terrible condition"
Participant 147 – Wyesham

"Roads too busy"
Participant 121 – Town Centre

"Safety"
Participant 50 – Drybridge Rockfield

"Safety"
Participant 162 – Location not given

"Same as before. It is stressful, dangerous and smelly. I used to live in London and felt safer cycling through rush hour in central London than I do in Monmouth because cyclists and pedestrians are given more consideration in London. Monmouth drivers need reeducating as they have the impression that they own the road and resent others using it."
Participant 300 – Outside Monmouth

"terrifying prospect of the traffic on Wye Bridge!"
Participant 103– Outside Monmouth

"The roads are full of traffic and I feel it would be too dangerous to cycle between stationary vehicles"
Participant 159 – Wyesham

"The roads to busy not very safe of cycling"

Participant 244 – Location not given

"The Wye bridge is too dangerous! "

Participant 136 – Wyesham

"Time constraints"

Participant 150 – Osbaston

"To busy"

Participant 129 – Wyesham

"Too busy with traffic"

Participant 288 – Osbaston

"Too dangerous"

Participant 37– Wyesham

"Too Dangerous"

Participant 104 – Osbaston

"Too dangerous with the traffic, especially large trucks that give you no space"

Participant 170 – Wyesham

"too dangerous, not enough cycle safe options"

Participant 263 – Outside Monmouth

"Too far for my children "

Participant 278 – Drybridge Rockfield

"Too many potholes"

Participant 71 – Drybridge Rockfield

"too much traffic at certain times of the day. Also if have lots of bags of shopping it is not feasible to do."

Participant 3 – Wyesham

Traffic

Participant 201 – Outside Monmouth

Traffic

Participant 289 – Osbaston

“traffic”

Participant 295 – Wyesham

“Traffic “

Participant 311 – Location not given

“Traffic can be bad on the wye bridge”

Participant 58 – Osbaston

“traffic congestion of Wye Bridge”

Participant 102 – Location not given

“traffic especially lorries”

Participant 96– Wyesham

“Traffic on the A466 from Redbrook to Monmouth”

Participant 127 – Outside Monmouth

“unsafe”

Participant 117 – Outside Monmouth

“unsafe”

Participant 118 – Outside Monmouth

“unsafe”

Participant 214 – Overmonnow

“walk or lift sometimes”

Participant 83 – Drybridge Rockfield

“Walking is fine”

Participant 192 – Osbaston

“We do cycle across bridge to get to Chepstow”

Participant 187– Outside Monmouth

“We do sometimes but the busyness of cars puts us off as we have a 7 yr old son as well”

Participant 193– Outside Monmouth

“We do, but use scooters more often as our children prefer them”

Participant 250 – Wyesham

“We travel to Monmouth primarily for leisure. The countryside is excellent for walking and cycling.”

Participant 112 – Outside Monmouth

“Weather”

Participant 209 – Wyesham

“Weather”

Participant 241 – Overmonnow

“Weather”

Participant 261 – Osbaston

“Work needs a car.”

Participant 160 – Osbaston

Q8 – why not cycling

“4 miles”

Participant 187 –Outside Monmouth

“A40 too busy.No parking further away”

Participant 197 –Outside Monmouth

“Agoraphobic”

Participant 260– Wyesham

“Already walking”

Participant 48 – Drybridge Rockfield

“Because I live in Llandogo”

Participant 142 –Outside Monmouth

“Because the roads are too busy and drivers have no common sense when it comes to sharing the road with cyclists”

Participant 21 – Drybridge Rockfield

“Bicycle would probably be stolen”

Participant 211 – Drybridge Rockfield

“Bridge too dangerous”

Participant 152 – Town Centre

“Cannot cycle from home, too steep”

Participant 122 – Wyesham

“Cant cycle with kids”

Participant 79 – Overmonnow

“crossing road before the lights”

Participant 275 – Wyesham

“Currently walking”

Participant 210 – Wyesham

"Cycling suffers from the weather, is impractical for doing shopping. Cycled a lot in youth, now suffering worn joints!"

Participant 85 – Wyesham

"Cycling is OK"

Participant 34 – Outside Monmouth

"Dangerous"

Participant 248 – Wyesham

"Dangerous"

Participant 82 – Wyesham

"Dangerous"

Participant 247 – Wyesham

"Dangerous walking across bridge with traffic"

Participant 312 – Location not given

"Do not have a bike"

Participant 92 – Wyesham

"Do not want to"

Participant 158 – Wyesham

"Don't cycle"

Participant 212 – Location not given

"Don't have a bike!"

Participant 42 – Osbaston

"Don't cycle."

Participant 115 – Outside Monmouth

"Don't feel safe"

Participant 5 – Overmonnow

"Don't have a bike"

Participant 231 – Wyesham

"Don't own a bike."

Participant 199 – Wyesham

"Elderly - live 8 miles out"
Participant 148 – Outside Monmouth

"Feels unsafe"
Participant 165 – Wyesham
"Haven't a bicycle"
Participant 216 – Osbaston

"I am usually traveling on to somewhere further away"
Participant 268 – Outside Monmouth

"I cycle"
Participant 176 – Location not given

"I cycle; question is structured a bit poorly!"
Participant 30 – Wyesham

"I do cycle into town"
Participant 120 – Wyesham

"I dont cycle on roads only on tracks cyles and bikes dont mix"
Participant 57 – Wyesham

"I don't cycle!"
Participant 87 – Outside Monmouth

"I don't have a cycle and the roads have too many potholes. Not safe."
Participant 149 – Outside Monmouth

"I have mobility issues"
Participant 13 – Drybridge Rockfield

"I like to walk!"
Participant 91 – Wyesham

"I like walking"
Participant 272 – Drybridge Rockfield

"I live outside of Monmouth"

Participant 132 – Outside Monmouth

“I live too far away for walking to be my commuting method and require a car throughout my working day”

Participant 139 – Outside Monmouth

“I live too far out - 6 miles”

Participant 232 – Outside Monmouth

“I live within easy walking distance”

Participant 184 – Town Centre

“I prefer to cycle”

Participant 16 – Outside Monmouth

“I prefer walking.”

Participant 233 – Outside Monmouth

“Its dangerous”

Participant 306 – Wyesham

“It's not very convenient - no where to park the bike.”

Participant 217 – Osbaston

“It's too far - eight miles up hill”

Participant 141 – Outside Monmouth

“Journey is too far for work , but I walk over some times”

Participant 294 – Outside Monmouth

“live 2 miles away”

Participant 226 – Outside Monmouth

“live 8 miles away”

Participant 182 – Outside Monmouth

“Live at the top of Hereford Road”

Participant 224 – Osbaston

“Live in Penallt “

Participant 255 – Outside Monmouth

"Live in symonds yat"

Participant 40 – Outside Monmouth

"Live too far away"

Participant 44 – Outside Monmouth

"Live too far away"

Participant 155 – Outside Monmouth

"live too far away"

Participant 263 – Outside Monmouth

"Lydart rd not safe for cyclists"

Participant 130 – Outside Monmouth

"My sight impairment prevents my riding a bicycle safely"

Participant 280 – Wyesham

"Need car"

Participant 100 – Outside Monmouth

"No bike"

Participant 285 – Osbaston

"No bike, not far enough a journey to justify it."

Participant 206 – Town Centre

"No cycle"

Participant 256 – Wyesham

"No good parking"

Participant 73 – Outside Monmouth

"Not a confident road cyclist and two young children to transport daily."

Participant 126 – Outside Monmouth

"Not a cyclist, prefer walking and usually have a dog with me"

Participant 41 – Osbaston

"not feasible with work"

Participant 308 – Outside Monmouth

“Not practical with 2 children”

Participant 220 – Osbaston

“Now to old”

Participant 195 – Outside Monmouth

“Osteoarthritis”

Participant 246 – Outside Monmouth

“Poor survey design won't allow me to select all boxes. “

Participant 183 – Outside Monmouth

“Prefer to drive”

Participant 273 – Wyesham

“Prefer to walk.”

Participant 292 – Osbaston

“roads too busy - need to improve route from Redbrook”

Participant 269 – Outside Monmouth

“Son too young”

Participant 280 – Outside Monmouth

“Still too far.”

Participant 23 – Outside Monmouth

“The one way system makes it very difficult for me to return back from town to my house by bike.”

Participant 204 – Wyesham

“The roads around Monmouth are too busy”

Participant 205 – Outside Monmouth

“to busy and dangerous to cycle”

Participant 276 – Town Centre

“To dangerous to ride on the road”

Participant 36 – Wyesham

“To far”

Participant 101 – Wyesham

“Too dangerous”

Participant 22 – Outside Monmouth

"Too dangerous"

Participant 240 – Wyesham

"Too dangerous"

Participant 271 – Wyesham

"Too dangerous"

Participant 279 – Wyesham

"Too dangerous, road to my home too steep"

Participant 296 – Wyesham

"Too far"

Participant 15 – Outside Monmouth

"Too far"

Participant 18 – Outside Monmouth

"Too far"

Participant 65 – Outside Monmouth

"Too far"

Participant 107 – Outside Monmouth

"Too far"

Participant 134 – Outside Monmouth

"Too far"

Participant 163 – Outside Monmouth

"Too far"

Participant 222 – Outside Monmouth

"Too far"

Participant 287 – Outside Monmouth

"Too far - I live in Usk"

Participant 267 – Outside Monmouth

"Too far from my house"

Participant 286 – Location not given

"TOO FAR WHEN SHOPPING"

Participant 108 - Outside Monmouth

"too much traffic"

Participant 172 - Outside Monmouth

"Too much traffic. I regularly see drivers using a mobile phone and too many exceed 30mph on Rockfield Road."

Participant 106 – Drybridge Rockfield

"Too old to make it up the hill back"

Participant 124 - Outside Monmouth

"Too risky on the Eye bridge"

Participant 43 – Wyesham

"Total distance from home is too far"

Participant 188 - Outside Monmouth

"Traffic too busy"

Participant 61 – Overmonnow

"Used to cycle as a youngster but don't anymore, roads far too unsafe for me to cycle"

Participant 221 - Outside Monmouth

"Very dangerous crossing bridge"

Participant 17 – Wyesham

"Work long hours, subway not safe"

Participant 274 – Wyesham

"Young children/baby"

Participant 153 – Osbaston

Q9 Other Comments on walking and cycling in Monmouth

"I have felt more vulnerable to have an accident whilst cycling as the vehicles can get too close."

Participant 1 – Osbaston

"You have a truly wonderful town and this bridge would make a Real difference - do the right thing and fight for it. You and future hennariona will thank you for it."

Participant 4 – Outside Monmouth

"I WALK A LOT IN MONMOUTH"

Participant 6 – Outside Monmouth

"The size of the lorries going over the bridge is horrendous and dangerous. They should be banned"

Participant 7 – Drybridge Rockfield

"My son is one of the few children who cycles to the Comprehensive school daily. There needs to be a proactive campaign to improve non vehicular access to the school"

Participant 8 – Drybridge Rockfield

"The combination of the busy road bridge, the river and the A40 create a major barrier at the moment. It is such a wonderful area to walk and cycle, and Monmouth is a great town but the journey across by foot is just unpleasant! If linked to a new longer cycle route it would be huge boost to tourism in the area linking the quality of shopping and eating in the town with the great environment both up and down river. "

Participant 9 – Outside Monmouth

"To repeat: needs clear origin/destination network, physically separate from highway traffic"

Participant 10 – Outside Monmouth

"I wouldn't want to be cycling in the Monmouth - the roads are so congested. There's double parking in the high street too. It's become a nightmare. Along with parking. So difficult getting a space."

Participant 13 – Drybridge Rockfield

"Walking and cycling in Monmouth could be increased with better traffic management and wider footpaths on the high street. Maybe even pedestrianising the high street would be a good idea."

Participant 14 – Overmonnow

“Over the last year or so at considerable cost you have made a new free carpark, now you want to stop people driving in.”

Participant 15 – Outside Monmouth

There is great scope for Monmouth to develop cycle tourism with not only the proposed new bridge but also the development of a cycle route down the Wye valley to Tintern, Chepstow and the Severn Bridge using old railway lines & tunnels, linking with the superb Peregrine Path between Monmouth and Symonds Yat East.”

Participant 20 – Outside Monmouth

“Monmouth is a nightmare to cycle from a to b especially with a child in tow”

Participant 21 – Drybridge Rockfield

“Cycling down monnow street has become more dangerous. Cars will double park or stop suddenly when they spot a place to park or open car doors without checking. Drivers are not used to a cycling public as they are in The Netherlands or Denmark. “

Participant 25 – Osbaston

“I really appreciate all the walkways we have in Overmonnow, and I think these should be included in the new developments. I also appreciate the new cycle racks and use them regularly. It would be good to have some cycle racks near Church Street or St Marys or the Priory. Could some of the one-way streets be two-way for cyclists? We can cycle through Vauxhall fields, how about extending a cycle path from there into Overmonnow or to the old Monnow Bridge?”

Participant 26 – Overmonnow

“Better separation from cyclists on footpaths. Too many people mess up footpaths with quad and cross bikes “

Participant 28 – Town Centre

More effort needs to be made throughout Monmouthshire to improve cycle/walking paths into towns in the area.

Participant 29 – Outside Monmouth

“Cycling infrastructure needs a massive overhaul in Monmouth. The main town is not spread over a massive area geographically, so there are surely a large number of journies currently undertaken by car that could be done by either walking or cycling. Again, the current infrastructure will struggle to keep up with town growth and new/wider roads aren't really feasible given how built-up the town centre is. Alternative transport needs to be encouraged and supported if Monmouth is to continue to flourish and not become one big traffic jam.”

Participant 30 – Wyesham

“Teaching kids the green cross code and safe cycling would help. Stop parents picking and taking their kids to school on bikes in areas of high congestion of traffic and expecting all traffic to dawdle behind them like they own the road. And maybe a class which teaches every Road user a simple thing called consideration.”

Participant 32 – Wyesham

“Not enough off road tracks available”

Participant 37 – Wyesham

“Traffic in general would greatly improve if parents were NOT driving their kids to schools (let the teenagers walk and unclog the town) and if the likes of BOOTS shops had their delivery lorries NOT double parking every single morning, blocking traffic and making my commute on bike dangerous due to impatient drivers overtaking blindly. This could be resolved by allowing the shops having deliveries to block the parking spaces in front of their premises for the duration of the delivery, for example.

Monnow street is filled with pot holes, some of which have been hastily plugged in the past week (the tarmac has been dropped in heaps rather than smoothed and sealed. It will not last. the whole street needs to be resurfaced properly).”

Participant 38 – Overmonnow

“As I mentioned above a pedestrian crossing on the Wye bridge would make it much easier for people coming from town to access the boys school playing fields and Redbrook Road. It is very difficult to cross the road on the bridge at the moment and this will be worsened by the additional lane proposed on the duel carriage way. Also there are a lot of stiles on the footpaths in the local area which make them impossible to use by people with reduced mobility and/or dogs. If these were replaced with gates or at least dog gates this would open up those footpaths to more people. Better signage and maps of the footpaths in and around Monmouth might encourage people to walk to work/school as at the moment it is only really the ‘tourist/leisure’ walks that are advertised.”

Participant 41 – Osbaston

“We would definitely consider it more if there is a safer route. The only people opposed to this do not have to sit in the traffic numerous times a day”

Participant 43 – Wyesham

“It’s quite safe and comfortable to walk across the current bridge and I don’t think anyone would detour to use a new bridge. “

Participant 44 – Outside Monmouth

“High street also not safe for cyclist”

Participant 46 – Outside Monmouth

“the pavement on the actual bridge is quiet narrow”

Participant 47 – Drybridge Rockfield

“We currently drive the children from Monmouth to Wyesham every day for school. If there was a safe pedestrian/ cycle bridge we would use it. The current bridge is not safe for cycling or walking. “

Participant 48 – Drybridge Rockfield

"We always drive to Wyesham for school (and Lidl), it would be great to have a direct, traffic free way of crossing the Wye on foot or bike. "

Participant 49 – Drybridge Rockfield

"There are currently not enough opportunities to bike, especially as a family and it's hard to find routes that link ... we might start in the car, then have to get bikes out to finish our journey how we wanted to do the whole thing "

Participant 50 – Drybridge Rockfield

"Being a small town, this would be an excellent place to enable a great modal shift to active travel and needs investment."

Participant 50 – Outside Monmouth

"It would be great if there was a workable route through Monmouth that didn't involve Monnow Street."

Participant 51 – Outside Monmouth

"Syniad grêt one mae'n rhaid cael system sy'n ymuno'r bont a'r ffyrdd seiclo a'r ffyrdd cerdded."

Participant 55 – Location not given- written in Welsh

"My two children are wheelchair users and some of the pavements in Monmouth are in a poor state of repair and make their travel into town quite difficult. We also have problems with narrow pavements in the town centre and limited places to cross the road (lack of drop kerbs) particularly near the shire hall."

Participant 56 – Osbaston

"In the long term it would be good to link the Beaufort bridge to the Peregrine Path via the Boy school playing fields."

Participant 63 – Drybridge Rockfield

"Still need to replace the underpass from Bots school to bridge."

Participant 65 – Outside Monmouth

"There is a massive need for traffic free cycle routes for commuting into Monmouth. Our local roads are not safe for children on bikes "

Participant 66 – Outside Monmouth

"Teach the children road safety"

Participant 70 – Wyesham

"Potholes need sorting. Educating people on traffic laws is paramount. Slowing down traffic would aid safety."

Participant 71 – Drybridge Rockfield

"Lack of cycle pathways"

Participant 73 – Outside Monmouth

“Cycle network in Monmouth is very poor in general - would love to see more done to this in the future “

Participant 74 – Overmonnow

“The narrowing of Monnow Street at its bottle neck is wonderful for pedestrians. We need to give more priority to pedestrians rather than cars.”

Participant 75 – Osbaston

“Our family thinks that should be safer cycling routes around the town, this would encourage more people to cycle.”

Participant 80 – Wyesham

“This would make it much safer for pedestrians and cyclists who presently use the narrow footpath across the road bridge.”

Participant 81– Outside Monmouth

“Please”

Participant 83 – Drybridge Rockfield

“Show the analysis of present users on a daily times/pedestrian use/cyclist use per annum including seasonal use - attach those figures to any survey request, and publicise widely for representative public response. Append min & max costings. Otherwise this survey might only attract positive responses from cycling and walking groups. i.e. false 'facts'”

Participant 85 – Wyesham

“we need cycle paths”

Participant 86 – Overmonnow

“The current footbridge is perfectly adequate for pedestrians. Cyclists can use the road. There are far better things to spend money on than a bridge for a minority group of cyclists!”

Participant 87– Outside Monmouth

“No”

Participant 88 – Overmonnow

“a. Cars parking on double yellow lines outside the Shire Hall are dangerous. Opening door just missed me once.

b. Cars going down Monnow St stop too close to the pinch point to allow me to turn right going up the street in Agincourt St

c. Pedestrians crossing old Monnow Bridge totally unaware of cyclists

d. Cars parking outside Handy Man House and ignoring the No Entry sign

e. No pedestrian/cyclist demarcation on the dual track on the north side of Drybridge St.

f. Often near misses where the cycle track rounds the blind corner onto Monnow Bridge.

g. Potholes as ever

h. The red 'cyclist only' lane coming out of Drybridge Park onto Watery Lane works well.”

Participant 94 – Drybridge Rockfield

“very expensive proposals for left lane on A40 will prove a waste of money once the Seven Bridge tolls are lifted”

Participant 96 – Wyesham

“This could be the beginning of creating the cycle track that was proposed a few years ago that never really got going. We could quite easily start with getting it to Redbrook along the old railway line ?”

Participant 97 – Wyesham

“I enjoy walking in Monmouth but it is marred by so much traffic. My family is grown up but I wouldn't feel happy walking young children along the roads particularly as they are shorter and closer to exhaust fumes. Incidentally, my elder daughter, when she was 17 years old, was knocked down and injured in Monmouth town centre when she was walking to school, by a local driver who was doing her daily trip into town and driving without due care and attention. As I walk daily along Rockfield Road I see so many cars go down to town, less than a mile from where I live, and return a short while later so they've obviously popped to town. I don't know what it will take to persuade people to leave their cars at home and enjoy the benefits of walking and the opportunity to interact with their neighbours and make it a safer environment. “

Participant 106 – Drybridge Rockfield

“Could do with more pedestrianised areas and cycle racks.”

Participant 107– Outside Monmouth

“The leisure side of Monmouth would be greatly enhanced by a safe river crossing that does not involve being alongside heavy goods vehicles.”

Participant 112– Outside Monmouth

“More bike locking hoops”

Participant 113– Outside Monmouth

“Extremely dangerous for both walkers and cyclists. Walkers on the Offas Dyke Path regularly comment on this section as it is the first impression of Monmouth if walking east to west. Cycling can be frightening. For a town that is one of the 'Gate Ways' to Wales so much needs to be done”

Participant 116 – Wyesham

“There is an old railway track from Redbrook which could be tied into the bridge for children to go to school and also leisure”

Participant 118– Outside Monmouth

“Cycling in particular needs to be made easier so thst it is not an actiivty exclusively for people who are very keen cyclists. It may also attract a business offering bikes for sale and cycle repairs and spares”

Participant 119– Outside Monmouth

"More opportunities to park on the Wyesham side, handy for whatever bridge, would encourage people to leave their cars and walk the last few hundred yards into Monmouth."

Participant 122 – Wyesham

"no issues re walking, but never feel it would be a safe place to cycle"

Participant 123– Overmonnow

"Many walkers already visit the town because of its position relative to major footpaths, so anything that helps promote Monmouth as a walking/cycling centre can only help the economy of the town"

Participant 124– Outside Monmouth

"Monmouth is the gateway to Wales and there are very few cycling safe route !"

Participant 125 – Wyesham

"The poor traffic management and long que lengths on the A466 by lidi"

Participant 127– Outside Monmouth

"No"

Participant 128– Overmonnow

"Walking and cycling into konmouth would be fine apart from we dont need cycle lanes just a bridge that last "cycle lane" at the botyom of town was a wast of money and is restrictive to traffic."

Participant 129 – Wyesham

"Hadnock Road is a shambles. Pavement overgrown by hedges, and dangerous underfoot with leaves and debris, also cars (usually people parking for work in town who then cross the bridge on foot in order to avoid the hideous rush hour trafficand also leisure tourists who park there to then cycle the road to Symonds Yat) half on the pacement forcing pedestrians to walk on road. The road is becoming busier with more lorries and trucks as the estate gets busier, they often hurtle down travelking well over the 30mph speed limit"

Participant 135 – Wyesham

"Not enough safe routes for children and adults to cycle safely around Monmouth. Fine for Overnonnow but the routes do not link with anywhere else."

Participant 136 – Wyesham

"Continuing the links between residential areaswith dedicated paths would be of benefit to the towns residents plus extending the paths out into the surrounding countryside would improve leisure activity accessibility as the roads aren't safe and can be narrow."

Participant 139– Outside Monmouth

"I would appreciate consideration to reducing the speed limit through town"

Participant 140– Overmonnow

Monmouth is not an easy place to to cycle or walk in. Anything that encourages/allows more people to walk or cycle in rather than bringing their cars is a good thing.

Participant 141– Outside Monmouth

“Cyclists are completely selfish and should not be allowed on our roads unless they have insurance and pay road tax like the rest of us.”

Participant 142– Outside Monmouth

“We need cycle pathways to major towns within a 20 mile radius.”

Participant 145 – Drybridge Rockfield

“No problem walking or cycling don't know what the fuss is about.”

Participant 146 – Wyesham

“Cycling into Monmouth is dangerous, as the roads are not safe.

Crossing the road at the bottom is also difficult and dangerous - dodging the cars on the bridge as we do. I regularly see lorries mounting the curb on the bridge.”

Participant 147– Wyesham

“There is no proper safe pedestrian route into the town centre from the Wonastow estate developments. The junction at Link Road is unsafe for parents with children and also for older people or people with mobility issues. The road is too wide to cross easily without a centre island refuge.

This is not encouraging people to walk into town resulting in more traffic/congestion and pollution. Pedestrians are having to deal with large HGV vehicles using the junction without any footways. The road markings are not there and vehicle speeds are high.”

Participant 149– Outside Monmouth

“I currenty cycle over the current Wye bridge twice a week for health & leisure purposes. I do not allow my 7 year old son to come with me as I feel it's a bit too dangerous with the traffic, and the footpath is very narrow. Also it is of course an offence to cycle on the pavement.”

Participant 150 – Osbaston

“Need to link symonds yat cycle path with Monmouth town centre”

Participant 151 – Osbaston

“Walking is generally OK in the Town. Cycling poor at the pinch poit”

Participant 152 – Town Centre

“It's a good place for walking but could be better”

Participant 154 – Drybridge Rockfield

“No”

Participant 157– Wyesham

“Cyclists and pedestrians should not share a narrow pavement”

Participant 158– Wyesham

“More cycle lanes throughout the town. Safer routes for families to cycle together.”

Participant 159– Wyesham

“The river is a beautiful part of Monmouth - but it divides the communities. And it’s a barrier to safe and healthy passage. A new bridge will actively encourage cyclists and families to access the peregrine path and beyond.”

Participant 160 – Osbaston

“There needs to be more cycle routes like the peregrine path in and around Monmouth to provide safe cycle routes for everyone. “

Participant 161– Outside Monmouth

“A footbridge would allow me and my childreb to safely get ito tow in foot or bike “

Participant 162 – Location not given

“The effort seems to go into making things work for cars. Pedestrians are an after-thought.”

Participant 164 – Town Centre

“Infrastructure needs improvement”

Participant 165– Wyesham

“Traffic on the bridge is a major problem and causes unnecessary delays, especially at rush hour times. Pollution caused by waiting traffic queues is also very bad for the health of children crossing the bridge to school and of adults walking to work. Please make it compulsory for cars to switch off their engines when waiting at the traffic lights on the Wye bridge. “

Participant 166– Wyesham

“Need to improve access and advertisement of the cycleway on the old railway bridge across the Wye”

Participant 169 – Osbaston

“Make it happen ASAP.”

Participant 170– Wyesham

“The general traffic situation should be reviewed to make the town more pedestrians friendly. Bottle neck feed into and spill into other roads. serious consideration to open up the town should be examined. “

Participant 172– Osbaston

“Not enough cycle ways.”

Participant 173– Wyesham

I cycle regularly, indeed I used to commute 45 miles a day. However in the last five years my cycling in Monmouth has reduced drastically because of the attitude of the public. There's only so much

abuse one can take. The area is geared toward off-road, and many car drivers believe that cyclists do not even belong on the road.

Participant 175– Wyesham

“The A40 isolates East Monmouth from the town”

Participant 176 – Location not given

“The proposed bridge should link up as closely as possible to the peregrine path to Ross.”

Participant 177 - Drybridge Rockfield

“It isn't necessary, the exiting cycle and footpath over the Beaufort Bridge should be finished and made official. It is a very safe route and would cost less than a new foot/cycle bridge.”

Participant 178– Wyesham

“Regarding Wye Bridge. At the recent exhibition of the 3rd lane it was obvious that the needs of Cyclists had not been taken in to account”

Participant 180 - Overmonnow

“Would like to see old railway bridge open to allow easy cycle path to Wyesham. And a proper path from Chippenham fields to the subway to allow cycling from Rockfield to Hadnock Road easier and safer.”

Participant 181 - Drybridge Rockfield

“cycling is very dangerous on main roads into town as too narrow and few passing places”

Participant 182 – Outside Monmouth

“Generally currently poor provision for cyclists. No way of getting from town to English side of the river without dismounting and walking. This may be acceptable for elderly shoppers but for recreational cyclist this is discouraging. Have a look at cycling shoes, especially those used by road cyclists. The traffic calming at the top of the town is dangerous to cyclists as motorists force through. The surface is dangerous as well. Poor car parking means that it is dangerous to cycle up through town. Why not ban parking for all?”

Participant 183 - Drybridge Rockfield

“Maybe the bridge location near the allotments would be a good location to direct people down the footpaths already established down that area”

Participant 185 - Drybridge Rockfield

“Parking on the Lidl side would encourage more people to park and walk in”

Participant 188 – Outside Monmouth

“Completion of a cycling/walking path using the old iron rail bridge would be fantastic. Investing in significant improvement of the Wye river walk from the iron rail bridge to the sewerage works would

boost tourism and also encourage local people to walk this very beautiful section of the Wye. The pavements in the centre of Monmouth could do with some attention especially in those areas where the width of pavement between shops and road is very limited.”

Participant 189 – Wyesham

“Traffic fumes on bridge. Often splashed by cars and lorries. wing mirrors dangerously close to head when passing pedestrians.”

Participant 190 – Wyesham

“Need to improve facilities for cyclists within the town”

Participant 192– Osbaston

“As secure area for bicycles to be locked up, preferably with CCTV cameras would prevent lots of bicycles in the town centre “

Participant 193 – Outside Monmouth

“The wye bridge can be dangerous at time, the boys school often have classes to pupils crossing the bridge and can be a task to pass them with a pushchair, then that along with the lorries coming over who can clip the bend on the bridge can be extremely close at times”

Participant 194 – Wyesham

“The traffic in Monmouth is increasing year by year. Whether by Park & Ride or other means it needs to be greatly reduced. “

Participant 195 – Outside Monmouth

“Need have more cycle racks. The cycle routes originating along the Wye valley from the South (Redbrook) need better marking segregation”

Participant 197 – Wyesham

“I cycle a bit. Roads becoming quite dangerous for cyclists.”

Participant 198 – Wyesham

“Survey inaccurate/faulty

I travel from Monmouth town to Wyesham to visit / care for elderly relative who lives in Wyesham and have same problems- don't contemplate visiting fri pm, sat am and other busy times.”

Participant 200 – Osbaston

“There is a real need for it”

Participant 202 – Town Centre

“I think we are missing a trick. We have a beautiful town in a beautiful location. Let's sort out the cycling and walking routes to our schools, shops and tourism hot spots.”

Participant 203 – Wyesham

"The one way system makes it very difficult to cycle, and the paths along the highstreet are too narrow, particularly by the music shop where the traffic narrows to one lane, pedestrians can feel vulnerable."

Participant 204 – Wyesham

"not particularly in the center of Monmouth but the amount of bikes heading into Monmouth is alarming especially now that there are more and more traffic lights on the road, there has been a few close encounters with cyclists being in groups slowing down traffic. having "relief" paths which cyclists can use instead of the road would be far safer and probably more enjoyable to cycle on."

Participant 205 – Outside Monmouth

"Needs to be encouraged by every possible means. Both for the health and safety reasons outlined in my previous answer and to encourage more people into and around Monmouth, to the benefit of local businesses."

Participant 206 – Town Centre

"Monmouth is dominated by HGVs from the forest of dean crossing the wyebridge. A new bridge 1 mile upstream linking Staunton road to the A40 at Dixton roundabout would be the best remedy to the overused wyebridge. A 40 mph speed limit on the A40 between the portal tunnel and dixton roundabout would also help with noise and safety."

Participant 207 – Wyesham

"Walking and cycling are very popular hobbies - both recreationally and competitively. Monmouth, being in the Wye Valley, is ideally suited to capitalise on this. More cycle paths and walks should be considered. Why not have a circular walk/cycle path that runs around and through the centre of Monmouth - using the Beaufort bridge?"

Participant 208 – Town Centre

"Poor facilities e.g. bike parking and water refill stations"

Participant 209 – Wyesham

"The biggest problem is with cyclists using the pavement, rather than the road."

Participant 211 - Drybridge Rockfield

"I think our town is fine for cycling. Money would be better spent on the local environment and social housing."

Participant 213 – Wyesham

"Pavements are very narrow in town and cannot contain all the pedestrians on busy days which is unsafe. This and all of the parking on the high street also makes it quite unsafe for cyclists as well. I have had many near misses with people opening car doors or pedestrians leaping out. Serious consideration should be made about the relocation of available parking in town and possible one way/pedestrianisation of monnow street."

Participant 214 – Overmonnow

“The key to it being effective would be where it was and how accessed.”

Participant 215 – Wyesham

“Walking is fine. I tend to only cycle as a leisure activity rather than transport because there are limited options for leaving my bike safely.”

Participant 217 – Osbaston

“Where can bikes be securely locked up? How is this practical on warm and wet days? But this is a good idea given how shambolic the current parking situation is.”

Participant 220 – Osbaston

“I think this would be safer for pedestrians & especially school children, I often see people stepping onto the road whilst passing others on Wye bridge”

Participant 221 – Outside Monmouth

“Designated cycle racks would be helpful. “

Participant 222 – Outside Monmouth

“Why do you not keep the streetlights on Redbrook Road working? “

Participant 223 – Wyesham

“Access is crucial. Access to town, access from town (to the Peregrine path) etc would be a good thing.”

Participant 224 – Osbaston

“None”

Participant 227 – Outside Monmouth

“Perhaps the huge potholes everywhere in Monmouth mean cyclists use the pavement. You would hope that after the death of the lady in Osbaston through hitting a pot hole whilst cycling the council would put the £50,000 on finding out about a cycle/pedestrian bridge towards dealing with the awful roads surfaces which are a danger to everyone”

Participant 228 – Town Centre

“The pavement on monnow street is too narrow in many places”

Participant 229 – Town Centre

“Cars drive too fast sometimes. Would be nice to have more pavements/ cycle lanes. Some roads are very damaged (eg Lydart) and not safe for families to cycle on.”

Participant 230 – Outside Monmouth

“Too much regard for cars, not enough for pedestrians. A horrible underpass, no crossing on the Wye Bridge, only a passing nod to cyclists. “

Participant 231 – Wyesham

“a dedicated foot/cycle bridge would be safer in terms of keeping heavy traffic and pedestrians crossing the Wye further apart. Take care with selecting bridge surface - Newport pedestrian bridge across the Usk rattles loudly when cycles or buggies cross the bridge!”

Participant 232 – Outside Monmouth

“currently gets really congested by Monmouth School and Comprehensive School children in the mornings and afternoons which are also the busiest times for traffic, sometimes children just step off the pavement to pass others, gets really "hairey" at times, especially when long and wide lorries are negotiating the almost rightangle turn from off the dual carriageway.”

Participant 234 - Drybridge Rockfield

“The Wye bridge, dual carriageway issue is the main concern for me.”

Participant 238 – Osbaston

“The A40 presents a real challenge to active transport in Monmouth and needs ambitious planning to make it a safer and more pleasant place to walk and cycle. “

Participant 239 - Drybridge Rockfield

“I have narrowly missed being knocked over by cyclists on the pavement on Wye Bridge because they cannot be heard due to the traffic noise, and in the underpass because it has sharp corners. Please, in the interim, could signs be installed to request cyclists to dismount when using the pavement (illegally) and in the underpass.”

Participant 240 – Wyesham

“Not exactly cycle friendly”

Participant 241 – Overmonnow

“A cycle path would make things a lot safe for drivers and cyclists alike”

Participant 245 – Wyesham

“The current state of the roads in Monmouth town are very poor repair - many 'lumpy' surfaces which are on the verge of becoming potholes.”

Participant 246 – Outside Monmouth

“Walking over the bridge is risky. Vehicles mount the curb as they go around the bend. Too much water on the bridge when it rains resulting in a soaking!”

Participant 249 – Overmonnow

“We love cycling and scooting around Monmouth. I wish car drivers were made aware other types of transport are allowed on the roads though. There isn't much tolerance towards cyclists locally”

Participant 250 – Wyesham

"I wish cycling into Monmouth and to surrounding villages was as easy and pleasant as it is to cycle to Symonds Yat."

Participant 251 – Wyesham

"Current road surfaces make cycling very dangerous. Pot holes will cause a serious accident in the future."

Participant 254 – Wyesham

"Current provision is adequate. Let's have more dentists or school funding"

Participant 255 – Outside Monmouth

"The no cycling signs at the subway under the dual carriageway are not adequate, and the footpaths in Chippenham park need to be made pedestrians only."

Participant 256 – Wyesham

"I walk everywhere as I do not drive, no problems at all"

Participant 257 – Town Centre

"I don't think cyclists have enough room especially on Wye Bridge"

Participant 260 – Wyesham

"The road surfaces (potholes) are criminally bad and dangerous for motorcyclists, cyclists and pedestrians. They can easily damage your vehicle, and potentially cause you to lose control on two wheels. Steering to avoid potholes on Monnow street puts pedestrians and other road users at risk because they don't anticipate why you might be doing it. Appalling road conditions!"

Participant 261 – Osbaston

"It's not cycle friendly and it is hard to walk along the high street without queuing - why are there several lanes of parking on the high street and not enough pavement width?"

Participant 266 – Outside Monmouth

"We need a strategy to increase walking and cycling, which will then support our local economy, our health, and tourist trade"

Participant 269 – Outside Monmouth

"The existing cycle path in Drybridge street is awful because it is just part of the pavement."

Participant 272 - Drybridge Rockfield

"Something needs to be done as I stated above about the safety walking from the new estate into town. Especially for children walking to schools"

Participant 277 – Location not given

"I encounter cyclists riding on the pavement over the Wye Bridge weaving between pedestrians which is not only hazardous but illegal. The proposed new bridge needs to provide separation between pedestrians and cyclists so that they may each transit the bridge safely without contravening the Highway Code. "

Participant 280 – Wyesham

"Why can't we cycle along the Wye Valley on a dedicated cycle path? However I don't want another crossing to spoil the appearance of the existing bridge and the river"

Participant 282 – Town Centre

"It would be ideal if a new cycle /pedestrian bridge could be constructed just upstream of the Wye Bridge as this would facilitate some alternative footpaths connections linking to the bridge.ie, a new footpath alongside the old railway bridge would also improve the safety of pedestrians as again the footpaths over this bridge are also under specification, one being only 750mm wide!"

Participant 283 – Osbaston

lack of cycle racks dangerous points created by lack of crossings and delivery vehicles parked illegally!

Participant 284 – Osbaston

"Most of the town is not suitable for cycling. Road surfaces and width make cycling hazardous. Footpaths in and around town make walking around the town a safer option. Pavements in and around town are not suitable for pedestrians and cyclists to share. They are too narrow."

Participant 285 – Osbaston

"no"

Participant 287 – Outside Monmouth

"Walking ok. Too busy to cycle, dangerous vehicles going too fast."

Participant 288 – Osbaston

"Need 20mph limit in whole of inner Monmouth area. Then more might be willing to cycle."

Participant 289 – Osbaston

"more dedicated cycle and path ways should be built independent of vehicle traffic routes"

Participant 290 – Outside Monmouth

"A good place to do either. Potholes are an issue for cyclists."

Participant 292 – Osbaston

"Improvements to road surfaces required!"

Participant 293 – Osbaston

"Pavements are being widened on Wye Bridge which will be adequate"

Participant 294 – Outside Monmouth

"Keep the pinchpoint at the top of Monnow Street, much safer for pedestrians and minimal delay for vehicles"

Participant 296 – Wyesham

"The changes over the last 20 years in Monmouth have almost exclusively been for the benefit of cars, rather than cyclists. Monnow Street is far less pedestrian friendly since the opening of the new bridge. A 20 mph speed limit or limiting access would help. It is currently not possible to walk from Drybridge Street to Beech Road on the N side of the road because it was designed out in the bridge and because one side of the bridge is currently out of use."

Participant 297 – Wyesham

"The bridge cannot sustain the traffic on it. The potholes are awful. We need a second Wye bridge so we can preserve the present one from any more damage. In the short term the lorries should be banned...and unlike Bigsweir bridge this should be enforced. (The lorries going over Bigsweir are bigger each day)"

Participant 298 – Wyesham

"Pedestrians take their life in their hands, and cyclists too. The number of potholes make cycling dangerous"

Participant 299 – Overmonnow

"Improving routes/prioritising walking and cycling will improve the community with fitness, mental health and social benefits. Monmouth needs to be redesigned with healthier and more sustainable travel in mind: currently the pavements are tiny, almost NO bus timetables are displayed in Wyesham (or anywhere) and bike routes are illogical or non-existent. Signposting is lacking for those walking/cycling. Car drivers are polluters and need to be helped or forced to change their habits. Priority should be given to non-polluting and collective/public transport. Though we want to do it for their health, walking and cycling with young children is especially scary as car drivers lack awareness of their own effect- domineering drivers and unchecked parking on dropped pavements makes visibility terrifyingly hard. "

Participant 300 – Outside Monmouth

"Cycling over the current bridge is difficult as the lanes are narrow and joining after going through the subway is difficult"

Participant 301 – Osbaston

"Anything you can do to encourage people to cycle & walk more into town relieves pressure on parking and reduces pollution. Parking for cycles along the middle section of Monnow street is poor (by Hancocks). I find I use the bench to lock my bike so another rack would help. I know there are some at the top and bottom but I'd rather keep my bike close to avoid theft."

Participant 304 – Osbaston

"Don't miss out with this opportunity"
Participant 307 – Overmonnow

"Not sure if it is the best use of money and it would spoil the look of the present bridge from upstream"
Participant 308 – Outside Monmouth

"Let's have 'joined up' cycle routes"
Participant 311 – Location not given

Q13 There are proposals for a new cycle and pedestrian bridge for Monmouth. What are your views?

"I often experience asthma whilst crossing the bridge due to the vehicle fumes. A separate bridge would help this and encourage others to walk/cycle too. Also this would help tourists and walkers following the Wye Valley Walk." Participant 1 – Osbaston

"A welcome addition to the town. Would make it safer and easier to cross the Wye."

Participant 2 – Town Centre

"I think it's a fantastic idea, it might reduce some traffic but I know that I will be able to cycle/walk with my children safely." Participant 3 – Wyesham

"Having recently visited your wonderful town and explored, we will be returning as we enjoyed it so. However getting to-from the paths and old aqueduct areas meant we had to walk and cycle on a very busy bridge (via an underpass towards Lidl. A foot/cycle Bridge further along would have made the trip less stressful and make things safer for other families who visit"

Participant 4 – Outside Monmouth

"I think it's a good idea, long overdue." Participant 5 – Overmonnow

"EXCELLENT ! THE PRESENT ONE IS A DEATH TRAP !" Participant 6 – Outside Monmouth

"Yes please! This is a necessity in my opinion!" Participant 7 – Drybridge Rockfield

"I regularly with my family use the cycle route to S.Yat which involves travelling from the Rockfield estate across the bridge to the beginning of the cycle trail. It is currently very dangerous as the bridge is so narrow that 40 tonne lorries cannot pass you and sit behind you with their engines growling away.

I have also observed how unpleasant it is for both the private and comprehensive school kids to pass over the bridge on the very narrow pavement with an ever present physical danger from the traffic as well as inhaling the fumes from the traffic.

As you will be aware there is an active campaign to get a multi purpose track from Chepstow to Tintern created which this time round is likely to succeed. Once this is done it will be a formality to link Tintern with Monmouth and Symonds Yat. A dedicated bridge would then service the town with the benefits to local businesses. Throughout Europe major rivers like the Wye have a dedicated multi use path alongside. Lets play catch up." Participant 8 Drybridge Rockfield

"I think it is an excellent idea. I walk a lot as a leisure activity and quite often walk down to the Forest of Dean side of the river if there was a new bridge I would use it to access the cafes and restaurants of Monmouth. If there was parking on the Forest side I would leave my car there and walk or cycle thus avoiding the long drive around to the roundabout to get back and the frequent traffic jams. I now quite often come to Lidl or Screwfix by car, but avoid going into town because of the traffic and drive round to get back over the road bridge. When walking with friends and family, I would find new routes that enabled us to have lunch in Monmouth as it is a great place to eat and to shop." Participant 9 Outside Monmouth

"Excellent proposal in the short term. Better in the medium term to build new road link along Hadnock road to link A40/A4136/A466 and bypass the A40 traffic lights thereby enabling the listed Monnow Bridge to be exclusive cycling/pedestrian" Participant 10 Outside Monmouth

"It's very much needed" Participant 11 Wyesham

"Excellent idea much needed as the current crossing on the Wye bridge is too narrowly for cyclists and pedestrians to cross safely at the same time." Participant 12 Drybridge Rockfield

"It's a good idea." Participant 13 Drybridge Rockfield

"I am against a further bridge considering the existing wye bridge is to be altered to include a wider foot/cycle path on the upstream side. I also have concerns regarding wildlife impact, as there are a number of nesting birds and bats in the vicinity of the proposed site. The amount of litter and rubbish currently in the river, thrown from the existing bridge would almost certainly increase. A new bridge would clutter the area and ruin the existing views." Participant 14 Overmonnow

"Not needed council cuts in schools and social care need funding first" Participant 15 Outside Monmouth

"Great idea. Currently cyclists have to either cycle across the bridge via the footpath which is illegal to take their chances with the traffic which is unwise. I visit the area annually on holiday and love cycling from Symonds Yat (East) into Monmouth and return." Participant 16

"Sounds good - would be good to make sure that there is a separate cycle path as part of it."
Participant 17 Wyesham

"Yes great idea" Participant 18 Outside Monmouth

"In favour.

The underpass is unpleasant, the bridge choked with traffic, yet the riverside itself is delightful. A new bridge would boost tourism." Participant 20 Outside Monmouth

“Fully support this as a number of times lorries have come onto the pavement on the bridge narrowly avoiding myself and 10 year old son. Also the pavements are not wide enough to deal with the amount of people using it at peak school run times.” Participant 21 Drybridge Rockfield

“Depends where you put it. A new bridge is hugely likely to spoil the look of the current stone bridge and also interfere with rowing and canoeing etc. The river and its environs is one of Monmouth's main assets. Please don't spoil things aesthetically for something doctrinaire and inadequately funded.” Participant 22 Outside Monmouth

“Good idea - keep cyclists and pedestrians safe. I really dislike the fact that children walk over the current eye bridge with no bollards or barriers to protect them from vehicles” Participant 23 Outside Monmouth

“Yes please. Much safer for my kids. I really worry about their safety walking over a narrow bridge with a narrow path considering the size of lorries that cross that route; and the speed / congestion of cars” Participant 24 Wyesham

“Very important as I do cycle a lot esp. for shopping and I find the bridge very dangerous the pavement is not very wide and the big lorries come too close. I usually walk on the pavement with my bike as I find cycling too tricky.” Participant 25 Osbaston

“That would be extremely welcome. In fact, one of my main reasons for not buying a house in Wyesham is because it would not be safe to cycle into town. I would consider buying in Wyesham if there was a safe cycle route. I would also use the bridge to access facilities such as sports centre, lids, and would cycle along the wye to symonds yat.” Participant 26 Overmonnow

“Would be a great addition” Participant 27 Drybridge Rockfield

“I am in favour. I walk along the Wye frequently.” Participant 28 Town Centre

"Anything to help the accessibility for anyone other than vehicle users" Participant 29 Outside Monmouth

"Given the growing numbers of homes in Monmouth, transport infrastructure will feel the strain. Alternative modes of transport need to be embraced to ensure the existing infrastructure does not become overwhelmed. The new cycle and pedestrian bridge is a key part of this. However, if it is a shared use bridge, please make efforts to segregate cycle and pedestrian traffic; the two rarely mix well." Participant 30 Wyesham

"100% for it." Participant 31 Wyesham

"While I understand the need for pedestrian and cycle safety to cross I think it's ludicrous and a joke to spend money on this proposed plan with no consideration for the everyday traffic congestion. Schools weather public or private play a massive part in traffic congestion when in term and much, much less when out. Rather than waste money on such a ludicrous idea take the traffic into consideration too. I really do not understand the mentality of this proposal. If there is now more risk to cyclists or pedestrians, why would this be? Maybe because there is more traffic. More frustrated people needing to get from a to b without being restricted by needless pinch points, traffic calming on bends and ridiculously high speed bumps let alone pot holes. Sort the roads and the bridge and that might help solve the problem. Don't make ridiculous proposals like this. And I walk that bridge most days" Participant 32 Wyesham

"Good idea" Participant 33 Outside Monmouth

"Essential. Too busy and dangerous when crossing the river. A new bridge will encourage more people to leave the car behind and aid health and fitness." Participant 34 Outside Monmouth

"Im for it providing cyclists have their side or stop and get off their bikes when other pedestrians are walking. As many time myself and other mothers with pushchairs have had to stop and let them go past !" Participant 36 Wyesham

"I approve" Participant 37 Wyesham

"It would be an excellent move as it is currently hard to cycle across the Wye with the underpass forbidden to cyclists and having to merge with incoming traffic on the current bridge."

Participant 38 Overmonnow

"repair the rds first someone is going to be killed by sheer volume and depth of the numerous potholes" . Participant 39 Osbaston

"Waste of money" Participant 40 Outside Monmouth

"I don't feel there is a need for a new bridge right next to the old bridge. If there was some kind of pedestrian crossing on the bridge people could utilise the pavements on both sides and adult cyclists need to be deterred from using the pavement on the bridge as this would free up more space on the pavements. Another alternative would be to move the traffic lights back to the wyesham end of the bridge making the road across the bridge single file and leaving space for the pavements to be widened. A new bridge would not be helpful for adults and children trying to access the boys school playing fields, could potentially cause environmental issues to the river whilst it is being built and also ruin the view of the lovely old bridge. I also don't think it would encourage anyone who doesn't already walk/cycle across the old bridge to do so. There are very few bridges up and downstream on the Wye so if a new bridge is to be built it would be useful if it created a crossing where there isn't already one which may encourage more people to get out of their cars. I think the old bridge could be improved without the cost both monetary and environmentally." Participant 41 – Osbaston

"I think this is a great idea, my family rarely use the bridge st the moment but when driving over there I'm always concerned by the proximity of large vehicles to pedestrians, particularly children, pushchairs and cyclists. I think a pedestrian/cyclist bridge is a brilliant idea." Participant 42 Osbaston

“Excellent idea, as a resident of Wyesham this can only be a positive thing. Not only a safer route for my son to walk to school but also possibly encourage more people to walk and cut town the traffic queues on the bridge.” Participant 43 Wyesham

“I think it’s pointless because the main issue in Monmouth is road traffic and what we really need is another road bridge” Participant 44 Outside Monmouth

“For a recreational purposes I think it would be brilliant and actively used” Participant 45
Outside Monmouth

*“Current bridge not safe for cyclists!
More cyclists, healthier way of life, less pollution!”* Participant 46 Outside Monmouth

“I think it is an excellent idea. Less dangerous for children and other pedestrian who use it every day.”
Participant 47 Outside Monmouth

“This would be amazing, it would allow me to walk or cycle safely from my home in Monmouth to Wyesham where my children go to school.” Participant 48 Drybridge Rockfield

“It would be great to be able to cycle with the kids to school in wyesham” Participant 49 Drybridge Rockfield

“Fantastic idea; it needs to be wide enough to accommodate both pedestrians and cyclists”
Participant 50 Drybridge Rockfield

"This is excellent and should be prioritised. The government aims for a modal shift from inactive travel to active travel and this needs investment in the forms of pleasant and safe ways to get around town without having to mix with heavy traffic. By having this bridge it would enable children and adults to be able to cross the river in a completely safe and enjoyable way and reduce their exposure to air pollution." Participant 51 Outside Monmouth

"I think it's an excellent idea. The current situation is highly dangerous, with school kids and other pedestrians only inches away from huge lorries. It is terrifying to observe, let alone experience. A pedestrian and cycle bridge would be a much pleaster experience. Love the image shared by Curtis Beeby." Participant 52 Outside Monmouth

"I think it's an excellent idea. Many times when I used to walk over this bridge from school the traffic was extremely close to me and other school children, the paths are also very narrow. "

Participant 53 Drybridge Rockfield

"It would have huge benefits for the town and be much much safer for pedestrians and cyclists"

Participant 54 Osbaston

"This is a great idea. If the bridge could be extended over the dual carriageway that would be even better. From the artist impression I have seen, the bridge looks too low as the landing area on the town side is prone to flooding. That said, I am fully supportive of this proposal." Participant 56 Osbaston

"I think we need a bridge that would resolve tthe ge traffic problem first." Participant 57 Wyesham

"We should build the bridge" Participant 58 Osbaston

"Brilliant idea" Participant 59 Overmonnow

"Waste of time, needs a new road bridge from Dixton roundabout that could incorporate a cycle route" Participant 60 Drybridge Rockfield

"Great idea" Participant 61 Overmonnow

"The main bridge is extremely dangerous for those walking and cycling. It is essential. Having walked school groups across that bridge i know the danger from first hand experience. It just makes sense."

Participant 62 Outside Monmouth

"I think it would be an excellent idea. I have seen large lorries and trucks drive scarily close to pedestrians crossing the bridge. A large proportion of those who use the bridge are children and I think the current bridge is unsafe. Pollution is also a major issue. I think a pedestrian cycle bridge would be a great asset to our town. It would ensure the safety of pedestrians and cyclists and would enhance the experience of crossing the beautiful Wye." Participant 63 Drybridge Rockfield

"Great idea" Participant 64 Wyesham

"Ok as long as it doesn't spoil the beautiful bridge or the view." Participant 65 Outside Monmouth

"Good idea, separate cars and bikes" Participant 66 Outside Monmouth

“Waste of money.... a barrier between the path and road would be cheaper. Kids are not going to walk down towards the caravan park to cross the river it would involve extra effort. What about flooding..... the flood barrier would be shut therefore making the bridge pointless. Are the boys school and caravan park owners happy with a public footpath being so close to their homes and boat house. It's still dangerous for the kids walking up past the mini roundabouts and crossing by lidl's. Why not put a new walking/cycle bridge that cuts out the eye bridge and dual carriageway and goes straight over both.” Participant 67 Wyesham

“Would be an amazing idea. I walk across the wye bridge every day with my two young children and it is so dangerous with the lorries and traffic going past so close, there has even been two occasions where I have been walking on the path with my then 3 year old and a lorry has drove on to the path extremely close to us to the point we had to squeeze in to the wall, just so it could pass traffic on the other side of the road waiting at the traffic lights. Also when all of the children from the boys school are going across (which is all day up to about 5-6 in the evening 6 days a week) it is near enough impossible to get past them without going on to the road.” Participant 68 Town Centre

“Why. There are two perfectly good paths either side of the bridge. Why waste money when the roads are in need of repair” Participant 70 Wyesham

“Any way of separating pedestrians and traffic is a good thing.” Participant 71 Drybridge Rockfield

*“I support a new pedestrian/ cycle bridge for safety & accessibility ”*Participant 73 Outside Monmouth

*“Great to ensure safety ”*Participant 74 Overmonnow

“Brilliant idea! So much safer than the Wye Bridge which has big vehicles crossing it; Spraying rain over unsafe pedestrians” Participant 75 Osbaston

“Excellent way to avoid the unpleasant underpass under the dual carriageway, also ideal for walkers and cyclists visiting Monmouth from the Wye Valley Walk, and for central Monmouth customers of Lidl.” Participant 76 Town Centre

“I cant see the benefits, the current bridge is sufficient for walking into town. If the new bridge were for cars to alleviate the congestion that would be great but since you can just walk over the wye bridge wye do we need another. It will just be an eyesore over our river and a drain on funds during difficult times” Participant 77 Wyesham

“Great.” Participant 78 Osbaston

“Think its a fab idea” Participant 79 Overmonnow

“I think this is a great idea! This will be much safer for the school children as well as everyone else that walks over the bridge. My son will start at the comprehensive school next year so even more reason for me to be for it.” Participant 80 Wyesham

“This would be a great way to improve the amenity value of such a beautiful area in Monmouth.”

Participant 81 Outside Monmouth

“Definitely safer and less pollution” Participant 82 Drybridge Rockfield

“Yes please. Cycling across the Wye Bridge can be scary due to the amount of traffic and no lowered curbs for cyclists using the underpass to safely navigate onto the road. Also, some cyclists just stay on the pavement which is dangerous for pedestrians.” Participant 83

“Think it would be excellent. Crossing the bridge at the moment is quite scary with the amount of lorries and traffic” Participant 84 Osbaston

“Public expenditure not justified ;” Participant 85 Wyesham

“I cycle almost every day across the Wye Bridge, & it is pretty dangerous at the best of times. the road is too narrow, & still motorists try to overtake me even when there is oncoming traffic. when heading towards town, cars & lorries that are turning left even try to overtake me when I am going straight ahead across the dual carriageway. I am surprised there have not been more accidents if cycling towards Wyesham, I must always wait for the traffic lights to change to red before I risk using the road. it is almost impossible to use the pavement, since there are usually pupils from the boys' school walking back & forth to the” Participant 86 Overmonnow

“A waste of money!” Participant 87 Outside Monmouth

“An excellent proposal. I'm sure many including myself would use it & in turn reduce the number of motor vehicles in town.” Participant 88 Overmonnow

“I am in favour. Crossing the Wye Bridge is an unpleasant experience on foot with so much traffic belching out fumes. As for cycling across, it is a safety nightmare.” Participant 89 Town Centre

“I think it's an excellent idea. The bridge is too narrow and unsafe for cyclists heading from Monmouth towards Lidl. The pavement is also too narrow, if somebody is walking in the opposite direction” Participant 90 Outside Monmouth

“Imperative and long overdue. The amount of fumes from traffic is excessive if you walk. Also, because the road is quite narrow and bends, vehicles will often drive over the pavement, which is dangerous for pedestrians.” Participant 91 Wyesham

“A bridge is needed as there is not many places you can get into town over the bridge from Wyesham.” Participant 92 Wyesham

“I currently cycle over the old iron bridge 3-4 times a week for leisure so would make use of a dedicated cycle route” Participant 93 Overmonnow

“I cycle across the Wye Bridge most days from Rockfield to Monmouth School Sports Club to swim. I currently wait until the A40 lights are red and use the road or I use the pavement if I can see no pedestrians. But have had quite a few near misses:

- a. Misjudging the A40 southbound traffic light change*
- b. Potholes on the road*
- c. Paving stones are very broken and have felt the back wheel slip often when wet*
- d. Aggressive pedestrians - probably with some justification but one tried to barge me out of the way on the traffic side*
- e. Crossing the A40 into Monmouth as the lights change to red.*
- f. Cars and lorries coming up close behind when crossing the bridge in either direction.*
- g. Having to jump on and off the bike when pedestrians appear from the underpass.*
- h. Its difficult to avoid the temptation to cycle through but its dodgy with the blind corners and the mirrors are dented and covered in graffiti and haven't worked for a long while.*
- i. Crossing the traffic when exiting the Club by Topstak to go into Monmouth*
- j. Best way thro town is across Chippenham Fields but have to circumvent pedestrians using loud bell and going on grass with hard, slippery edge. Have come off twice in so doing.*
- k. Only real way to get to the underpass when going east to cross the bridge is to mount the pavement on Wyebridge St and go counter to the traffic. Not always easy and signalling right can confuse motorists”* Participant 94 Drybridge Rockfield

"MARVELLOUS. Monmouth is already cut in half by the dreadful road and this would make a much more pleasant way to link the two halves. Awful for the poor schoolchildren to have to get to school currently." Participant 95 Town Centre

"Essential but why not use the wye valley footpath & iron bridge crossing" Participant 96 Wyesham

" This is a great proposal, It will be so much safer for the pedestrians and cyclist, the amount of traffic travelling over the bridge has become ridiculous. Lets make this happen, it will so much nicer when entering the Town rather than going under the A40 subway ? So much better for locals as well as the many tourists we welcome here every year." Participant 97 Wyesham

"Essential." Participant 98 Wyesham

"long overdue and badly needed" Participant 99 Outside Monmouth

"subject to more information, I'm in favour" Participant 102 No location given

"Subject to more detailed information, in favour" Participant 103 Outside Monmouth

"Wonderful Idea" Participant 104 Osbaston

"Great Idea for us people on the other side of the river" Participant 105 Wyesham

"I would use it as it would be more pleasant than walking across the Wye Bridge and breathing in the exhaust fumes of vehicles as they queue at the traffic lights." Participant 106 Drybridge (Rockfield)

"I think it's a great idea and would encourage more people to walk and/or cycle" Participant 107 outside Monmouth

"Very good idea" Participant 108 outside Monmouth

"Absolutely essential since the volume of all traffic both wheeled and foot across the bridge makes it very difficult to cross safely." Participant 109 Wyesham

"Great idea much needed for safety reasons alone" Participant 110 Town Centre

"An excellent idea not only for pedestrians safety but will encourage mobility free from car usage."
Participant 112 outside Monmouth

"Awesome. Would encourage far more cycling" Participant 113 outside Monmouth

"Good idea" Participant 114 Town Centre

"I would need to see proposals which do not seem to be available. In theory it's a good idea."

Participant 115 outside Monmouth

"Fantastic! Overdue" Participant 116 Wyesham

"excellent idea" Participant 117 outside Monmouth

"Excellent news" Participant 118 outside Monmouth

"Excellent idea and would mesn that more people would consider cycling and it would offer a safe route to school for students of all ages" Participant 119 Outside Monmouth

"positive effect on the town" Participant 120 Wyesham

"I need to cross the wye to join offas dyke and other footpaths also to visit friends in Wyesham and Lidl's" Participant 121 Town Centre

"Excellent idea. I doubt if it is actually a necessity but it would dramatically enhance the pleasure of crossing the river for locals and visitors alke. I should form part of the official Offa's Dyke route."

Participant 122 Wyesham

"great, we need more facilities to promote greener options" Participant 123 Overmonnow

"An excellent idea. While I don't walk into town I do walk around it a lot, but anything that encourages walking/cycling and fewer cars is to be encouraged" Participant 124 Outside Monmouth

"I think this would be an excellent , and encourage more people to cycle and reduce traffic from cars and pollution" Participant 125 Wysham

"Fantastic, safe alternative to the current bridge. With the number of children crossing the bridge daily, I think it is desperately needed!" Participant 126 outside Monmouth

"Excellent idea, even better if it can be linked to a wye valley cycleway" Participant 127 outside Monmouth

"Positive" Participant 128 Overmonnow

"Great as i would use it most weekends or days off. This questuon was not askwd above."

Participant 129 Wyesham

"Great idea" Participant 130 Out side Monmouth

"Excellent idea - would reduce congestion and pollution." Participant 131-out side Monmouth

"There is a strong need for a cycling facility. The traffic using the A40 is a hazard. Cycling for families and tourists should be encouraged." Participant 132-outside Monmouth

"Not sure why the underpass isn't adequate" Participant 133- Town Centre

"I would support it as I do a lot of social cycling" Participant 134-outside Monmouth

"A cycle bridge would be a noticeable safety improvement, currently cyclists (and numbers are increasing) weave all over the carson the road on the bridge to the lights AND weave in and out of pedestrians on the pavements and in the subway" Participant 135- Wysham

"It's a great idea. There have been several occasions where the Wye bridge hasn't been safe for pedestrians. The footpath floods and I've seen children climb onto the wall of the bridge to get around the water!! The footpath freezes in Winter making it extremely dangerous. Road works have caused very unsafe routes for the school children. Lorries often mount the footpath. There are so many children walking this route and it really should be safer." Participant 136- Wysham

"If it is to cross the river wye then it is an excellent idea. The current bridge is not suitable for either as you have to cross halfway and the road is exceptionally busy." Participant 137- Overmonow

"I don't feel it is really necessary. It would be awful to ruin the area with more building work when cycling and walking into town is very easy!" Participant 138- Wysham

"Great idea. I cross the Wye back and forth a lot for the purpose of leisure activities" Participant 139-outside Monmouth

"I think we need alternate routes to the bridge we currently have. I've seen vehicles regularly mount the kerb, therefore I don't like to walk across" Participant 140- Overmonow

"It would be great for leisure. I am sure it would be good for children walking/cycling to school. There are not enough ways of crossing the river" Participant 141-outside Monmouth

"If it gets BIKES off our roads, I would fully support." Participant 142-outside Monmouth

"Excellent idea, anything that encourages exercise and brings tourists to the town is a good thing. However, perhaps the Council could also review the ridiculous rate increases that are killing local businesses therefore detracting tourists from the town" Participant 143- Town Centre

"Good idea but could existing iron bridge be restored for this purpose?" " Participant 144 – Wyesham

"Desperately need it as it is currently unsafe." Participant 145 – Drybridge (Rockfield)

"Total waste of money" Participant 146 – Wyesham

"I think its an excellent idea and would definatly use it frequently" Participant 147 – Wyesham

"This would be a great idea for those who are fit enough to use it - good to separate people from vehicles" Participant 148 – Outside Monmouth

"I support the proposal. It would provide a safer route into town and reduce the number of vehicle trips which would help congestion and reduce air pollution and noise pollution.

The current access route is very busy at peak times and not inviting to use." Participant 149 – Outside Monmouth

"It would ease traffic over the current river bridge, encouraging people to walk into town. This would reduce traffic in Monmouth town and ease the parking issue. I think this could then encourage visitors from outside of Monmouth, which will only help Monmouth businesses, and in-turn our local economy." Participant 150 – Osbastan

"Yes please. It is getting more dangerous daily to cycle over. Almost impossible with kids" Participant 151 – Osbastan

"A separate walk/cycle bridge away from cars and lorries will save lives" Participant 152 Town Centre

"Depends where it is...would rather see money spent on sorting out traffic on wye bridge ..used to live in Wyesham which we liked apart from awful traffic jams getting into town, walking up/down was fine - underground pass not pleasant though" Participant 153 – Osbastan

"I often walk over the Wye bridge for a walk up the Kymin or along the river, a footbridge would extend the pleasure of the walk" Participant 154 – Drybridge (Rockfield)

"It would be a good idea, take pressure off current Wye bridge" Participant 155 – Outside Monmouth

MAKE IT HAPPEN - it would be safer for pedestrians and cyclists and make it easier to get people out of cars and on foot. Participant 156 Town Centre

"Not seen - but I would be interested." Participant 157 – Wyesham

"In favour" Participant 158 – Wyesham

"It is a fantastic opportunity to provide a safe crossing, free from motor vehicles, for residents and tourists. It may also be a more picturesque option, which celebrates the beauty of the River Wye and Monmouth without arctic lorries passing by with inches to spare. Moving pedestrians and cyclists away from motor vehicles may also reduce the risks associated with air pollution, especially with school children using the route to and from school on a daily basis." Participant 159 – Wyesham

"Joining Wyesham to the town safely for pedestrians and cyclists would be great. Also safe passage for the school kids who travel across daily. Also linking town to the Peregrine path. Healthy and safe seem two very good reasons." Participant 160 – Osbastan

"I think it would be a great idea" Participant 161 – Outside Monmouth

"I don't live the other side of the Wye but we cross frequently for children's activities in Wyesham and the forest. A foot/cycle bridge would mean we could walk or cycle to Wyesham from town, or even from home once the children are bigger, rather than always take the car. The current bridge is not safe for children (or anyone!) on bicycles." Participant 163 – Outside Monmouth

"An idea whose time has come. It would be marvellous if it was joined up with a truly enlightened strategy to get people out of their cars and into public transport or onto their feet or bikes."

Participant 164 Town Centre

"When walking from Wyesham into Monmouth the traffic is extremely fast and close. A separate pedestrian bridge would benefit the population of Wyesham. When I drive across the bridge as the school children are walking on the pavement I am always worried about how little space there is on the pavement for all the children." Participant 165 – Wyesham

"This is a brilliant idea and well overdue" Participant 166 – Wyesham

"Excellent idea" Participant 167 – Wyesham

I feel indifferent- I do not currently see what a new bridge can offer over the existing wye bridge. That being said, as long as there is no disruption to the surrounding wildlife (many swans and ducks nest under the bridge each year, and lots of fish) and habitats, I have no reason to oppose the bridge.

Participant 168 – Overmonnow

*"An essential bridge to improve communication between Wyesham and Monmouth
Improves access to walks along river Wye"* Participant 169 – Osbastan

"Good!! Most buses mount curp in heavy traffic as roads are too narrow. This is not only dangerous but also illegal." Participant 170 – Wyesham

"Underpass is better and safer" Participant 171– Town Centre

"I strongly support this idea as I thought about this myself when I cross the bridge on foot. The bridge is heavily used by various type vehicles, including heavy lorries. I don't feel safe when on the bridge and often wait till the traffic light change to red so I can walk part of the bridge without the roaring traffic behind. An accident waiting to happen if one of these vehicle accidently mounts the pavement. The bridge is used constantly by school children crossing to their playing field, so safety is important. There is a precedent in the case of the other bridge in the town, Monnow bridge, as there is a pedestrian bridge adjacent to the new bridge and also there is the option to cross the old bridge. Also, the proposed bridge would improve the town facilities for both residents and visitors."

Participant 172 – Osbastan

“Excellent idea. Safer and may encourage others to leave the car.” Participant 173 – Wyesham

“Yes please” Participant 174 – Outside Monmouth

“The pedestrian bridge is an attempt to make the road bridge plans feasible. Money shouldn't be being spent on the proposed bridge alterations at all. They did not even complete the remedial work last time properly, so cannot be trusted to alter such an important structure in Monmouth. It'll be a mess. There were Sustran plans to develop the old railway bridge, but that didn't go ahead, so if the council was that bothered about cyclists they would have funded that scheme a few years ago.”

Participant 175 – Wyesham

“The current provision is criminally deficient” Participant 176

A pedestrian cycle bridge would be so beneficial for the town. Firstly the safety of the current bridge is clearly not adequate for pedestrians or cyclists. Lorries pass close next to school children and frequently mount the curb. Cyclists have to decide whether to go on the pavement or take on the busy road bridge. Pollution is dreadful because of vehicles waiting at lights. The proposed bridge would be of great benefit to tourism in the area and would allow the people of Monmouth to appreciate the river and the old bridge in a safe and relaxing manner. More people would cycle to work or walk into town and there would be fewer cars on the roads. Participant 177 – Drybridge Rockfield.

“It isn't necessary, the exiting cycle and footpath over the Beaufort Bridge should be finished and made official. It is a very safe route and would cost less than a new foot/cycle bridge.”

Participant 178 – Wyesham

“I believe that a pedestrian cycle and walk way should be possible using the old railway bridge - this would give people the option of walking into town should they wish to.” Participant 179 – Wyesham

“Much needed.” Participant 180 – Overmonnow

"It is essential - to allow a safe passage for walkers and cyclists. We use the bridge daily to take kids to prep school and swimming/Sports Centre and we would walk/cycle if there was a separate bridge/path." Participant 181 – Drybridge Rockfield.

"very good idea" Participant 182 – Outside Monmouth

"Essential If only they were visible. Important not to have shared us without specific directions as to correct use. This should not involve cyclist giving way" Participant 183 – Outside Monmouth

"Excellent idea - I cross the Wye a lot walking my dog and this would be an asset" Participant 184 – Town Centre

"A bridge over the Wye would be a great idea. The subway is predestrians only which makes it hard to cross from the south side of Monmouth to the Wyesham side, either on or off-road."

Participant 185 – Drybridge Rockfield.

"It would be a Great idea to separate the road bridge from pedestrians" Participant 186

"The bridge is narrow and heavy traffic. Footpath unsuitable for cyclists, and always busy with pedestrians. Poor access to Peregrine trail from town." Participant 187 – Outside Monmouth

"Excellent idea. Encouraging more people to walk will avoid congestion at the Lidl roundabout"

Participant 188 – Outside Monmouth

"We are in desparate need to additional crossings of the Wye into Monmouth especially for walker and cyclist. The existing bridge is often hazardous in terms of sheer volume of traffic. Cyclists often use the narrow pavement and this is dangerous to both pedestrians and the cyclists. During wet and icy conditions, the bridge crossing is often very dangerous and the chance of falling directly into traffic is always there. As a frequent user of the bridge, I walk my dog twice daily to the playing fields from Wyesham, and I have noticed that the volume of large lorries has increases dramatically. The

existing road is badly in need of repair especially over the old railbridge (at the Lidl roundabout) and this in itself is a cause for concern for pedestrians if a car/lorry should lose control after hitting one of the potholes.

A crossing that would enable pedestrians direct access to the Chippenham playing fields would be ideal but that would involve crossing the Wye and also the dual carriageway, which whilst perfect from a walking/cycling perspective, might be cost inhibitive. “Participant 189 – Wyesham

“Excellent” Participant 190 – Wyesham

“It feels quite dangerous walking over the bridge and I would very much welcome this.” Participant 191 – Wyesham

“All for it” Participant 192 – Osbastan

“It would make a big difference and would make cycling from Symonds Yat to Monmouth on the cycleway more appealing.” Participant 193 – Outside Monmouth

“An interesting idea” Participant 195 – Outside Monmouth

“This is a very good idea. The pavements on the Wye bridge are very narrow and HGV wing mirrors often protrude over the pavement at head height. Having a separate pedestrian bridge over the Wye would improve safety,. particularly for the may schoolchildren form MCS and Monmouth School for Boys who cross this bridge daily.” Participant 196 – Drybridge Rockfield.

“A crossing of the sort would detract from the current historic bridge. What is needed is a new road bridge upstream leaving at Hadnock roundabout and taking ALL the A466 and Staunton traffic along Hadnock lane. The existing historic bridge could then be for pedestrians and cyclists in the same manner as the Momow Bridge . If you are proposing a new crossing over the Wye, address the whole

traffic spectrim property. The southbound A40 from Hadnock to the Wye bridge is unnecessarily congested because of the banned right turn for A466 and Staunton traffic. If this were take via a new road bridge at Hadnock roundabout and the industrial area of Hadnock road traffic on the A40 would be reduced in the vicinity of the town as would noise and pollution. Any construction near the existng rowing clubs and schools will increase noise and pollution and will detract from their amenity value.” Participant 197 – Outside Monmouth

Brilliant idea, will make travelling across the river much safer. Perhaps it would be possible to encourage parents of the Hans junior school to avoid driving over the bridge to drop children off and pick up to reduce rush hour queues. Participant 198 – Wyesham

“I think it's a good idea as the paths are quite narrow, especially when its busy and people walking both ways. The road is also quite narrow, which means cars and especially lorries get quite close to pedestrians. Its especially dangerous with kids, and there is barely enough space to walk three abreast, and cars can come round the corner onto the bridge at quite high speeds. Also, adding an extra lane to the A40 will definitely speed up traffic as it can get very congested at rush hour, with cars being backed up for miles. My partner leaves work early from Fridays as it is notoriously bad on Fridays and can take up to an hour longer to get home due to the bad congestion.” Participant 199 – Wyesham

“Desperately overdue” Participant 200 – Osbastan

“Very sensible proposal for a wide range of potential users” Participant 201 – Outside Monmouth

“Brilliant idea. Brilliant for fitness and exercise and the health of the population. Would def encourage people to cycle rather than drive, therefore reducing traffic.” Participant 202 – Town Centre.

The current bridge over the Wye is not fit for purpose in the 21st century. It cannot safely provide passage for pedestrians and cyclists with the huge volume of lorries and cars that use the bridge. I live in Monmouth but use the bridge to access important amenities like Lidl and the swimming pool at the school. I regularly use this route with my children both on foot and by bike but one feels one is taking one's life into your hands. Come on Monmouth, this is an opportunity to aid congestion as well as promote green, healthy living. Participant 203 – Town Centre.

"I think it is a good idea as I have felt vulnerable on the bridge when lorries pass and in the subway late in the evening." Participant 204 – Wyesham

"definitely wouldn't like it. The bridge in my opinion is wide enough and i have never encountered any problems. im also part of the rowing club which would be significantly impacted, the new bridge would also obscure the original bridge which has a major historical significance in the town. i can understand that crossing the road is potentially dangerous for bikes but i think the chances to the underground subway is the best solution." Participant 205 – Outside Monmouth

"It is a must. It would increase the likelihood of people taking exercise, actively travelling, for whatever reason, thus reducing obesity and its adverse impact on the NHS and social services. The Wye Bridge is dangerous for pedestrians and cyclists alike." Participant 206 – Town Centre

"I think that it is unnecessary and would degrade the characteristic view of the wyebidge. Once the 3rd lane A40 project is complete, the upstream pavement will be widened meaning safety is no longer an issue for pedestrians and cyclists. The only practical location to place a footbridge is close to the wyebidge, which would obscure views of the ancient and picturesque wyebidge from the riverside walk and both town and school rowing clubs." Participant 207 – Wyesham

A new well-designed, feature pedestrian/cycle bridge would be an asset to Monmouth and make crossing the Wye by foot or bike very much safer. The pavement on the existing bridge is too narrow to walk along safely. If two people walking in the opposite direction have to pass each other, one person often has to be careful not to step into the road. The pavement is uneven because of the broken slabs. It is slippery in winter. The road is uneven and large puddles collect in the gutter so, when a vehicle goes by, pedestrians are splashed. Long-term this has to change before a serious

accident happens.

In addition, Monmouth should be looking at ways of attracting tourists into this beautiful area and capitalise on the health benefits of walking and cycling which is very popular. A beautiful contemporary bridge could be a tourist attraction - a town with two 'opposite' bridges - the ancient one in town (on the Monnow) and a modern one on the Wye.

Castle Bridge in Bristol is a lovely cycle/pedestrian bridge which just enhances the area and is used all the time by people crossing the river. Something like that would be amazing in Monmouth!

Participant 208 – Town Centre

“Great idea, urgently needed to encourage active travel” Participant 209 – Wyesham

“Fantastic Idea! Totally all for this.” Participant 210 – Wyesham

“Waste of money, as there is nothing wrong with Wye bridge. The pavement is plenty wide enough. Please do not waste £50k on a feasibility study, instead use the money to fix the pot holes in the local roads. Monnow Street is currently in an appalling state.” Participant 211 – Drybridge Rockfield.

“Yes please” Participant 212

“Great idea to improve the poor current access, away from the ever increasing traffic. The situation getting in and out of wyesham on foot or by car made me discount it as a place to buy my first home despite the lower house prices there!” Participant 214 – Overmonnow

“It would be very helpful and make the walk more pleasant and safer.” Participant 215 – Wyesham

“There isn't a need for it as if people are careful there is plenty of room for cyclists and walkers on the current footpath. If built it would spoil the ambience of the river at that point. Why not consider the old railway bridge further down stream for restoration as a proper pedestrian/cycle bridge?”

Participant 216 – Osbastan

“I think it's a good idea. Although I answered "no" in the first question I do travel over the Wye to get FROM town to Wyesham for shopping, visiting people and leisure. The access to the bridge from would need to be considered carefully as it is not easy to cross the road by Lidl.”

Participant 217 – Osbastan

“A big yes...lots of school kids regularly crossing the narrow bridge, with heavy traffic and large lorries is unpleasant and unsafe.” Participant 218 – Outside Monmouth

“Great idea” Participant 219 – Wyesham

“What’s the point. There is a need for a new bridge for motor traffic to ease the congestion that currently gridlocks the town. Then the current traffic bridge could become pedestrian only.”

Participant 220 – Osbastan

“I think this would be great for Monmouth.” Participant 221 – Outside Monmouth

“A great idea. Anything that encourages people into Monmouth without adding to traffic, has to be supported.” Participant 222 – Outside Monmouth

“Crossing the road can be tricky if you come down from Redbrook Road direction.”

Participant 223 – Wyesham

“A boon for the town, for the health and for the safety of its people.” Participant 224 – Osbastan

"Children need to get to school safely also people getting to town" Participant 225 – Wyesham

"Opposed. It's a listed building dating back 400 years and the pedestrian bridge will obscure that historic view. It's also a waste of money as they are widening the pavement on the bridge."

Participant 226 – Outside Monmouth

"Very good idea. It needs a way of making crossing a very busy road safer." Participant 227 – Outside Monmouth

"Total waste of money, you just need to stop cyclists riding on the pavement often directly at pedestrians. If they are too nervous to cycle on the road they shouldn't be on a bike. Signage saying get off and walk may help. Also as a resident of St James St I have been "run over" a number of times by cyclists turning into Wyebridge St from st James st and cycling the wrong way down the road to then mount the pavement to access the subway" Participant 228 – Town Centre

"Very much needed. Much of Monmouth is not that safe for pedestrians yet it is an amazing area for walking!" Participant 229 – Town Centre

"Good idea!" Participant 230 – Outside Monmouth

"Good, let's get on with it." Participant 231 – Wyesham

"a new cycle and pedestrian bridge for Monmouth is a good idea as I could use it as a pedestrian to make shopping trips to Lidl without having to go up and down the A40/449 by car."

Participant 232 – Outside Monmouth

"I recently past through your town to follow the river bank, as part of a circular walk returning to Symonds Yat. So I think it would be a fantastic idea for a separate bridge for pedestrians and cyclists, it's horrible breathing in toxic vehicle fumes, when you've just emerged from the clean air of the beautiful Wye Valley countryside. But also a new bridge has to have plenty of room for pedestrians and cyclists to safely pass each other." Participant 233 – Outside Monmouth

"Brilliant idea, would be so much safer" Participant 234 – Drybridge Rockfield.

"fantastic plan, I live in wyesham and crossing the bridge on foot with my kids, sometimes on bikes is dangerous and stressful" Participant 235 – Wyesham

"Good idea, pedestrians would be safer" Participant 237 – Wyesham

"Would be brilliant as cycling over the wye bridge is very awkward and dangerous. I cycle over it regularly to go down the wye valley and also Symonds Yat and forest trails." Participant 238 – Osbastan

"I think it would be hugely beneficial particularly for the people of wyesham, but also for those who walk from the Monmouth side to visit friends, go to lidl etc. The current bridge is polluted and dangerous; the pavement is far too narrow and I have seen lorries mounting the pavement as they turn. It is particularly unsafe for young people walking to school."

Participant 239 – Drybridge Rockfield.

"Excellent, depending on location and if purpose is for local utility" Participant 240 – Wyesham

"About time" Participant 241 - Overmonnow

“Bridge not very good if people have trouble with steps, slopes need to be gradual also. A”

Participant 242 – Wyesham

“great idea.” Participant 243 – Wyesham

“Great but could still do with another crossing for cars” Participant 244

“Excellent ideas, much needed” Participant 245 – Wyesham

“It is an essential facility... I cycle across the bridge to do a daily shop at Lidl's and also take recreational rides on the Peregrine Way (Route 423). On several occasions in the recent past I have been overtaken on the bridge by large commercial vehicles which forced me to ride in the gutter. A cycle/footpath bridge is, in the opinion of all I discuss this matter with, AN ESSENTIAL FACILITY!”

Participant 246 – Outside Monmouth

“It will be much safer and potentially inhaling less exhaust emissions” Participant 247 – Wyesham

“Excellent idea. Safer and healthier” Participant 249 - Overmonnow

“It's an excellent idea. The road bridge is just not safe for walkers and cyclists. it's not wide enough to accommodate some of the traffic that goes across, and then adding walkers onto the pavement is just dangerous” Participant 250 – Wyesham

“I think its an excellent idea, as I am not fond of the current rout in as I find it dangerous or unpleasant in places.” Participant 251 – Wyesham

"If the footbridge replaced the underpass and made it easier to cross the dual carriageway as well, then this would be a big benefit to the town and to Monmouth School where I work. I have boys daily crossing to the boathouse and there are regular near misses on the bridge. The underpass is an eyesore and a disgrace to Monmouth" Participant 252 – Drybridge Rockfield.

"The rural roads need sorting out first." Participant 253

"Excellent idea, it's currently a nightmare for a cyclist." Participant 254 – Wyesham

"Inappropriate use of scarce funds - doors not benefit a large enough population" Participant 255 – Outside Monmouth

"I don't consider it necessary." Participant 256 – Wyesham

"No need for extra bridge over the Wye, pavement is due to be widened anyway. Much better to have money spent on footbridge over the Monnow at back of Oldway Centre, encourage people to use free car park on Rockfield Road" Participant 257 – Town Centre

"Great idea. If it eases the traffic and encourages more people to walk worth considering."

Participant 258 – Wyesham

"It's a great idea if it is built in the correct place" Participant 259 – Overmonnow

"Good idea" Participant 260 – Wyesham

"Depending on where it is and it's design? I would welcome it. The traffic on the old Bridge is intense and offputting." Participant 261 – Osbastan

"Good idea to make a safer crossing for both pedestrians and cyclists" Participant 262 – Wyesham

"great cant come soon enough!" Participant 263 – Outside Monmouth

"Brilliant idea" Participant 264 – Outside Monmouth

"Good idea" Participant 265 – Wyesham

"I wonder how many people will benefit. It will be great if it reduces traffic. It depends where it is placed. It is exciting to think of the design possibilities and the chance to make the town work better." Participant 266 – Outside Monmouth

"Good idea, for residents and tourists." Participant 267 – Outside Monmouth

"If it could extend the current road bridge to three lanes (with no footpaths) then all means of traffic would flow better" Participant 268 – Outside Monmouth

"This is badly needed. The town is divided by the main road. A bridge would be of massive benefit to our children, local shoppers and tourists." Participant 269 – Outside Monmouth

"Yes might cut traffic down" Participant 270 – Wyesham

“good for those who would use it” Participant 271 – Wyesham

“Anything that encourages less car use is a good thing.” Participant 272 – Drybridge Rockfield

“Very good idea, it would alleviate some traffic from wyesham because it’ll be safer for us to get to work in a different way.” Participant 274 – Wyesham

“its needed, but has been brought up for years but nothing ever done ????” Participant 275 – Wyesham

“Rubbish, need a new bridge for traffic ,” Participant 276 – Town Centre

“Money should be spent on a new multi use bridge further up the river, that bypasses Monmouth altogether.” Participant 278 – Drybridge Rockfield

“Good idea” Participant 279 – Wyesham

“It is essential that pedestrians have a more healthy and safe route into the town” Participant 280 – Wyesham

“I feel that this would have a negative impact on the rowing clubs that use the stretch of river by the wye bridge. As it would be higher up river this would be dangerous and also would mean that the river could not be used for rowing whilst construction would be taking place. It is extremely difficult for the Comprehensive school to compete against public schools due to the limitations of funding and this would only exacerbate things. Also the extremely negative impact it will have on a historical

bridge. There is a perfectly good footpath along the wye bridge and a subway so this is not needed. Also there is a footpath along the old viaduct so why not develop this area instead”

Participant 281 – Overmonnow

“The Wye Bridge is a lovely old bridge. I don’t feel uncomfortable walking over the bridge and I usually cycle on the bridge pavement. It’s the roads leading to the bridge which are awful for cyclists. Why isn’t there a cycle path along the river?” Participant 282 – Town Centre

“Think its very important that a much better footpath and cycle facility is provided as exciting footpath on Wye bridge is too narrow for the thousands of school children that walk across the bridge daily unsupervised. Very large lorries in particular cross the bridge on a the 3.1 meter road often very close to the pedestrians. Its an accident just waiting to happen. In respect to cyclists there isn't any alternative other than to walk/push their bikes across the bridge using the footpath as its much too dangerous even to consider using the road, due to the amount of traffic, the width of the carriageway, the size of vehicles and when they reach the A40, there's no safe access. It must be recognised that both the footpaths and the road widths on the Wye Bridge do not comply with the recommended Highway specifications. If a new pedestrian /cycle bridge could be constructed, then this would certainly help to provide a much safer environment for them but also for vehicles.” Participant 283 – Osbastan

“highly desirable current situation is an accident waiting to happen. better access to Lidl and the Wye walks.” Participant 284 – Osbastan

“Excellent idea” Participant 285 – Osbastan

“Any new bridge should not impact on river use, particularly the highly successful rowing and kayaking clubs. The bridge is iconic and any development should be sympathetic. “

Participant 286

“it will spoil the existing view of the old bridge. Widen the downstream side of the old bridge would be better and include widened approach on A40 for Wye Valley traffic in the programme”

Participant 287 – Outside Monmouth

“Excellent idea. At present unsafe with heavy lorries etc. Needs to be close to or part of the proposed new traffic lane, but separated from it” Participant 288 – Osbastan

“Good idea of it was sited very close to existing bridge.” Participant 289 – Osbastan

“what are the details location, size, design, materials.... The new Monnow road bridge is a particularly horrific design!! What are the safety implications for the water sports- rowing clubs and canoeist? Regatta access and boat trailer parking, seating for the public and angler access all need to be considered.” Participant 290 – Outside Monmouth

“Pros: safer as it would remove cyclists off current bridge pavements - although if policed effectively this would stop; safer for pedestrians as further away from traffic.

Neutral: bridge aesthetics would need to be suitable.

Cons: potential cost to MCC/MTC; lack of use as road bridge may be a shorter distance to travel for many; concern over personal security particularly at night as proposed bridge is further from the Town; concern that current view of road bridge may be harmed.” Participant 292 – Osbastan

“Unnecessary, given plans to widen Wye bridge. Funding could be put to better use” Participant 293 – Osbastan

“Totally opposed. It will spoil historic view of 17th century bridge, disrupt use of Wye for river users and cost a fortune . If you are going to build a bridge, it should be well below the island”

Participant 294 – Outside Monmouth

“Brilliant idea” Participant 295 – Wyesham

“Excellent!” Participant 296 – Wyesham

“It is important that cyclists and pedestrians are given at least as great a priority as cars and are not shuffled into a corner which involves inconvenience which will discourage more cyclists and walkers. Their route should at least be as short as the car route. Making Wyebridge street two-way for cyclists would be both possible and desirable.” Participant 297 – Wyesham

“It's vital. There would have to be clear cycle and walking divisions to encourage the maximum amount of walking and cycling. it would also have to have priority to get into and out of the Bridge and WyeBridge street so that there is impetus for walking and cycling. It must avoid being steep so that people with bad mobility and stiff legs could use it. it would need to be build to avoid the worst of the vile traffic fumes emitted at present.” Participant 298 – Wyesham

“I would welcome it. At the moment crossing the reviver on a bike is difficult, not to say dangerous, one is exposed to fumes from cars and lorries. In wet weather or frosty/ snowy weather, it is worse, and deffinatly more dangerous, so much so that one hesitates to cross the bridge at all.”

Participant 299 – Overmonnow

“This would transform Monmouth, lots of people commute by car because the traffic makes the pedestrian/cycle routes dangerous and unpleasant- Giving walkers +cyclists better treatment may break this vicious cycle!” Participant 300 – Outside Monmouth

"This would be a great idea. I often run Over the Wye bridge and often end up in the road as the footpath is so narrow" Participant 301 – Osbastan

"It is an excellent idea. It would make crossing the wye a lot safer and pleasant. I would consider cycling to school with my son if there were an alternative bridge. It would also make the footpath to symonds yat / redbrook a lot easier to access from this side of town." Participant 302 – Osbastan

"Great idea to open up access" Participant 303 – Drybridge Rockfield

"Although I live in Osbaston I regularly use the Wye Bridge to get to the Leisure Centre and to cycle along the Peregrine pathway. I also cycle across to get shopping at LiDL. It's dangerous cycling over the Wye Bridge either way, mainly because the lorries need lots of room and it's too narrow for a bike & a lorry. I end up cycling on the pavement (illegally), giving way to pedestrians. But this isn;t satisfactory, especially at school rush hour as so many children use it. Better access would improve things. The current pathway is too narrow - often people step into the road to pass each other. So a wider pavement is better but best is a new bridge for both pedestrians and cyclists. The Peregrine Pathway is very popular - its much better to cycle it from town than drive there then cycle."
Participant 304 – Osbastan

"I think it would be a good idea" Participant 305 – Osbastan

"I think its a fantastic idea that's well over due. I used to cycle to work daily but found it becoming increasingly dangerous. Despite having lights and bright clothing I had too many near misses with HGVs on the bridge and also at the two mini roundabouts." Participant 306 – Wyesham

"There is no safe route connecting the perigrine path with people who live in Monmouth this is a opportunity to safely provide a suitable passage for walkers and the many cyclists who regularly use this amenity." Participant 307 – Overmonnow

"I thought the new bridge works was accommodating a wider path for cyclists" Participant 308 – Outside Monmouth

"This bridge is essential for pedestrians and cyclists" Participant 309

"Good idea as back up to road bridge" Participant 310

"Great" Participant 311

"Great" Participant 312

References

Monmouthshire Beacon , Retrieved from

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Appendix 6 Summary of Relevant Welsh Assembly and Monmouth County Council Policy Documents

As noted in section 4, our intention in preparing this document is to satisfy the requirements of Stage 1 of the WelTAG process.

WelTAG is the Welsh Transport Appraisal Guidance. WelTAG is a framework for thinking about proposed changes to the transport system.

It contains best practice for the development, appraisal and evaluation of proposed transport interventions in Wales. It has been developed by the Welsh Government to ensure that public funds are invested in a way that ensures they maximise contribution to the well-being of Wales, as set out in the Well-being of Future Generations (Wales) Act 2015 and to deliver the Act's vision of the Wales.

There are number of relevant policy documents:

1) Wellbeing Future Generation Act 2015

Signed off by the Welsh Government Minister the objectives of this Act are to improve the social, economic, environmental and cultural well-being of Wales. The Act requires public bodies to think more about the long-term, work better with people, communities and each other.

The Act identifies seven well-being goals:

1. A prosperous Wales
2. A resilient Wales
3. A healthier Wales
4. A more equal Wales
5. A Wales of cohesive communities
6. A Wales of vibrant culture and thriving Welsh language
7. A globally responsible Wales

Monmouthshire County Council has identified the following well-being objectives in compliance with the objectives of the Act:

1. Develop opportunities for communities and business to ensure a well-connected and thriving county
2. Maximise the benefits of the natural and built environment for the well-being of current and future generations
3. Maximise the potential in our communities to improve well-being for people throughout their life course

4. Provide children and young people with the best start in life to help them achieve better outcomes

The well-being assessment noted that Monmouth was an important area for tourism, which is particularly reliant on maintaining the natural beauty and diverse wildlife in the area. It was also highlighted that although there are no air quality management zones in Monmouth, there are some concerns about nitrogen oxide emissions caused by traffic on the A40.

It is worth noting that the Public Service Board (PSB) - Ideas to Implementation Report makes the following points:

- Strong links between environment and well-being
- Monmouthshire residents have a high carbon footprint, with transport a key factor
- Higher than average number of road collisions
- Most air pollution in Monmouthshire comes from vehicles
- Higher levels of pollution are focussed along the main roads
- Monmouthshire carbon dioxide emissions per resident was 8.6 tonnes
- Children who live along very polluted roads have slower lung development and can be more likely to cough and wheeze.

2) Active Travel (Wales) Act 2013

Signed off by the Welsh Government Minister the objectives of this Act are to promote walking and cycling as a mode of transport.

The Welsh Government also strongly supports recreational walking and cycling and cycle sport. Walking and cycling for leisure is strongly linked to a persons' willingness to travel actively.

A high level of recreational walking and cycling on a route is an indicator of an high quality route and should be considered a sign of success.

'Active Travel' means walking and cycling for everyday short-distance journeys, such as journeys to school, work, or for access to shops or services. It does not include journeys purely made for recreation and social reasons. The Act includes the development of Integrated Network Maps and improvements to the National Cycle Network

The Act aims to make active travel the most attractive option for shorter journeys. Enabling more people to undertake active travel will mean more people can enjoy the health benefits

of active travel, help reduce greenhouse emissions, tackle poverty and disadvantage and help our economy to grow.

Evidence suggests that the main reasons why people do not travel actively are safety, practicality, and cultural conventions. The provisions of the Act are aimed at addressing some of these barriers by making infrastructure safer for people to use and informing them about where there are suitable places to walk and cycle.

The Act requires Welsh Ministers and local authorities in carrying out certain functions under the Highways Act 1980, to take reasonable steps to enhance the provision made for walkers and cyclists and to have regard to the needs of walkers and cyclists in the exercise of certain other functions.

Parts 3, 4 and 5 of the Highways Act 1980 concern the creation, maintenance and improvement of highways respectively. In order to meet their duty under section 9 of the Active Travel Act, highway authorities must enhance provision for walkers and cyclists in any highway construction, maintenance or improvement unless it would be unreasonable or impracticable to do so.

The Act requires Welsh Ministers and local authorities to exercise their functions under this Act so as to promote active travel journeys and secure new and improved active travel routes and related facilities.

The Active Travel Bill will place a duty on all Local Authorities to build infrastructure (cycleways/footpaths/facilities) to demonstrate a year on year improvement in quality and extent of Active Travel Infrastructure.

The Act enables funding – including Welsh Government, European Commission, Natural Resources Wales, National Lottery, Section 106 and Community Infrastructure Levy.

3) WTS – The Wales Transport Strategy 2008

Signed off by the Welsh Government Minister the objectives of this strategy include:

- a) Improving **access to education**, training, and lifelong learning
- b) Improving **access to shopping and leisure facilities**
- c) Encouraging **healthy lifestyles**
- d) Improving the **actual and perceived safety** of travel
- e) Improving the efficient, reliable and **sustainable movement of people**
- f) Reducing the contribution of transport to **air pollution** and other harmful emissions
- g) Promote **healthy lifestyles such as more walking and cycling for short journeys, specifically to work or education.**
- h) Reducing road casualties, with the ultimate aspiration of **zero casualties.**

4) NTFP – Wales National Transport Finance Plan 2017

The Welsh Government funds Local Authorities to improve how easy it is for people to travel around their community. Programmes aimed at improving access to schools and those that encourage walking and cycling are prioritised.

When it was signed off by the Welsh Government Minister this plan included:

- a) Additional funding for Safer Routes to School
- b) Feasibility funding for a national cycleway

Projects must involve cooperation between Local Authorities and the wider community, including schools. Priority for funding will be given to applications targeted at sites, routes or areas where there is evidence of road traffic collisions resulting in casualties.

5) Local Transport Plan – Monmouthshire County Council 2015

Includes a prioritised 5 year programme of projects the council wishes to see delivered between 2015 and 2020 as well as medium and longer term aspirations up to 2030.

The project aims to have a beneficial impact on the following Local Transport Plan objectives:

- To improve access for all to a wide range of services and facilities including employment and business, education and training, health care, tourism and leisure activities;
- To improve the sustainability of transport by improving the range and quality of, and awareness about, transport options, including those which improve health and well being;
- To implement measures which promote a positive contribution to improving air quality and reducing the adverse impact of transport on health and climate change, including reducing carbon emissions;
- To implement measures which help to reduce the negative impact of transport across the region on the natural and built environment including biodiversity;
- To improve road safety and personal security

6) Local Development Plan – Monmouthshire County Council 2011-2021

Adopted in February 2014.

Appendix 7 Comparison of Transport Planning Objectives Relating to the Relevant Welsh Transport Strategies and Local Strategic Priorities

The Transport Planning Objectives (TPOs) were derived for this study with direct reference to key issues and constraints, and with reference to the WelTAG principles and regional objectives, ensuring that TPOs do not presuppose particular options.

The Transport Planning Objectives for the Study are:

TPO 1 – To develop a shared use route that will contribute toward the aims of the Active Travel Bill, encouraging healthier lifestyles and wellbeing for all;

TPO 2 – To encourage economic regeneration, job creation and inward investment by establishing a shared use trail that links existing businesses and key destinations;

TPO 3 – To reduce the potential for road traffic accident rate of cyclists and pedestrians in the vicinity of the Wye Bridge

TPO 4 – To increase level of usage for non-car forms of transport for shorter journeys between communities, amenities and services within the study area;

TPO 5 – To provide a positive contribution to improving air quality and reducing the negative impacts of transport across the region on the natural and built environment

TPO 6 - To provide a Cost Effective Solution to the identified Opportunities

TPO 7 - To ensure minimum Risk of cost escalation during Implementation.

TPO 8 - To ensure minimum Disruption to existing traffic during Implementation.

Section 4.4 of the WelTAG requires that all Transport Planning Objectives be subjected to a process of appraisal against the identified problems and opportunities, the Transport Strategy Outcomes and related Strategic Priorities to ensure that they are fit for purpose and meet the intended needs of the scheme.

This process of appraisal is shown in Table 7A showing how each TPO relates to the relevant Welsh Transport Strategies and Local Strategic Priorities (reference Appendix 6).

Table 7A		TPO 1 – To develop a shared use route that will contribute toward the aims of the Active Travel Bill, encouraging healthier lifestyles and wellbeing for all	TPO 2 – To encourage economic regeneration, job creation and inward investment by establishing a shared use trail that links existing businesses and key destinations	TPO 3 – To reduce the potential for road traffic accident rate of cyclists and pedestrians in the vicinity of the Wye Bridge	TPO 4 – To increase level of usage for non-car forms of transport for shorter journeys between communities, amenities and services within the study area	TPO 5 – To provide a positive contribution to improving air quality and reducing the negative impacts of transport across the region on the natural and built environment	TPO 6 - To provide a Cost Effective Solution to the identified Opportunities	TPO 7 - To ensure minimum Risk of cost escalation during Implementation	TPO 8 - To ensure minimum Disruption to existing traffic during Implementation
To improve access for all to a wide range of services and facilities including employment and business, education and training, health care, tourism and leisure activities		Yes		Yes					
To improve the sustainability of transport by improving the range and quality of, and awareness about, transport options, including those which improve health and well being	Yes								
To implement measures which promote a positive contribution to improving air quality and reducing the adverse impact of					Yes				

transport on health and climate change, including reducing carbon emissions								
To implement measures which help to reduce the negative impact of transport across the region on the natural and built environment including biodiversity						Yes	Yes	Yes
To improve road safety and personal security			Yes					

Table 7A demonstrates how the TPOs address or progress relevant issues identified during the WelTAG Planning Stage.

The table 7A demonstrates that each of the identified problems and opportunities are directly addressed by at least one TPO. TPO1, develop a shared use route that will contribute toward the aims of the Active Travel Bill, encouraging healthier lifestyles and wellbeing for all, is the most critical issue and this may be a factor in the final evaluation.

Appendix 8 Evaluation of Pro's and Con's for Identified Options to Reduce Road, Pedestrian or Cycle Traffic on the Existing Wye Bridge

Reduce road, pedestrian or cycle traffic on the existing bridge

I-I. Improve public transport

Proposal

Introduce additional public services from Monmouth Town to Wyesham and back.

Pro's

More pedestrians will be able to avoid walking over the bridge

More cyclists will be able to avoid cycling over the bridge

May reduce road traffic if vehicle users can be persuaded to use the public transport in place of their cars.

No requirement to modify the bridge carriageway or footway

No structural changes to the existing bridge and flood arches

Con's

The impact of additional services may be minimal as there is already a very regular bus service from Wyesham to Monmouth

Significant additional costs for new public bus services

Additional public transport traffic using the bridge, creating additional pollution

Does not promote healthy options of walking or cycling

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	-1	-1	1	2	1	-1	2	0	3

Worthwhile further work:

The high cost of providing additional public bus services, sufficient to significantly reduce both pedestrian and cycle traffic, makes this option unlikely to be cost effective.

I-II. Introduce additional school transport

Proposal

Introduce additional school services from Monmouth Town to Wyesham and back, providing specific bus services to the schools on both banks of the Wye. It may be necessary to provide continuous mini-bus services to cover the need for movement of pupils between the Haberdashers schools on both banks of the river.

Pro's

- More young pedestrians will be able to avoid walking over the bridge
- More young cyclists will be able to avoid cycling over the bridge
- May reduce road traffic if parents can be persuaded to use the school transport
- No requirement to modify the bridge carriageway or footway
- No structural changes to the existing bridge and flood arches

Con's

- The road layout requires both bus services and mini-bus services to travel via the Dixon Road roundabout, adding considerably to journey times during congestion.
- Significant additional costs for new school bus services
- Additional school traffic using the bridge, creating additional pollution
- Does not promote healthy options of walking or cycling

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	-2	-2	1	1	-1	-1	2	0	-2

Worthwhile further work:

The high cost of providing additional school bus services, sufficient to significantly reduce both pedestrian and cycle traffic, makes this option unlikely to be cost effective.

I-III. Prevent cycling on the existing bridge

Proposal

Introduce “cyclists dismount” signs at both ends of the existing Wye Bridge and approach flood relief arches

Pro's

- Low costs
- No requirement to modify the bridge carriageway or footway
- No structural changes to the existing bridge and flood arches

Con's

- Would require cyclists to dismount and “wheel” their bicycle over a long length (approximately 150m) thus making the route very unattractive to cyclists.
- Would cyclists actually dismount and how could this be enforced?
- The existing footways are already substandard in terms of width and are currently used by high volumes of school children. Accommodating the “wheeling” of bicycles within the existing cross section would exacerbate the safety issues

Does not promote healthy option of cycling
 Does not reduce the exposure of pedestrians or cyclists to traffic pollution

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	-3	-3	1	-2	-1	1	3	0	-4

Worthwhile further work:

This option is cheap, but probably creates more problems than it solves. It is unlikely that cyclists will obey the signage and if they do it provides significant risks to the existing pedestrians.

I-IV. Build a By-pass and make the Wye Bridge Local Traffic or Pedestrian and Cycle only

Proposal

Construct a new link road from the A40 on the West side of the Troy Tunnels, connecting into local roads and following the line of the old railway through onto the Hadnock Road, re-crossing the Wye to rejoin the A40 at the Dixton roundabout.

A junction with the A466 and A4136 would allow Wye Valley and Forest of Dean Traffic to join the A40 West or East of Monmouth.

The new route could remove all traffic from the Wye Bridge and allow the traffic lights on the A40 to be removed, speeding the flow of traffic through this area, although further improvements at the Dixton Road roundabout may also be required.

Local traffic from Wyesham into Monmouth would use either the Troy route or Dixton route

Pro's

Provide a safe route across the Wye Bridge for pedestrians and cycles separated from traffic or with only local traffic

Provide a fast route through Monmouth with no traffic lights for through traffic

Reduced traffic in and around central Monmouth by reducing congestion

Links well into existing footways and cycleways on both sides of the Wye with the potential to improve access to schools on both sides of the Wye

No requirement to modify the Wye bridge carriageway or footway

No structural changes to the existing Wye bridge and flood arches

Con's

This is a very expensive solution, although potentially with some significant benefits for Monmouth.

Requires demolition of several existing properties on the route of the new road.
 There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	3	3	3	2	2	-3	-3	-3	4

Worthwhile further work:

This option is very expensive and well beyond the scope of this study. Whilst there may be significant benefits for Monmouth and for through traffic, this option is unlikely to be a cost effective way to improve cycle and pedestrian access across the Wye.

II-I. Modify existing bridge - Add a cantilever footway and cycleway upstream

Proposal

A 3.8m wide cantilevered footway and cycleway running adjacent to the existing Wye Bridge on the Upstream side of the bridge, cantilevered from the existing bridge and flood relief structures.

Pro's

Provides a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provides a wider footway with a designated cycleway, making the route safe for joint use

Provides a physical barrier between the traffic and the pedestrians

Links well into existing footways and cycleways on both sides of the Wye with the potential to improve access to schools on both sides of the Wye

Does not affect the traffic on the bridge which would be able to continue in its current function

Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge

Con's

Significant structural changes may be required to the existing bridge and flood arches to carry the new cantilever loading

The major concern would be the eccentric loading on the bridge, which may result in the bridge failing. This would have to be looked at in great depth before proceeding.

Problems may be raised with CADW about the effect on the existing bridge, which is listed. There will be significant modifications to this listed structure.

Even with significant engineering investigations in order to define a suitable scheme, there would be the potential for cost over-runs caused by the inherent uncertainty when dealing with an ancient structure.

Work would still be required on the flood arches as it is currently cracking.

During flood conditions it is common for debris to build up against the existing bridge on the upstream side. The removal of this debris would be more difficult if this cantilever is in place.

There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham.

Does not significantly reduce the exposure of pedestrians or cyclists to traffic pollution

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	2	2	3	2	1	2	-3	-3	6

Worthwhile further work:

This solution would provide significant safety improvements and links well into existing routes.

If the cost of modifying the existing bridge and flood arches is reasonable and predictable, then this solution could provide a cost effective solution for Monmouth. This route has been designated Option 1 and can be seen in schematic form in drawing 17303B-002 and 17303B-003.

II-II. Modify existing bridge - Widen footway upstream

Proposal

Widen the footway to 3m on the Upstream side of the existing Wye Bridge and flood relief structures, moving the carriageway towards the Downstream side of the bridge. Introduce a barrier to separate traffic from the pedestrians and cyclists. The verge on the South side would be reduced to a minimum, below 600mm.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Links well into existing footways and cycleways on both sides of the Wye with the potential to improve access to schools on both sides of the Wye

Does not affect the traffic on the bridge which would be able to continue in its current function

A new bridge in this location is unlikely to interfere with the existing rowing clubs in any way. The structure is well away from the areas utilised for setting up boats on the banks of the

Wye. As the rowing boats do not normally approach the existing Wye bridge, the new bridge should be well away from any boats on the water.

Con's

The 3m footway and cycleway would be well below modern standards for a combined route (3.8m), so there would be some safety concerns for the pedestrians sharing the route with cycles

Significant structural changes may be required to the existing bridge and flood arches to carry the new eccentric loading

The major concern would be the eccentric loading on the bridge, which may result in the bridge failing. This would have to be looked at in great depth before proceeding.

Even with significant engineering investigations in order to define a suitable scheme, there would be the potential for cost over-runs caused by the inherent uncertainty when dealing with an ancient structure.

Work would still be required on the flood arches as it is currently cracking

There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham

Does not reduce the exposure of pedestrians or cyclists to traffic pollution

For joint use the parapets would also have to be raised to 1.4m to satisfy the requirements for cyclist use. This would have to be carried out in a manner sympathetic to this listed structure and following consultation with CADW and MCC Conservation Officers.

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	1	1	1	1	1	2	-3	-3	1

Worthwhile further work:

This solution would provide significant safety improvements and links well into existing routes. However, the cost of modifying the existing bridge and flood arches to cater for the eccentric loading is likely to be similar to option II-I and the safety benefits are significantly reduced.

This solution is unlikely to provide a cost-effective solution for Monmouth.

II-III. Modify existing bridge - Widen footway downstream

Proposal

Widen the footway to 3m on the Downstream side of the existing Wye Bridge and flood relief structures, moving the carriageway towards the Upstream side of the bridge.

Introduce a barrier to separate traffic from the pedestrians and cyclists. The verge on the North side would be reduced to a minimum, below 600mm.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Does not affect the traffic on the bridge which would be able to continue in its current function

Con's

Does not link well into existing footways and cycleways on both sides of the Wye with the potential to improve access to schools on both sides of the Wye

A crossing would be required at the traffic lights on the bridge, delaying traffic and adding to congestion

The 3m footway and cycleway would be well below modern standards for a combined route (3.8m), so there would be some safety concerns for the pedestrians sharing the route with cycles

Significant structural changes may be required to the existing bridge and flood arches to carry the new eccentric loading

The major concern would be the eccentric loading on the bridge, which may result in the bridge failing. This would have to be looked at in great depth before proceeding.

Even with significant engineering investigations in order to define a suitable scheme, there would be the potential for cost over-runs caused by the inherent uncertainty when dealing with an ancient structure.

Work would still be required on the flood arches as it is currently cracking

There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham

Does not reduce the exposure of pedestrians or cyclists to traffic pollution

For joint use the parapets would also have to be raised to 1.4m to satisfy the requirements for cyclist use. This would have to be carried out in a manner sympathetic to this listed structure and following consultation with CADW and MCC Conservation Officers.

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	-1	0	0	0	1	1	-3	-3	-5

Worthwhile further work:

This solution would provide limited safety improvements, but does not link well into existing routes. The cost of modifying the existing bridge and flood arches to cater for the eccentric loading is like to be similar to option II-I and II-II, but the safety benefits are significantly reduced.

This solution is unlikely to provide a cost effective solution for Monmouth.

II-IV. Modify existing bridge - Add a cantilever footway and cycleway downstream

Proposal

A 3.8m wide cantilevered footway and cycleway running adjacent to the existing Wye Bridge on the Downstream side of the bridge, cantilevered from the existing bridge and flood relief structures.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Does not affect the traffic on the bridge which would be able to continue in its current function

Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge

A new bridge in this location will not interfere with the existing rowing clubs in any way. The rowing clubs do not normally operate below the existing Wye bridge.

Con's

Does not link well into existing footways and cycleways on both sides of the Wye and does not have the potential to improve access to schools on both sides of the Wye

A crossing would be required at the traffic lights on the bridge, delaying traffic and adding to congestion

Significant structural changes may be required to the existing bridge and flood arches to carry the new cantilever loading

The major concern would be the eccentric loading on the bridge, which may result in the bridge failing. This would have to be looked at in great depth before proceeding.

Even with significant engineering investigations in order to define a suitable scheme, there would be the potential for cost over-runs caused by the inherent uncertainty when dealing with an ancient structure.

Work would still be required on the flood arches as it is currently cracking.

There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham.

Problems may be raised with CADW about the effect on the existing bridge, which is listed.

There will be significant modifications to this listed structure.

Does not significantly reduce the exposure of pedestrians or cyclists to traffic pollution

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	-1	0	0	1	1	1	-3	-3	-4

Worthwhile further work

This solution would provide limited safety improvements, but does not link well into existing routes. The cost of modifying the existing bridge and flood arches to cater for the eccentric loading is like to be similar to option II-I, but the safety benefits are significantly reduced.

This solution is unlikely to provide a cost-effective solution for Monmouth.

III-I. New walking & cycling bridge - Adjacent to the Existing Wye Bridge - Upstream

Proposal

Build a new 3.8m wide footway and cycleway bridge running adjacent to the existing Wye Bridge on the Upstream side of the bridge, spanning parallel to the existing flood relief structures to 'island' at the East abutment of the existing bridge and then spanning across the river to the West bank by the shortest route. The plan layout would be 'dog-legged' to minimise the bridge clear spans. It is likely that the most cost effective structural form would be a cable stayed bridge with a single central column.

Pro's

Provides a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provides a wider footway with a designated cycleway, making the route safe for joint use

Provides a physical barrier between the traffic and the pedestrians

Links well into existing footways and cycleways on both sides of the Wye with the potential to improve access to schools on both sides of the Wye

Does not affect the traffic on the bridge which would be able to continue in its current function

Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge

The new bridge would be close to the current level of the existing Wye Bridge, but could be built above flood levels to avoid any interference with the river in flood conditions.

The new bridge would require little or no access ramps at its ends, as it joins the top of the Old Road at one side and the existing river embankment on the other.

Does not directly impact on the existing bridge or flood relief arches, leaving this listed structure unchanged.

A new bridge in this location is unlikely to interfere with the existing rowing clubs in any way.

The structure is well away from the areas utilised for setting up boats on the banks of the Wye. As the rowing boats do not normally approach the existing Wye bridge, the new bridge should be well away from any boats on the water.

Con's

The bridge would have 2 clear spans of between 50m and 60m, so the overall length of the structure is around 110m, significantly longer than a new bridge further Upstream

The central pier is adjacent to the East abutment of the existing bridge, so care would be required to avoid damage to the bridge foundations. This could only be quantified by further investigation.

To avoid pedestrians and cyclists using the old bridge as a short cut, it may be necessary to provide barriers and signs. If the carriageways are widened then this would be necessary anyhow.

The land adjacent to the Haberdashers Cottages belongs to the Haberdashers and would need to be made available through lease or purchase.

During flood conditions it is common for debris to build up against the existing bridge on the upstream side. The removal of this debris would be more difficult if this new bridge is in place.

During construction the new bridge would largely need to be erected from the existing structure, potentially creating damaging loadings on these structures.

There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham.

Problems may be raised with CADW about the visual impact on the existing bridge, which is listed

May not significantly reduce the exposure of pedestrians or cyclists to traffic pollution

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	2	3	3	3	1	3	-1	0	9

Worthwhile further work

This solution would provide significant safety improvements and links well into existing routes.

This solution could provide a cost effective solution for Monmouth. This route has been designated Option 2 and can be seen in schematic form in drawing 17303B-004 and 17303B-005.

III-II. New walking & cycling bridge - Adjacent to the Existing Wye Bridge - Downstream

Proposal

Build a new 3.8m wide footway and cycleway bridge running adjacent to the existing Wye Bridge on the Downstream side of the bridge, spanning parallel to the existing flood relief structures to 'island' at the East abutment of the existing bridge and then spanning across the river to the West bank by the shortest route. The plan layout would be straight to minimise the bridge clear spans. It is likely that the most cost effective structural form would be a cable stayed bridge with a single central column.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Does not affect the traffic on the bridge which would be able to continue in its current function

Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge

The new bridge would be close to the current level of the existing Wye Bridge, but could be built above flood levels to avoid any interference with the river in flood conditions.

Does not directly impact on the existing bridge or flood relief arches, leaving this listed structure unchanged.

A new bridge in this location will not interfere with the existing rowing clubs in any way. The rowing clubs do not normally operate below the existing Wye bridge.

Con's

Does not link well into existing footways and cycleways on both sides of the Wye and does not have the potential to improve access to schools on both sides of the Wye

A crossing would be required at the traffic lights on the bridge, delaying traffic and adding to congestion

The bridge would have 2 clear spans of between 60m and 90m, so the overall length of the structure is around 150m, significantly longer than a new bridge Upstream

The central pier is adjacent to the East abutment of the existing bridge, so care would be required to avoid damage to the bridge foundations. This could only be quantified by further investigation.

The new bridge would require significant access ramps at its East end, as it joins the Haberdashers access ramp on the East bank and the existing river embankment on the West. To avoid pedestrians and cyclists using the old bridge as a short cut, it may be necessary to provide barriers and signs. If the carriageways are widened then this would be necessary anyhow.

The land adjacent to the Haberdashers Sports Fields belongs to the Haberdashers and would need to be made available through lease or purchase.

During construction the new bridge would largely need to be erected from the existing structure, potentially creating damaging loadings on these structures.

There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham.

Problems may be raised with CADW about the visual impact on the existing bridge, which is listed

May not significantly reduce the exposure of pedestrians or cyclists to traffic pollution

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	-2	2	2	1	1	1	-1	-2	2

Worthwhile further work

This solution would provide some safety improvements, but does not link well into existing routes. The cost of new bridge is likely to be considerably higher than option IV-I and the safety benefits are significantly reduced.

This solution is unlikely to provide a cost effective solution for Monmouth.

III-III. New walking & cycling bridge - Upstream of the Existing Bridge near Haberdashers Boat Club

Proposal

Build a new 3.8m wide footway and cycleway bridge running parallel to the existing Wye Bridge on the Upstream side of the bridge, with a single span springing from the land adjacent to the Haberdashers Boat Club on the East bank to the land between the existing bridge and the Monmouth Rowing Club on the West bank. It is likely that the most cost effective structural form would be a cable stayed bridge with a single column on either bank.

The footpath to the bridge on the East bank could make use of the flood wall behind the cottages, providing a pleasant riverside approach to the new bridge.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Links well into existing footways and cycleways on both sides of the Wye with the strong potential to improve access to schools on both sides of the Wye

Reduces the distance walked by both Haberdashers school children walking from the main school to the lower school and for Comprehensive children walking from Wyesham to the School.

Does not affect the traffic on the bridge which would be able to continue in its current function

Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge

Does not impact on the existing bridge or flood relief arches, leaving this listed structure unchanged.

The bridge would have 1 clear span of around 70m plus a short back span, so the overall length of the structure is below 80m, significantly shorter than a new bridge further Downstream

The new bridge would be close to the current level of the existing Wye Bridge, but could be built above flood levels to avoid any interference with the river in flood conditions.

The new bridge would require minimal access ramps at its ends, as it joins the top of the existing river embankments. Some localised raising of the paths on the East bank may be required.

Significantly reduces the exposure of pedestrians or cyclists to traffic pollution

Construction of the new bridge should have no structural impact on the existing bridge foundations.

During construction the new bridge would be erected from the land available on both banks, minimising damaging loadings on the existing structures.

The new bridge would provide an excellent viewpoint for the existing bridge.

Con's

Although the new bridge links well into the existing footways and cycle ways on both banks of the Wye, it does extend the journey by around 50-80m for pedestrians and cyclists travelling from Monmouth town to Wyesham. Increases in journey times for any school children should be minimal, with many journeys being shorter.

To avoid pedestrians and cyclists using the old bridge as a short cut, it may be necessary to provide barriers and signs. If the carriageways are widened then this would be necessary anyhow.

The land adjacent to the Haberdashers Boat Club belongs to the Haberdashers and would need to be made available through lease or purchase.

The cost of the new bridge can only be quantified after geotechnical investigation on both banks.

There would be limited traffic management issues during construction as equipment and materials are delivered to site, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham.

A new bridge in this location will interfere with the existing Haberdashers School rowing club setting up area. A new area will be required and will need to be prepared on the East bank. The structure is well away from the areas on the West bank utilised for setting up boats from the other rowing clubs.

As the new bridge has no piers in the river, the structure will not interfere with any rowing boats on the water. However, the new bridge will be above some of the rowing boats, so special measures may be required to avoid debris from the bridge deck falling onto the rowers.

Problems may be raised with CADW about the visual impact on the existing bridge, which is listed, although the significant gap should make this impact minimal

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	3	2	3	3	1	3	-1	0	14

Worthwhile further work

This solution would provide significant safety improvements and links well into existing routes.

This solution could provide a cost effective solution for Monmouth. This route has been designated Option 3 and can be seen in schematic form in drawing 17303B-006 and 17303B-007.

III-IV. New walking & cycling bridge - Downstream of the Existing Bridge – Chippenham Fields

Proposal

Build a new 3.8m wide footway and cycleway bridge running parallel to the existing Wye Bridge on the Downstream side of the bridge connecting across to the Chippenham Fields.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Does not affect the traffic on the bridge which would be able to continue in its current function

Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge

The new bridge would be above flood levels to avoid any interference with the river in flood conditions.

Does not directly impact on the existing bridge or flood relief arches, leaving this listed structure unchanged.

Con's

Does not link in any way into existing footways and cycleways on both sides of the Wye and does not have the potential to improve access to schools on both sides of the Wye

A new way to cross the A40 would be required, probably a significant additional structure in the form of a footbridge

The bridge would have 2 clear spans of between 50m and 100m to cross the river and the A40, so the overall length of the structure is around 150m, significantly longer than a new bridge Upstream

The new bridge would require significant access ramps at both ends.

To avoid pedestrians and cyclists using the old bridge as a short cut, it may be necessary to provide barriers and signs. If the carriageways are widened then this would be necessary anyhow.

The land adjacent to the Haberdashers Boat Club belongs to the Haberdashers and would need to be made available through lease or purchase.

Problems may be raised with CADW about the visual impact on the existing bridge, which is listed, although the significant gap should make this impact minimal

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	1	1	2	1	1	1	-1	-3	3

Worthwhile further work

This solution would provide some safety benefits, but does not link well into existing routes.

The cost of new bridge is likely to be considerably higher than any of the alternatives

This solution is unlikely to provide a cost effective solution for Monmouth.

III-V. New walking & cycling bridge - Downstream of the Existing Bridge – Duke of Beaufort bridge

Proposal

Re-open the existing Duke of Beaufort bridge for pedestrian and cycle traffic.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provides a new route for pedestrians and cycles wishing to travel to the South of Monmouth.

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Does not affect the traffic on the Wye bridge which would be able to continue in its current function

Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge

Does not directly impact on the existing bridge or flood relief arches, leaving this listed structure unchanged.

Con's

Does not link in any way into existing footways and cycleways on both sides of the Wye Bridge and does not have the potential to improve access to schools on both sides of the Wye

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
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Score	-1	1	0	1	1	1	-2	0	1
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Worthwhile further work

This solution does not link into existing routes from Wyesham to Monmouth town or provide an alternative route to and between the schools in Monmouth.

Appendix 8 Evaluation of Pro’s and Con’s for Identified Options to Reduce Road, Pedestrian or Cycle Traffic on the Existing Wye Bridge

Reduce road, pedestrian or cycle traffic on the existing bridge

I-I. Improve public transport

Proposal

Introduce additional public services from Monmouth Town to Wyesham and back.

Pro’s

More pedestrians will be able to avoid walking over the bridge

More cyclists will be able to avoid cycling over the bridge

May reduce road traffic if vehicle users can be persuaded to use the public transport in place of their cars.

No requirement to modify the bridge carriageway or footway

No structural changes to the existing bridge and flood arches

Con’s

The impact of additional services may be minimal as there is already a very regular bus service from Wyesham to Monmouth

Significant additional costs for new public bus services

Additional public transport traffic using the bridge, creating additional pollution

Does not promote healthy options of walking or cycling

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	-1	-1	1	2	1	-1	2	0	3

Worthwhile further work:

The high cost of providing additional public bus services, sufficient to significantly reduce both pedestrian and cycle traffic, makes this option unlikely to be cost effective.

I-II. Introduce additional school transport

Proposal

Introduce additional school services from Monmouth Town to Wyesham and back, providing specific bus services to the schools on both banks of the Wye. It may be necessary to provide continuous mini-bus services to cover the need for movement of pupils between the Haberdashers schools on both banks of the river.

Pro's

- More young pedestrians will be able to avoid walking over the bridge
- More young cyclists will be able to avoid cycling over the bridge
- May reduce road traffic if parents can be persuaded to use the school transport
- No requirement to modify the bridge carriageway or footway
- No structural changes to the existing bridge and flood arches

Con's

- The road layout requires both bus services and mini-bus services to travel via the Dixton Road roundabout, adding considerably to journey times during congestion.
- Significant additional costs for new school bus services
- Additional school traffic using the bridge, creating additional pollution
- Does not promote healthy options of walking or cycling

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	-2	-2	1	1	-1	-1	2	0	-2

Worthwhile further work:

The high cost of providing additional school bus services, sufficient to significantly reduce both pedestrian and cycle traffic, makes this option unlikely to be cost effective.

I-III. Prevent cycling on the existing bridge

Proposal

Introduce "cyclists dismount" signs at both ends of the existing Wye Bridge and approach flood relief arches

Pro's

Low costs

No requirement to modify the bridge carriageway or footway

No structural changes to the existing bridge and flood arches

Con's

Would require cyclists to dismount and "wheel" their bicycle over a long length (approximately 150m) thus making the route very unattractive to cyclists.

Would cyclists actually dismount and how could this be enforced?

The existing footways are already substandard in terms of width and are currently used by high volumes of school children. Accommodating the "wheeling" of bicycles within the existing cross section would exacerbate the safety issues

Does not promote healthy option of cycling

Does not reduce the exposure of pedestrians or cyclists to traffic pollution

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	-3	-3	1	-2	-1	1	3	0	-4

Worthwhile further work:

This option is cheap, but probably creates more problems than it solves. It is unlikely that cyclists will obey the signage and if they do it provides significant risks to the existing pedestrians.

I-IV. Build a By-pass and make the Wye Bridge Local Traffic or Pedestrian and Cycle only

Proposal

Construct a new link road from the A40 on the West side of the Troy Tunnels, connecting into local roads and following the line of the old railway through onto the Hadnock Road, re-crossing the Wye to rejoin the A40 at the Dixton roundabout.

A junction with the A466 and A4136 would allow Wye Valley and Forest of Dean Traffic to join the A40 West or East of Monmouth.

The new route could remove all traffic from the Wye Bridge and allow the traffic lights on the A40 to be removed, speeding the flow of traffic through this area, although further improvements at the Dixton Road roundabout may also be required.

Local traffic from Wyesham into Monmouth would use either the Troy route or Dixton route

Pro's

Provide a safe route across the Wye Bridge for pedestrians and cycles separated from traffic or with only local traffic

Provide a fast route through Monmouth with no traffic lights for through traffic

Reduced traffic in and around central Monmouth by reducing congestion

Links well into existing footways and cycleways on both sides of the Wye with the potential to improve access to schools on both sides of the Wye

No requirement to modify the Wye bridge carriageway or footway

No structural changes to the existing Wye bridge and flood arches

Con's

This is a very expensive solution, although potentially with some significant benefits for Monmouth.

Requires demolition of several existing properties on the route of the new road.

There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	3	3	3	2	2	-3	-3	-3	4

Worthwhile further work:

This option is very expensive and well beyond the scope of this study. Whilst there may be significant benefits for Monmouth and for through traffic, this option is unlikely to be a cost effective way to improve cycle and pedestrian access across the Wye.

II-1. Modify existing bridge - Add a cantilever footway and cycleway upstream

Proposal

A 3.8m wide cantilevered footway and cycleway running adjacent to the existing Wye Bridge on the Upstream side of the bridge, cantilevered from the existing bridge and flood relief structures.

Pro's

Provides a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provides a wider footway with a designated cycleway, making the route safe for joint use

Provides a physical barrier between the traffic and the pedestrians

Links well into existing footways and cycleways on both sides of the Wye with the potential to improve access to schools on both sides of the Wye

Does not affect the traffic on the bridge which would be able to continue in its current function

Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge

Con's

Significant structural changes may be required to the existing bridge and flood arches to carry the new cantilever loading

The major concern would be the eccentric loading on the bridge, which may result in the bridge failing. This would have to be looked at in great depth before proceeding.

Problems may be raised with CADW about the effect on the existing bridge, which is listed. There will be significant modifications to this listed structure.

Even with significant engineering investigations in order to define a suitable scheme, there would be the potential for cost over-runs caused by the inherent uncertainty when dealing with an ancient structure.

Work would still be required on the flood arches as it is currently cracking.

During flood conditions it is common for debris to build up against the existing bridge on the upstream side. The removal of this debris would be more difficult if this cantilever is in place.

There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham.

Does not significantly reduce the exposure of pedestrians or cyclists to traffic pollution

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	2	2	3	2	1	2	-3	-3	6

Worthwhile further work:

This solution would provide significant safety improvements and links well into existing routes.

If the cost of modifying the existing bridge and flood arches is reasonable and predictable, then this solution could provide a cost effective solution for Monmouth. This route has been designated Option 1 and can be seen in schematic form in drawing 17303B-002 and 17303B-003.

II-II. Modify existing bridge - Widen footway upstream

Proposal

Widen the footway to 3m on the Upstream side of the existing Wye Bridge and flood relief structures, moving the carriageway towards the Downstream side of the bridge. Introduce a barrier to separate traffic from the pedestrians and cyclists. The verge on the South side would be reduced to a minimum, below 600mm.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Links well into existing footways and cycleways on both sides of the Wye with the potential to improve access to schools on both sides of the Wye

Does not affect the traffic on the bridge which would be able to continue in its current function

A new bridge in this location is unlikely to interfere with the existing rowing clubs in any way. The structure is well away from the areas utilised for setting up boats on the banks of the Wye. As the rowing boats do not normally approach the existing Wye bridge, the new bridge should be well away from any boats on the water.

Con's

The 3m footway and cycleway would be well below modern standards for a combined route (3.8m), so there would be some safety concerns for the pedestrians sharing the route with cycles

Significant structural changes may be required to the existing bridge and flood arches to carry the new eccentric loading

The major concern would be the eccentric loading on the bridge, which may result in the bridge failing. This would have to be looked at in great depth before proceeding. Even with significant engineering investigations in order to define a suitable scheme, there would be the potential for cost over-runs caused by the inherent uncertainty when dealing with an ancient structure.

Work would still be required on the flood arches as it is currently cracking

There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham

Does not reduce the exposure of pedestrians or cyclists to traffic pollution

For joint use the parapets would also have to be raised to 1.4m to satisfy the requirements for cyclist use. This would have to be carried out in a manner sympathetic to this listed structure and following consultation with CADW and MCC Conservation Officers.

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	1	1	1	1	1	2	-3	-3	1

Worthwhile further work:

This solution would provide significant safety improvements and links well into existing routes. However, the cost of modifying the existing bridge and flood arches to cater for the eccentric loading is likely to be similar to option II-I and the safety benefits are significantly reduced.

This solution is unlikely to provide a cost-effective solution for Monmouth.

II-III. Modify existing bridge - Widen footway downstream

Proposal

Widen the footway to 3m on the Downstream side of the existing Wye Bridge and flood relief structures, moving the carriageway towards the Upstream side of the

bridge. Introduce a barrier to separate traffic from the pedestrians and cyclists. The verge on the North side would be reduced to a minimum, below 600mm.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Does not affect the traffic on the bridge which would be able to continue in its current function

Con's

Does not link well into existing footways and cycleways on both sides of the Wye with the potential to improve access to schools on both sides of the Wye

A crossing would be required at the traffic lights on the bridge, delaying traffic and adding to congestion

The 3m footway and cycleway would be well below modern standards for a combined route (3.8m), so there would be some safety concerns for the pedestrians sharing the route with cycles

Significant structural changes may be required to the existing bridge and flood arches to carry the new eccentric loading

The major concern would be the eccentric loading on the bridge, which may result in the bridge failing. This would have to be looked at in great depth before proceeding. Even with significant engineering investigations in order to define a suitable scheme, there would be the potential for cost over-runs caused by the inherent uncertainty when dealing with an ancient structure.

Work would still be required on the flood arches as it is currently cracking

There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham

Does not reduce the exposure of pedestrians or cyclists to traffic pollution

For joint use the parapets would also have to be raised to 1.4m to satisfy the requirements for cyclist use. This would have to be carried out in a manner sympathetic to this listed structure and following consultation with CADW and MCC Conservation Officers.

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	-1	0	0	0	1	1	-3	-3	-5

Worthwhile further work:

This solution would provide limited safety improvements, but does not link well into existing routes. The cost of modifying the existing bridge and flood arches to cater for the eccentric loading is like to be similar to option II-I and II-II, but the safety benefits are significantly reduced.

This solution is unlikely to provide a cost effective solution for Monmouth.

II-IV. Modify existing bridge - Add a cantilever footway and cycleway downstream

Proposal

A 3.8m wide cantilevered footway and cycleway running adjacent to the existing Wye Bridge on the Downstream side of the bridge, cantilevered from the existing bridge and flood relief structures.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Does not affect the traffic on the bridge which would be able to continue in its current function

Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge

A new bridge in this location will not interfere with the existing rowing clubs in any way. The rowing clubs do not normally operate below the existing Wye bridge.

Con's

Does not link well into existing footways and cycleways on both sides of the Wye and does not have the potential to improve access to schools on both sides of the Wye

A crossing would be required at the traffic lights on the bridge, delaying traffic and adding to congestion

Significant structural changes may be required to the existing bridge and flood arches to carry the new cantilever loading

The major concern would be the eccentric loading on the bridge, which may result in the bridge failing. This would have to be looked at in great depth before proceeding. Even with significant engineering investigations in order to define a suitable scheme, there would be the potential for cost over-runs caused by the inherent uncertainty when dealing with an ancient structure.

Work would still be required on the flood arches as it is currently cracking.

There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham.

Problems may be raised with CADW about the effect on the existing bridge, which is listed. There will be significant modifications to this listed structure.

Does not significantly reduce the exposure of pedestrians or cyclists to traffic pollution

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	-1	0	0	1	1	1	-3	-3	-4

Worthwhile further work

This solution would provide limited safety improvements, but does not link well into existing routes. The cost of modifying the existing bridge and flood arches to cater for the eccentric loading is like to be similar to option II-I, but the safety benefits are significantly reduced.

This solution is unlikely to provide a cost-effective solution for Monmouth.

III-I. New walking & cycling bridge - Adjacent to the Existing Wye Bridge - Upstream

Proposal

Build a new 3.8m wide footway and cycleway bridge running adjacent to the existing Wye Bridge on the Upstream side of the bridge, spanning parallel to the existing flood relief structures to 'island' at the East abutment of the existing bridge and then spanning across the river to the West bank by the shortest route. The plan layout would be 'dog-legged' to minimise the bridge clear spans. It is likely that the most cost effective structural form would be a cable stayed bridge with a single central column.

Pro's

Provides a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provides a wider footway with a designated cycleway, making the route safe for joint use

Provides a physical barrier between the traffic and the pedestrians
 Links well into existing footways and cycleways on both sides of the Wye with the potential to improve access to schools on both sides of the Wye
 Does not affect the traffic on the bridge which would be able to continue in its current function
 Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge
 The new bridge would be close to the current level of the existing Wye Bridge, but could be built above flood levels to avoid any interference with the river in flood conditions.
 The new bridge would require little or no access ramps at its ends, as it joins the top of the Old Road at one side and the existing river embankment on the other.
 Does not directly impact on the existing bridge or flood relief arches, leaving this listed structure unchanged.
 A new bridge in this location is unlikely to interfere with the existing rowing clubs in any way. The structure is well away from the areas utilised for setting up boats on the banks of the Wye. As the rowing boats do not normally approach the existing Wye bridge, the new bridge should be well away from any boats on the water.

Con's

The bridge would have 2 clear spans of between 50m and 60m, so the overall length of the structure is around 110m, significantly longer than a new bridge further Upstream
 The central pier is adjacent to the East abutment of the existing bridge, so care would be required to avoid damage to the bridge foundations. This could only be quantified by further investigation.
 To avoid pedestrians and cyclists using the old bridge as a short cut, it may be necessary to provide barriers and signs. If the carriageways are widened then this would be necessary anyhow.
 The land adjacent to the Haberdashers Cottages belongs to the Haberdashers and would need to be made available through lease or purchase.
 During flood conditions it is common for debris to build up against the existing bridge on the upstream side. The removal of this debris would be more difficult if this new bridge is in place.
 During construction the new bridge would largely need to be erected from the existing structure, potentially creating damaging loadings on these structures.
 There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham.
 Problems may be raised with CADW about the visual impact on the existing bridge, which is listed
 May not significantly reduce the exposure of pedestrians or cyclists to traffic pollution

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	2	3	3	3	1	3	-1	0	9

Worthwhile further work

This solution would provide significant safety improvements and links well into existing routes.

This solution could provide a cost effective solution for Monmouth. This route has been designated Option 2 and can be seen in schematic form in drawing 17303B-004 and 17303B-005.

III-II. New walking & cycling bridge - Adjacent to the Existing Wye Bridge - Downstream

Proposal

Build a new 3.8m wide footway and cycleway bridge running adjacent to the existing Wye Bridge on the Downstream side of the bridge, spanning parallel to the existing flood relief structures to 'island' at the East abutment of the existing bridge and then spanning across the river to the West bank by the shortest route. The plan layout would be straight to minimise the bridge clear spans. It is likely that the most cost effective structural form would be a cable stayed bridge with a single central column.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Does not affect the traffic on the bridge which would be able to continue in its current function

Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge

The new bridge would be close to the current level of the existing Wye Bridge, but could be built above flood levels to avoid any interference with the river in flood conditions.

Does not directly impact on the existing bridge or flood relief arches, leaving this listed structure unchanged.

A new bridge in this location will not interfere with the existing rowing clubs in any way. The rowing clubs do not normally operate below the existing Wye bridge.

Con's

Does not link well into existing footways and cycleways on both sides of the Wye and does not have the potential to improve access to schools on both sides of the Wye

A crossing would be required at the traffic lights on the bridge, delaying traffic and adding to congestion

The bridge would have 2 clear spans of between 60m and 90m, so the overall length of the structure is around 150m, significantly longer than a new bridge Upstream

The central pier is adjacent to the East abutment of the existing bridge, so care would be required to avoid damage to the bridge foundations. This could only be quantified by further investigation.

The new bridge would require significant access ramps at its East end, as it joins the Haberdashers access ramp on the East bank and the existing river embankment on the West. To avoid pedestrians and cyclists using the old bridge as a short cut, it may be necessary to provide barriers and signs. If the carriageways are widened then this would be necessary anyhow.

The land adjacent to the Haberdashers Sports Fields belongs to the Haberdashers and would need to be made available through lease or purchase.

During construction the new bridge would largely need to be erected from the existing structure, potentially creating damaging loadings on these structures.

There would also be major traffic management issues during construction, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham.

Problems may be raised with CADW about the visual impact on the existing bridge, which is listed

May not significantly reduce the exposure of pedestrians or cyclists to traffic pollution

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	-2	2	2	1	1	1	-1	-2	2

Worthwhile further work

This solution would provide some safety improvements, but does not link well into existing routes. The cost of new bridge is likely to be considerably higher than option IV-I and the safety benefits are significantly reduced.

This solution is unlikely to provide a cost effective solution for Monmouth.

III-III. New walking & cycling bridge - Upstream of the Existing Bridge near Haberdashers Boat Club

Proposal

Build a new 3.8m wide footway and cycleway bridge running parallel to the existing Wye Bridge on the Upstream side of the bridge, with a single span springing from the land adjacent to the Haberdashers Boat Club on the East bank to the land between the existing bridge and the Monmouth Rowing Club on the West bank. It is likely that the most cost effective structural form would be a cable stayed bridge with a single column on either bank. The footpath to the bridge on the East bank could make use of the flood wall behind the cottages, providing a pleasant riverside approach to the new bridge.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Links well into existing footways and cycleways on both sides of the Wye with the strong potential to improve access to schools on both sides of the Wye

Reduces the distance walked by both Haberdashers school children walking from the main school to the lower school and for Comprehensive children walking from Wyesham to the School.

Does not affect the traffic on the bridge which would be able to continue in its current function
Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge

Does not impact on the existing bridge or flood relief arches, leaving this listed structure unchanged.

The bridge would have 1 clear span of around 70m plus a short back span, so the overall length of the structure is below 80m, significantly shorter than a new bridge further Downstream

The new bridge would be close to the current level of the existing Wye Bridge, but could be built above flood levels to avoid any interference with the river in flood conditions.

The new bridge would require minimal access ramps at its ends, as it joins the top of the existing river embankments. Some localised raising of the paths on the East bank may be required.

Significantly reduces the exposure of pedestrians or cyclists to traffic pollution

Construction of the new bridge should have no structural impact on the existing bridge foundations.

During construction the new bridge would be erected from the land available on both banks, minimising damaging loadings on the existing structures.

The new bridge would provide an excellent viewpoint for the existing bridge.

Con's

Although the new bridge links well into the existing footways and cycle ways on both banks of the Wye, it does extend the journey by around 50-80m for pedestrians and cyclists travelling from Monmouth town to Wyesham. Increases in journey times for any school children should be minimal, with many journeys being shorter.

To avoid pedestrians and cyclists using the old bridge as a short cut, it may be necessary to provide barriers and signs. If the carriageways are widened then this would be necessary anyhow.

The land adjacent to the Haberdashers Boat Club belongs to the Haberdashers and would need to be made available through lease or purchase.

The cost of the new bridge can only be quantified after geotechnical investigation on both banks.

There would be limited traffic management issues during construction as equipment and materials are delivered to site, this being the only routes onto the A40 and across to the other side of Monmouth from Wyesham.

A new bridge in this location will interfere with the existing Haberdashers School rowing club setting up area. A new area will be required and will need to be prepared on the East bank. The structure is well away from the areas on the West bank utilised for setting up boats from the other rowing clubs.

As the new bridge has no piers in the river, the structure will not interfere with any rowing boats on the water. However, the new bridge will be above some of the rowing boats, so special measures may be required to avoid debris from the bridge deck falling onto the rowers.

Problems may be raised with CADW about the visual impact on the existing bridge, which is listed, although the significant gap should make this impact minimal

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	3	2	3	3	1	3	-1	0	14

Worthwhile further work

This solution would provide significant safety improvements and links well into existing routes.

This solution could provide a cost effective solution for Monmouth. This route has been designated Option 3 and can be seen in schematic form in drawing 17303B-006 and 17303B-007.

III-IV. New walking & cycling bridge - Downstream of the Existing Bridge – Chippenham Fields

Proposal

Build a new 3.8m wide footway and cycleway bridge running parallel to the existing Wye Bridge on the Downstream side of the bridge connecting across to the Chippenham Fields.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Does not affect the traffic on the bridge which would be able to continue in its current function

Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge

The new bridge would be above flood levels to avoid any interference with the river in flood conditions.

Does not directly impact on the existing bridge or flood relief arches, leaving this listed structure unchanged.

Con's

Does not link in any way into existing footways and cycleways on both sides of the Wye and does not have the potential to improve access to schools on both sides of the Wye

A new way to cross the A40 would be required, probably a significant additional structure in the form of a footbridge

The bridge would have 2 clear spans of between 50m and 100m to cross the river and the A40, so the overall length of the structure is around 150m, significantly longer than a new bridge Upstream

The new bridge would require significant access ramps at both ends.

To avoid pedestrians and cyclists using the old bridge as a short cut, it may be necessary to provide barriers and signs. If the carriageways are widened then this would be necessary anyhow.

The land adjacent to the Haberdashers Boat Club belongs to the Haberdashers and would need to be made available through lease or purchase.

Problems may be raised with CADW about the visual impact on the existing bridge, which is listed, although the significant gap should make this impact minimal

Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	1	1	2	1	1	1	-1	-3	3

Worthwhile further work

This solution would provide some safety benefits, but does not link well into existing routes.

The cost of new bridge is likely to be considerably higher than any of the alternatives

This solution is unlikely to provide a cost effective solution for Monmouth.

III-V. New walking & cycling bridge - Downstream of the Existing Bridge – Duke of Beaufort bridge

Proposal

Re-open the existing Duke of Beaufort bridge for pedestrian and cycle traffic.

Pro's

Provide a safe route for pedestrians and cycles separated from the traffic using the Wye Bridge

Provides a new route for pedestrians and cycles wishing to travel to the South of Monmouth.

Provide a wider footway with a designated cycleway, making the route safe for joint use

Provide a physical barrier between the traffic and the pedestrians

Does not affect the traffic on the Wye bridge which would be able to continue in its current function

Potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge

Does not directly impact on the existing bridge or flood relief arches, leaving this listed structure unchanged.

Con's

Does not link in any way into existing footways and cycleways on both sides of the Wye Bridge and does not have the potential to improve access to schools on both sides of the Wye

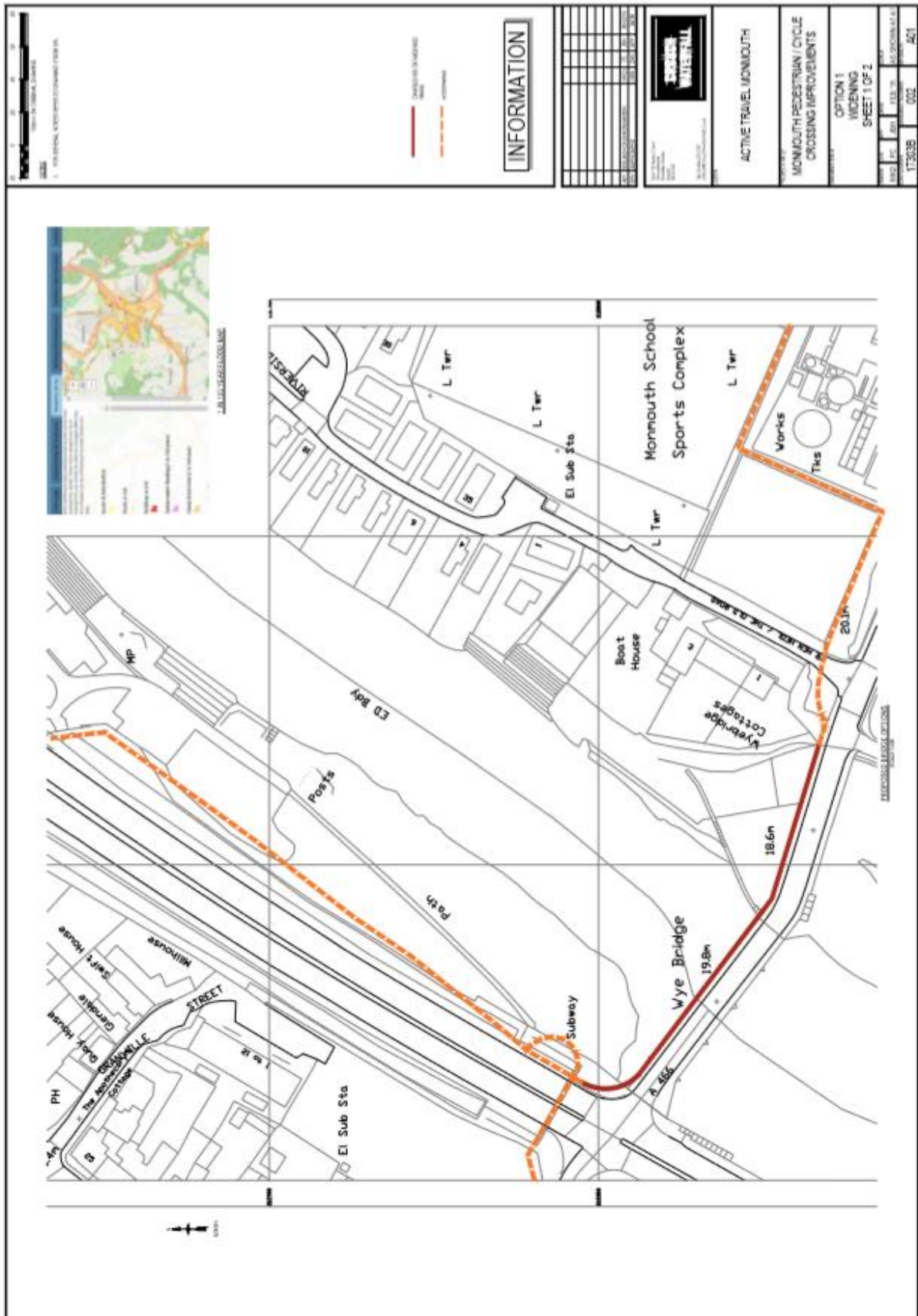
Assessment against Transport Planning Objectives 4.2

	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
Score	-1	1	0	1	1	1	-2	0	1

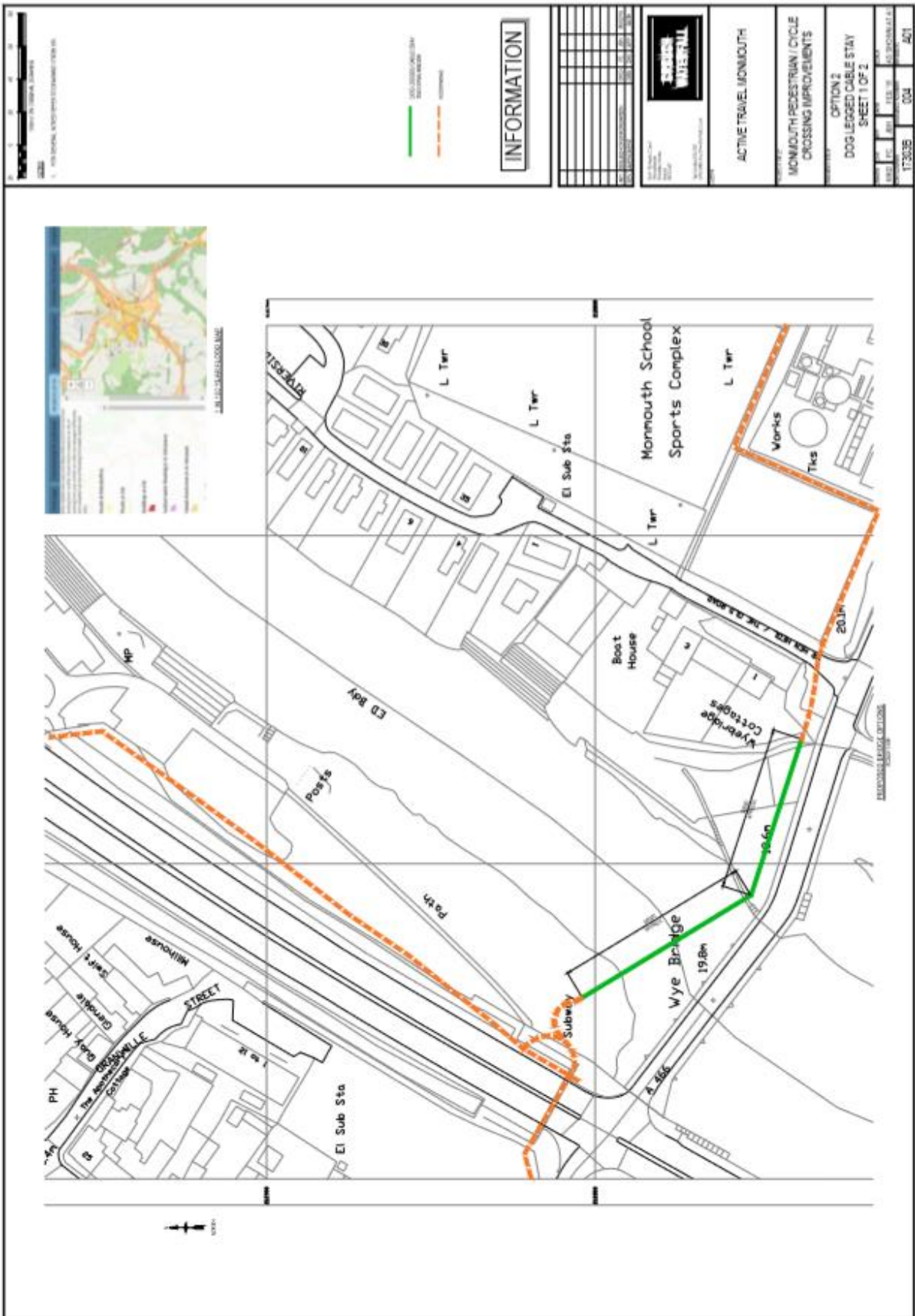
Worthwhile further work

This solution does not link into existing routes from Wyesham to Monmouth town or provide an alternative route to and between the schools in Monmouth.

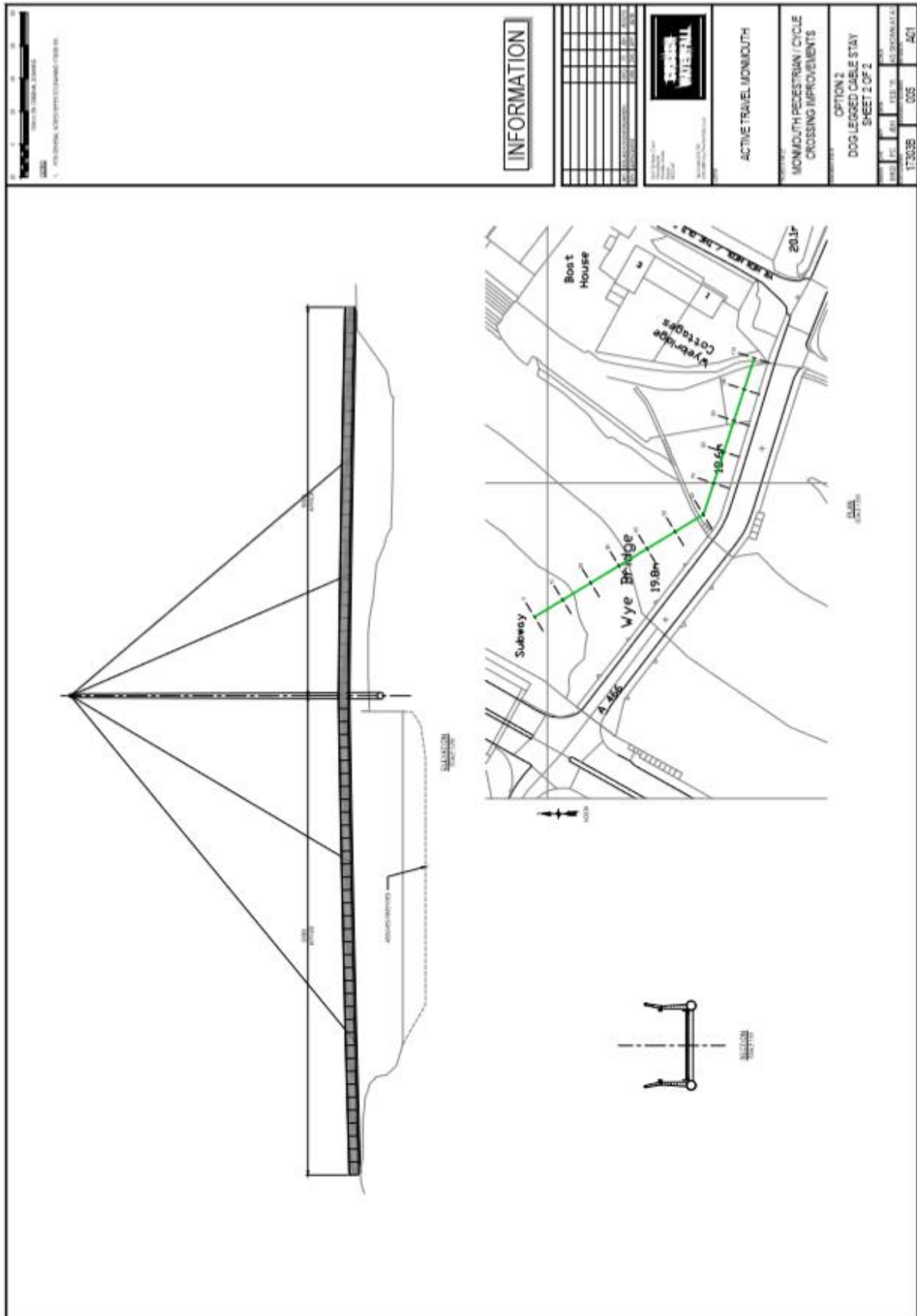
Appendix 9 Option 1 Widening Layout and Elevation Schematic drawing 17303B-002



Appendix 9 Option 2 Dog Legged Cable Stay Layout and Elevation Schematic drawing 17303B-004



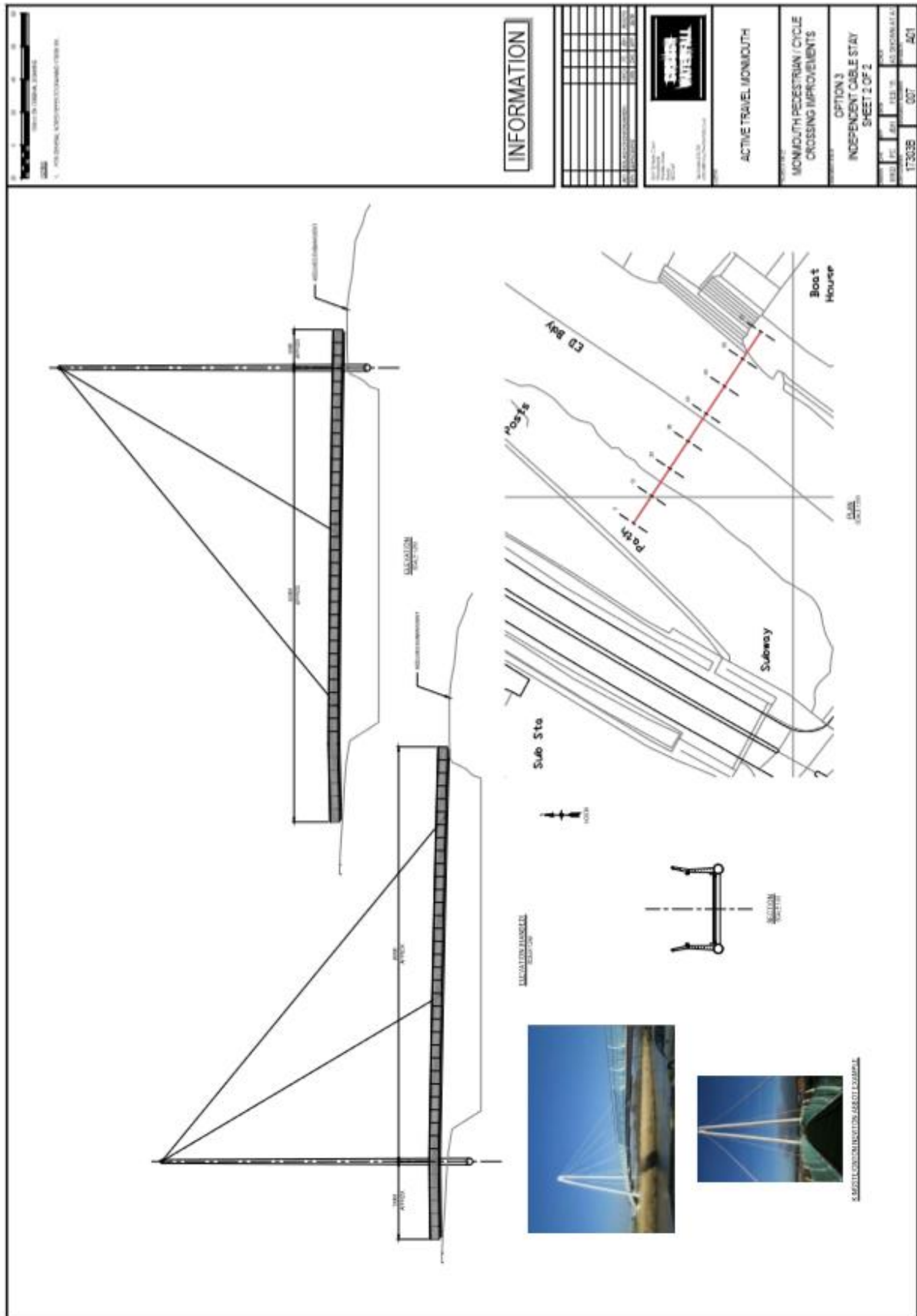
Appendix 9 Option 2 Dog Legged Cable Stay Layout and Elevation Schematic drawing 17303B-005



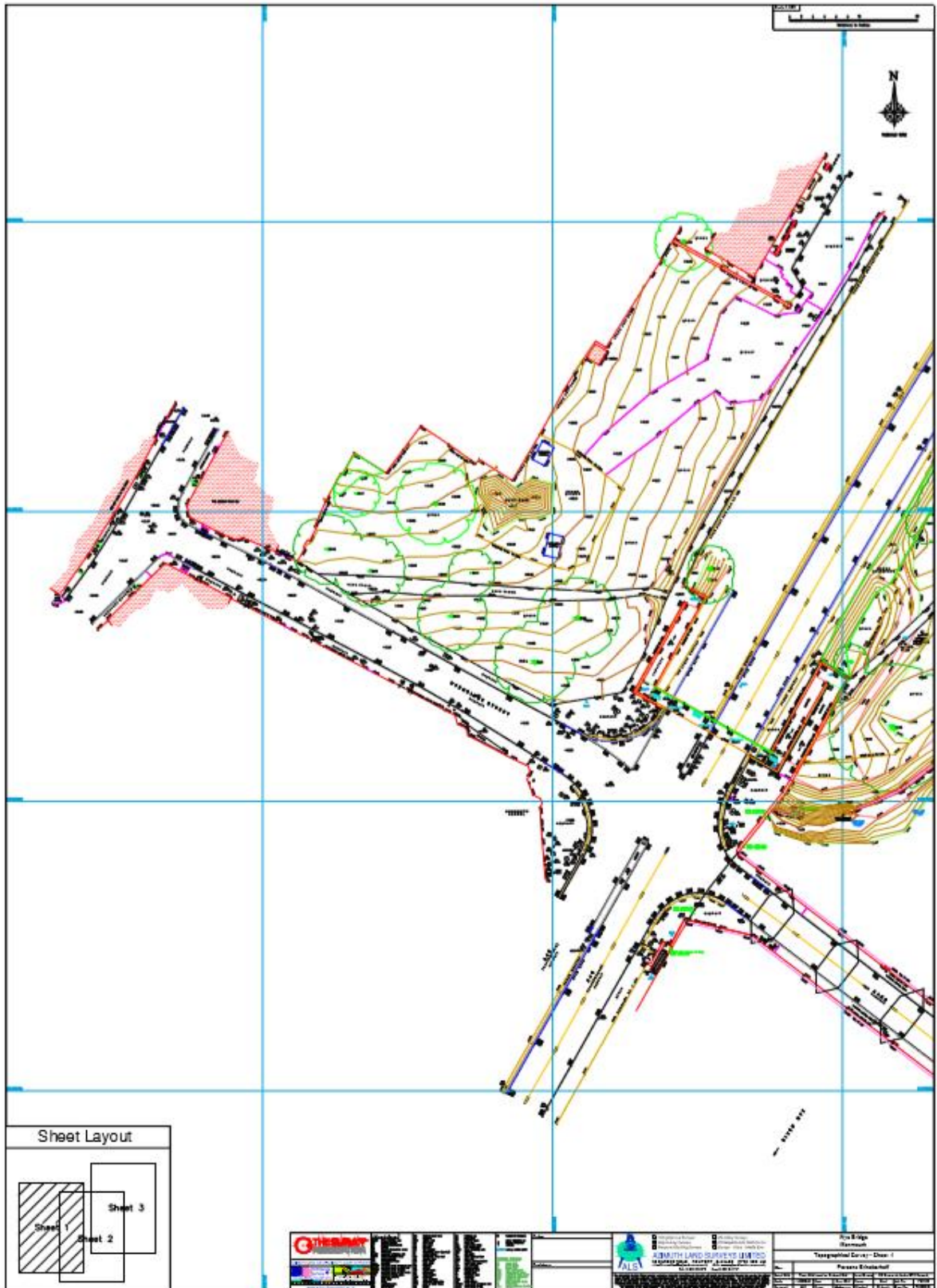
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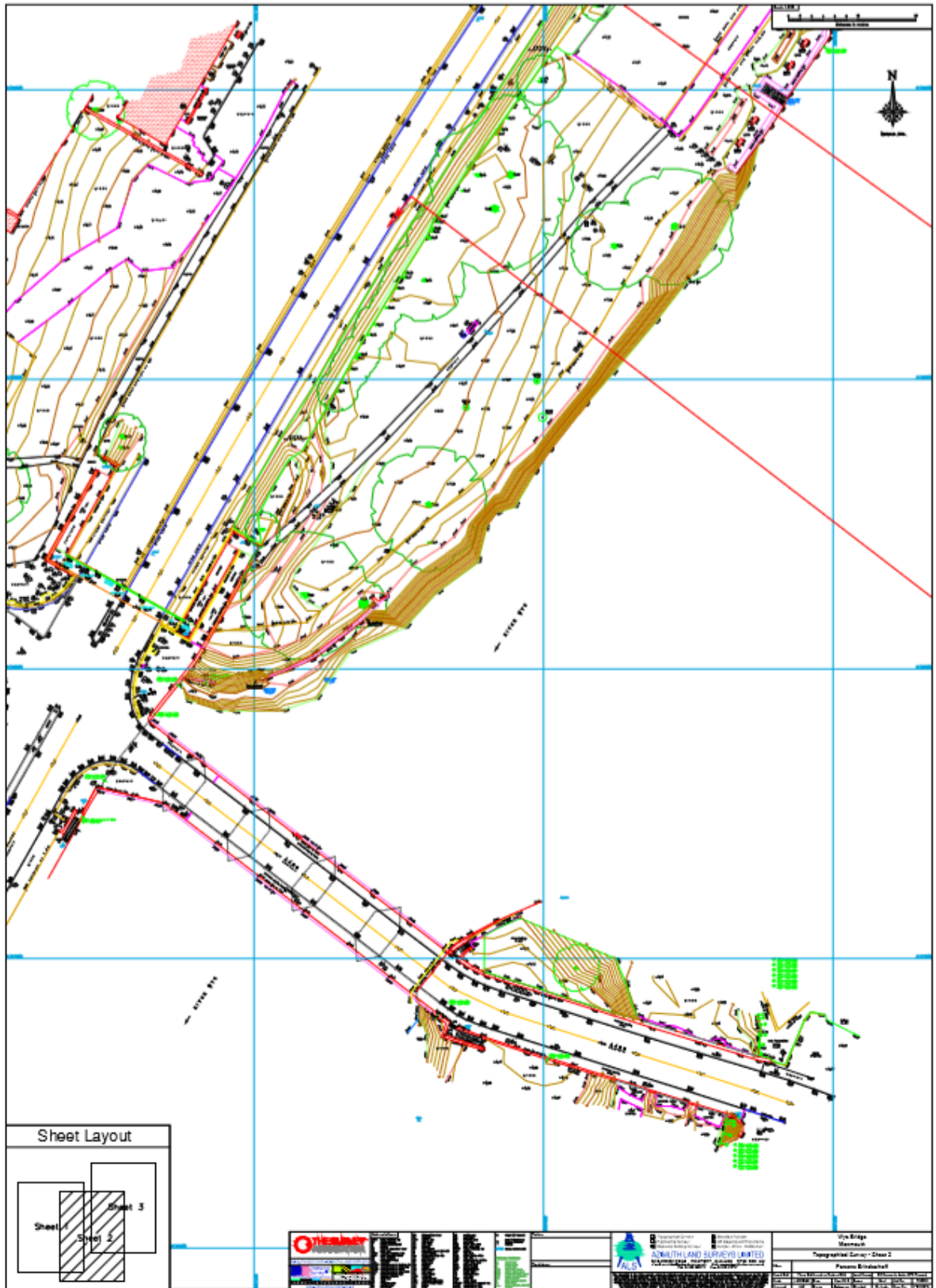
ACTIVE TRAVEL MONMOUTH MONMOUTH PEDESTRIAN / CYCLE CROSSING IMPROVEMENTS	
OPTION 2 DOG-LEGGED CABLE STAY SHEET 2 OF 2	
17303B	005
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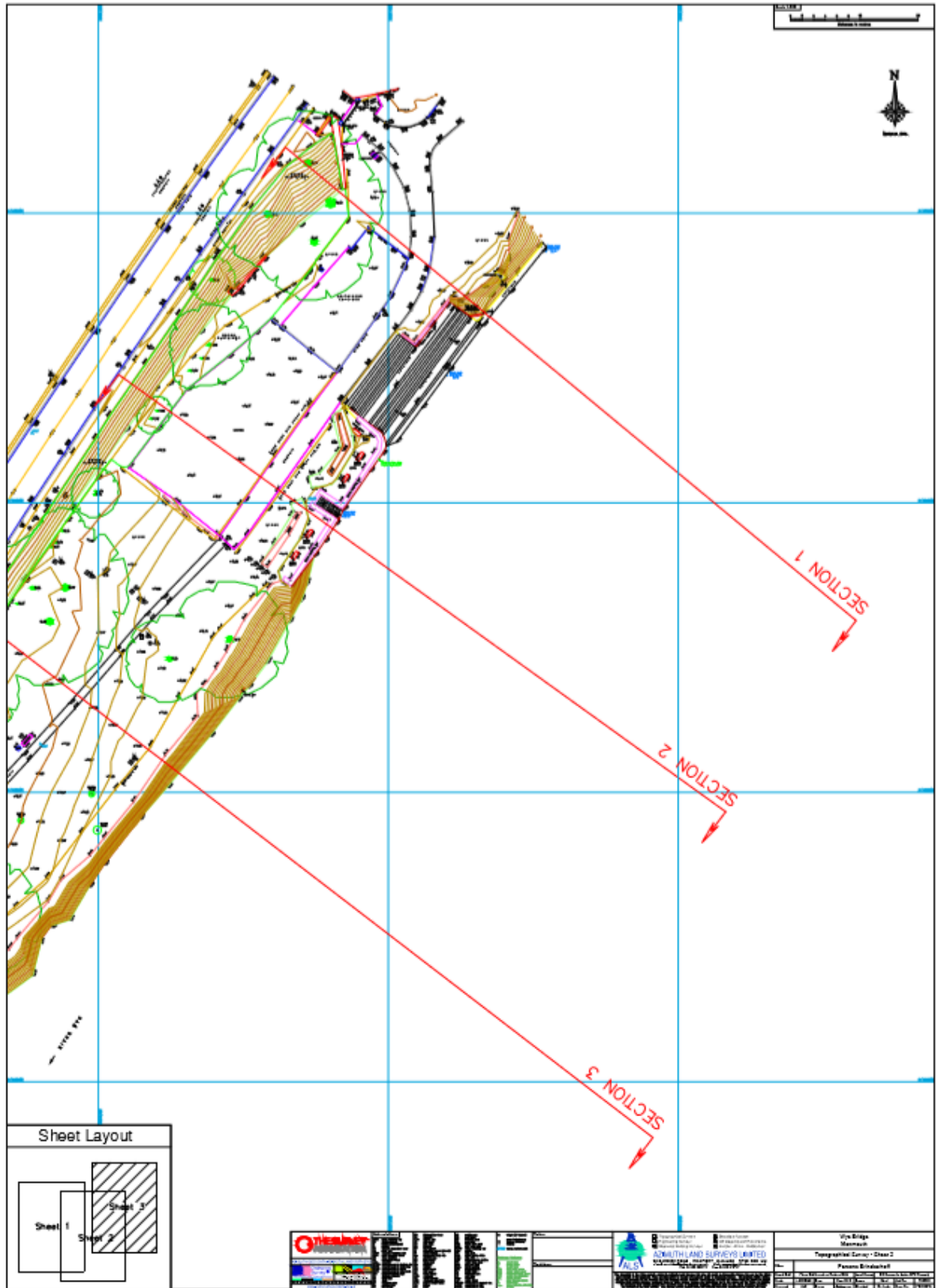
Appendix 9 Option 3 Independent Cable Stay Layout and Elevation Schematic drawing 17303B-007

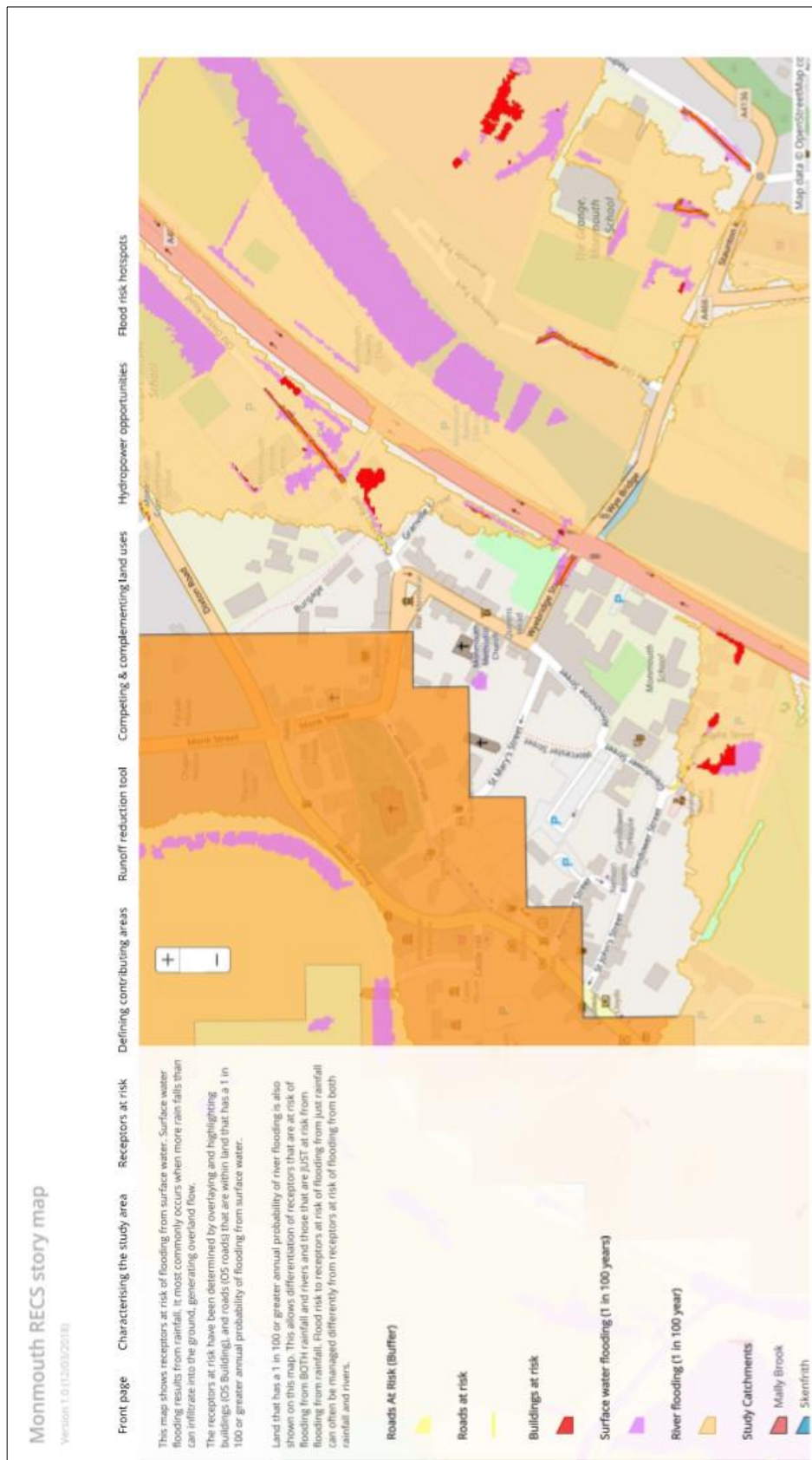


Appendix 10B A40/A466 Wyebridge Junction Improvements - Wye Bridge Topographical Survey









Appendix 12 Monmouth Integrated Network Map

