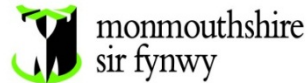


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Neuadd Y Sir
Y Rhadyr
Brynbuga
NP15 1GA

Dydd Mawrth, 4 Rhagfyr 2018

Annwyl Cynghorydd

PENDERFYNIADIAU AELOD CABINET UNIGOL

Hysbysir drwy hyn y caiff y penderfyniadau dilynol a wnaed gan aelod o'r cabinet eu gwneud **Dydd Mercher, 12fed Rhagfyr, 2018,**.

AGENDA

1. DEDDF LLYWODRAETH LEOL (CYMRU) 1994 YR AWDURDODAU LLEOL (PRAESEPT) (CYMRU) 1995

CABINET MEMBER: County Councillor P Murphy

AUTHOR: Jonathan S Davies – Finance Manager, Central Finance

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2. GWAHARDD AROS AR UNRHYW ADEG (HEOL Y CAPEL, STRYD STANHOPE, HEOL CANTR RHODFA, HEOL HAROLD) Y FENNI

CABINET MEMBER: County Councillor B Jones

AUTHOR: Paul Keeble Traffic & Network Manager

CONTACT DETAILS:

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Telephone: 01633 644733

3. PONT TEITHIO LLESOL TREFYNWY -WeITAG Cam 2

CABINET MEMBER: County Councillor B Jones

AUTHOR: Christian Schmidt

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4. STRATEGAETH DIOGELWCH FFYRDD SIR FYNWY

CABINET MEMBER: County Councillor B Jones

AUTHOR: Paul Keeble – Traffic & Network Manager

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5. ADRAN GWEITHREDIADAU - ADDASIADAU I'R SEFYDLIAD STAFFIO

CABINET MEMBER: County Councillor B Jones

AUTHOR: Roger Hoggins, Head of Operations

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6. DARPARU CYMORTH I SYMUD YMLAEN AG UWCHGYNLLUN GWELLA TREF BRYNBUGA (A

CABINET MEMBER: County Councillor P Murphy

AUTHOR: Roger Hoggins, Head of Operations

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Yr eiddwch yn gywir,

Paul Matthews
Prif Weithredwr

PORTFFOLIOS CABINET

Cynghorydd Sir	Maes Cyfrifoldeb	Gwaith Partneriaeth ac Allanol	Ward
P.A. Fox (Arweinydd)	Strategaeth a Chyfeiriad Awdurdod Cyfan CCR Cyd Gabinet a Datblygu Rhanbarthol; Trosolwg Sefydliad; Gweithio Rhanbarthol; Cysylltiadau Llywodraeth; Bwrdd Gwasanaethau Cyhoeddus; WLGA	Cyngor WLGA WLGA Bwrdd Cydlynu Gwasanaethau Cyhoeddus	Porthysgewin
R.J.W. Greenland (Dirprwy Arweinydd)	Menter Cynllunio Defnydd Tir; Datblygu Economaidd; Twristiaeth; Rheoli Datblygu; Rheoli Adeiladu; Tai a Digartrefedd; Hamdden; Ieuenctid; Addysg Oedolion; Addysg Awyr Agored; Hybiau Cymunedol; Gwasanaethau Diwylliannol	Cyngor WLGA Twristiaeth Rhanbarth y Brifddinas	Devauden
P. Jordan	Llywodraethiant Cefnogaeth y Cyngor a Phenderfyniadau Gweithrediaeth; Craffu; Safonau Pwyllgor Rheoleiddiol; Llywodraethiant Cymunedol; Cefnogaeth Aelodaeth; Etholiadau; Hyrwyddo Democratiaeth ac Ymgysylltu: Y Gyfraith; Moeseg a Safonau; Perfformiad Awdurdod Cyfan; Cynllunio a Gwerthuso Gwasanaeth Awdurdod Cyfan; Cydlynu Corff Rheoleiddiol		Cantref
R. John	Plant a Phobl Ifanc Safonau Ysgolion; Gwella Ysgolion; Llywodraethiant Ysgolion; Trosolwg EAS; Blynyddoedd Cynnar; Anghenion Dysgu Ychwanegol; Cynhwysiant; Cwricwlwm Estynedig; Derbyniadau; Dalgylchoedd; Cynnig Ôl-16; Cydlynu gyda Choleg Gwent.	Cyd Grŵp Addysg (EAS) CBAC	Llanfihangel Troddi
P. Jones	Gofal Cymdeithasol, Diogelu ac Iechyd Plant; Oedolion; Maethu a Mabwysiadu; Gwasanaeth Troseddau Ieuenctid; Cefnogi Pobl; Diogelu Awdurdod Cyfan (Plant ac Oedolion); Anableddau; Iechyd Meddwl; Iechyd Cyhoeddus; Cydlynu Iechyd.		Rhaglan
P. Murphy	Adnoddau Cyllid; Technoleg Gwybodaeth (SRS); Adnoddau Dynol; Hyfforddiant; Iechyd a Diogelwch; Cynllunio Argyfwng; Caffaeliad; Archwilio; Tir ac Adeiladau (yn cynnwys Stadau, Mynwentydd, Rhandiroedd, Ffermydd); Cynnal a Chadw Eiddo; Swyddfa Ddigidol; Swyddfa Fasnachol	Consortium Prynu Prosiect Gwyrdd Cymru	Caerwent

S.B. Jones	Gweithrediadau Sir Cynnal a Chadw Priffyrdd, Rheoli Trafnidiaeth, Traffig a Rhwydwaith, Rheolaeth Stad; Gwastraff yn cynnwys Ailgylchu; Cyfleusterau Cyhoeddus; Meysydd Parcio; Parciau a Gofodau Agored; Glanhau; Cefn Gwlad; Tirluniau a Bioamrywiaeth; Risg Llifogydd.	SEWTA Prosiect Gwyrdd	Goetre Fawr
S. Jones	Cyfiawnder Cymdeithasol a Datblygu Cymunedol Ymgysylltu â'r Gymuned; Amddifadedd ar Arwahanrwydd; Diogelwch y Gymuned; Cydlyniaeth Gymdeithasol; Tlodi; Cydraddoldeb; Amrywiaeth; Y Gymraeg; Cysylltiadau Cyhoeddus; Safonau Masnach; Iechyd yr Amgylchedd; Trwyddedu; Cyfathrebu		Llanofar

Nodau a Gwerthoedd Cyngor Sir Fynwy

Ein diben

Adeiladu Cymunedau Cynaliadwy a Chydnerth

Amcanion y gweithiwn tuag atynt

- Rhoi'r dechrau gorau posibl mewn bywyd i bobl
- Sir lewyrchus a chysylltiedig
- Cynyddu i'r eithaf botensial yr amgylchedd naturiol ac adeiledig
- Llesiant gydol oes
- Cyngor gyda ffocws ar y dyfodol

Ein Gwerthoedd

Bod yn agored. Rydym yn agored ac yn onest. Mae pobl yn cael cyfle i gymryd rhan mewn penderfyniadau sy'n effeithio arnynt, dweud beth sy'n bwysig iddynt a gwneud pethau drostynt eu hunain/eu cymunedau. Os na allwn wneud rhywbeth i helpu, byddwn yn dweud hynny; os bydd yn cymryd peth amser i gael yr ateb, byddwn yn esbonio pam; os na allwn ateb yn syth, byddwn yn ceisio eich cysylltu gyda'r bobl a all helpu - mae adeiladu ymddiriedaeth ac ymgysylltu yn sylfaen allweddol.

Tegwch. Darparwn gyfleoedd teg, i helpu pobl a chymunedau i ffynnu. Os nad yw rhywbeth yn ymddangos yn deg, byddwn yn gwrando ac yn esbonio pam. Byddwn bob amser yn ceisio trin pawb yn deg ac yn gyson. Ni allwn wneud pawb yn hapus bob amser, ond byddwn yn ymrwymo i wrando ac esbonio pam y gwnaethom weithredu fel y gwnaethom.

Hyblygrwydd. Byddwn yn parhau i newid a bod yn hyblyg i alluogi cyflwyno'r gwasanaethau mwyaf effeithlon ac effeithiol. Mae hyn yn golygu ymrwymiad gwirioneddol i weithio gyda phawb i groesawu ffyrdd newydd o weithio.

Gwaith Tîm. Byddwn yn gweithio gyda chi a'n partneriaid i gefnogi ac ysbrydoli pawb i gymryd rhan fel y gallwn gyflawni pethau gwych gyda'n gilydd. Nid ydym yn gweld ein hunain fel 'trefnwyr' neu ddatrys-wyr problemau, ond gwnawn y gorau o syniadau, asedau ac adnoddau sydd ar gael i wneud yn siŵr ein bod yn gwneud y pethau sy'n cael yr effaith mwyaf cadarnhaol ar ein pobl a lleoedd.

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SUBJECT:	LOCAL GOVERNMENT (WALES) ACT 1994 THE LOCAL AUTHORITIES (PRECEPTS) (WALES) REGULATIONS 1995
MEETING:	Individual Cabinet Member – Councillor P. Murphy
DATE:	12th December 2018
DIVISION/WARDS AFFECTED:	All

1. PURPOSE:

To seek Member approval of the proposals for consultation purposes regarding payments to precepting authorities during the 2019/20 financial year as required by statute.

2. RECOMMENDATIONS:

2.1 That the following schedule of payments be proposed:

(i) The Police Authority precept is paid from the Council Fund by twelve monthly equal instalments on the third Tuesday in each month.

(ii) The Community Council precepts are paid by three equal instalments on the last working day in April, August and December in each year.

2.2 That a further report be produced on the results of consultation enabling a determination to be made by 31st January in accordance with statute.

3. KEY ISSUES:

- 3.1 The Council as a billing authority is required to determine the schedule of instalments for payment of Precepts from the Council Fund for each year.
- 3.2 The Regulations provide that on or before the 31st December each year a billing authority must inform each precepting authority of its proposals for a schedule of instalments to satisfy all of the precepts. This proposal should be followed by a determination on or before the 31st January, with at least 21 days elapsing between decision on the proposals and the making of a determination.
- 3.3 In each schedule the billing authority must specify the number of instalments, the proportion of each precept which is to be paid in each instalment and the dates in the year on which instalments are to be paid. The payment to the Police Authority must be made on the same day and should not be less than twelve instalments in any one financial year. In the case of Town and Community Councils the agreement can be one of the following:
- i) Payment by three instalments in April, August and December
 - or;
 - ii) Payment by one instalment on the last working day in April.

- 3.4 For the current year Monmouthshire County Council operate the arrangement identified in (i) above for Town and Community Councils and pay the Police Authority precept on the third Tuesday of each month.

4. REASONS:

- 4.1 To approve the proposals for consultation purposes regarding payments to precepting authorities during the 2019/20 financial year as required by statute.

5. RESOURCE IMPLICATIONS:

- 5.1 Slight cash flow advantages would be achieved should a decision be made to pay the Police Authority precept on the last working day of each month.

6. SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS:

This report outlines the available options regarding payments to precepting authorities as required by statute and as such does not have any sustainable development or equality implications.

7. CONSULTEES:

Senior Leadership Team
All Cabinet Members
Head of Finance
Head of Legal Services

Results of Consultation:

8. BACKGROUND PAPERS:

None.

9. AUTHOR: Jonathan S Davies – Finance Manager, Central Finance

10. CONTACT DETAILS:

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SUBJECT: PROHIBITION OF WAITING AT ANY TIME (CHAPEL ROAD, STANHOPE STREET, CANTREF ROAD, AVENUE ROAD, HAROLD ROAD) ABERGAVENNY

MEETING: Cabinet Member for County Operations

DATE: ICMD 12 DECEMBER 2018

DIVISION/WARDS AFFECTED: Bryn y Cwm, Cantref

1. PURPOSE:

To consider the proposed Order subsequent to representations received following advertisement in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2. RECOMMENDATIONS:

Not to hold an inquiry into the proposal

To approve and implement the proposed amended Order.

The individual objectors are sent a copy of this report to inform them of the officer response to their formal objection and recommendation, along with the representations received advising of their support or querying the proposals.

3. KEY ISSUES:

Following previous approval to commence statutory consultation procedures to introduce a new traffic regulation order on various roads within the vicinity of Cantref Primary School and Nursery, in order to support the guidance contained within the Highway Code, the Council consulted and advertised proposals on the 18th August 2017, with any objections to the proposals to be sent in writing, specifying the grounds upon which they were being made by 6th October 2017.

As a result, and following consideration of the objections received the Council sought Individual Cabinet Member approval on 9th May 2018 to proceed with the making of an amended order, which was considered to be less onerous than originally advertised.

However, it was at this time found that not all objections had been included within the report, therefore, a decision was taken to defer the report until officers had sufficient time to be able to consider any outstanding representation(s) fully.

The proposals were promoted due to concerns from the local community of illegal and/or obstructive parking occurring at various junctions near to the school and the impact this might have on vulnerable road users, particularly schoolchildren going to and from school.

4. REASONS:

Officers have visited the proposed locations on several occasions and noted the obstructive vehicle parking which occurs at the junctions referred to in the schedule of prohibition of waiting at any time. The current level of obstructive vehicle parking is also restricting the effective and efficient use of the highway network especially at peak traffic periods, within what is a predominantly residential estate with limited carriageway width along the majority of the network.

Inappropriately parked vehicles were also observed to cause potential safety issues for pedestrians especially schoolchildren due to the lack of visibility whilst attempting to cross the carriageways at these locations.

In light of the objections received regarding the proposed double yellow lines on Chapel Road, opposite the exit from Harold Road and having carefully considered all the views expressed during the public consultation, it is now proposed to implement a reduced length of double yellow lines which will not include the highway fronting the driveway to number 77 Chapel Road.

Regulation 9 of the Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996 enables the Council to hold a public inquiry into the proposal if there are unresolved objections. The purpose of such an inquiry would be for the proposal to be explained and subjected to examination; and for the public to be given the opportunity to make their views known. Should a public inquiry be held then it would not be possible for it to be implemented for at least 6 months.

A schedule of responses including objections received is included in this report.

Officers consider that in view of the fact that objections can be resolved as set out in the report, that the Council's proposals do not warrant the holding of any inquiry

5. RESOURCE IMPLICATIONS:

The costs of the proposed Traffic Regulation Order and road markings are being funded by Monmouthshire County Council.

6. SUSTAINABLE DEVELOPMENT AND EQUALITY IMPLICATIONS

There are no sustainability issues regarding installing the new double yellow lines.

7. CONSULTEES:

Senior Leadership Team
County Councillor B Jones, Cabinet Member for County Operations
Councillor P.Jordan

8. BACKGROUND PAPERS:

Notice of Intention, Schedule of Objections/Comments, Proposed Resident Only Parking Scheme location plan, Schedule of Order, Statement of Reasons.

9. AUTHOR:

Paul Keeble Traffic & Network Manager

10. CONTACT DETAILS:

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Telephone: 01633 644733

M494 Combined Chpel Rd, Stanhope St, Cantref Rd, Avenue Rd & Harold Rd, Waiting Restrictions			
Schedule of Comments			
Name/Address	Support/Object	Comments	Officer Response
Support 1	Support	Resident has been involved in 2 incidents at the junction of Chapel Rd & Harold Rd. Visibility is restricted by the adjacent hedge and parked cars create an additional hazard. Resident fully supports the proposals.	Noted - The Authority will arrange for a hedge cutting notice to be issued to the relevant land owner to arrange for the cutting back of the existing vegetation.
Objector 1	Objection	Placing restrictions in Chapel Rd in the areas suggested will make the road more dangerous for pedestrians. Currently, parked cars control the speed of traffic much better than the traffic bumps. Removing the parked cars will only allow traffic to travel more quickly increasing the danger. The parked cars in Chapel Rd act as very effective sleeping policemen.	Noted - Chapel Road is subject to a 20mph speed limit and has provision of physical traffic calming features, therefore it is anticipated travelling speeds are at or around 20mph. Whilst it is acknowledged that on street parking does have the additional effect of reducing travelling speeds, the proposals to introduce waiting restrictions are intended to improve visibility for all motorists when exiting Harold Road and seeks to support the guidance contained within the Highway Code, which motorists should be aware of and adhere to.
Objector 2	Objection	MHA own a number of flats on Chapel Rd that have no designated parking assigned. They are unable to provide any parking areas as there is no available space. Any further restrictions would result in there being no on street parking for the residents of the flats. Any maintenance repairs or servicing required to be carried out would mean the workforce will have to park away from the flats and carry their equipment incurring additional manual handling issues.	Noted - Monmouthshire County Council have no duty or responsibility to provide on street parking for residents/tenants/landlords. The road safety benefits the proposals have, significantly outweigh the resultant consequences in terms of the loss of on street parking. Notwithstanding this, the proposals have been reduced at the junction of Chapel Road & Harold Road to minimise the likely impact.

Objector 3	Objection	<p>The order will remove all available on street parking serving tenants occupying the block of 12 flats at Chapel Rd. The tenants of the flats will be hard hit by removing the parking opportunities for essential visitors including taxis for the elderly, meals on wheels, health workers and personal carer's. The order will increase the vulnerability of residents forced to park away from their homes, including shift workers arriving home late at night or in the early hours. Removing parked cars will encourage faster movement of vehicles currently slowing down by the narrowing of the road. This includes vehicles turning onto Chapel Rd from Harold Rd as well as cars travelling along Chapel Rd. Residents parking will be forced along Chapel Rd and into the adjoining streets, areas already near to their capacity, or creating additional traffic problems, safety concerns and potentially cause unnecessary tension between neighbours.</p>	<p>Noted - the proposals are intended to reinforce the guidance contained within the highway code by restricting parking opposite and/or near to the Harold Road junction. Whilst it is acknowledged some on street parking will be removed by the introduction of the waiting restrictions, the road safety benefits outweigh the loss of any on street parking. Notwithstanding this, and given the concerns raised the proposals have been reduced at the junction of Chapel Road & Harold Road to minimise the likely impact on local residents but at the same time improve road safety within this area.</p>
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Objector 4	Objection	<p>Chapel Rd is already a safe road and the order is therefore unnecessary. Official data reported to the police about road traffic incidents occurring on Chapel Rd/Harold Rd/Avenue Rd and Stanhope St show there have been no recorded incidents in the last 10 years. The order will remove all available on street parking serving tenants occupying the block of 12 flats located at Chapel Rd and outside other residential properties. The tenants of the flats will be hard hit by removing the parking opportunities for essential visitors including taxis for the elderly, meals on wheels, health workers and personal carer's. The order will increase the vulnerability of residents forced to park away from their homes, including shift workers arriving home late at night or in the early hours. Residents parking will be forced along Chapel Rd and into the adjoining streets, areas already near to their capacity, or creating additional traffic problems, safety concerns and potentially cause unnecessary tension between neighbours.</p>	<p>Noted - the proposals are intended to reinforce the guidance contained within the highway code by restricting parking opposite and/or near to the Harold Road junction. Whilst it is acknowledged some on street parking will be removed by the introduction of the waiting restrictions, the road safety benefits outweigh the loss of any on street parking. Notwithstanding this, and given the concerns raised the proposals have been reduced at the junction of Chapel Road & Harold Road to minimise the likely impact on local residents but at the same time improve road safety within this area.</p>
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Objector 5	Objection	E-mail in support of another residents objection, requesting that further assessments are undertaken.	Noted - the proposals are intended to reinforce the guidance contained within the highway code by restricting parking opposite and/or near to the Harold Road junction. Whilst it is acknowledged some on street parking will be removed by the introduction of the waiting restrictions, the road safety benefits outweigh the loss of any on street parking. Notwithstanding this, and given the concerns raised the proposals have been reduced at the junction of Chapel Road & Harold Road to minimise the likely impact on local residents but at the same time improve road safety within this area.
Support 2	Support	Most residents in this area of Chapel Road appear to be in favour of the restrictions. However, would like to see a stop sign at the end of Harold Rd & the owner of the property on the corner of Harold Rd/Chapel Rd to cut his hedge back in order to improve drivers visibility up Chapel Rd.	Noted - there are already carriageway markings in place at the junction of Chapel Rd and Harold Rd indicating to motorists that they should "give way". A stop line is only normally implemented where visibility at a junction is significantly restricted and is not normally provided when adjacent hedges/foilage can be reduced in height or removed. In this instance a "give way" line is considered appropriate. A request will be sent to Highways operations colleagues to issue a hedge cutting notice to the resident in order to further improve visibility when exiting this junction.
Objector 6	Objection	Double yellow lines seem like an unnecessary obstruction, when in fact the only time there is any significant parking is for school drop off and collection. I haven't seen a problem or traffic incident there at all in the 17 years I have used the road, or the 30 years my wife has. A more sensible approach would be to have a single yellow line time specific restrictions around school hours. I would also suggest creating a 20mph zone for the school area itself.	Noted - the proposals are intended to reinforce the guidance contained within the highway code by restricting parking opposite and/or near to the Harold Road junction. Therefore, it is not considered appropriate to provide limited waiting restrictions within this area. In addition, there is already a 20mph speed limit in place around the school.

Objector 7	Objection	<p>The proposal of yellow lines outside my property in Chapel Rd, Abergavenny and the surrounding areas are of great concern to me. As a disabled driver i struggle to park as it is, as all the surrounding streets are already clogged with cars nose to tail. These include, Stanhope St; North St. Orchard Close, and Cantref Rd. The residents in Cantref road are constantly voicing their objections to us for parking there and several times have been asked to move. My vehicle has been damaged several times parked in Cantref Rd and I did inform the police each time it was keyed, mirrors stolen and scratched. Many other people have also have their vehicles damaged just for parking in Cantref Rd. As a disabled driver I need to be able to park close to my address as I have a mobility problem. My car is my life line and I'm constantly stressing about where to park it. Yellow lines is just going to make my problems a lot worse! and for other residents. I do understand there is a traffic problem in the area, but if other people didn't park here to go to town, dentist, walking up mountains etc. the congestion wouldn't be so bad! Also many residents have multiple vehicles including trucks and vans brought home from work! This road is also used as a short cut from Brecon Road to Pen y Pound which causes the most awful congestion in the afternoon, surely this could be changed! Please advise me as to where I am supposed to park if the yellow lines</p>	<p>Noted - Whilst we appreciate the concerns that you raise with regards to parking, Monmouthshire County Council have no duty or responsibility to provide on-street parking for residents. Therefore, the area will continue to operate on a first-come first-serve basis and the introduction of the proposed parking restrictions will reinforce the guidance contained within the highway code by restricting parking opposite and/or near to the Harold Road junction. Notwithstanding this, and given the concerns raised the proposals have been reduced to minimise the impact on local residents but at the same time improve road safety within this area.</p>
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go ahead!!!

Objector 8	Objection	<p>Objects to the order and the method of advertising, submitted an FOI for additional information. Chapel Road in relation to parking is not unlike many other streets in Abergavenny, IN particular you need only look at Stanhope Street, Cantref Road and Mount Street where the parking and flow of traffic are in the same terms as exist in Chapel Road. The Council is asked to display its policy on these types of road and why Chapel Street appears to be picked out of the hat in isolation to many other streets. I have to say that there is very little difference to traffic flows today as compared with 10 years ago. What has changed?</p>	<p>Noted - I can advise that the Authority has followed due process and its statutory procedures when advertising the proposed parking restrictions. In response to the request to be provided with a copy of the Authority's policy when considering requests for parking restrictions, I can advise that whilst no formal policy exists at present; it is currently being reviewed. Notwithstanding this, the proposals are intended to reinforce the guidance contained within the highway code by restricting parking opposite and/or near to the various road junctions.</p>
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Objector 9	Objection	<p>Objection 1 - failure to include raised pedestrian facilities at either end of Stanhope Street. These are locations where parents and children cross Stanhope Street to get to and from Cantref Primary School and to and from town. MCC's response that there is no need to provide such facilities because of the existence of the 20 mph limit misses the point that drivers should be encouraged slow down where children cross Stanhope Street. Removing parked vehicles from the proximity of the junctions will encourage an increase in vehicle speeds and a commensurate increase in collision frequency and severity risk. On that basis, to offset the effects of the additional carriageway space created by the double yellow lines and in the light of the guidance set out in Manual for Streets, raised footways should be provided at these critical locations to improve conditions for existing pedestrians and, in addition, encourage more walking particularly by the elderly and others needing to take more physical exercise.</p> <p>Objection 2 - No mention of the use of the area as a short cut alternative to Brecon Road at peak times and the effect of that traffic on residents and those travelling to and from Cantref school. The road safety impacts of that traffic significantly outweigh the effects of parking near junctions which the TRO is designed to address. On that basis the TRO fails to adequately address the problems in the area</p>	<p>Noted - Response 1 - Whilst we appreciate the concerns raised with regard to pedestrian safety, the proposed parking restrictions are intended to reinforce the guidance contained within the highway code by restricting parking near to the junctions. Therefore, it is not considered that this will encourage higher vehicle speeds or lead to an increase in collision frequency and severity, but instead improve visibility for both pedestrians and motorists when using these junctions and protect the existing informal dropped kerb arrangement, on either end of Stanhope Street. On this basis, it is considered that the proposals will encourage more sustainable modes of transport as it will lead to safer crossing points for all highway users.</p> <p>Response 2 - The issue of motorists using routes as 'short-cuts' to arrive at their final destination is one that the Authority is aware of; however, is very difficult to prevent providing that vehicles are being driven in accordance with the posted speed limit and to the prevailing highway conditions. In terms of the issue of motorists parking wholly on the footway, I can advise that this will be discussed with colleagues in Gwent Police to consider what enforcement action they can</p>
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		<p>and, by speeding up and increasing the flow of traffic, will make them more acute. The use of Mount Street as a short cut for traffic gaining access to Brecon Road should be addressed particularly as pedestrians are compelled to walk in the road as vehicles park on the full width of the pavement. Reducing the use of Chapel Road and Stanhope Street as a short cut from Brecon Road would release capacity for use by those currently using Mount Street.</p>	<p>undertake, as enforcement authority for this function.</p>
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		<p>Objection 3 - Failure to reference requirements of the Active Travel Act in scheme design and appraisal. The area within which the TRO is proposed is wholly residential in nature and also contains a Primary School. Consequently there are significant numbers of walking, cycling and scooter movements although journeys to and from the school are predominantly by private car – there are no school buses. On that basis, and given the requirements of the Active Travel Act, any measure aimed at changing the public realm should explicitly acknowledge the requirements of the Act and demonstrate they have been considered in the design of the proposals.</p> <p>Objection 4 (Relating to Chapel Road) - No quantified evidence of any kind is provided in support of the need for the TRO. This is contrary to government guidance and the Council’s own constitution. With funding of all forms in very short supply the Council is required to show that the proposed TRO deals with an existing problem in a proportionate way and therefore offers value for money. No evidence is provided to that effect. Simply because some local residents have requested the parking prohibition is insufficient justification.</p>	<p>Response 3 - Whilst we appreciate the need for the Authority to be mindful of the various legislation when considering new highway / road safety improvement schemes, the Active Travel (Wales) Act 2013 being one. Such proposals are being made in accordance with the Road Traffic Regulation Act 1984, which allows for Orders to be promoted to avoid danger to persons or other traffic using the road, which is felt is addressed as part of this proposal.</p> <p>Response 4 - The Authority received numerous concerns from local residents and Members regarding indiscriminate parking occurring at the various locations shown within the proposals, and after considering and discussing the concerns with Gwent Police colleagues, and following MCC site investigations it was considered appropriate to promote the proposals to which you have made your representations known.</p>
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		<p>Objection 5 - No description of the potential for an increase in pavement parking which is endemic throughout the area and, in certain locations, compels pedestrians to walk in the road with consequent road safety risks. The order fails to acknowledge that the proposed TRO will encourage further pavement parking with subsequent impacts on pedestrian safety and amenity. The aim of any intervention in the area should be to increase the priority afforded to active travel rather than the contrary. With pavement parking being a necessity for many households the Council should consider implementing a scheme which gives active travel modes priority over the car on streets where pavement parking is required. There is ample provision in the current legislation and guidance in that respect. In any event the Council will be required to consider how they plan to manage pavement parking when central government adopts emerging policy designed to address the problem in the near future.</p>	<p>Response 5 - Whilst it is appreciated that parking restrictions often displace parking practices elsewhere within the locality, it is the responsibility of the motorist to identify and determine where it is appropriate and safe to park, which takes into consideration the needs of all highway users. If motorists park in a manner that may be considered inappropriate, obstructive or dangerous then such matters should be referred to the Police as enforcement authority for this function.</p>
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		<p>Objection 6 - No acknowledgement of the high volumes of car traffic travelling to and from Cantref School and their contribution to problems in the area. Many of the vehicles travelling to the school are large, '4x4' vehicles which are intimidating to pedestrians, scooter riders and cyclists. The Council should acknowledge the requirements of the Active Travel Act and work with the school and parents to reduce car traffic to the school which would in turn reduce the numbers of vehicles in the area and therefore the risks to those using active modes.</p> <p>Objection 7 - No acknowledgement of the role and function of the streets included in the order in respect of providing for pedestrians and cyclists. This is a significant omission given the overwhelming residential nature of the area.</p> <p>Objection 8 - Through failing to address the issues above the Council demonstrates a lack of understanding of the need for a strategic transport planning approach to addressing the problems in the Cantref Ward.</p>	<p>Response 6 - Unfortunately, whilst the Authority is an avid advocate of parents and children walking to and from school, we are unable to prevent parents and school staff from driving to school. Therefore, whilst the Authorities Road Safety team actively work with Cantref Primary School in order to deliver various road safety education and training initiatives to their children, it is not possible to change the mindset of every parent/motorist.</p> <p>Response 7 - It is acknowledged that the roads within this area are residential in nature and facilitate the daily passage of pedestrians, cyclists and motorists travelling to and from school, work and their interests.</p> <p>Response 8 - The Authority is satisfied that it has addressed all of the concerns raised and provided a considered and justified response to all representations made as part of the statutory consultation process.</p>
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Query 1	Query	<p>I live on Chapel Road and would be grateful for more information on the proposed traffic order prohibiting waiting at any time.</p> <p>As well as living on the road concerned I am also Chairman of Abergavenny Cycle Group, a local charity that campaigns to improve conditions for cycling in the town and surrounding area. I am especially keen to know what impact (positive or negative) the proposals will have on cyclists.</p> <p>There are a number of problems in that part of the town, chief among them is pavement parking, also congestion at certain times of day, and speeding in a 20mph zone. Have the proposals been designed to address these problems?</p> <p>I look forward to hearing from you.</p>	<p>Noted - the proposals are intended to reinforce the guidance contained within the highway code by restricting parking opposite and/or near to the various road junctions. Therefore, whilst the proposals have been designed to control parking, an inherent factor will be that visibility will be improved at the junctions in question, encouraging the use of more sustainable modes of transport, one of which being cycling. It is also considered that the proposals will support the Police when considering concerns and undertaking enforcement within this area. Notwithstanding this, I will inform colleagues in the Police of the issues that you have expressed with regards to parking and speeding; however, should you wish to contact them direct in the future, they can be contacted on 101 for all non-emergency enquiries.</p>
Objector 10	Objection	<p>This would significantly disadvantage my family, as I have M.E. and therefore am physically unable to walk my children to school on most days, and yet we do not live far enough from the school to get transport through the council. The only way that I can take my children to school is by either driving and parking just next to the school or else by being dropped off just by the school with my children. For many people with disabilities such as mine, blue badges are denied due to the fluctuating nature of the condition (meaning that there are occasional days when walking is possible). However, this does not make it any more possible to make that walk on bad days (most</p>	<p>Noted - the proposals are intended to reinforce the guidance contained within the highway code by restricting parking opposite and/or near to the various road junctions, in order to improve pedestrian safety when crossing, this is particularly pertinent when children choose to walk to and from school. Notwithstanding this, and given the concerns raised the proposals have been reduced at the junction of Chapel Road & Harold Road to minimise the impact on local residents but at the same time improve road safety within this area.</p>

		<p>days, in my case), and this traffic regulation order would make it physically impossible for me to take my children to school most days of the school week. This traffic regulation order is significantly discriminatory against parents and children with M.E. and other similar chronic illnesses. Please, please do not institute it, for the sake of my family and many others.</p>	
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Support 3	Support	<p>I have walked the area with the local officer and parking on the street is at a premium however most of the proposed additions would seem to enhance the safe use of the road junctions, there are some signs in the area yellow in colour and of a similar size to your notices to encourage residents to provide a response on the reduction of on street parking.</p> <p>The junction of Stanhope Street and Chapel Road has already some time ago had the prohibition of waiting area extended, I assume that this area is currently not enforceable.</p> <p>The proposed amendments would seem to be in place to provide additional safety for vehicle and pedestrian movements at the road junctions which would seem to be appropriate. I did notice also at the junction of Stanhope Street and Chapel Road the uncontrolled crossing of Stanhope Street only has one line of tactile paving. Local Officers advise that at School leaving times of Harold Road Junior School, Avenue Road becomes congested with parked vehicles and as with all schools parents and guardians seem to come to the area some twenty minutes before the pupils come out, this makes through vehicle movements very difficult and pupils having to cross the road between parked vehicles so creating a danger. Is it possible additional waiting restrictions at these times could be put in place that would create passing places and so not increase vehicle speeds. I also note that outside Harold</p>	<p>Noted - It is not considered appropriate at this time to introduce any further restrictions to control vehicular movements during school operating times, however, the area will continue to be monitored by officers following the implementation of the proposed Order, to consider whether any further works are required. The issue of the School Keep Clear markings will be addressed as part of the Authorities application to Welsh Government to decriminalise parking within the County.</p>
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		<p>Road school there are School Keep Clear carriageway markings but there are no signs to advise drivers at what time these markings become enforceable which is required in the TSRGD of 2016.</p>	
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Future Generations Evaluation (includes Equalities and Sustainability Impact


<p>Name of the Officer completing the evaluation Paul Keeble</p> <p>Phone no:01633644733 E-mail:PaulKeeble@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal To address the road safety concerns regarding illegal parking and obstructive parking at specific locations on the public highway.</p>
<p>Name of Service Highways</p>	<p>Date Future Generations Evaluation form completed 26th September 2018</p>





1. **Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.

Well Being Goal	How does the proposal contribute to this goal? (positive and negative)	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	Neutral	N/A
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	Positive – Reduce the level of congestion within the predominantly residential area of Abergavenny by providing parking restrictions at the various junctions.	N/A
<p>A healthier Wales People’s physical and mental wellbeing is maximized and health impacts are understood</p>	Positive – Seek to reduce the reliance on the private car and encourage the use of more sustainable modes of transport, such as walking and cycling.	N/A

Well Being Goal	How does the proposal contribute to this goal? (positive and negative)	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Positive – improve road safety within the area, which in turn will empower parents and children to walk and cycle to school and feel more connected with the local community in which they live.	N/A
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	N/A
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Neutral	N/A
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Neutral	N/A

2. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	How does your proposal demonstrate you have met this principle?	What has been done to better to meet this principle?
 <p>Balancing short term need with long term and planning for the future</p>	With the increase of vehicle ownership, it is imperative that the Authority ensures the safe and efficient use of its network, by prohibiting parking at junctions.	

Sustainable Development Principle	How does your proposal demonstrate you have met this principle?	What has been done to better to meet this principle?
 <p>Working together with other partners to deliver objectives</p>	<p>Working in partnership with the Police to ensure the safe and efficient use of the highway network.</p>	
 <p>Involving those with an interest and seeking their views</p>	<p>The Authority has undertaken a statutory consultation process to determine and consider the needs of the local community</p>	
 <p>Putting resources into preventing problems occurring or getting worse</p>	<p>By implementing the proposed Order, it will prohibit vehicles from parking near to the junctions</p>	
 <p>Positively impacting on people, economy and environment and trying to benefit all three</p>	<p>Seek to encourage more walking and cycling to Cantref Primary School and Nursery as parents and children will feel more confident crossing at the various junctions.</p>	

3. Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	Encourage more school children to walk to school by improving the level of road safety thereby having health benefits.		N/A
Disability	N/A		N/A
Gender reassignment	N/A		
Marriage or civil partnership	N/A		
Race	N/A		
Religion or Belief	N/A		
Sex	N/A		
Sexual Orientation	N/A		
Welsh Language	N/A		

4. **Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities?** For more information please see the guidance note <http://hub/corporatedocs/Democratic%20Services/Equality%20impact%20assessment%20and%20safeguarding.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

	Describe any positive impacts your proposal has on safeguarding and corporate parenting	Describe any negative impacts your proposal has on safeguarding and corporate parenting	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	N/A		
Corporate Parenting	N/A		

5. **What evidence and data has informed the development of your proposal?**

Officers have undertaken several visits (including site visits with local community representatives) to this location and observed the issues of illegal and obstructive parking on the highway and the resulting difficulties in vehicle turning manoeuvres and in pedestrian safety.

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The proposed traffic regulation order will enable increased forward visibility at road junctions and the new prohibition of waiting at any time road markings will clearly inform drivers to not park at these locations on the highway and will make police enforcement of the restrictions easier and more efficient.

7. Actions. As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible	Progress
Implement order and appropriate works	Following publication of notice of making.	Traffic & Network Team	On-going

8. Monitoring: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.

The impacts of this proposal will be evaluated on:	April/May 2019.
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SECTION 1. - ROAD TRAFFIC REGULATION ACT 1984

NOTICE OF INTENTION TO MAKE A PERMANENT ORDER

**MONMOUTHSHIRE COUNTY COUNCIL
PROHIBITION OF WAITING AT ANY TIME
(CHAPEL ROAD, STANHOPE STREET, CANTREF ROAD, AVENUE ROAD,
HAROLD ROAD, ABERGAVENNY)**

TRAFFIC REGULATION ORDER 2017

NOTICE IS HEREBY GIVEN that Monmouthshire County Council of County Hall, The Rhadyr, Usk, NP15 1GA ("the Council") proposes to make a Road Traffic Regulation Order as follows:

EFFECT OF THE ORDER: Extend the current prohibition of waiting restrictions on Chapel Road, Stanhope Street, Cantref Road, Avenue Road and Harold Road Abergavenny by restricting vehicular parking outlined in the proposed Schedule of restrictions. The Council has received concerns from community representatives regarding the adverse effect on the flow of highway users of the existing situation of vehicular parking.

Further details of the proposed Order comprising a plan, statement of reasons for proposing to make the Order and the Monmouthshire County Council (Chapel Road, Stanhope Street and Cantref Road) (Prohibition of Waiting) Order 2003 and the (Avenue Road and Harold Road) Prohibition of Waiting Order 2003 which is to be revoked by this proposal may be examined during normal office hours at the County Hall, The Rhadyr, Usk, NP15 1GA and the Councils Abergavenny Community Hub, Baker Street, Abergavenny, NP7 5BD. If you wish to telephone to obtain further information about this proposal please telephone 01633 – 644026 or alternatively email clairewilliams@monmouthshire.gov.uk.

Any objections in respect of this proposal should be made in writing, stating the grounds on which the objection is being made and should be sent to Head of Legal Services, Monmouthshire County Council, PO Box 106, Caldicot, NP26 9AN not later than the 6th of October 2017. Please quote reference CW/H45/60.0844 on any correspondence.

Date: 18th August 2017
R Tranter
Head of Legal Services

ADRAN 1. - DEDDF RHEOLEIDDIO TRAFFIG FFORDD 1984

HYSBYSIAD O BENDERFYNIAD I WNEUD GORCHYMYN PARHAOL

CYNGOR SIR FYNWY

GWAHARDD AROS AR UNRHYW ADEG

**(HEOL Y CAPEL, STRYD STANHOPE, HEOL Y CANTREF, HEOL Y GOEDLAN,
HEOL HAROLD, Y FENNI)**

GORCHYMYN RHEOLI TRAFFIG 2017

HYSBYSIR DRWY HYN fod Cyngor Sir Fynwy, Neuadd y Sir, Y Rhadyr, Brynbuga, NP15 1GA ("y Cyngor") yn bwriadu gwneud Gorchymyn Rheoleiddio Traffig Ffordd fel a ganlyn:

EFFAITH Y GORCHYMYN: Ymestyn y gwaharddiad presennol o gyfyngiadau aros ar Heol y Capel, Stryd Stanhope, Heol y Cantref, Heol y Goedlan a Heol Harold, Y Fenni trwy gyfyngu ar barcio cerbydau a amlinellir yn yr Atodlen gyfyngiadau arfaethedig. Mae'r Cyngor wedi derbyn pryderon gan gynrychiolwyr y gymuned ynghylch yr effaith andwyol ar lif y defnyddwyr priffyrdd o ran sefyllfa bresennol parcio cerbydau.

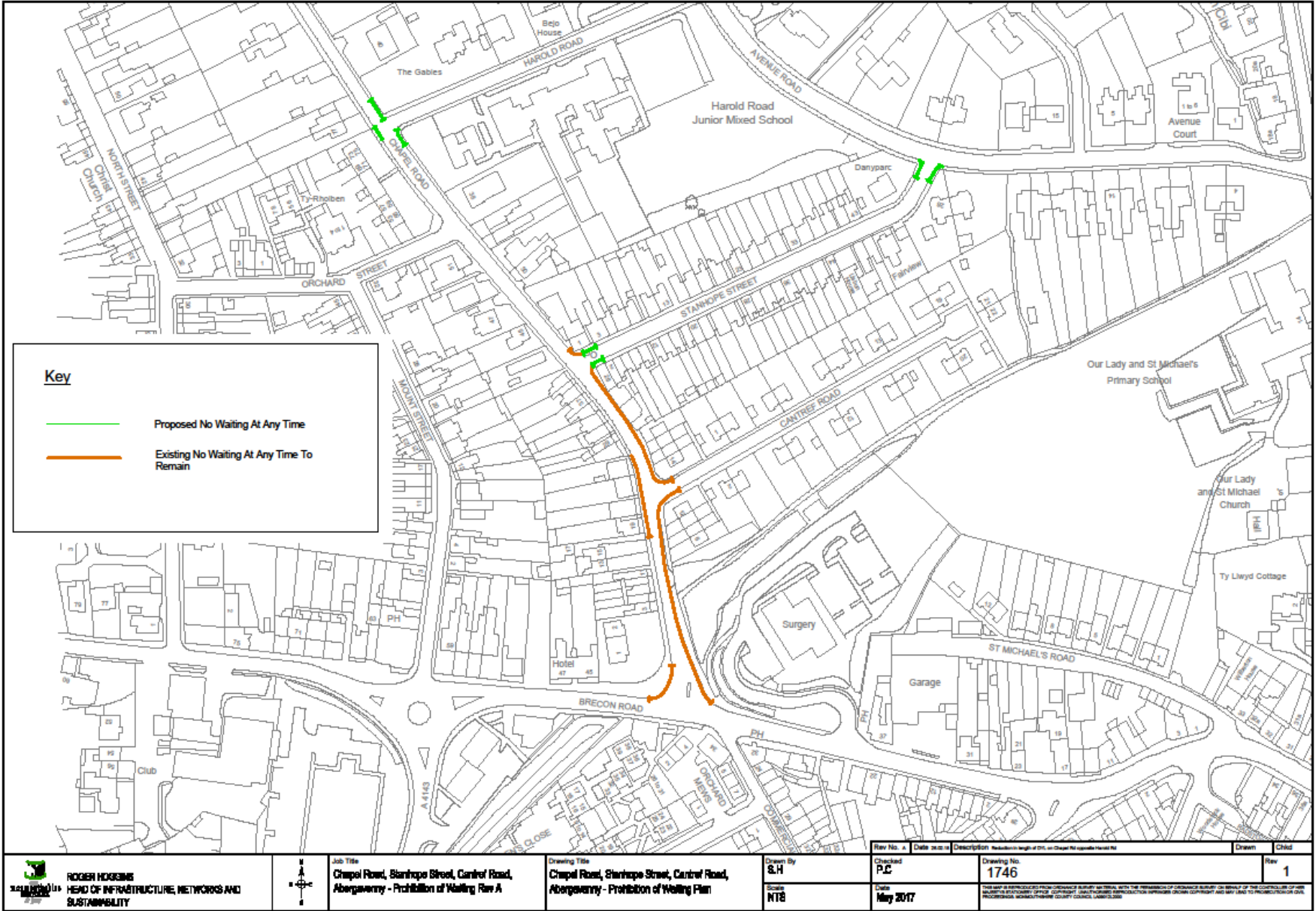
Gellir gweld rhagor o fanylion am y Gorchymyn arfaethedig sy'n cynnwys cynllun, datganiad o resymau dros gynnig i wneud Gorchymyn, a Gorchymyn Cyngor Sir Fynwy (Heol y Capel, Stryd Stanhope, Heol y Cantref) (Gwahardd Aros) 2003 a Gorchymyn Gwahardd Aros (Heol y Goedlan a Heol Harold) 2003 a ddiddymir gan y cynnig hwn, yn ystod oriau swyddfa arferol yn Neuadd y Sir, Y Rhadyr, Brynbuga, NP15 1GA a Chanolfan Gymunedol y Fenni, Baker Street, Y Fenni, NP7 5BD. Os hoffech ffonio i gael rhagor o wybodaeth am y cynnig hwn, ffoniwch 01633 644026 neu anfonwch e-bost at clairewilliams@monmouthshire.gov.uk.

Dylid gwneud unrhyw wrthwynebiadau mewn perthynas â'r cynnig hwn yn ysgrifenedig, gan nodi'r sail y mae'r gwrthwynebiad yn cael ei wneud arni, a dylid ei anfon at Bennaeth Gwasanaethau Cyfreithiol, Cyngor Sir Fynwy, Blwch Post 106, Cil-y-coed, NP26 9AN heb fod yn hwyrach na'r 6^{ed} Hydref 2017. Dyfynnwch gyfeirnod CW/H45/60.0844 ar unrhyw ohebiaeth.

Dyddiad: 18^{fed} Awst 2017

R Tranter

Pennaeth Gwasanaethau Cyfreithiol



ROGER HOGKINS
HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY



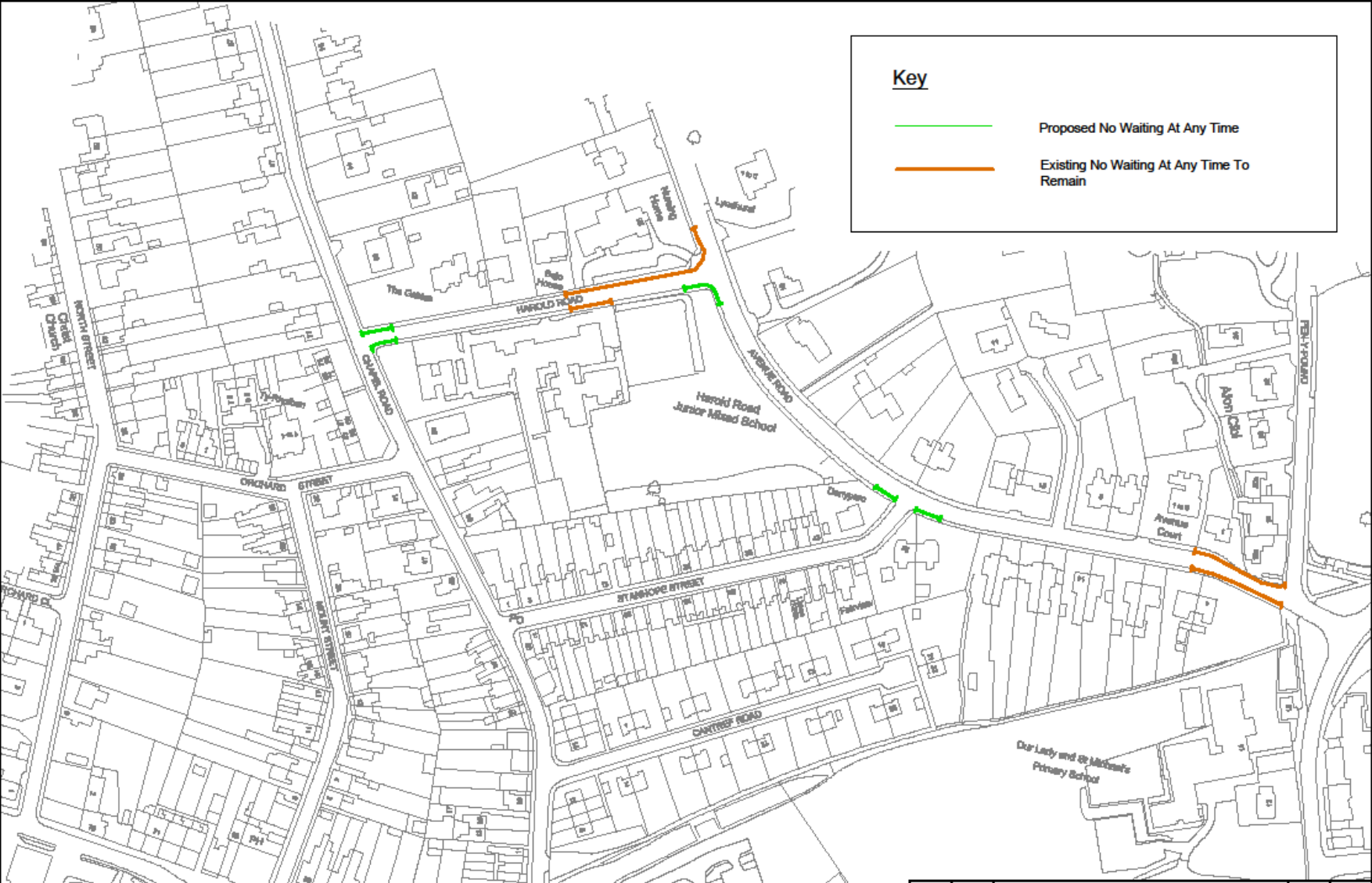
Job Title
Chapel Road, Stanhope Street, Cantref Road, Abergavenny - Prohibition of Waiting Rev A

Drawing Title
Chapel Road, Stanhope Street, Cantref Road, Abergavenny - Prohibition of Waiting Plan

Drawn By
S.H

Scale
NTS

Rev No. & Date	Description	Drawn	Checkd
1 May 2017	Prohibition of Waiting at any time on Chapel Rd opposite Harold Rd	P.C	S.H
Drawing No. 1746		Rev	1
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Key

——— Proposed No Waiting At Any Time

——— Existing No Waiting At Any Time To Remain



ROGER HODGSON
 HEAD OF INFRASTRUCTURE, NETWORKS AND SUSTAINABILITY



Job Title
 Avarus Road & Herold Road Abrogerny
 Prohibition of Waiting

Drawing Title
 Avarus Road & Herold Road Abrogerny
 Prohibition of Waiting Plan

Drawn By
 SLH
 Scale
 NTS

Rev No.	Date	Description	Drawn	Check
1	May 2017			
Checked PC		Drawing No. 1747		
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MONMOUTHSHIRE COUNTY COUNCIL.

**(CHAPEL ROAD, STANHOPE STREET, CANTREF ROAD, AVENUE ROAD, HAROLD ROAD, ABERGAVENNY
(PROHIBITION OF WAITING) ORDER 2017**

This order hereby revokes:-

**THE MONMOUTHSHIRE COUNTY COUNCIL.
(CHAPEL ROAD, STANHOPE STREET AND CANTREF ROAD)
(PROHIBITION OF WAITING) ORDER 2003
THE MONMOUTHSHIRE COUNTY COUNCIL
(AVENUE ROAD AND HAROLD ROAD)
(PROHIBITION OF WAITING) ORDER 2003**

**SCHEDULE.
PROHIBITION OF WAITING AT ANY TIME.**

1. Chapel Road.

- (a) East side, from a point eight metres north of the northern kerb line of Stanhope Street to its junction with the northern kerb line of Stanhope Street.
- (b) East side, from its junction with the southern kerb line of Stanhope Street to its junction with the northern kerb line of Cantref Road.
- (c) East side, from its junction with the southern kerb line of Cantref Road to its junction with the northern kerb line of Brecon Road.
- (d) West side, from a point one hundred and twenty three metres south of the southern kerb line of Orchard Street, for a distance of thirty five metres in a southerly direction.
- (e) West side, from its junction with the northern kerb line of Brecon Road, for a distance of twenty metres in a northerly direction.
- (f) East side, from its junction with the northern kerb line of Harold Road for a distance of ten metres in a northerly direction.
- (g) East side, from its junction with the southern kerb line of Harold Road for a distance of ten metres in a southerly direction.
- (h) West side, from a point 56.7 metres north west of the center line of Orchard Street for a distance of five metres in a south easterly direction.

2. Stanhope Street.

- (a) North side, from its junction with the eastern kerb line of Chapel Road, for a distance of nine metres in an easterly direction.
- (b) South side, from its junction with the eastern kerb line of Chapel Road, for a distance of seven metres in an easterly direction.
- (c) North side, from its junction with the southern kerb line of Avenue Road for a distance of ten metres in a south westerly direction.

(d) South side, from its junction with the southern kerb line of Avenue Road for a distance of ten metres in a south westerly direction.

3. Cantref Road.

- (a) North side, from its junction with the eastern kerb line of Chapel Road, for a distance of seven metres in an easterly direction.
- (b) South side, from its junction with the eastern kerb line of Chapel Road, for a distance of nine metres in an easterly direction.

4. Avenue Road

- (a) Both sides, from its junction with Pen-y-Pound, for a distance of 45 metres in a north-easterly direction.
- (b) South-west side, from the northern kerb line of Harold Road, for a distance of 15 metres in a north-westerly direction.
- (c) South-west side, from its junction with the southern kerb line of Stanhope Street for a distance of 10 metres in a south-easterly direction.
- (d) South-west side, from its junction with the northern kerb line of Stanhope Street for a distance of 10 metres in a north-westerly direction.
- (e) South-west side, from its junction with the southern kerb line of Harold Road for a distance of 10 metres in a south-easterly direction.

5. Harold Road

- (a) North-west side, from its junction with Avenue Road for a distance of 57 metres in a south-westerly direction.
- (b) North-west side, from its junction with the eastern kerb line of Chapel road for a distance of 10 metres in a north-easterly direction.
- (c) South-east side, from its junction with the Avenue Road for a distance of 10 metres in a south-westerly direction.
- (d) South-east side, from a point 43 metres south east of its junction with Avenue Road for a distance of 15 metres in a south-easterly direction.

STATEMENT OF REASONS

Monmouthshire County Council has received road safety related concerns from local community representatives and residents regarding inappropriate and obstructive vehicle parking and the safety of vulnerable highway users including pedestrians and school children attending Cantref School. The Council proposes to restrict vehicular parking at the locations listed in the proposed Schedule of restrictions. The Council has also received concerns from community representatives regarding the adverse effect on the flow of highway users of the existing situation of vehicular parking.

SUBJECT:	MONMOUTH ACTIVE TRAVEL BRIDGE –WeITAG Stage 2
MEETING:	SINGLE CABINET MEMBER (Cllr BRYAN JONES)
DATE:	December 12th 2018
DIVISION/WARDS AFFECTED:	Dixon with Osbaston, Drybridge, Town, Wyesham

1. PURPOSE:

This report seeks to advise the Cabinet of the results of work undertaken to develop Monmouth Integrated Network Map (INMs) Route MCC-INM-M4 to Welsh Transport Appraisal Strategic Outline Case (also known as WeITAG stage 1) level and seek approval for the further steps proposed.

2. RECOMMENDATIONS:

That officers are asked to commission and report an Outline Business Case (WeITAG stage 2) as set out in the Welsh Government's Welsh Transport Appraisal Guidance, report back to council once this is completed, and to apply for WG funding to develop a Full Business Case (WeITAG stage 3).

3. KEY ISSUES:

During the assessment of potential routes for inclusion in Monmouthshire's Integrated Network Maps (that is, the proposed networks of key walking & cycling routes), it became clear that route MCC-INM-M4 (which is the Wye bridge and routes leading to it) scored very badly against the criteria for acceptable routes set out by the Welsh Government's Active Travel Design Guidance. During the public consultation, substantial feedback was received highlighting that the route is one of the key issues for pedestrians and cyclists in Monmouth. The route was thus put into the highest priority category for improvements within the MCC INM. (The INM was agreed by full council in February 2018, and approved by WG in April.)

In 2017, Monmouth Town Council's Active Travel Group also set up a 'Bridge Group' sub-group to drive the process to develop and deliver an improvement for this route. As such a project would inevitably require WG funding for development and delivery, the group, with support of MCC officers, developed a Strategic Outline Case for the project in accordance with WG's Welsh Transport Appraisal Guidance. This includes

- preparation of a clear evidence based description of the issue that needs addressing and the problems that are manifesting now or will do so in the future if no action is taken
- an analysis of the factors that are contributing to the problem, including looking at the root cause, supported by evidence and presenting the mechanism by which the factors identified are contributing to the issue under consideration
- exploration of links between transport and other sectors
- the objectives for any proposed solution, which should be clearly stated, and must take account of national objectives set by WG such as the objectives set under the Well-being of Future Generations (Wales) Act 2015 including the need to think long term and innovatively to deliver multiple benefits, objectives for the transport system as set out in the Wales Transport Strategy, more focussed objectives, e.g. objectives developed for the particular issue under consideration
- a long list of options that could address the problem

- recommendations on the options that should be taken forward to Stage 2 based on their ability to prevent, or solve the problem now and in the future, their ability to meet the objectives set and improve the social, cultural, environmental and economic well-being of Wales, their short and longer term impacts to deliver multiple benefits across the four aspects of well-being and maximise contribution to all seven well-being goals, their deliverability; and their robustness to uncertainty and potential to drive long lasting change.
- a clear explanation of the reasons for these recommendations

A draft Strategic Outline Case was completed in October 2018, and on 22 October this was examined in detail by a WeITAG stage 1 review workshop as required in the WeITAG guidance. The final report and appendices are provided as appendix 1 and 2.

Three options have been shortlisted at the end of stage 1:

- Option II-I Add a cantilever footway and cycleway upstream
- Option III-I New crossing adjacent to existing Wye bridge (upstream)
- Option III-III New crossing upstream of the existing bridge near Haberdashers Boat Club

Consultants have now been engaged to undertake an Outline Business Case (WeITAG stage 2 study), which will include outline / preliminary design and feasibility work (including relevant geotechnical, structures, environmental and ecological and costings work), (further) development of the strategic, transport, financial, commercial and management case as set out in the WeITAG guidance, and a public consultation.

At the end of stage 2 a preferred option must be selected and the council must decide whether it wishes to continue with the detailed design and delivery of the project. It is anticipated that stage 2 will be completed around the end of the financial year.

4. REASONS:

To allow work to continue in dealing with a key walking & cycling issue identified in the council's Integrated Network Maps.

5. RESOURCE IMPLICATIONS:

There are no direct resource implications arising from this report, as WeITAG stage 1 was developed by Monmouth Active Travel Group bridge group volunteers with the help of MCC officers and WeITAG stage 2 work will be funded by external (WG) grant that must be used for development of Active Travel Projects (the WeITAG stage 2 work is estimated to cost £80,000 funded from the Active Travel Grant – 2018/19).

6. WELLBEING OF FUTURE GENERATIONS IMPLICATIONS (INCORPORATING EQUALITIES, SUSTAINABILITY, SAFEGUARDING AND CORPORATE PARENTING):

The WeITAG stage 1 report contains an assessment of the project against Wellbeing of future generations' objectives

7. CONSULTEES:

The project was identified and prioritised during the development of the MCC INM, which included a public consultation and was formally approved by the council in February 2018. The development of the study was undertaken in conjunction with Monmouth Town Council's Active Travel Group. The WeITAG review workshop was attended by officers from MCC, Gloucestershire CC, Forest of Dean DC, Sustrans, Welsh Government. Central Monmouthshire Area Committee supported the report – 21/11/2018

8. BACKGROUND PAPERS:

WelTAG stage 1 report (appendix 1 and 2)

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Monmouth Town Council Bridge Group



Monmouth Pedestrian and Cycle Wye Bridge Study

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1. Purpose of Document

There is a significant problem in Monmouth regarding traffic, especially pedestrians and cycle traffic, around the existing crossing of the River Wye at the junction of the A40, A466 and A4136. We believe that these problems are serious and warrant action by the various authorities who are responsible for traffic movement in Monmouth; including the Welsh Government, Monmouthshire County Council and Monmouth Town Council.



Plate 1 - Artists impression of one potential solution for Pedestrians and Cycles crossing the Wye

The current crossing creates a dangerous environment for all pedestrians and cyclists plus anyone with mobility restrictions including wheelchair and mobility scooter users, many of whom avoid the current crossing due to the restrictions created by the existing footpaths and the dangers created by vehicles on the bridge.

This crossing is key to the Tourist industry in and around the Wye Valley, providing access for the Offa's Dyke, Wye Valley and Wysis long distance footpaths and to local amenity paths including the Peregrine way.

This document explores these problems and the views of the people who use this route on a regular basis. In addition, we have sought views from many local people who do not use the crossing, except in vehicles.

These include pedestrians and cyclists who regard the crossing as too dangerous, along with wheelchair and mobility scooter users. Even pushchairs create significant problems on the bridge due to the limited width, requiring other pedestrians to step into the road to create the necessary space.

Within this document we attempt to document and understand the issues of concern, explore the context, and present a high-level analysis of a wide list of possible solution.

A number of potential solutions are proposed, but only in outline and accepting that much more work will be necessary before the right solution for Monmouth and Wyesham can be selected and implemented.

The work done in preparing this document has been completed with minimal funding. Some funds have been provided by Monmouth Town Council to cover expenses and Monmouthshire County Council staff have provided invaluable advice. We the authors thank everyone who has played an active part in the preparation of this document and hope that we have properly reflected their views.

Welsh Transport Appraisal Guidance requires that we follow a formal process to identify a need, define potential solutions, evaluate these potential solutions and eventually move towards implementation of the most appropriate solution. This process is defined as the WelTAG process and this document is intended to act as the completion of Stage 1 Strategic Outline Case of the WelTAG process,

<https://beta.gov.wales/sites/default/files/publications/2017-12/welsh-transport-appraisal-guidance.pdf>).

WelTAG Stage 1, Strategic Outline Case, requires an independent stage gate review by a team on competent professionals from within Monmouthshire County Council and was completed on 22nd October 2018 prior to submission to Welsh Government. Attendees have been encouraged to submit questions and comments, which are listed at the back of this report and answered within the final version of the report.

This document also has the support of the Monmouth Active Travel Group and will be widely circulated to interested parties within Monmouth and Monmouthshire to ensure that we have the support of the wider community.

Our intention in preparing this document is to obtain the necessary funding to move to Stage 2 of the WelTAG process, Outline Business Case. Preparation of the Outline Business Case at Stage 2 will include investigating potential solutions in more detail, including any necessary geotechnical and structural engineering work to evaluate the costs that might be associated with a short list of likely solutions.

Stage 2 of the WelTAG process will also include a formal consultation with the people of Monmouth and Wyesham, presenting the likely solutions and leading to an evaluation of the potential benefits against the estimated costs.

In time, we hope to see the best solution adopted, funded and implemented for the benefit of the people of Monmouth and Wyesham.

2. Background

2.1 Introduction

The A40 in its current location through Monmouth was constructed in the 1960's. It is accepted that it provides a fast and convenient access to South Wales and the Midlands, which is very beneficial for passing traffic and the residents of Monmouth and the surrounding area.

The junction, situated between Gibraltar Tunnels to the South and Dixon Roundabout to the North, separates the community of Wyesham on the East bank of the River Wye from Monmouth, controlling access to both the Forest of Dean and the Wye Valley.

The A40 runs between the Monmouth town and its river, which in effect cuts the town in half, by making access to the community of Wyesham restricted and difficult. Access to and from the Forest of Dean (A4136) and the Wye Valley (A466) is also significantly constrained as this is the main river crossing for several miles in either direction. (see Plates 2 and 3 below).

Undoubtedly, the separation of the town of Monmouth from the major community of Wyesham and the Forest of Dean has the potential to create cultural issues. Monmouthshire is a historical border county which for many years was neither in Wales nor England, sitting proudly on the boundary with cultural roots on both sides of the border.

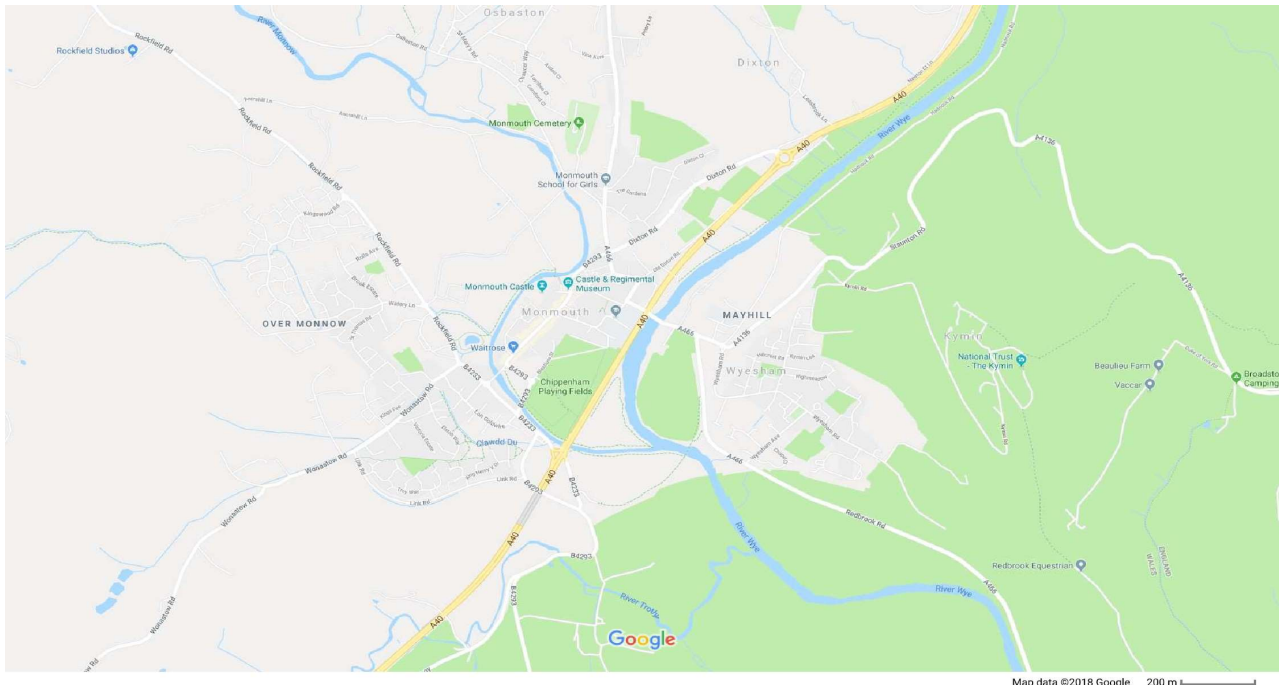


Plate 2, The Junction of the A40 and the routes into the Forest of Dean (A4136) and the Wye Valley (A466)

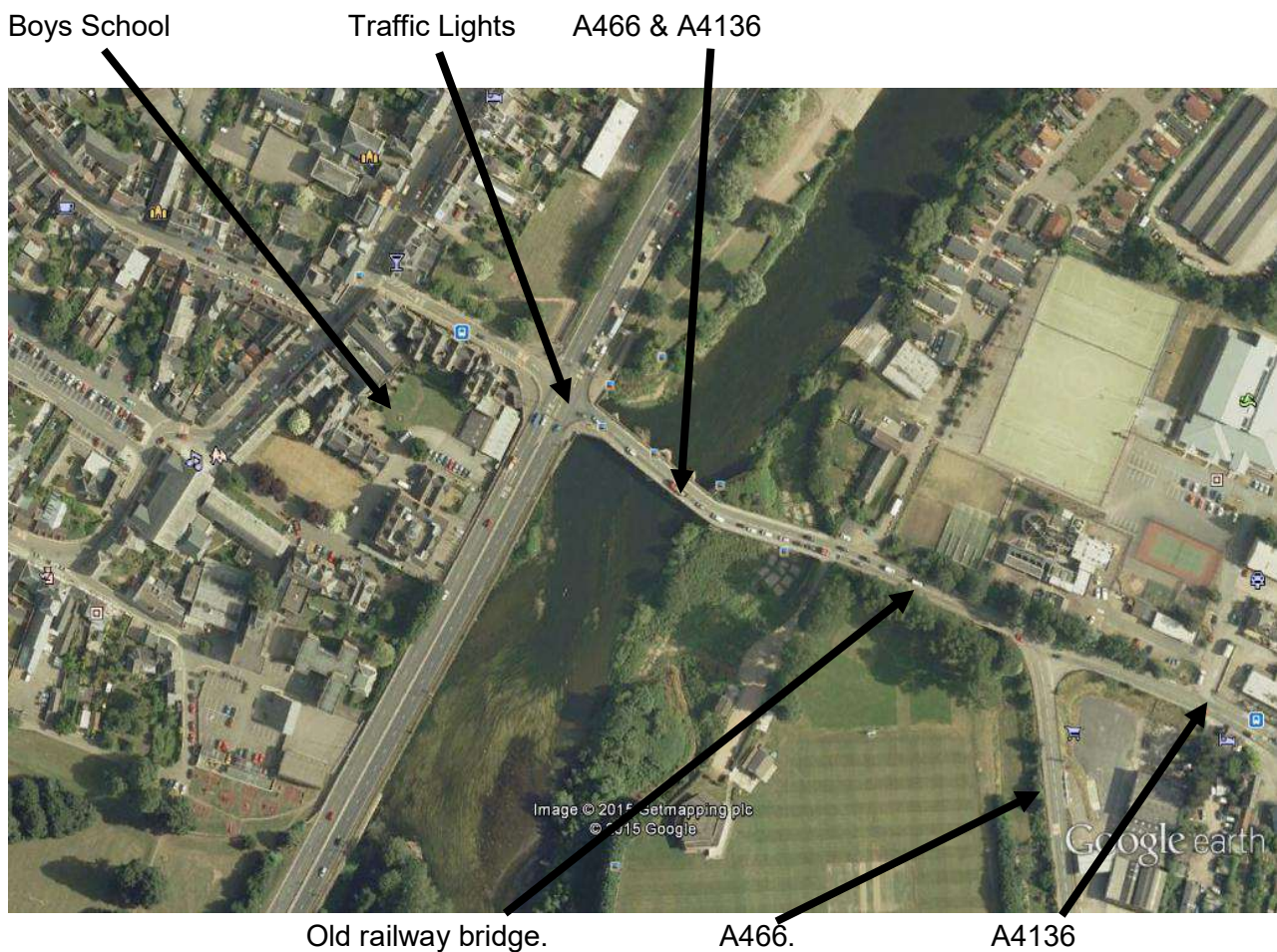


Plate 3 – Layout of the Junction of the A40 and the routes into the Forest of Dean (A4136) and the Wye Valley (A466)

Traffic lights were installed on the junction (A40/ A466 and A4136) in the 1960's, and these are still in place some 50 years later, attempting to cope with vastly increased volumes of traffic. In section 3 we discuss the traffic levels in the vicinity of the Wye Bridge, but it is worth noting at this point that around 40,000 vehicles per day use the A40 and around 12,500 vehicles per day cross the Wye Bridge. The amount of traffic using these roads continues to grow.

The A40 traffic lights are considered to be a major cause of traffic congestion on all the approaching "A" roads.

It is appreciated that because of the A466 & A4136 have to cross the Wye Bridge to gain access to the A40 at this point, together with the fact that the Monmouth School for Boys is built tight alongside the A40, which is squeezed in between the A40 and the River Wye, there is presently insufficient room to construct a roundabout or slip roads at this junction, hence the "traffic lights" as originally constructed are still being used. The A466 and A4136, experience daily congestion problems at this junction.

In July 2017 members of Monmouth Town Council's Active Travel Group attended the consultation regarding the proposed third lane onto the Wye Bridge at Monmouth. The general conclusion of this consultation was that this proposal offered an improvement to the flow of traffic on the A40 and that this was a positive move.

There was, however, also a great deal of local consensus that the proposed changes to the Wye Bridge (including limited widening of the pavement on the bridge up to the flood arches and a longer and improved safety barrier onto the bridge) did not offer sufficient regard to pedestrians and cyclists in respect to the Welsh Government's Active Travel Act of 2013.

Most critically, the A40 Third Lane Scheme does not address the narrow footpaths across the full length of the Wye Bridge and its associated flood relief structures, including the most dangerous area around the 'kink' at the start of the flood relief structures. It is at this location that heavy goods vehicles most commonly mount the pavement as they pass other vehicles in the opposing lane.

During the preparation of this report we have surveyed the numbers of pedestrians and cycles using the Wye Bridge on a daily basis. This is analysed in detail in section 3 and the associated appendices, but it is worth noting at this point that the total pedestrian and cycle crossings are of the order of 1,500 per day excluding the pupils from the Boys School who travel between the school sites on both banks of the Wye.

This data will include walkers using the various leisure paths that pass through or commence in Monmouth, including the Offa's Dyke, Wye Valley, Wysis and Peregrine, all of which play a critical role in Tourism within Monmouth and around the region.

A meeting was organised with Monmouthshire County Council in November 2017. The MCC representatives attending, including Roger Hoggins, Director of Operations, encouraged the development of a separate feasibility study into a new cycle and pedestrian bridge for Monmouth, over the River Wye, which would meet the requirements of the Active Travel Act.

Since November 2017, a group of interested people have progressed these ideas. A number of surveys of public opinion have been completed to evaluate the need for action to improve facilities for both pedestrian and cycle traffic. The need for a new pedestrian and cycle solution is explored in detail in section 3.

A large number of potential solutions have been identified and evaluated for pro's and con's, leading to the identification of a small number of solutions that appear to have the potential to provide the best solution for Monmouth. This is detailed in section 4.

In addition to finding potential solutions to the crossing of the River Wye by pedestrians and cyclists, it is accepted that some additional work will be required to provide improved footpaths and cycleways in the vicinity of the River Wye.

This work will include modifications to the A40 underpass approaches, some of which have been included with the existing A40 Third Lane Scheme (Appendix 10A). The Third Lane Scheme improvements to the underpasses are welcome, but are in our opinion not sufficient to address all of the concerns raised by local people. The ramps on the pedestrian underpass on the West side of the

A40 will need further changes to ensure good access for all potential users and good visibility through the underpass prior to entry (critical for confidence).

Improvements will also be necessary at the vehicle underpass which is adjacent to the Town Rowing Club and which provides a critical foot and cycle access for pupils at the Comprehensive School.

In addition, a new footpath / cycleway is envisaged adjacent to the A466 between the existing access road on the East bank and the Mayhill roundabout (Lidl), utilising existing unused land (Appendix 12, <https://www.monmouthshire.gov.uk/app/uploads/2018/05/MCC-AT-INM-2018-Monmouth-walking-cycling.pdf>). This new footpath will be critical to the overall success of the scheme to provide a safe crossing of the Wye. The land is owned by a combination of the Monmouth School for Boys, local authority and corporate bodies, but it is in principle available to provide this important safe link. This will be the subject of a further Weltag project, so this is not included within the scope of this report.

Opportunities also exist to provide additional car parking on the East bank of the River Wye, to enable cars to be left in the Wyesham area and use made of the new pedestrian and cycle access into Monmouth to reduce traffic both on the bridge and within Monmouth.

Car parking within Monmouth is limited, especially at the North end of the town where many of the tourist attractions are situated. Within this scheme to provide a safe crossing of the Wye for pedestrians, cyclists and other non-vehicular users, we hope to reduce the number of car journeys from the Wyesham area, reducing the parking requirements in Monmouth.

However, people travelling into Monmouth from the Wye Valley and the Forest of Dean might also be encouraged to use the new crossing and leave their vehicles in the Wyesham area if a good parking facility is provided, perhaps with suitable facilities for bicycle storage.

One suggestion was that a bicycle hire scheme or business might be established here, linking directly in to the Peregrine Trail, Wye Valley and Forest of Dean as well as providing cycles for people to travel into Monmouth using the new bridge. Electric powered bicycles could become common in the area, helping less active people to get the benefit of the scenery and access to the shopping and other facilities within Monmouth.

Provision of additional parking, bicycle facilities and hire schemes are beyond the scope of this report, but we recommend that these matters are addressed in further work by Monmouthshire County Council, Monmouth Town Council and the Monmouth Active Travel Group.

2.2 Location

The study area for the Wyesham to Monmouth Pedestrian and Cycle Link is illustrated in Plate 4.

GoogleMaps

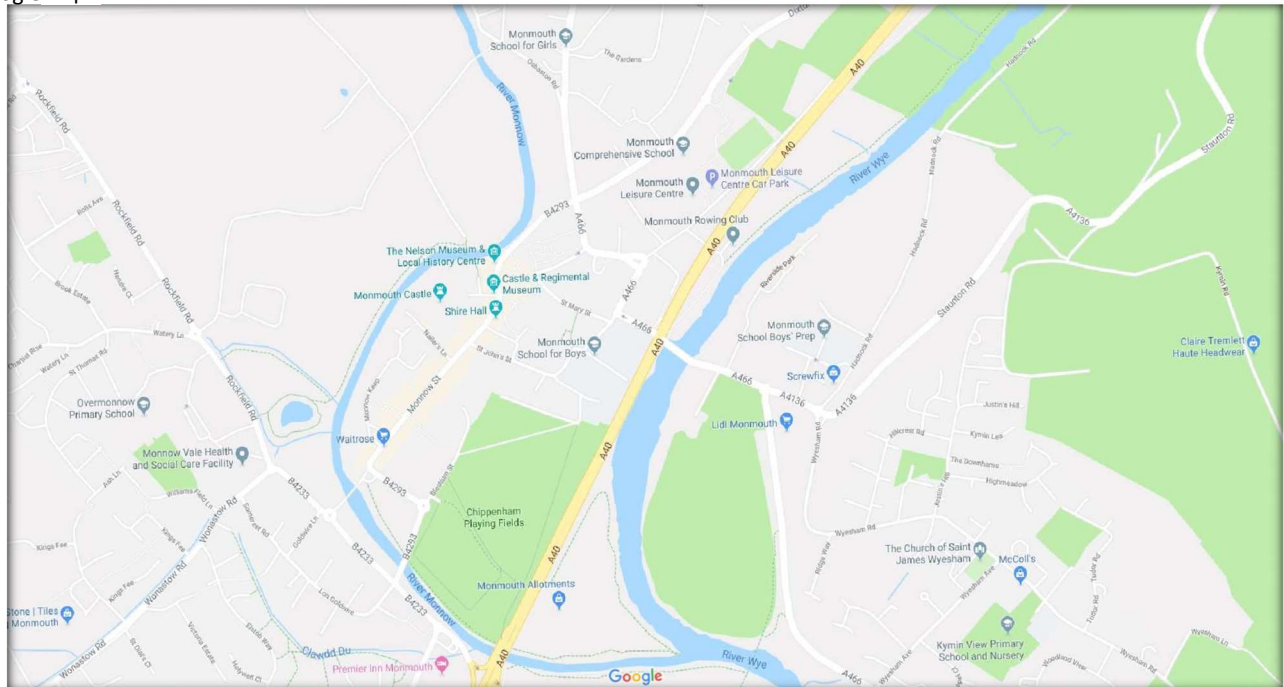


Plate 4 - The A40 Junction with the A466 and A4136, showing Monmouth Town Centre and the extensive residential areas around Over Monnow, Osbaston, Dixton Road and Wyesham.

This view shows the three Secondary Schools in Monmouth, the Monmouth School for Boys, Monmouth School for Girls and Monmouth Comprehensive School. All three schools have pupils travelling across the Wye Bridge in order to travel to and from school.

The Haberdashers' Monmouth Schools have both boarding and day pupils. Both draw pupils from all over Monmouthshire and beyond, but there are significant numbers of day pupils from the Monmouth area. The Boys School is also split across the River Wye, with the Monmouth School for Boys on the West bank and the Monmouth School for Boys Prep. on the East bank, along with the majority of the sporting facilities including the pool, gym and sports fields.

The Monmouth Comprehensive School is positioned on the West bank of the River Wye and draws pupils from the western area of Monmouthshire as shown in Plate 5 below. The majority of secondary school pupils in Wyesham will need to cross the River Wye at least twice per day.

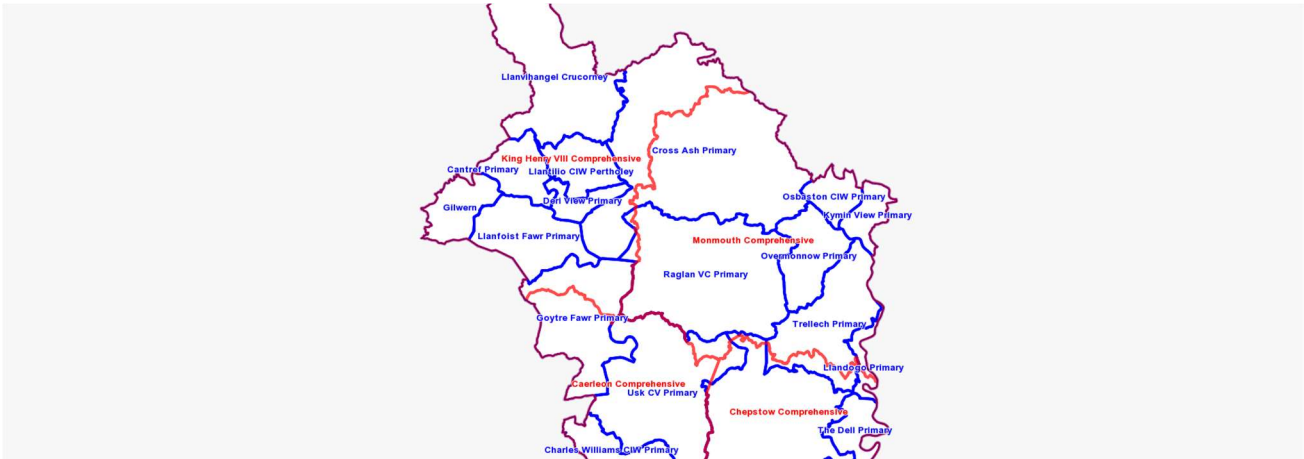


Plate 5 – The School Catchment Map for Western Monmouthshire, showing the area covered by Monmouth Comprehensive School and the 3 Primary schools covering Monmouth.

There are 3 primary schools covering the Monmouth area, Kymin View Primary School (Wyesham), Overmonnow Primary School (on the West side of Monmouth) and Osbaston CIW Primary (on the North side of Monmouth). Children from all parts of Monmouth can and do attend any of these schools, although of course, the majority will remain within their immediate catchment and therefore will not have to cross the River Wye to attend school.

There is only one dedicated pedestrian and cycle link across the A40 at the junction, via a subway underneath the duel carriageway. This subway is currently unappealing to pedestrians, especially during the hours of darkness and sub-standard by current design standards.

The construction of the proposed Third Lane Scheme onto the Wye Bridge, for traffic approaching this junction on the A40 from the North (Dixton roundabout), will address some of the issues regarding the subway, with an improved ramp arrangement on the South side of the A40 (Appendix 10A). As noted previously, these improvements to the underpasses are welcome, but are not sufficient. The ramps on the pedestrian underpass on the West side of the A40 will need further changes to ensure access for all potential users.

In addition to the pedestrian subway, there is an access for road traffic through an underpass adjacent to the Monmouth Town Boat Club. This underpass is also used by both pedestrian and cycle traffic although it has no specific provision for pedestrians. Improvements will also be necessary at this vehicle underpass which provides a critical foot and cycle access for pupils at the Comprehensive School and access to the successful rowing clubs operating in Monmouth from this location.

Land ownership in the immediate vicinity of the North side of the River Wye bridge is explain in Appendix 1. On the West side of the river the strip of land between the river and the A40 is in public ownership. On the East side of the river it is primarily in the ownership of the Monmouth School for Boys. An agreement with the Monmouth School for Boys will be critical to delivering many of the potential options for providing a safe crossing of the Wye.

2.3 History and Environment

A bridge is believed to have existed at this location since medieval times.

The current Grade II listed structure is a five span arch masonry bridge, directly linked to flood arches at the Eastern end. The bridge was rebuilt in the 17th century and then widened in 1879.

In 1961 the A40 was built at the West end of the bridge, running tight to the river for much of the length South of the bridge junction and separated by a strip of land used largely for recreational purposes North of the bridge junction. In 1963 the westernmost span was slightly shortened and widened on the downstream (South) side to accommodate the new junction.

It is acknowledged that any modifications to this ancient and important structure or the addition of new structures in the close vicinity of this structure will require the understanding and agreement of CADW (the Welsh Government's historic environment service working for an accessible and well-protected historic environment for Wales) and this dialogue should commence early in the preparation of the WelTAG Stage II report.



Plate 6 – View of the Grade II listed five span arch masonry Wye bridge

In 2006, as part of an initiative to create a cycle route and footpath from Monmouth to Chepstow, Monmouthshire County Council commissioned a series of drawings to explore improved cycle and pedestrian access across the Wye Bridge. These drawings included the idea of a cantilever walkway on the existing bridge, a separate cycle and pedestrian bridge and even a cycle and pedestrian bridge that spanned both the River Wye and the A40.

A footbridge over the A40 has some local support, especially as it avoids the use of an underpass, rarely popular with the public. However, such a structure would require extensive ramps, especially on the West side of the A40, creating a major structure adjacent to the existing Monmouth School for Boys (impractical in the land now available) or onto the Chippenham Fields. Some consideration of such a structure onto the Chippenham Fields is discussed in section 4.

As the Monmouth to Chepstow initiative faltered, so did the impetus to explore the Cycle and Pedestrian options in more depth. The 2009 Vision Monmouth document, published by MCC in collaboration with local residents discussed, 'providing walking and cycling links to Wyesham and then, North to Symonds Yat along the Peregrine Path'.

As noted earlier, the existing Wye Bridge provides access to several important leisure paths that pass through or commence in Monmouth, including the Offa's Dyke, Wye Valley, Wysis and Peregrine Path, all of which play a critical role in Tourism within Monmouth and around the region.

More recently there has been a Sustrans initiative to create a Cycle and Pedestrian route over the Duke of Beaufort Bridge, which would have created an additional although less direct route into Monmouth. This scheme is still relevant and would be beneficial to the wider community but, has found difficulty obtaining the necessary planning permissions. The implementation of such a scheme is considered as an option within section 4.

The River Wye has a European designation as a Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC). The river is designated for its important foraging features and habitats for protected species. The River Wye through Monmouth is also within the Area of Outstanding Natural Beauty AONB. Any scheme to provide safe access across the river must respect the importance of the visual impact of any structure as well as protecting the wildlife within the river and along the river margins.

The River Wye has the potential to flood significant areas of land adjacent to the Wye Bridge (Appendix 11) and the A40 embankment forms an important part of the town flood defences. It is acknowledged that new structures in close vicinity to the river will require the understanding and agreement of Natural Resources Wales and this dialogue should commence early in the preparation of the WelTAG Stage II report.

Air quality including NO₂ levels were monitored as part of the design work for the proposed third lane onto the Wye Bridge. Although all of the readings indicated compliance to maximum targets, some of the levels were close to the maximum targets and the air quality has been progressively worsening over recent years.

The public survey discussed in Appendix 5 and section 3 identified air quality as one of the major reasons for people choosing to drive as against walking or cycling over the Wye Bridge.

2.4 Monmouth Active Travel Group

Monmouth Town Council has a responsibility for the Wellbeing Future Generation Act 2015, which in encompasses the Active Travel Act 2013. As part of the response to these responsibilities, Monmouth Town Council formed a working group which encourages public participation, the Monmouth Active Travel Group.

The idea of a 'Pedestrian and Cycle Bridge' over the River Wye was adopted within the Monmouth Active Travel Group. A separate working group, the Bridge Group, was formed due to the commitment involved, all sitting under the auspices of Monmouth Town Council.

This has been an opportunity for Monmouth Town Council to work with stake holders; including Monmouth County Council, Monmouth School for Boys, Monmouth Comprehensive School, Local Primary Schools, Walking Groups, Rowing and Cycling Clubs and Sustrans. A list of participating organisations is included in section 3 and a more comprehensive list of acknowledgements is provided at the end of this report.

The purposed 'Bridge' would enable both sides of the town to cross the river in a safer and pleasanter way, reducing contact with the traffic congestion and fumes.

Most critically the Active Travel guidance sets out criteria for auditing active travel routes. One of the criteria for cycling is if the route is on highway the traffic volume needs to be below 10,000. Since the road over the Wye Bridge is over 10,000 vehicles, an assessment of this route as an active travel route for cycling would be considered as a "critical fail" and could not be considered to be recommended as an active travel route.

The Wye Bridge is the main trunk road to the Forest of Dean and the Wye Valley, and the only connection with Wyesham which houses approximately 1/3 of Monmouth residents. It is the only way for school children of the age of 11yrs to walk to school. The pavement is narrow and Heavy Goods vehicles often mount the pavement due to the narrow carriageways.

The Monmouth School for Boys have their school spilt on both sides of the river and cross the bridge with classes of boys every day, with the older boys crossing to the sports ground.

The level of danger is very real, both for pedestrians and cycles, with large numbers of cycles riding on the pavements to avoid the dangers of staying on the main highway with the narrow lanes and large numbers of Heavy Goods Vehicles and coaches. We are also aware that many people chose not to use the bridge including people with mobility issues or young children. This is explored in detail in section 3.

The Monmouth Active Travel Group strongly believe that a new 'Pedestrian and Cycle' bridge would be a huge improvement to the active travel between different areas of our town, giving safer options to cross the River Wye, speeding up crossing times, which would encourage our residents to use it, and therefore helping towards the Health and Well Being of Monmouth Residents.

3 The issue

3.1 Study Area

As noted above, the study area for the Wyesham to Monmouth Pedestrian and Cycle Link study is illustrated in Plate 4, showing Monmouth Town Centre and the extensive residential areas around Overmonnow, Osbaston, Dixton Road and Wyesham.

GoogleMaps

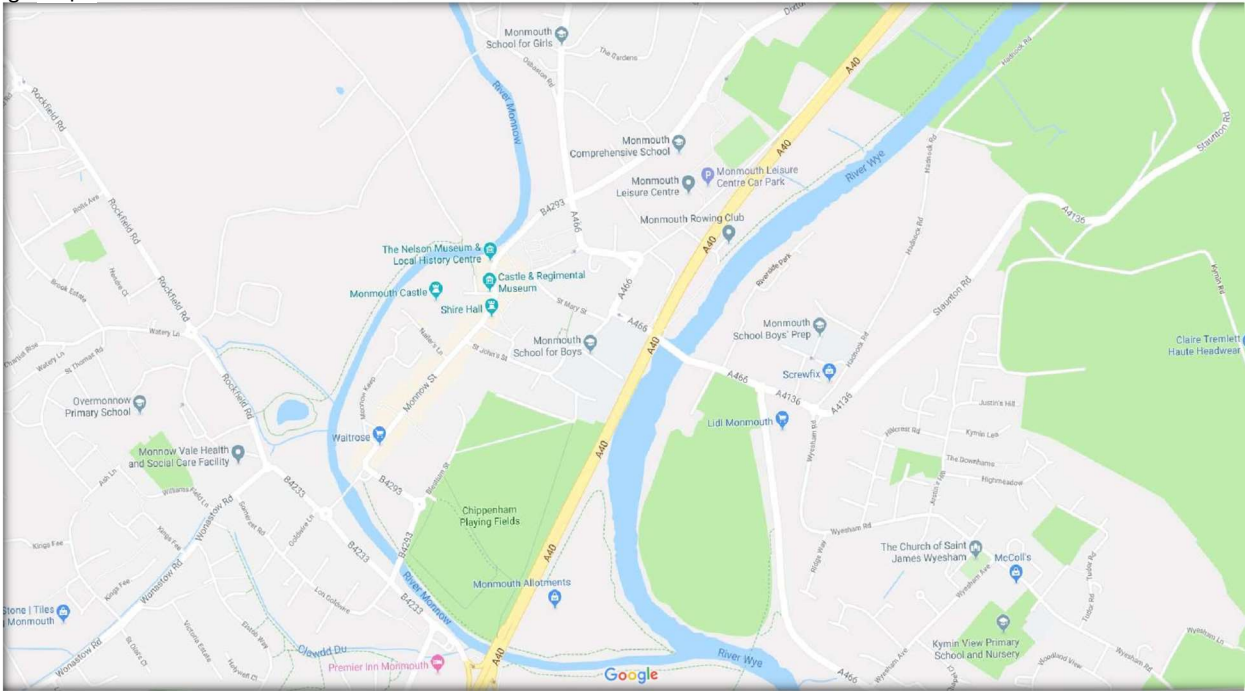


Plate 4 - The A40 Junction with the A466 and A4136, showing Monmouth Town Centre and the extensive residential areas around Over Monnow, Osbaston, Dixton Road and Wyesham.

3.2 Background

Wyesham is a suburb of Monmouth situated above the south east bank of the River Wye, across the river from Monmouth town centre. The community is approximately 50m above the main town of Monmouth, located on a hill that rises up towards The Kymin. Over the last twenty years Monmouth as a whole has seen a big population growth. Multiple housing developments have been completed in the Rockfield and Wyesham areas and a further recent housing development is nearing completion in the Overmonnow area (just off Wonastow Road).

The population of Monmouth in 2001 was 8,877 but by 2011 had grown to 10,508, an increase of 18%. More recent housing developments completed in the last five years would put the current population moving towards the 12,000 figure, representing a potential 35% increase in population since 2001. Wyesham had a population of 2,064 in 2001 rising to 2,119 in 2011. Since the 2011 census a small housing development (completed 2014) will have added further to the population.

3.3 Existing Links

The only highway connecting the two communities of Wyesham and Monmouth is the A466 which crosses the river at The Wye Bridge, a listed Scheduled Ancient Monument. The distance between Wyesham Post Office and Monmouth Town Hall via Wyesham Road and the A466 Wye Bridge is 1.52km.

From Wyesham Post Office to the Comprehensive School via Wyesham Road and the River Wye bridge is 1.4km. Access onto the A466 can be gained either via Wyesham Road or via Wyesham Avenue which gains access to A466 road at an earlier junction. This second option would be a longer walk for most residents.

An alternative and much lengthier access into Monmouth by foot can be gained via a path off the A466 road (not currently listed as a public right of way) onto the old iron railway bridge 'The Beaufort Bridge', then across the fields, following the River Monnow underneath the A40. The walking distance using this route from Wyesham Post Office to the bottom end of town is 2km. To the Town Hall it is 2.5km and to the Comprehensive School it is 2.75km.

3.4 Leisure Use and Tourism

Leisure and Tourism are a critical part of the economy in Monmouthshire, the Forest of Dean and the wider Welsh border region. Crossing the Wye Bridge is essential for many tourists using the various leisure paths that pass through or commence in Monmouth, including the Offa's Dyke, Wye Valley, Wysis and Peregrine, all of which play a critical role in Tourism within Monmouth and around the region.

In addition, many tourists who visit the area will want to see the River Wye and enjoy its beauty and various sports such as canoeing on the river. The existing Wye Bridge provides a view point for tourists and this often adds to the congestion on the existing bridge. A new crossing has the potential to enhance this experience, allowing people to view both the river and the existing ancient bridge.

3.5 Usage

According to the Department for Transport government website, the Average Annual Daily Flow for the Wye Bridge (AADF) shows that approximately 12,574 vehicles crossed the bridge daily (averaging out at 524 crossings per hour and over 4.5m vehicle crossings per year).¹ Of these daily journeys 776 are made by HGVs, buses or coaches (averaging at 32 crossings per hour, 283,240 per year).

Pedestrian and cycle counts took place on Saturday 19th and Sunday 20th May, Thursday 7th June, Tuesday 12th June and Wednesday 20th and 27th June 2018.

¹ Based on the AADF average 2000 – 2017 across 18 years of data, Appendix 2

² Figures are based on the Monmouth School for Boys academic year of 34 school weeks. The Monmouthshire Local Authority school have 39 school weeks per year.

Key findings from the Pedestrian and cycle count:

Over three workdays (7am – 7pm) an average number of 1,424 pedestrians walked across the bridge per day.

Of this average number, 59% of the crossings (842) were made by children and 49% (695) of the crossings were made by unaccompanied children.

Of the 695 daily crossings of unaccompanied children, 74% of their journeys (514 crossings) were made between between 8-9am and 2-5pm.

Using the weekday average of total child crossings (842) combined with the weekend number (495) we can estimate the number of journeys by children every week as an average of 4,705. 3,825 of these journeys are made by unaccompanied school children.

The pedestrian count took place during the school exam period (June). These numbers would be greater still during the majority of the school year (September to mid May).

On weekends, a narrower time sample was taken between 10am - 3pm.

An average of 544 pedestrian crossings of the bridge were made per day between 10am – 3pm (an average of 109 crossings per hour).

Over a twelve-hour period, as an estimate, this is comfortably over 1000 pedestrian crossings per weekend day. 40% of these journeys were made by children and 32% by unaccompanied children.

Based on combined weekday and weekend statistics, and not taking into account school holidays, we can estimate an approximate 481,000 pedestrian journeys per year. When we take into account the school holidays and go on the minimum number of 34 school weeks per year² we can estimate a smaller figure of 371,818 journeys (this figure is calculated on the basis that school children will not be using the bridge in holiday time). The actual figure will be somewhere between the two estimates, in the region of 400,000 per annum.

An average of 130 cycle journeys per weekday were made between 7am-7pm across the three weekdays counted.

This equates to an average of 11 cycle journeys per hour.

There was a 50% split between the cyclists that chose to cycle on the pavement and those who chose to cycle on the road.

On weekend a total of 370 cycle journeys were recorded across a 10 hour period, an average of 37 cycle journeys per hour.

36% of weekend cyclists used the road and 64% cycled on the pavement.

This works out as an average of 1020 cycle journeys per week and 53,040 cycle journeys per year. This is a conservative estimate using only actual numbers counted on the weekend combined with the weekday average.

Based on the data counted, we can estimate a combined figure of 534,000 pedestrian and cycle journeys across the Wye Bridge every year or 424,858 taking into account school holidays³ and excluding children from an 18 week 'holiday' period. So the overall figure is in the region of 500,000 per annum.

- *For every cycle and pedestrian journey across the Wye Bridge, there are approximately nine motor vehicles crossings.*
- *For every HGV crossing the Wye Bridge, there are two pedestrian or cycle crossings.*
- *Pollution on the Wye Bridge is exacerbated by traffic stacking up at the lights next to the A40 junction. Most vehicles keep their engines running while waiting to move.*
- *In the UK, about 8% of deaths or 50,000 deaths per annum are estimated to be linked to pollution. Elderly, children and people with lung conditions are most susceptible.*
- *School children who cross The Wye Bridge at times of peak traffic are not being protected from air pollution.*

Please see Appendix 3

3.6 Road safety record

In Wales the annual pedestrian road deaths were 1.1 per 100,000 population (2004 data), of which 0.6 per 100,000 population was children. Based on data obtained from Capita via MCC, there have been seventeen accidents on or close to the Wye Bridge in the last 10 years of available data. Eleven of these accidents have occurred at the A40 lights at Wye Bridge, on both sides of the A40.

Typically, these accidents involved cars 'shunting' as they approached the lights. One involved a collision between a pedestrian and a vehicle which was classified as 'serious'². Three accidents occurred at the May Hill Roundabout where the Staunton Road meets Wyesham Road.

Of greater interest to this study is the two accidents that have occurred in the last six years on the Wye Bridge itself.

The first incident took place on 25th May 2012. It involved a bus hitting a 52 year old pedestrian. This incident occurred a third of the way across the bridge, on the down stream pavement just before the bridge straddles the flood plain³. The vehicle was travelling south to north and the pedestrian was walking north.

The second accident occurred on 1st September 2013 at 12.47pm. This was also between a pedestrian (17 years old) and a motor vehicle. It occurred on the upstream side of the bridge,

² Incident 0738/12 on the accident map.

³ Incident 00253/12 on the accident map. Detail is limited. CAPITA recorded 'THIS RTC BOOKLET WAS COMPLETED BY GLOUCESTER POLICE AND FORWARDED TO GWENT FOR RECORDING.'

halfway across the section of the bridge that straddles the river. The vehicle was travelling north to south and the passenger was walking south⁴.

Whilst the accident data does not suggest there is an above average accident record on the bridge, the number of anecdotal 'close' incidents between pedestrians and vehicles on the bridge is concerning. As you can see from plates 7 to 10 below, proximity between vehicles and pedestrians is extremely tight.

Numbers of pedestrians and cyclists using the bridge are at their highest at times of peak traffic, particularly between the hours of 8-9am and 3-5pm.

While the situation may be eased to a limited extent by the proposed third lane alterations to the bridge in 2019 (a slightly wider pavement until the flood plain), large lorries will still need to negotiate the tight angle onto the bridge from the A40. Lorries have been seen mounting the pavement after this tight turn which initially takes them very wide onto the mouth of the bridge and then necessarily swinging tightly back around towards the pavement⁵.

Lorries have also on multiple occasions been witnessed mounting the pavement at the 'kink' in the bridge where the river meets the flood plain⁶. These issues will not be addressed by the limited alterations being made in 2019 when the third lane is introduced off the A40 onto the Wye Bridge (n.b. this is a Highways initiative as opposed to an Active Travel project).

In plates 9 and 10 below the pavement in the vicinity of the 'kink' can be seen, with Heavy Goods Vehicles moving very close to the pavement. There is evidence on the existing kerbs of large vehicles mounting the kerb and this has been reported anecdotally on many occasions.

This is a recent quotation from a resident of Monmouth which did not get included in the formal accident records provided above:

'my daughter was walking over the Wye Bridge just over a week ago and her arm was hit by a lorry. Yes she was on the path. The bridge is very dangerous for all the school children walking over'

Although anecdotal, many Monmouth residents have experienced the impact of Heavy Goods Vehicles on pedestrians using the bridge and would understand and amplify this comment.

⁴ Incident 00498/13 on the accident map.

⁵ As witnessed at 10.05am 13/8/2018

⁶ Witnessed by MT Councillor 23/7/2018

The photos included below provide evidence of concerns raised by residents:



Plate 7 – View West along the Wye Bridge showing the impact of Public Service vehicles turning onto the bridge. This situation will worsen with the implementation of the Third Lane Scheme.



Plate 8 - View West along the Wye Bridge showing the impact of Heavy Goods Vehicles turning onto the bridge, which inevitably causes the Heavy Goods Vehicle to swing towards the pedestrians and cyclists whilst re-aligning to the carriageway. Both carriageways are significantly below current standards. The impact on the paving system of vehicles mounting the curbs can be seen in the cracked paving.



Plate 9 – Multiple HGV Vehicles on the Wye Bridge which has substandard carriageway widths, particularly in this area, where the change of direction causes Heavy Goods Vehicles to drive on the pavement to avoid other Heavy Goods Vehicles in the opposite carriageway.



Plate 10 – Typical situation on the Wye Bridge with HGV's struggling to remain within the existing carriageways whilst large numbers of children are on the footpath. It is very evident in this photograph that pushchairs, wheelchairs and mobility scooters would inevitably result in children stepping into the road carriageway.

3.7 School Survey

Three hundred and fifty six Monmouth school children (younger students with the help of their parents) representing well over 10% of the school population took part in an Active Travel survey for schools between January and March 2018.

A detailed summary of the findings of this survey can be found in appendix 4. All nine schools cooperated in sending out the survey and a request for information to parents and students (see appendix 4B). Appendix 4C includes all of the open responses to the question, 'any other comments about walking and cycling in Monmouth?' includes strong anecdotal evidence of the fears about pedestrian safety on the current Wye Bridge.

Key findings from the analysis of data are:

Current low levels of students walking to school are prevalent across the town and barely any students cycle into school. The percentage of students who have to walk to school across the Wye Bridge were significantly lower than those that don't have to cross the river. These were the stand out figures from the survey.

Getting to School:

Of the 162 students who crossed the Wye Bridge on their journey to school, only 25 students walked to school (15%).

Of the 189 students who did not cross the Wye Bridge on their journey to school, 72 students walked to school (38%).

This situation was replicated on the return from school:

Of the 162 students who cross the Wye Bridge on their return home from school, 37 (23%) normally walk.

This compares with 72 (38%) of the 189 students who do not cross the Wye Bridge on their return home from school who normally walk.

The data also showed that significantly higher percentages of lifts were given by parents to and from school if their child had to cross the river (appendix 4A q.2 and 3).

More positive attitudes to considering both cycling and walking as a future option were recorded by the students / parents of students who did not have to cross the River Wye (see appendix 4A q. 4 and 5 and appendix 4C).

Perhaps the most pressing desire for change can be found in appendix 3, which includes the complete responses from q.6 'any other comments about cycling and walking in Monmouth'.

Some of the most pertinent comments were;

'We often cycle from Wyesham to Monmouth but, it can be stressful crossing current Wye bridge with 5 yr old on small pavement'

Kymin View Parent, year 6,

The Wye Bridge crossing is not safe for the children who regularly walk across it to and from Monmouth School for Boys 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

Monmouth Boys' Prep Student/ Parent

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

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

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, year 10, Wyesham

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

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

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

3.8 General survey:

An online public survey which took place over the months of April to June 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 report on the outcome of the survey can be found 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 for a new cycle and pedestrian bridge, showed that 76% of participants positively agreed with the project (see appendix 5 p.77, table 30 and figure 18). 72% of those supported the proposed project were from Monmouth (figures exclude participants who didn't give their location), and 28% from outside Monmouth (appendix 5 p.79, table 32 and figure 20).

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, reflecting the relevance to these residents of the issues the survey raised. (appendix 5 p.78, table 31 and figure 19).

Those participants who expressed disagreement with the proposed bridge gave reasons such as historical or environmental concerns besides the cost involved. Others expressed partial agreement, mostly subject to more information (appendix 5 p.81, tables 34, 35 for example comments).

However, the positive reaction for the bridge proposal, revealed by the excited and enthused comments by the majority of participants, also highlighted the need to progress 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 (appendix 5 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 the public whether they would consider walking and cycling. Questions 4 and 7 asked why they were not currently walking and cycling, if this was the case.

Though the answers showed that there is an appetite for walking and cycling, with 46% of participants saying yes to walking and 44% saying yes to Cycling, answers to question 4 and 7 revealed that safety is the biggest concern (appendix 5 tables 6, 9, 13, 15 and figures 4, 7, 11, 12 p55, 58, 62, 64). One participant's comment covered

various issues that summed up the case against walking and cycling (See table 14, page 63).

'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]

This is in light of what question 1 and 2 revealed. 168 participants, 54% of those surveyed, crossed the Wye Bridge. 110 participants, 35%, usually commute to town by walking (see tables 1, 3, 4 and figure 2, pages 51-3). Analysis of locations for question 1 showed that 57% of those who crossed the bridge were from Wyesham. These Wyesham residents were shown as the highest commuters by walking with 40 participants, 37% out of the 110 in total who walked (appendix 5 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, where participants were asked to give general comment about walking and cycling in Monmouth. Answers to this question confirmed the pattern of emerging issues. Unsuitable cycling routes was the top issue cited followed by Safety (appendix 5 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 (appendix 5 table 17, page 66).

Question 11 was about the frequency of travel into Monmouth, 159 travelled daily followed by 110 responses travelling several times per week (appendix 5 table 18 and figure 13, page 67). The highest numbers of daily travellers was from Wyesham at 58 followed by 30 from outside Monmouth (appendix 5 table 19 and figure 14, page 68).

Answers to question 12 'what is the main purpose of travel?' revealed that 76% of participants mentioned shopping (appendix 5 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. Walking and cycling can also 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 "Cycle and Pedestrian Bridge over the River Wye" project.

Summary of Survey Results

Both the school survey and the public survey revealed widespread concerns about the safety of pedestrians and cyclists crossing the Wye Bridge. Both surveys indicated that levels of walking and cycling could be significantly increased with better all-round provision, but particularly if a new cycle and pedestrian bridge could be built. This was notable from the significantly higher percentages of students walking and cycling who didn't have to cross the bridge as part of their daily commute. It was also clear from the detailed verbal feedback provided by the responses to the questions about walking and cycling in the public survey.

3.9 Engagements

In order to develop consensus on the proposal, we are happy to identify and approach stakeholders and facilitate community consultation and engagement.

We have identified a number of potential stakeholders, many of which have already been involved in this process.

Potential Stakeholders:

- Welsh Government
- Monmouthshire County Council
- Monmouth Town Council
- Local Welsh Government Assembly Member – Nick Ramsay
- Monmouthshire MP – David Davies
- Monmouth School for Boys
- Monmouth School for Girls
- Monmouth Comprehensive School
- Kymin View Primary School
- Overmonnow Primary School
- Redbrook Primary School
- CADW
- Natural Resources Wales
- AONB
- Sustrans
- Schools
- Riverside Residents
- Businesses
- Cycle and walking groups
- And more...

We intend to continue to use many methods and techniques for community engagement as we progress through the WelTAG process e.g. public meetings, focus groups, web-based processes, street stalls, community surveys, etc.

This project has already been featured in local press and social media to ensure the widest possible engagement prior to a formal public consultation as part of WelTAG Stage 2.

3.10 Further comments

If a carpark in Wyesham including bike racks and good pedestrian and cycle access across the river was developed, then people could park in Wyesham and walk into town to avoid the existing chaos driving across the Wye bridge.

Equally the proposed new car park adjacent to Wye Bridge Street could be adequately equipped with bike racks. In the long-term it would be the ideal location for a cycle hire scheme as a means of encouraging cycling around town and beyond. Electric Bicycles could be an excellent addition to any such scheme, allowing cycling to be used by many people who would otherwise find themselves excluded.

Lack of adequate bike racks was also cited by Comprehensive students as a major obstacle to cycling to school. It is hoped that the new Comprehensive building will address this issue, but this possibility needs further investigation.

The poor access across the river at the Wye Bridge discourages people from shopping in Monmouth. Moving pedestrians and cycles onto a dedicated and safe access route would make people more likely to visit Monmouth, particularly in light of the strong numbers of cycling enthusiasts who explore the Wye Valley and Monmouthshire by bike throughout the year.

Anyone with mobility problems would find the existing crossing extremely challenging and it appears that the vast majority of people using wheelchairs or mobility scooters have to travel by vehicle to access shopping and other facilities in Monmouth.

The potential benefit for tourism and local businesses that a new cycle and pedestrian bridge could attract is significant. The many visitors from across the region that are drawn to explore the beauties of Symonds Yat and the Peregrine Path would be more likely to come into Monmouth with easy and safe access via a new bridge.

Equally the link to the Peregrine Path and Symonds Yat via Hadnock Road would be far more accessible for families living in Monmouth. This is in addition to the attractions of the long distance paths in this region, including the Offa's Dyke, Wye Valley Walk and Wysis Way.

While beyond the boundaries of this stage 1 WelTAG proposal, a new cycle and pedestrian bridge would also once again open up the possibilities to explore a cycle route from Chepstow to Monmouth, the ideas of which were developed to an advanced

level between 2000-2010. Sustrans is very much supporting this WelTAG report and their insight and knowledge in taking such ideas forward could be invaluable.

Properly connecting the footpath network around Monmouth, including a safe crossing of the Wye and new footpath connections, both adjacent to the new bridge and elsewhere in the town could significantly reduce traffic in the town and on the Wye Bridge. It would also open up the existing footpath and cycle way network to the people from this part of Monmouthshire, helping health and fitness within the local population and bringing new visitors to contribute to local businesses.

4. **Objectives**

4.1 **Background**

As noted above, 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 which are listed below:

Wellbeing Future Generation Act 2015

Active Travel (Wales) Act 2013

The Active Travel guidance sets out criteria for auditing active travel routes. One of the criteria for cycling is if the route is on highway the traffic volume needs to be below 10,000. Since this road is over 10,000 an active travel route for cycling would be considered as a "critical fail" and could not be considered to be recommended as an active travel route. See page 401 of the active travel guidance.

WTS – The Wales Transport Strategy 2008

NTPF – Wales National Transport Finance Plan 2017

Local Development Plan – Monmouthshire County Council 2011-2021

These policy documents are discussed in more detail in Appendix 6:-
Summary of Relevant Welsh Assembly and Monmouth County Council Policy Documents

4.2 **Project objectives**

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 options and related Strategic Priorities to ensure that they are fit for purpose and meet the intended needs of the scheme.

Appendix 7 contains the analysis of the Transport Planning Objectives for this Study showing how each TPO relates to the relevant Welsh Transport Strategies and Local Strategic Priorities.

4.3 Evaluation of Options

The relationship between each TPO and each potential solution will be evaluated as follows:

Score -3	Significant negative impact
Score -2	Moderate negative impact
Score -1	Minor negative impact
Score 0	Zero impact
Score 1	Minor positive impact
Score 2	Moderate positive impact
Score 3	Significant positive impact

The options are discussed and evaluated in section 5, with a detailed pro's and con's in Appendix 8.

It is intended that the process of evaluation will be performed by a group of volunteers drawn from the community, primarily members of the Monmouth Active Travel Group, reference section 6.

5. Options

Appendix 8 contains a detailed list of Pro's and Con's for every option.

This section, Section 5, contains a list of the options considered, a brief description of the proposal and a brief statement of the outcome of the evaluation process including the assessment score against the Transport Planning Objectives defined in section 4.2.

Section 6 provides a table showing the assessment scores against the Transport Planning Objectives defined in section 4.2

I-I. Improve public transport

Introduce additional public services from Monmouth Town to Wyesham and back.

Assessment score 3.

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

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 Monmouth School for Boys on both banks of the river.

Assessment score -2.

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

Introduce "cyclists dismount" signs at both ends of the existing Wye Bridge and approach flood relief arches

Assessment score -4.

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

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 Dixon 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 Dixon Road roundabout may also be required. Local traffic from Wyesham into Monmouth would use either the Troy route or Dixon route

Assessment score 4

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

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.

Assessment score 6.

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 can be seen in schematic form in Appendix 9, Option 1 and is discussed in detail in Section 7.

II-II. Modify existing bridge - Widen footway upstream

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.

Assessment score 1.

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. Therefore, this solution is unlikely to provide a cost-effective solution for Monmouth.

II-III. Modify existing bridge - Widen footway downstream

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.

Assessment score -5.

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. Therefore, this solution is unlikely to provide a cost effective solution for Monmouth.

II-IV. Modify existing bridge - Add a cantilever footway and cycleway downstream

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.

Assessment score -4.

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. Therefore, 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

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.

Assessment score 9.

This solution would provide significant safety improvements and links well into existing routes. This solution could provide a cost effective solution for Monmouth.and

this route can be seen in schematic form in Appendix 9, Option 2 and is discussed in detail in Section 7.

III-II. New walking & cycling bridge - Adjacent to the Existing Wye Bridge - Downstream

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.

Assessment score 2.

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. Therefore, this solution is unlikely to provide a cost effective solution for Monmouth.

III-III. New walking & cycling bridge - Upstream of the Existing Bridge near the Monmouth School for Boys Boat Club

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 Monmouth School for Boys 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.

Assessment score 14

This solution would provide significant safety improvements and links well into existing routes. This solution could provide a cost effective solution for Monmouth. and this route can be seen in schematic form in Appendix 9, Option 3 and is discussed in detail in Section 7.

III-IV. New walking & cycling bridge - Downstream of the Existing Bridge – Chippenham Fields

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.

Assessment score 3.

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. Therefore, 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

Re-open the existing Duke of Beaufort bridge for pedestrian and cycle traffic.

Assessment score 1

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.

6. WeITAG stage 1 summary table

Assessment against Transport Planning Objectives 4.2 using scoring approach defined in section 4.3.

Active Travel Group invitation for meeting 18th July 2018

Aultrea Dewhurst	MTC
Judith Pilkington	Redbrook Together
Sophie Maki	Monmouth Resident
Barbera Lought	Monmouth Civic Society
Haydn Cullen-Jones	Transition Monmouth
David Hoyle	Monmouth Visually Impaired
Rachel Jupp	Friends of Chippenham Mead
Joe Walton	Monmouth Resident
Jane Lucas	MTC
Peter Lloyd	Bridge Group

		TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8	Total
I-I. Public transport	Score	-1	-1	1	2	1	-1	2	0	3
I-II. School transport	Score	-2	-2	1	1	-1	-1	2	0	-2
I-III. Prevent cycling on the existing bridge	Score	-3	-3	1	-2	-1	1	3	0	-4
I-IV. Build a By-pass	Score	3	3	3	2	2	-3	-3	-3	4
II-I. Add a cantilever upstream	Score	2	2	3	2	1	2	-3	-3	6
II-II. Widen footway upstream	Score	1	1	1	1	1	2	-3	-3	1
II-III. Widen footway downstream	Score	-1	0	0	0	1	1	-3	-3	-5
II-IV. Add a cantilever downstream	Score	-1	0	0	1	1	1	-3	-3	-4
III-I. New Bridge Adjacent- Upstream	Score	2	3	3	3	1	2	-1	-2	9
III-II. New Bridge Adjacent - Downstream	Score	-2	2	2	1	1	1	-1	-2	2
III-III. New Bridge Boat Club	Score	3	2	3	3	1	3	-1	0	14
III-IV. New Bridge Downstream - Chippenham	Score	1	1	2	1	1	1	-1	-3	3
III-V. Duke of Beaufort	Score	-1	1	0	1	1	1	-2	0	1

On the basis of this assessment, the 3 options most likely to meet the defined objectives are:

Option II-I. Add a cantilever footway and cycleway upstream, score 6

Option III-I. Adjacent to the Existing Wye Bridge – Upstream, score 9

Option III-III. Upstream of the Existing Bridge near Monmouth School for Boys Boat Club, score 14

These are explored in more detail in section 7.

7. Discussion of Options Likely to Provide a Cost-Effective Solution

Option II-I. Add a cantilever footway and cycleway upstream



Plate 11 - Artists impression of Option II.I, one potential solution for Pedestrians and Cycles crossing the Wye

This option is to construct a new 3.8m wide cantilevered footway and cycleway running adjacent to the existing Wye Bridge on the Upstream side of the bridge. The new structure would be cantilevered from the existing bridge and flood relief structures, so the overall length of the structure would be around 110m. This route can be seen in schematic form in Appendix 9, Option 1.

This option has the benefit that the existing pattern of travel for pedestrians and cyclists would remain largely unchanged. Pedestrians and cyclists would still utilise existing road, pavement and underpass routes to gain access to the new structure. However, because the users will be walking or cycling close to the carriageways this option does not significantly reduce the exposure of pedestrians or cyclists to traffic pollution, both fumes and noise.

Once on the structure the users would have a safe route, separated from the traffic using the Wye Bridge. Within the 3.8m width there will be sufficient room for a footway and a designated cycleway, albeit only separated by a white line or other such markers, making the route safe for joint use.

The existing balustrade wall provides a physical barrier between the traffic and the pedestrians, possibly requiring some modification to meet current standards.

This option has minimal impact on the existing traffic on the bridge, which would be able to continue in its current function with the potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge.

This solution has no significant impact on the rowing clubs using the Wye above the existing Wye bridge.

This solution does require access to a small amount of Monmouth School for Boys land, either through purchase or lease.

The new structure would be supported from the existing bridge, which will put a considerable load onto the existing structures. Significant structural changes may be required to the existing bridge and flood arches to carry this 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. It is often very difficult to quantify the work that will be required to modify existing structures and this can lead to significant budget variation.

The status of the existing bridge as a listed building is critical to determining both the practicality and cost of any bridge modifications. In addition, there will be a significant visual impact that will need CADW approval.

The amount of disruption to traffic during construction will depend on the work that will be required to modify the existing bridge. The minimum disruption will be lane closures, but it is likely that some significant modifications to the deck of the existing bridge will require periodic bridge closures.

This option has the potential to be the cheapest option if the modifications to the existing structures are minimal, but equally it could be the most expensive option and certainly the least predictable cost prior to the construction phase. It must also be noted that this option does not provide all of the benefits for the users compared with some of the other options.

Option III-I. Adjacent to the Existing Wye Bridge - Upstream



Plate 12 - Artists impression of Option III.I, one potential solution for Pedestrians and Cycles crossing the Wye

This option is to construct a new 3.8m wide footway and cycleway bridge running adjacent to the existing Wye Bridge on the Upstream side of the bridge. The bridge would span the existing flood relief structures to the 'island' at the East abutment of the existing bridge and then span across the river to the west bank by the shortest route.

The plan layout would be 'dog-legged' to minimise the clear span across the main Wye channel, with the first section parallel to the flood relief structure. It is likely that the most cost effective structural form would be a cable stayed bridge with a single central column.

On the East bank the new structure would start from the land adjacent to the side-road to the mobile home park. On the West bank the structure would start on the park area adjacent to the existing underpass. The overall length of the structure would be around 110m. This route can be seen in schematic form in Appendix 9, Option 2.

This option has the benefit that the existing pattern of travel for pedestrians and cyclists would remain largely unchanged. Pedestrians and cyclists would still utilise existing road, pavement and underpass routes to gain access to the new structure. However, because the users will be walking or cycling close to the carriageways this option does not significantly reduce the exposure of pedestrians or cyclists to traffic pollution, both fumes and noise.

Once on the structure the users would have a safe route, separated from the traffic using the Wye Bridge. Within the 3.8m width there will be sufficient room for a footway and a designated cycleway, making the route safe for joint use. The existing balustrade wall

provides a physical barrier between the traffic and the new bridge over the flood relief structure, with a widening gap over the main river channel.

One advantage of building a new bridge is that whilst the new structure would be close to the current level of the existing Wye Bridge, it can still be built above flood levels to avoid any interference with the river in flood conditions. The new bridge would also 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.

This option has minimal impact on the existing traffic on the bridge, which would be able to continue in its current function with the potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge.

This solution has no significant impact on the rowing clubs using the Wye above the existing Wye bridge.

This solution does require access to a small amount of Monmouth School for Boys land, either through purchase or lease.

The new structure would be independent of the existing bridge and therefore is unlikely to have any significant structural impact on the existing bridge. The only area where a structural impact is possible is alongside the East abutment of the flood relief structure and at the central pier on the 'island'. The geotechnical investigation of this 'island' will be critical as it is possible that the construction of the foundations for the new structure will have an impact on the East abutment of the existing main bridge. This could provide a cost variable that can only be quantified through in-depth investigation.

Although the new bridge is structurally independent of the existing listed structures there will be a significant visual impact which will need CADW approval.

The disruption to traffic during construction will inevitably be considerable as the new bridge foundations, especially the tower foundation in the 'island' area will need to be constructed from the existing carriageways. The minimum disruption will be lane closures, but it is likely that some periodic bridge closures will be required.

This option is unlikely to be the cheapest option, especially in comparison to IV-III below, although it may not be the most expensive, depending on the amount of modification required to the existing bridge for option II-I. Option IV-I has the benefit of requiring minimal land from the Monmouth School for Boys.

Although this option provides many of the safety objectives, its close proximity to the live carriageways on the existing bridge does reduce some of the potential benefits, especially on noise and air quality.

Option III-III. Upstream of the Existing Bridge near Monmouth School for Boys Boat Club



Plate 13 - Artists impression of Option III.III, one potential solution for Pedestrians and Cycles crossing the Wye

This option is to construct a new 3.8m wide footway and cycleway bridge running 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 Monmouth School for Boys 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 single span cable stayed bridge with a single column on either bank. To minimise the cost of the new bridge the decision on the position of the column can only be made after geotechnical investigation on both banks.

On the East bank the bridge abutment would be adjacent to the existing Monmouth School for Boys Boat Club. The land adjacent to the Monmouth School for Boys Boat Club belongs to the Monmouth School for Boys and would need to be made available through lease or purchase.

On the West bank the structure would start on the park area adjacent to the existing underpass. The overall length of the structure would be around 80m. This route can be seen in schematic form in Appendix 9, Option 3.

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. However, again this

is land belonging to the Monmouth School for Boys and would need to be made available through lease or purchase.

This option also has the benefit that the existing pattern of travel for pedestrians and cyclists would remain largely unchanged. Pedestrians and cyclists would still utilise existing road, pavement and underpass routes to gain access to the new structure. Some minor modifications would be required to tie the new bridge into the existing footpath network.

However, pedestrians moving from Wyesham to Monmouth town centre might see the new bridge as a diversion and may therefore try to utilise the existing bridge. It may be necessary to provide barriers and signs to prevent this route being used, but if the carriageways are widened then this would be necessary anyhow.

The users of the new bridge will be walking or cycling well away from the live carriageways on the existing bridge significantly reducing the exposure of pedestrians or cyclists to traffic pollution, both fumes and noise.

On the new structure the users would have a safe route, separated from the traffic using the Wye Bridge. Within the 3.8m width there will be sufficient room for a footway and a designated cycleway, making the route safe for joint use.

Although this option provides all of the safety objectives, it's separation from the existing bridge will marginally increase journey times for some users (it does extend the journey by around 50-80m for pedestrians and cyclists walking from Monmouth town to Wyesham), whilst shortening journey times for others (especially Boys School pupils travelling to the Preparatory School).

The new footpaths connecting into the new bridge at the rear of the cottages and on the West bank connecting into the subway will need to be designed for mobility scooters and wheelchairs, but as the gradients and levels remain relatively constant, this should not present any significant issues for the designers.

One advantage of building a new bridge is that whilst the new structure would be close to the current level of the existing Wye Bridge, it can still be built above flood levels to avoid any interference with the river in flood conditions. The new bridge option IV-III would require minimal little or no access ramps at the West end, where it joins the existing river embankment. At the East end the new bridge would require a short back-span ramp and some raising of the existing footpaths to ensure that all of the access points are above normal flood level.

This option has minimal impact on the existing traffic on the bridge, which would be able to continue in its current function with the potential to widen the carriageways on the bridge to provide more space for traffic and especially traffic turning from the A40 onto the bridge.

This solution has some impact on the rowing clubs using the Wye above the existing Wye bridge. The Monmouth School for Boys club would lose some setting up areas, which would need to be recreated on the adjacent land.

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.

This solution does require access to an amount of Monmouth School for Boys land, either through purchase or lease.

The new structure would be independent of the existing bridge and will not have any structural impact on the existing bridge. This minimises the potential for cost variation during construction.

Although the new bridge is independent of the existing listed structures there will be some visual impact which will need CADW approval. The new bridge would provide an excellent viewpoint for the existing bridge.

The separation of the new bridge from the existing bridge would ensure that disruption to traffic during construction will be minimal. It is unlikely that periodic bridge closures will be required. There would be some traffic management issues during construction as equipment and materials are delivered to site. The new bridge would be erected from the land available on both banks, minimising damaging loadings on the existing structures.

This option has the potential to be the cheapest option, especially in comparison to IV-I, depending on the amount of modification required to the existing bridge for option II-I. Option IV-I has the disadvantage of requiring significant land from the Monmouth School for Boys.

8 Review Workshop 22nd October 2018

Attendees

- Roger Hoggins Monmouthshire County Council
- Christian A. Schmidt Monmouthshire County Council
- Paul Keeble Monmouthshire County Council
- Matthew Lewis MCC Green Infrastructure and Countryside Manager
- Joe Skidmore MCC Communities and Partnership Development Lead
- Hazel Clatworthy MCC Sustainability Policy Officer
- Jill Edge MCC Senior Planning Policy Officer
- Matthew Gatehouse MCC Head of Policy and Governance
- Gwyn Smith Sustrans
- Alison Thomas Welsh Government
- Luisa Senft-Hayward Gloucester County Council
- Peter Williams Forest of Dean District Council
- Jane Lucas Monmouth Town Council
- Joe Walton Monmouth Bridge Group
- Peter Lloyd Monmouth Bridge Group

Comments from the Review meeting on 22nd October 2018

- 1) What are the implications of the 3rd lane scheme and why does this not fully address the pedestrian and cycle issues on the Wye Bridge? Section 2.1 and elsewhere
- 2) How critical is this route to the various leisure footpaths that pass through Monmouth, i.e. Wye Valley, Offa's Dyke, Wysis and Peregrine? Section 2.1 and elsewhere
- 3) How will the footbridge fit into the surrounding network of footpaths? Section 2.1 and elsewhere
- 4) Would an electric bicycle scheme based in Wyesham benefit Monmouth? Section 2.1 and elsewhere
- 5) Is this route important to tourists and other visitors to Monmouth? Section 3.4 and elsewhere
- 6) What are the car parking issues in Monmouth? Section 2.1 and elsewhere
- 7) More focus on the importance of active travel to wellbeing. Section 3
- 8) Highlighting the issues relating to the AONB and CADW. Section 2.3
- 9) Cultural implications? Section 2.1

Comments from the attendees at the meeting received by 9th November

- 10) Page 9 Duke of Beaufort scheme had gained planning permission but we ran out of time with the land negotiations governed by lottery funding rules. Comment on option considered in section 5.
- 11) Page 12. The Active Travel guidance sets out criteria for auditing active travel routes. One of the criteria for cycling is if the route is on highway the traffic

volume needs to be below 10,000. Since this road is over 10,000 an active travel route for cycling would be considered as a “critical fail” and could not be considered to be recommended as an active travel route. See page 401 of the active travel guidance. Comment now included in sections 2.4 and 4.1.

- 12) Page 24 can the objectives be made smarter? I have seen a number of WeITAG reports have similar issues with making the objectives measurable and have targets. The report has not been modified to cover this comment and it is hoped that the Stage 2 report
- 13) Personally I like option III-I OK, comment noted.
- 14) I would also agree with Matthew that the wider context needs to be considered. I can see the question being ask in Welsh Government when funding is being sort to construct the bid and they will be saying where is this going to connect to on the Wyesham side. A clear link to the Peregrine path would be the answer. Comment agreed and now covered in the text, section 2.
- 15) If CADW object to this design I think we really need to push back on them and try to reduce their influence. By constructing a new bridge many more people will get to see it in its glory. Comment noted.
- 16) Peregrine Path leaflet can be found here. <https://www.sustrans.org.uk/sites/default/files/documents/peregrinepath.pdf> Comment noted.
- 17) Thanks for the study information. Whilst recognising that the proposal is essentially a solution to a local transport problem I think it may add to the case to set the study more firmly into the wider walking and cycling context. Comment noted, but this is outside the scope of this working group.
- 18) As you are aware the existing bridge carries both **Offa's Dyke Path National Trail** (the only designated National Trail in Wales) which comes down from The Kymin and crosses through the subway to lead up St. Mary Street and then down Monnow Street and the regional **Wye Valley Walk** which comes onto the existing bridge from the south via the Monmouth School for Boys access road and then turns north to run alongside the river by the rowing club. Although not an “officially” recognised route the extension of the LDWA **Wysis Way** also crosses the existing bridge from Monmouth to the Kymin and then eventually links to the beginning of the Thames Path National Trail in Gloucestershire. These national and regional walking routes add weight to addressing the safety of crossing the river. Should a new bridge be constructed it would make sense to divert these routes on to it (note a statutory procedure would be required to move the National Trail). Comment noted and additional text included in section 2 and elsewhere.
- 19) They also mean there is some additional data on usage (although none specifically on the bridge). Comment noted.
- 20) The nearest data for Offa's Dyke Path (at Llantillio Crossenny) is around 7,000 – 8,000 users per annum. The Offa's Dyke Path National Trail Officer, Rob Dingle may be able to provide further data (rob.dingle@powys.gov.uk). There is also some data available for the Wye Valley Walk at Dixton Church, monthly counter data varies from around 1,600 to 3,500 per month. Comment noted and any walkers using the long distance paths will have been included in the counting data.
- 21) Whilst recognising that you see the potential linking path on the east side as a further project I wonder if looking at this now would not add weight to the bridge

proposals as this helps address the safety issues relating to school access, access to Wyesham and to existing and potential cycling infrastructure (Peregrine Trail and the potential Wyesham/Redbrook route)? Comment noted, but this is outside the scope of this working group.

- 22) Similarly whilst recognising the Duke of Beaufort bridge scores relatively low in relation to this specific issue I think it would be sensible to consider how, if that could eventually be brought forward, it could work alongside and connect with the preferred options – despite the difficulties in delivering the original Monmouth links project the Duke of Beaufort bridge remains a potentially valuable link in terms of the wider countryside access links and new resident populations on the west of Monmouth. Comment noted.

9 Conclusion & next steps

As noted at the start of this report, we believe that there is a significant problem in Monmouth regarding traffic, especially pedestrians and cycle traffic, around the existing crossing of the River Wye at the junction of the A40, A466 and A4136.

Within this report we have explored this issue and we believe that we have demonstrated the need for a new solution, improving safety for pedestrians, cyclists and people with reduced mobility, reducing the impact of these groups on motorists and making a significant difference to community life within Monmouth and Wyesham.

A number of potential solutions have been proposed and evaluated by the Active Travel Group. From this process we have identified three solutions, discussed in detail in section 7, that appear to have significant potential.

We understand and accept that much more work will be necessary before the right solution for Monmouth and Wyesham can be selected and implemented.

As required by Welsh Transport Appraisal Guidance, we have followed a formal process, defined as the WeITAG process and this report is intended to act as the completion of Stage 1, providing a Strategic Outline Case.

We now require the necessary funding to move to Stage 2 of the WeITAG process, Outline Business Case. Preparation of the Outline Business Case at Stage 2 will include investigating potential solutions in more detail, including any necessary geotechnical and structural engineering work to evaluate the costs that might be associated with a short list of likely solutions.

Stage 2 of the WeITAG process will also include a formal consultation with the people of Monmouth and Wyesham, presenting the likely solutions and leading to an evaluation of the potential benefits against the estimated costs.

We continue to hope that the right solution is eventually identified, adopted, funded and implemented for the benefit of the people of Monmouth and Wyesham.

Jane Lucas

Chair of the Bridge Group and Elected Member of Monmouth Town Council

Appendices

- Appendix 1 Land Registry information for both banks of the Wye North of the Wye Bridge
- Appendix 2 Wye Bridge Traffic Data based on an average of the AADF 2001-2017
(Department of Transport Data)
- Appendix 3 Wye Bridge Pedestrian Traffic Survey Data Analysis
- Appendix 4a School Active Travel Survey, Summary of method and data from Survey
- Appendix 4b School Active Travel Survey, Template letter sent to schools
- Appendix 4c School Active Travel Survey, School Survey Charts and Verbal Response
- Appendix 5a Public online Survey - April – June 2018 Data Analysis
- Appendix 5b Public Survey Questions
- Appendix 5c Public Survey Verbal Responses
- Appendix 6 Summary of Relevant Welsh Assembly and Monmouth County Council Policy Documents
- Appendix 7 Comparison of Transport Planning Objectives relates to the relevant Welsh Transport Strategies and Local Strategic Priorities.
- Appendix 8 Evaluation of Pro's and Con's for Identified Options to Reduce Road, Pedestrian or Cycle Traffic on the Existing Wye Bridge
- Appendix 9 Crouch Waterfall Drawings:
- Option 1 Widening Layout and Elevation
Schematic drawings 17303B-002 and 17303B-003
 - Option 2 Dog Legged Cable Stay Layout and Elevation
Schematic drawings 17303B-004 and 17303B-005
 - Option 3 Independent Cable Stay Layout and Elevation
Schematic drawings 17303B-006 and 17303B-007
- Appendix 10a A40/A466 Wyebridge Junction Improvements - General Arrangement Layout
- Appendix 10b Wye Bridge Topographical Survey
- Appendix 11 Monmouthshire Natural Flood Management, A40/A466 Junction
- Appendix 12 Monmouth Integrated Network Map.
<https://www.monmouthshire.gov.uk/app/uploads/2018/05/MCC-AT-INM-2018-Monmouth-walking-cycling.pdf>

Plates

Plate 1 - Artists impression of one potential solution for Pedestrians and Cycles crossing the Wye

Plate 2 - Aerial View of the Junction of the A40 and the routes into the Forest of Dean (A4136) and the Wye Valley (A466)

Plate 3 – Layout of the Junction of the A40 and the routes into the Forest of Dean (A4136) and the Wye Valley (A466)

Plate 4, The A40 Junction with the A466 and A4136, showing Monmouth Town Centre and the extensive residential areas around Over Monnow, Osbaston, Dixton Road and Wyesham.

Plate 5 – The School Catchment Map for Western Monmouthshire, showing the area covered by Monmouth Comprehensive School and the 3 Primary schools covering Monmouth.

Plate 6 – View of the Grade II listed five span arch masonry Wye bridge

Plate 7 – View West along the Wye Bridge showing the impact of Public Service vehicles turning onto the bridge

Plate 8 - View West along the Wye Bridge showing the impact of HGV's turning onto the bridge

Plate 9 – Multiple HGV Vehicles on the Wye Bridge which has substandard carriageway widths

Plate 10 – Typical situation on the Wye Bridge with HGV's struggling to remain within the existing carriageways whilst large numbers of children are on the footpath.

Plate 11 - Artists impression of Option II.I, one potential solution for Pedestrians and Cycles crossing the Wye

Plate 12 - Artists impression of Option III.I, one potential solution for Pedestrians and Cycles crossing the Wye

Plate 13 - Artists impression of Option III.III, one potential solution for Pedestrians and Cycles crossing the Wye

Comments and References to Replies within the Report not included in section 8

Other Comments received after the initial report was prepared

23) A cycle pedestrian bridge would be a massive help for people in wheelchairs, current access for wheelchair users over the bridge is pretty hellish and probably avoided by many.

Section 1 and elsewhere

24) I'm for any new walkway over the bridge .as my daughter was walking over the wye bridge just over a week ago and got her arm hit by a lorry .yes she was on the path .the bridge is very dangerous for all the school children walking over. Section 3

Acknowledgements

The Authors of this report have been helped by many people. The list below is not exhaustive, but it is an attempt to express our thanks to everyone who has helped this process:

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- Sophie Maki Monmouth Resident

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- Monmouth School for Girls
- Monmouth Comprehensive School
- Kymin View Primary School
- Overmonnow Primary School
- Redbrook Primary School
- CADW
- Natural Resources Wales
- Wye Valley AONB
- Cycle and walking groups

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

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(Department of Transport Data)

P.6: Appendix 3, Wye Bridge Pedestrian Traffic Survey Data Analysis

P.24: Appendix 4a, School Active Travel Survey: Summary of method and data from survey

P.27: Appendix 4b, School Active Travel Survey: Template letter sent to schools

P.28: Appendix 4c, School Active Travel Survey: School Survey Charts and Verbal Response

P.48: Appendix 5a, Public online Survey - April – June 2018 Data Analysis

P.82: Appendix 5b, Public Survey Questions

P.83: Appendix 5c, Public Survey Verbal Responses

P.165: Appendix 6, Summary of Relevant Welsh Assembly and Monmouth County Council Policy Documents

p.169: Appendix 7, Comparison of Transport Planning Objectives relates to the relevant Welsh Transport Strategies and Local Strategic Priorities.

P.188: Appendix 8, Evaluation of Pro's and Con's for Identified Options to Reduce Road, Pedestrian or Cycle Traffic on the Existing Wye Bridge

p.205: Appendix 9, Crouch Waterfall Drawings: Option 1: Widening Layout and Elevation Schematic drawings 17303B-002 and 17303B-003

P.207: Appendix 9 Option 2, Dog Legged Cable Stay Layout and Elevation Schematic drawings 17303B-004 and 17303B-005

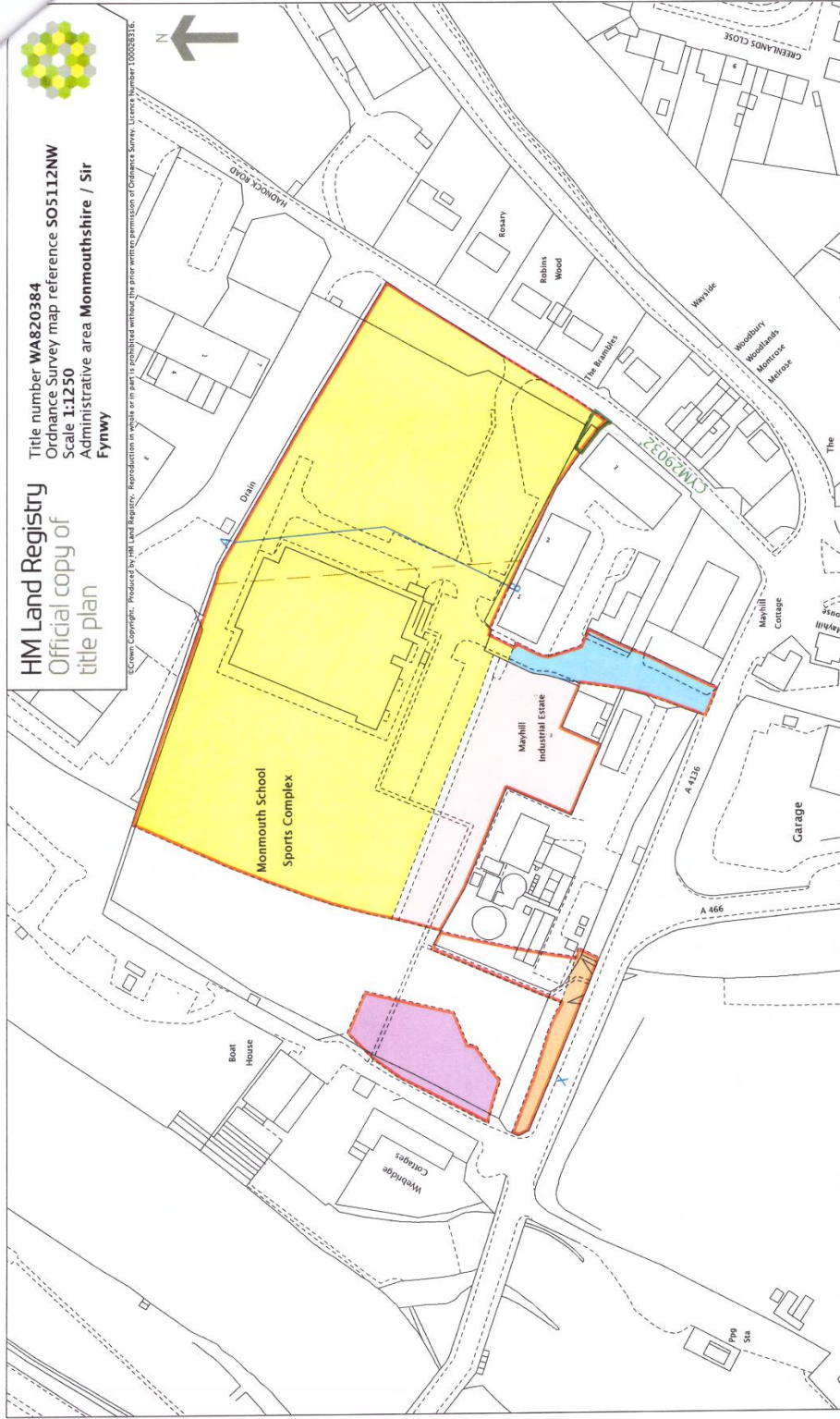
P.209: Appendix 9 Option 3, Independent Cable Stay Layout and Elevation Schematic drawings 17303B-006 and 17303B-007

P.210: Appendix 10A, A40/A466 Wyebridge Junction Improvements

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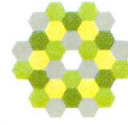
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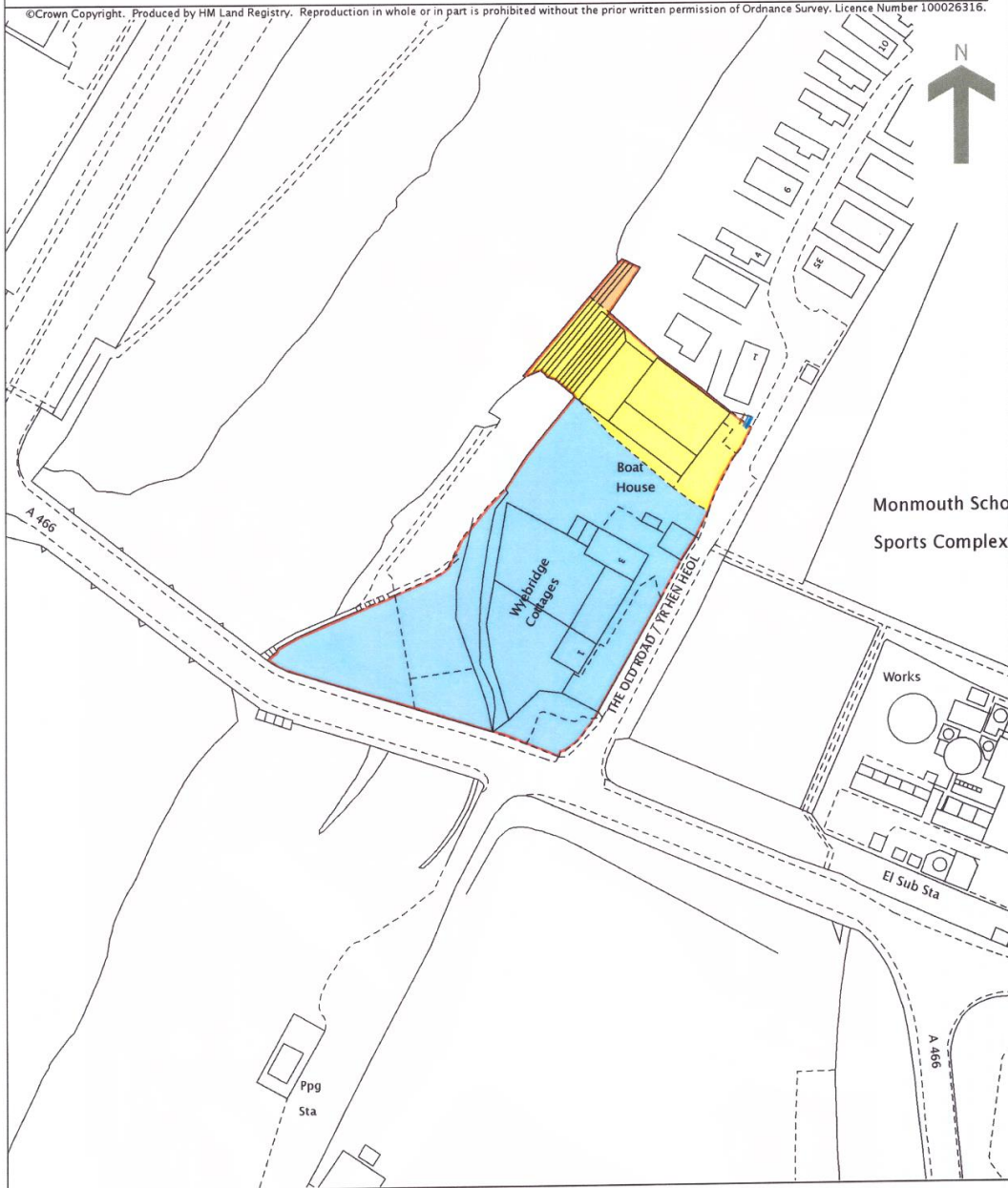
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 Mae'r copi swyddogol hwn yn anglyflawn heb y dudalen nodiadau flaenorol.

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.

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 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).

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, 16).

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 11,13). 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, page 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.

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

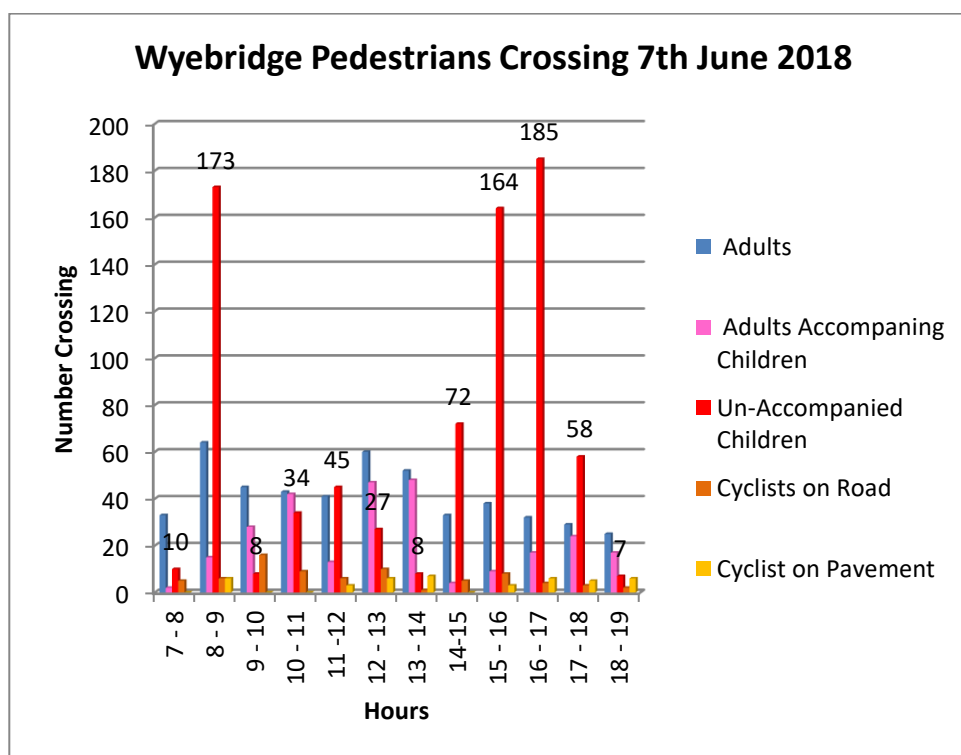


Figure 1 - Pedestrians Crossing – Thursday 7th June 2018

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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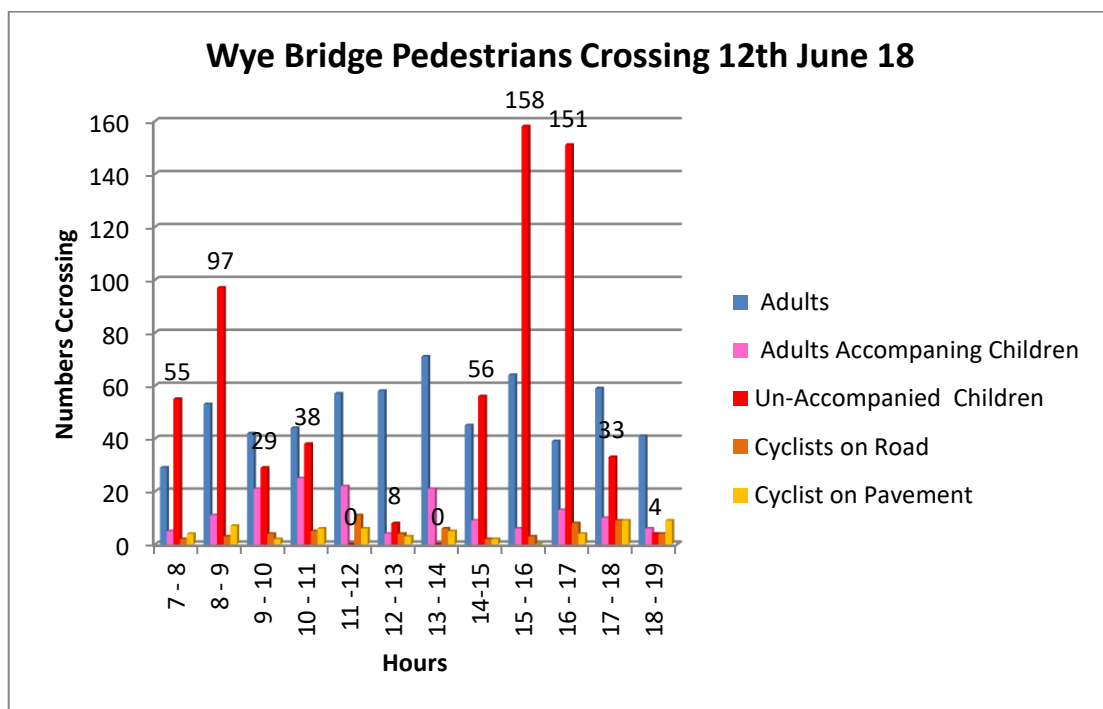


Figure 2 – Pedestrians Crossing – Tuesday 12th June 2018

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

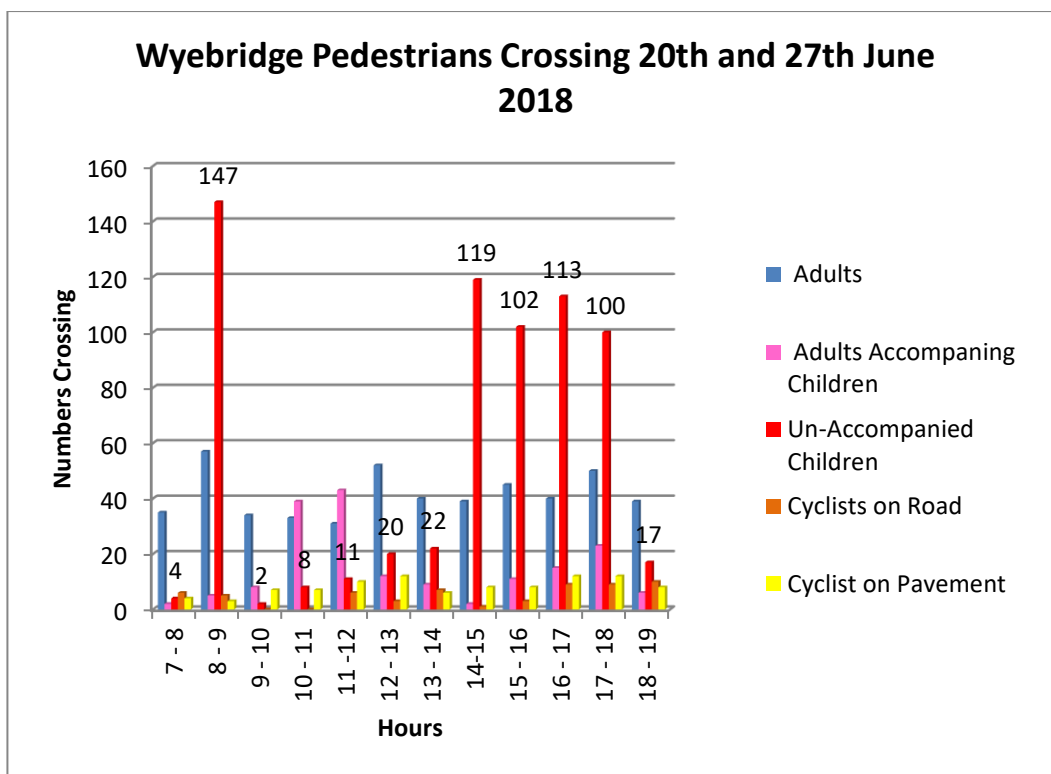


Figure 3 – Pedestrians crossing – Wednesday 20th and 27th June 2018

*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%	

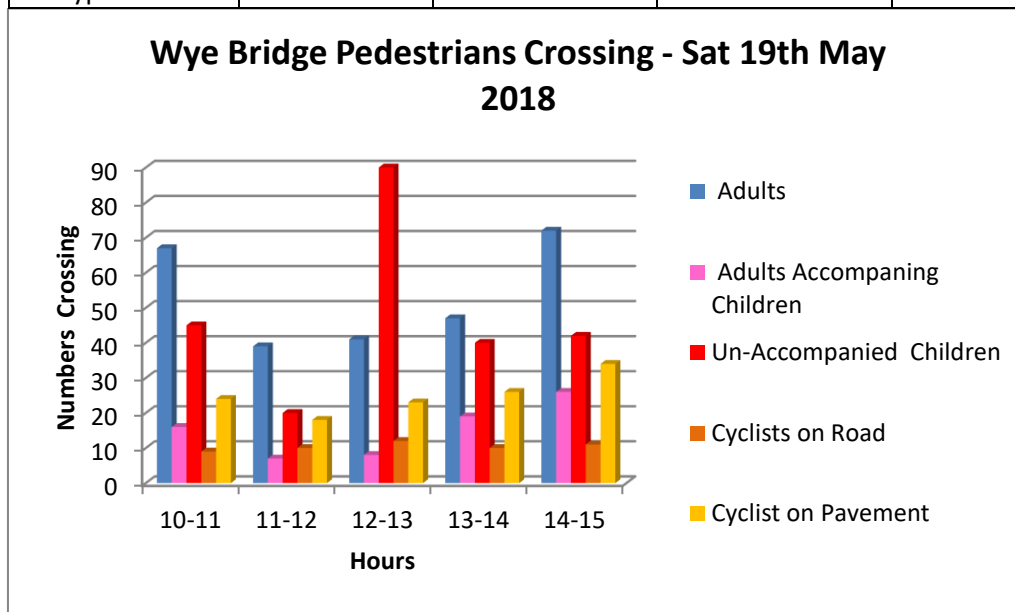


Figure 4 – Pedestrians Crossing – Saturday 19th May 2018

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

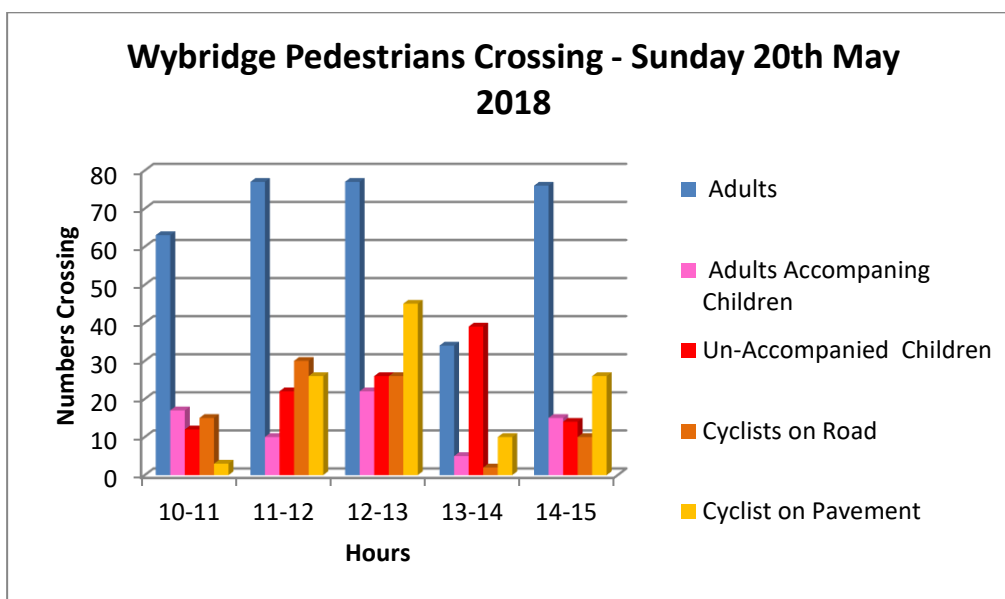


Figure 5 – Pedestrians Crossing – Sunday 20th May 2018

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

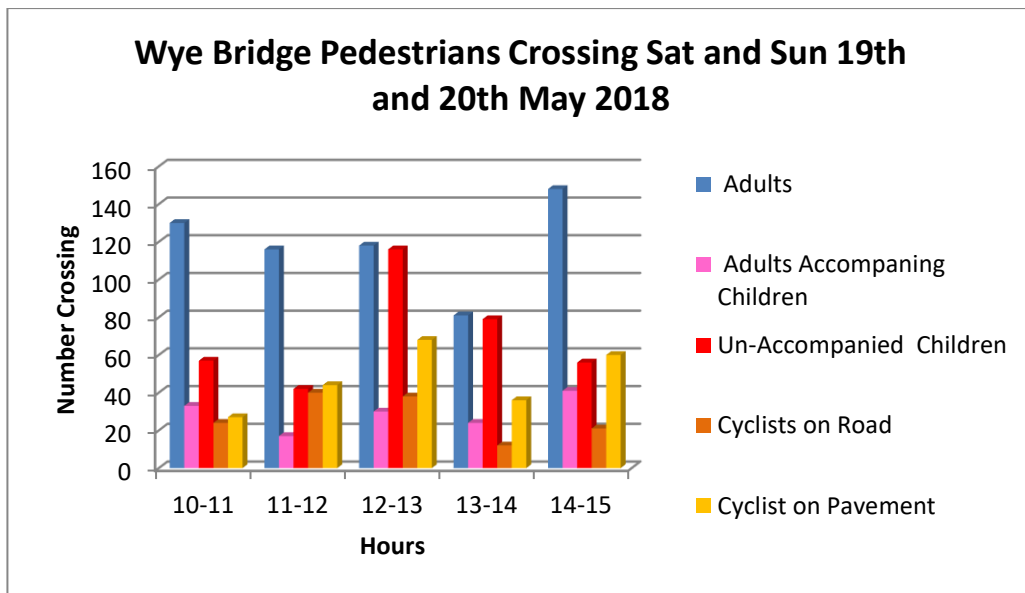


Figure 6 – Pedestrians Crossing – Sat19th and Sun 20th May 2018

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	

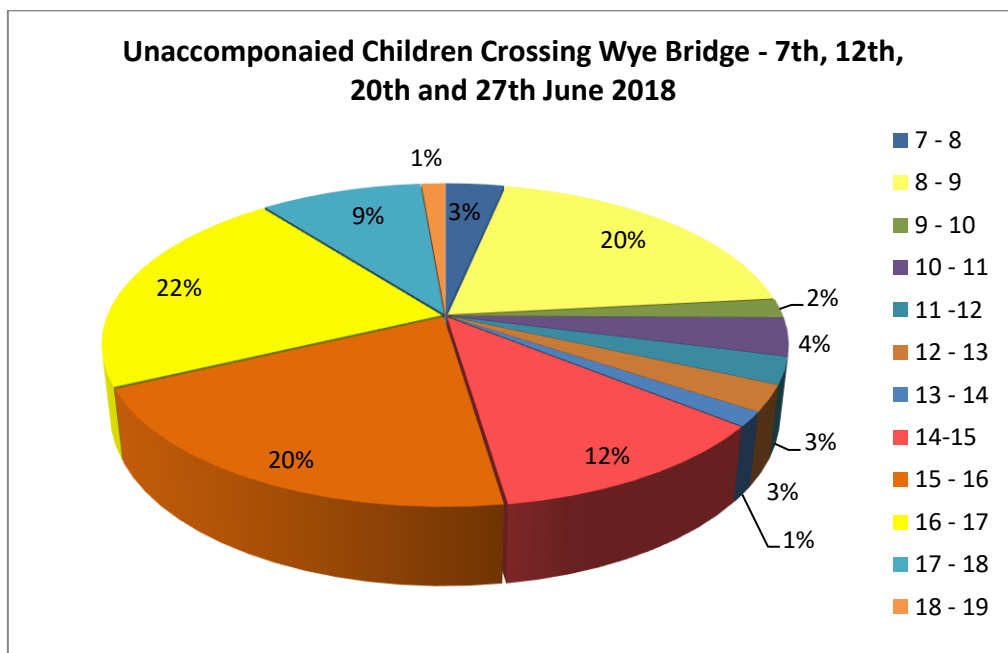


Figure 7 – Unaccompanied Children Crossing Wye Bridge – Week days June 2018

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').

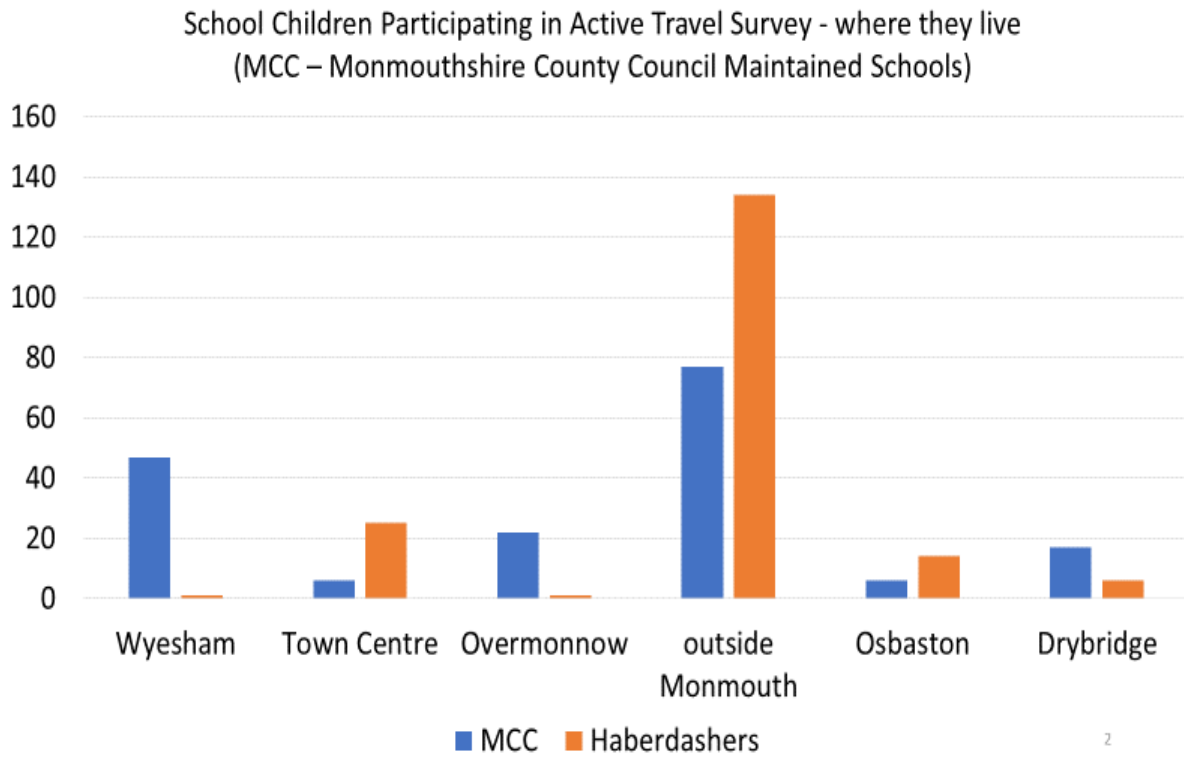
There will be further opportunities for public discussion and engagement on the topic of Active Travel in Monmouth in the future. We will keep you updated as this study develops.

Yours Sincerely,

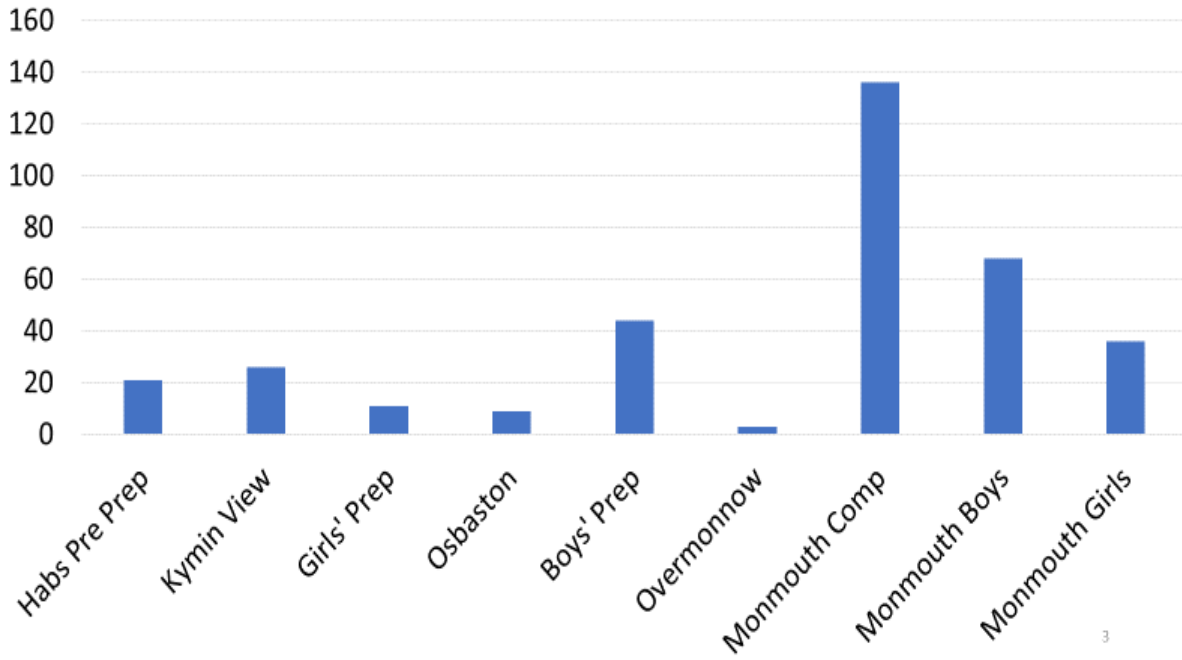
Headteacher

Appendix 4C:

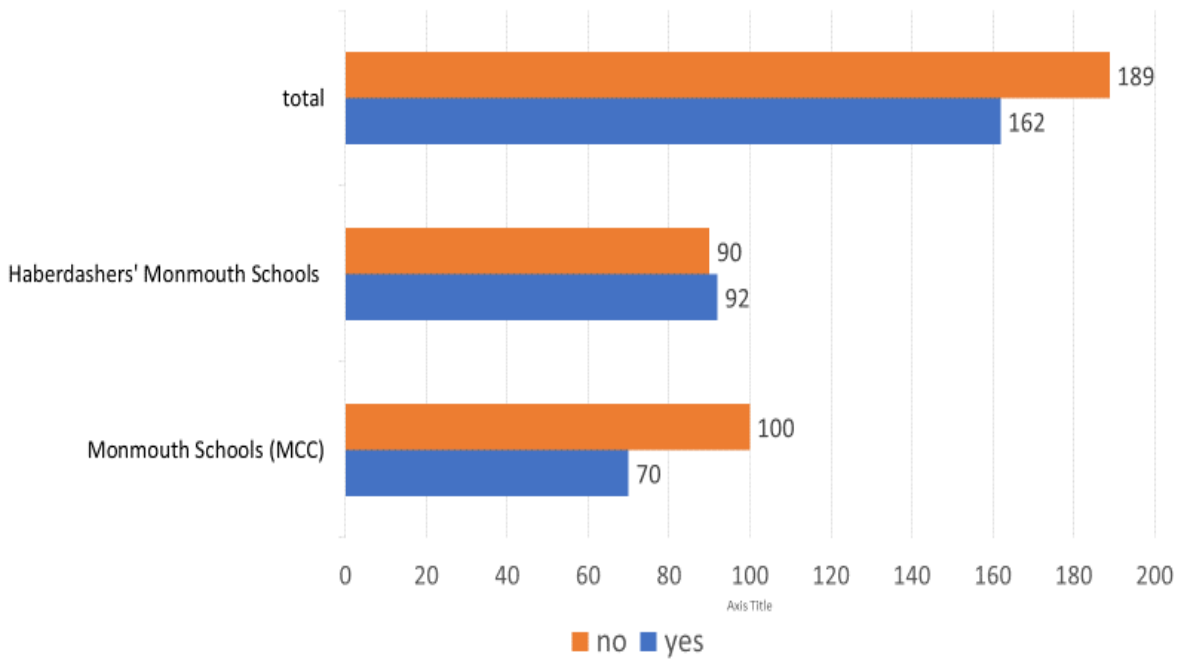
A Summary of data charts and verbal responses from the School Active Travel Survey, conducted between January and March 2018 in Monmouth.



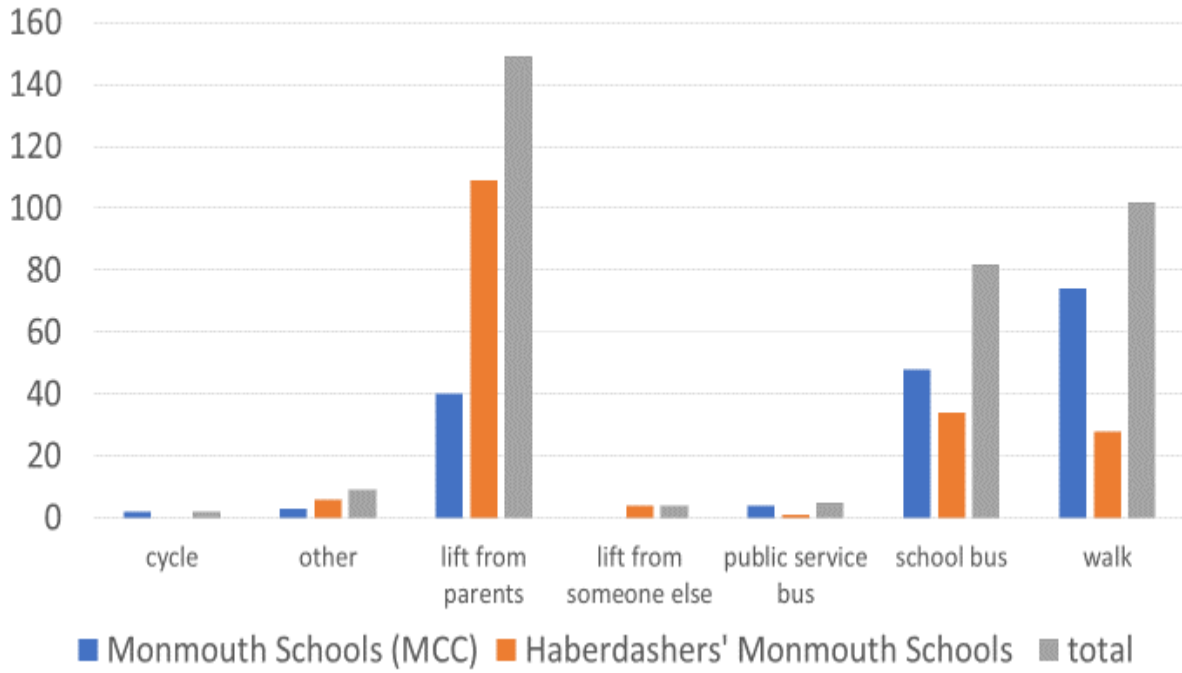
School Children who participated in survey - breakdown of numbers of participants from each school



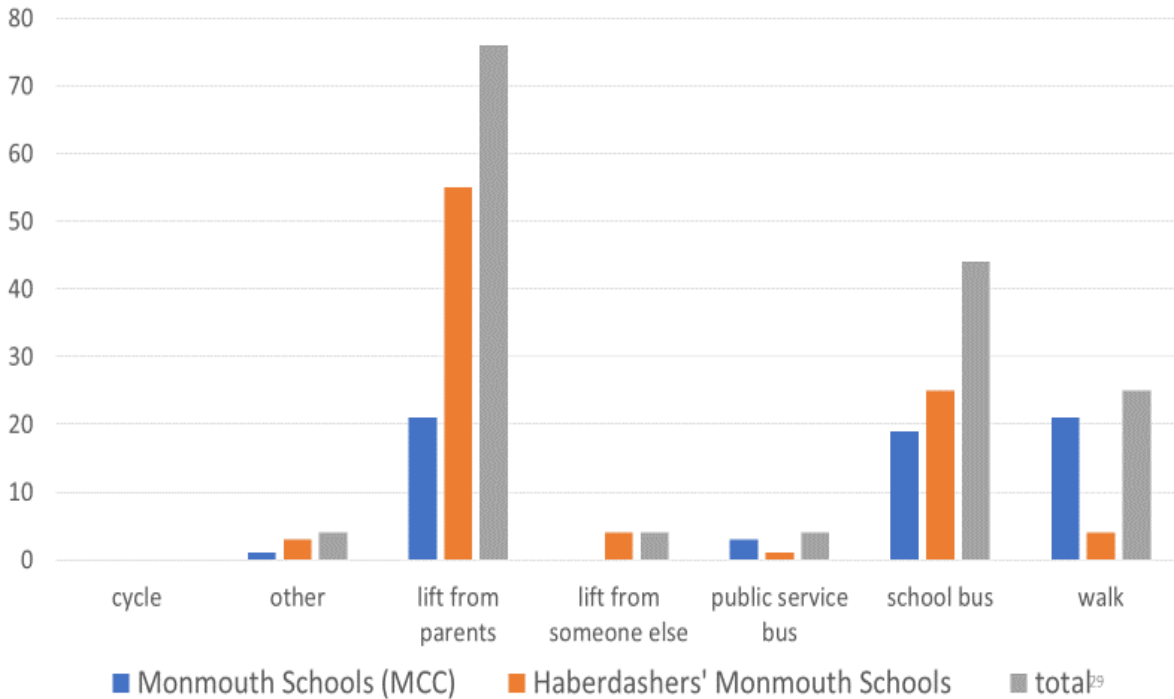
Do you cross the River Wye to get to school?



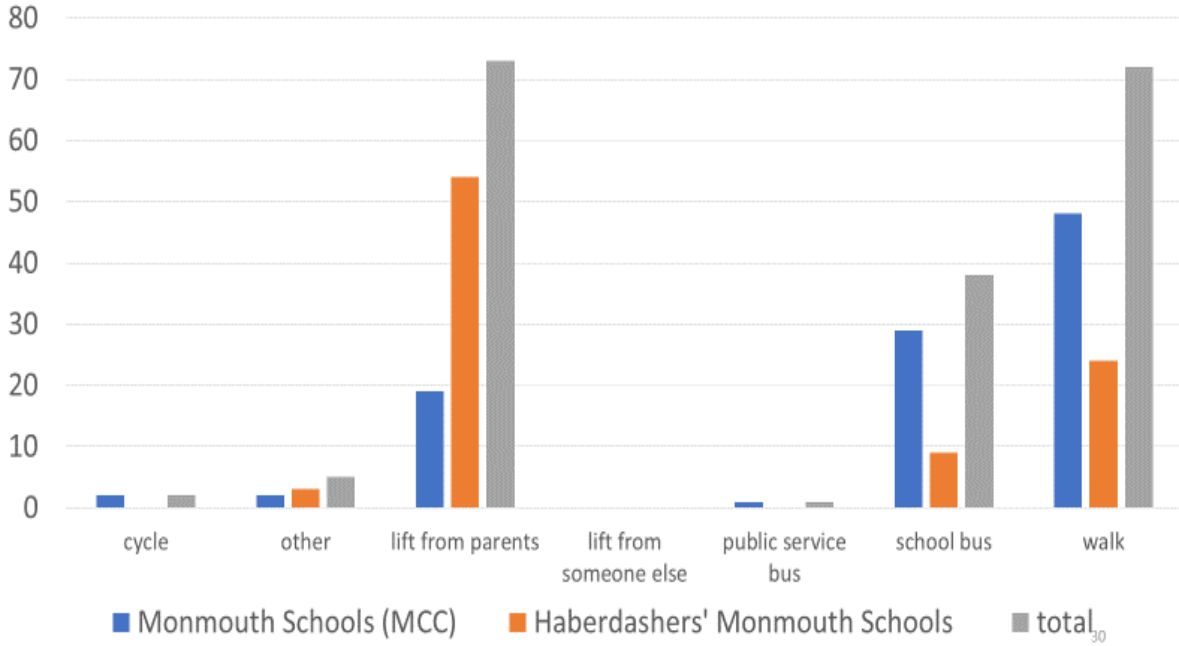
How do you normally get to school? (complete survey response)



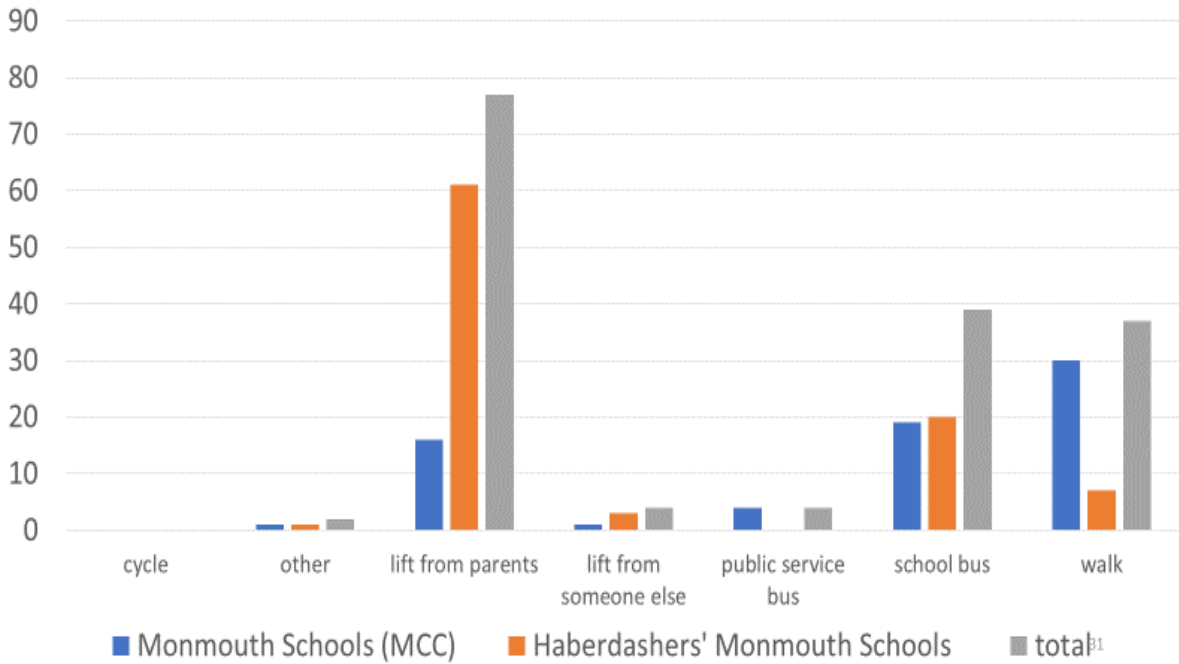
Students who cross the Wye Bridge - How do you normally get to school?



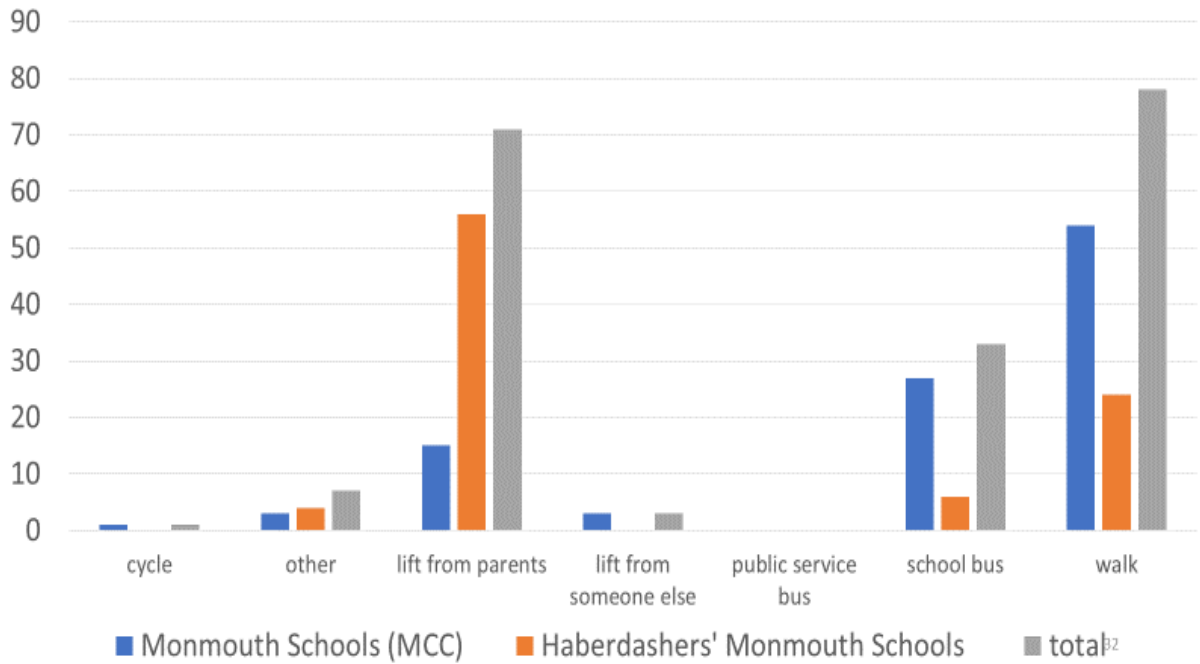
Students who do not cross the Wye Bridge - how do you normally get to school?



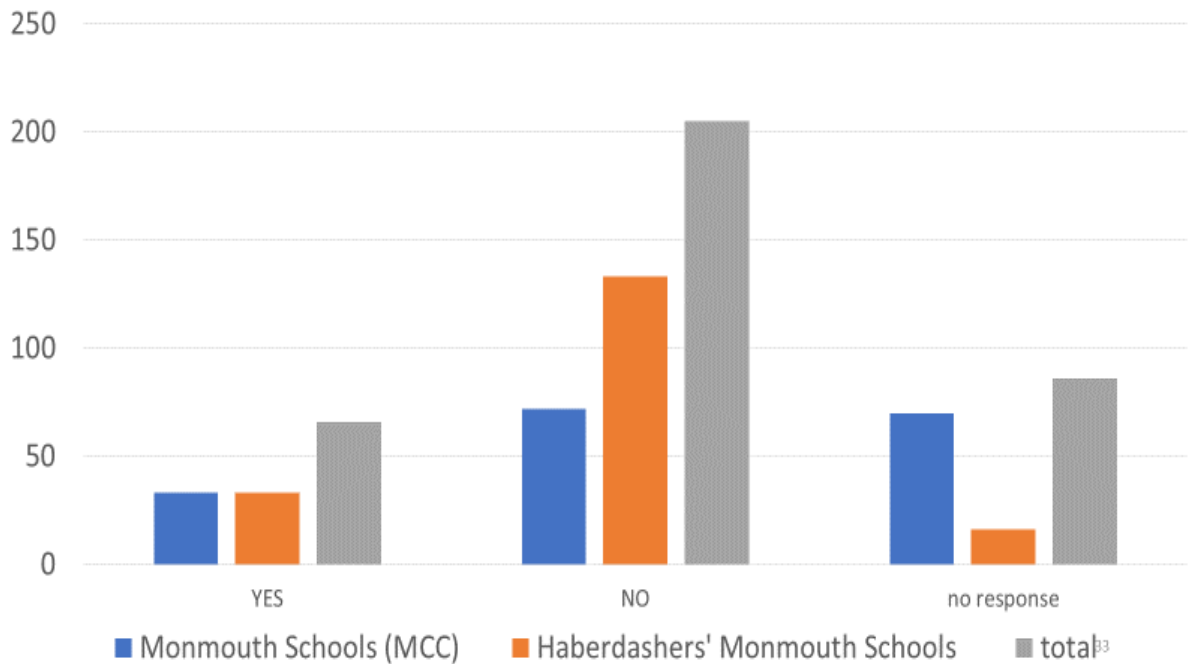
Students who cross the Wye Bridge - how do you normally get home from school?



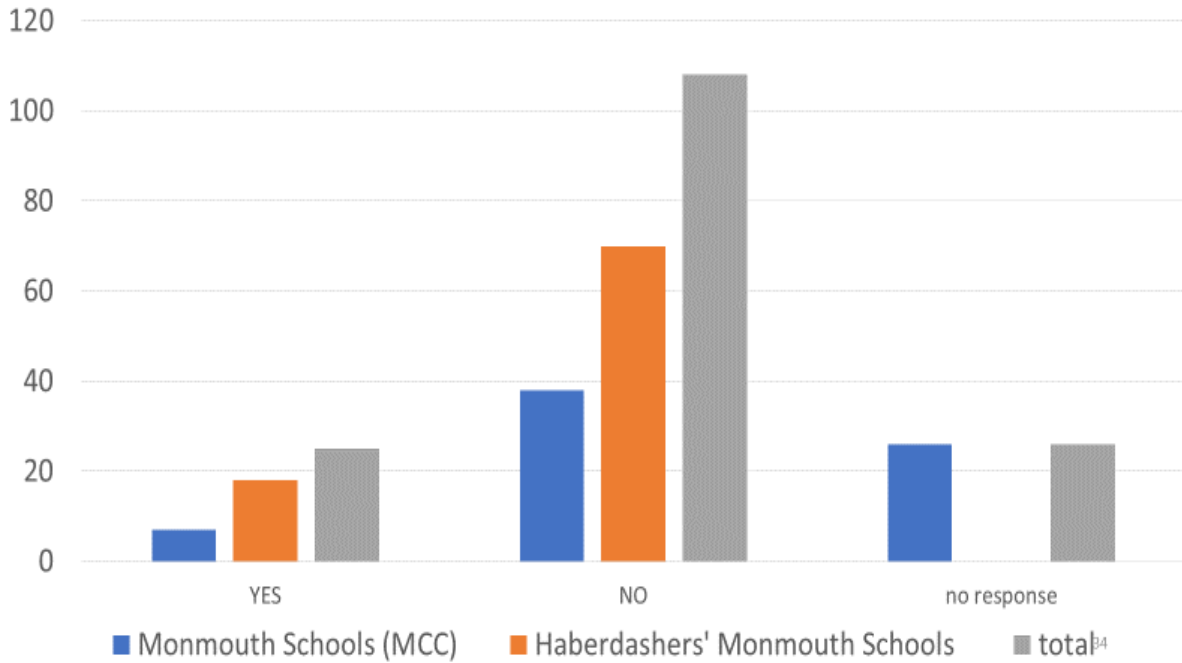
Students who do not cross the Wye Bridge - how do you get home from school?



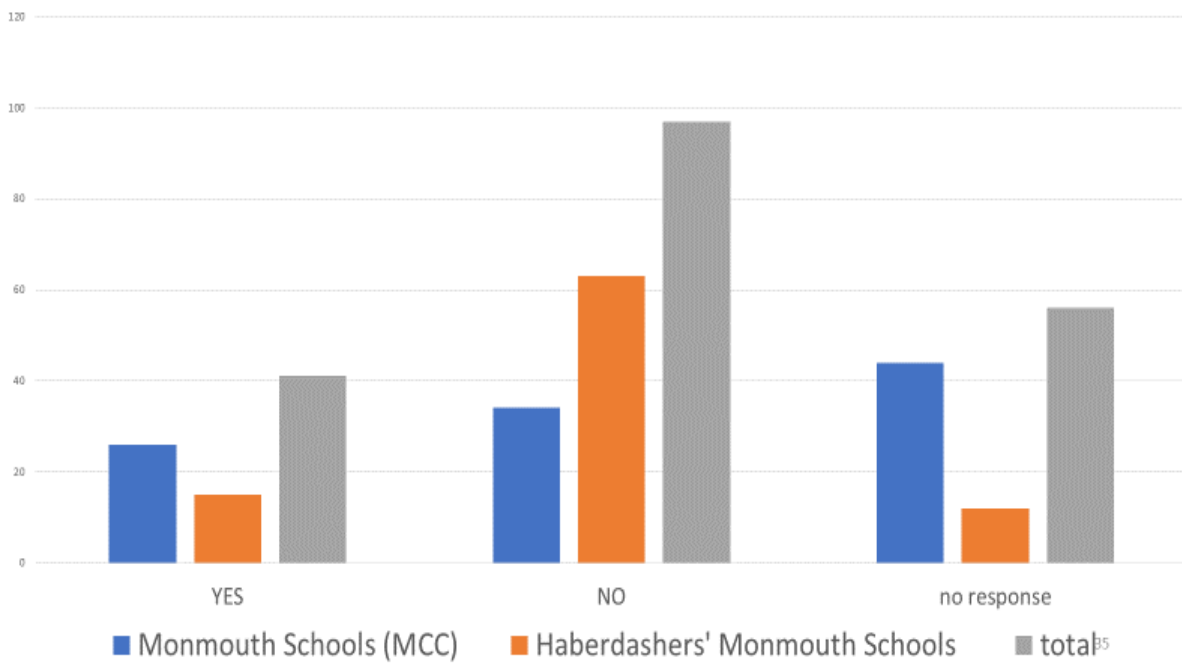
If you are not currently walking to school, would you consider it? (full survey response)



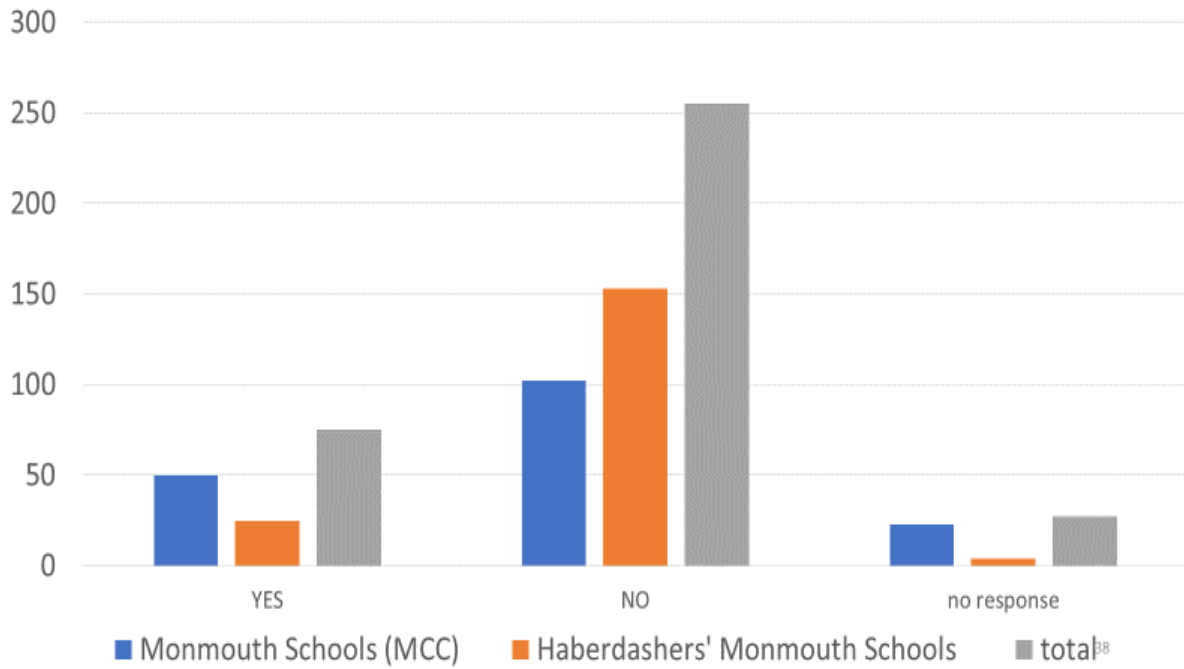
Students who use the Wye bridge - If you are not currently walking to school, would you consider it?



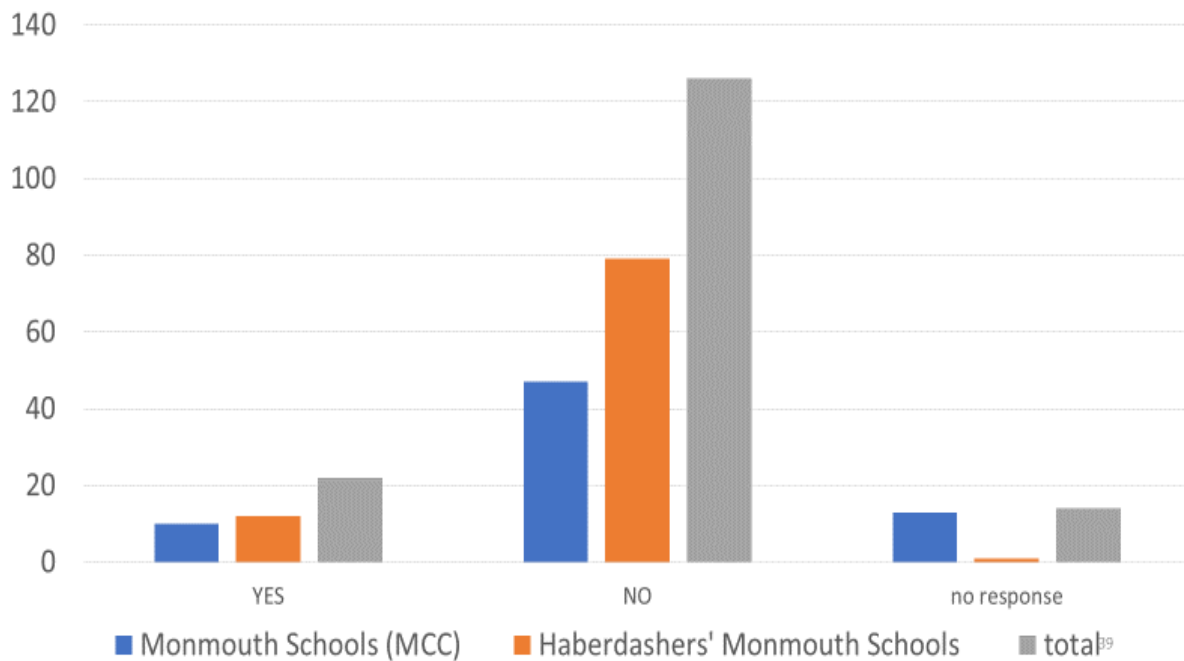
Students who do not use the Wye bridge - If you are not currently walking to school, would you consider it?



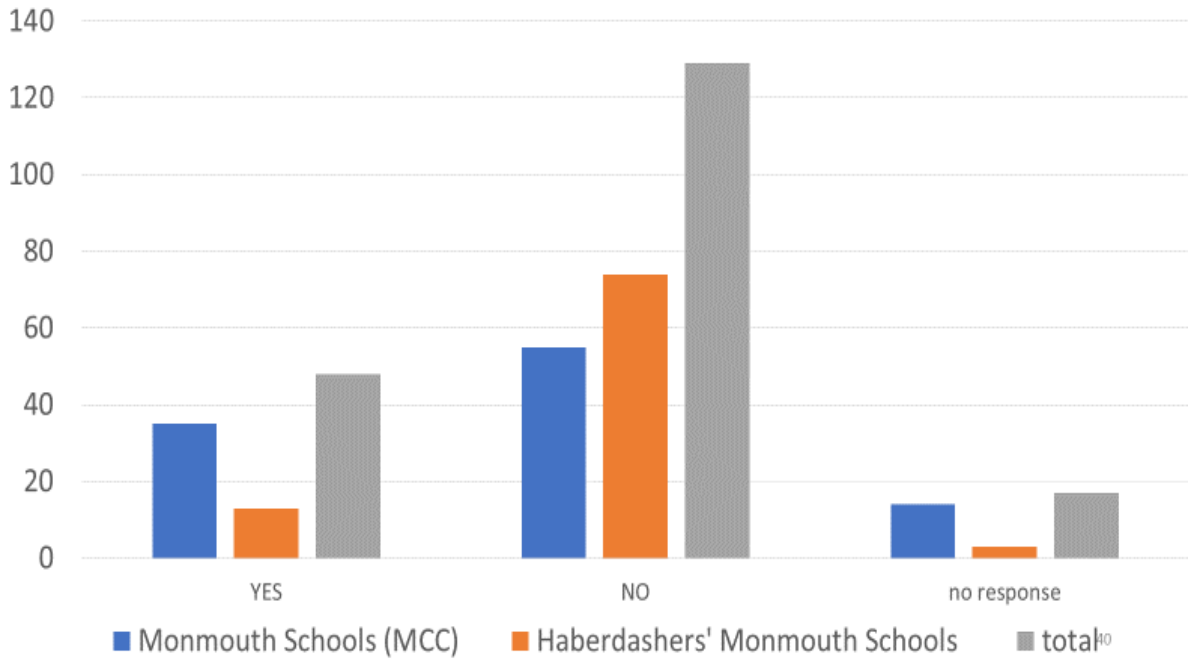
If you are not currently cycling to school, would you consider it? (full response)



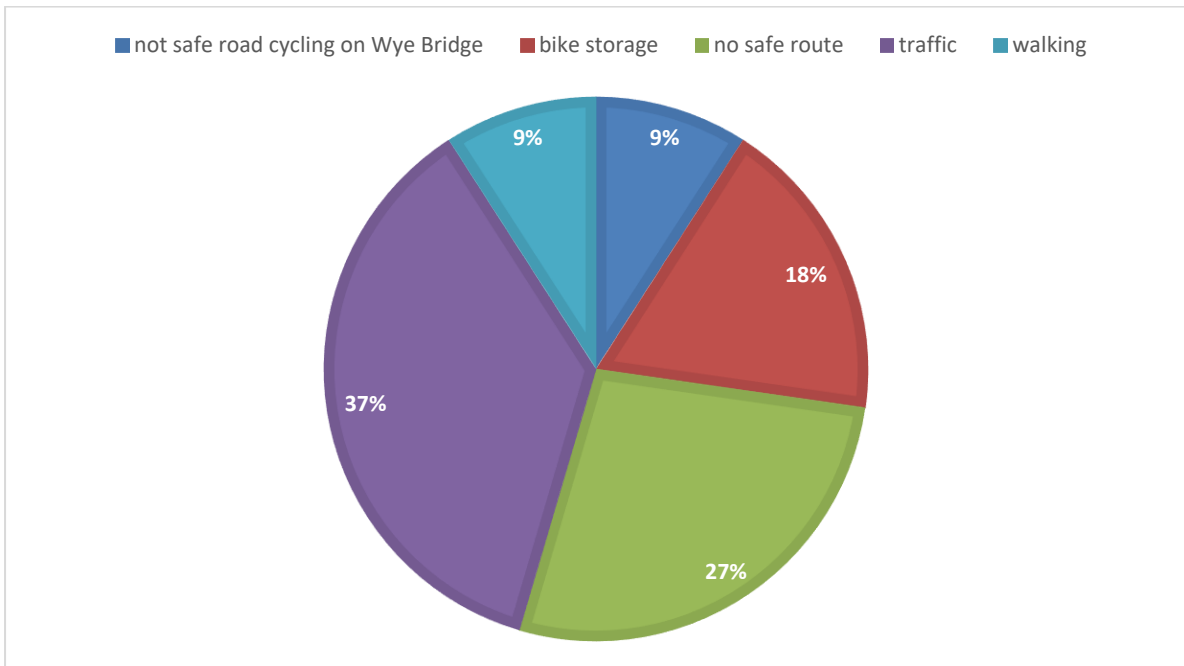
Students who use the Wye bridge - if you are not currently cycling to school, would you consider it?



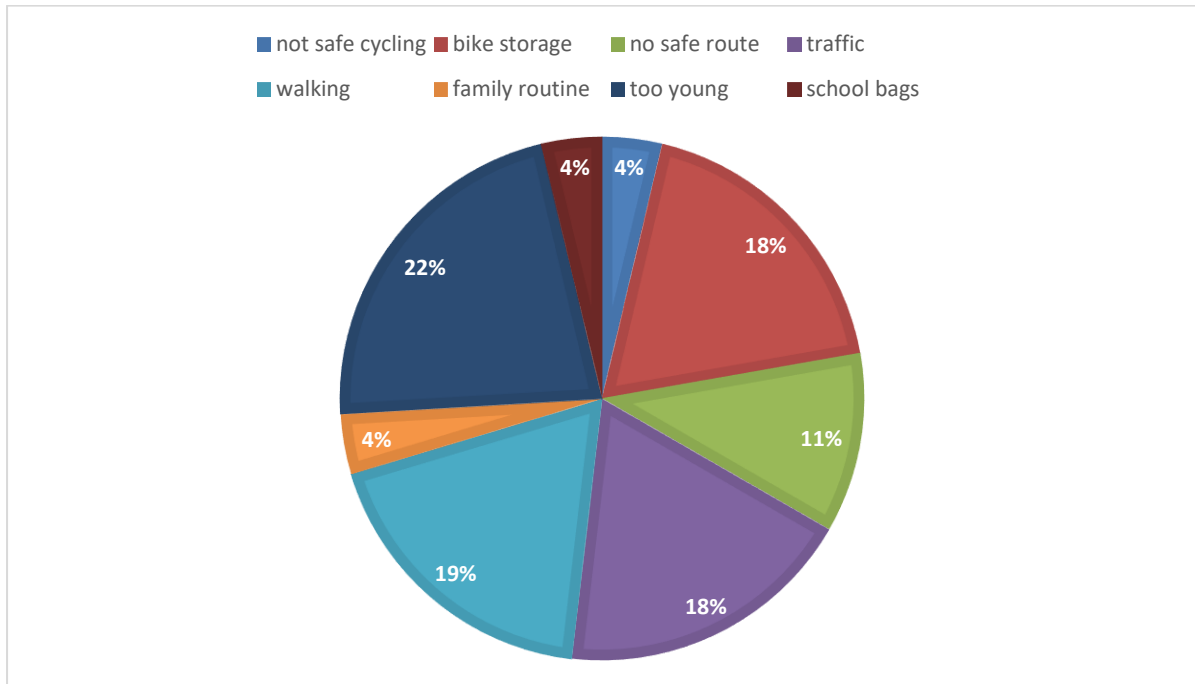
Students who do not use the Wye bridge - if you are not currently cycling to school, would you consider it?



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 TO GET TO SCHOOL UNAIDED SO MUM WALKS WITH ME. IT IS A LONG WAY AND TAKES ME HALF AN 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, year 7, 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 encouraged 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 participants 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 participant's 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 who 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, where participants were 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 as 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	

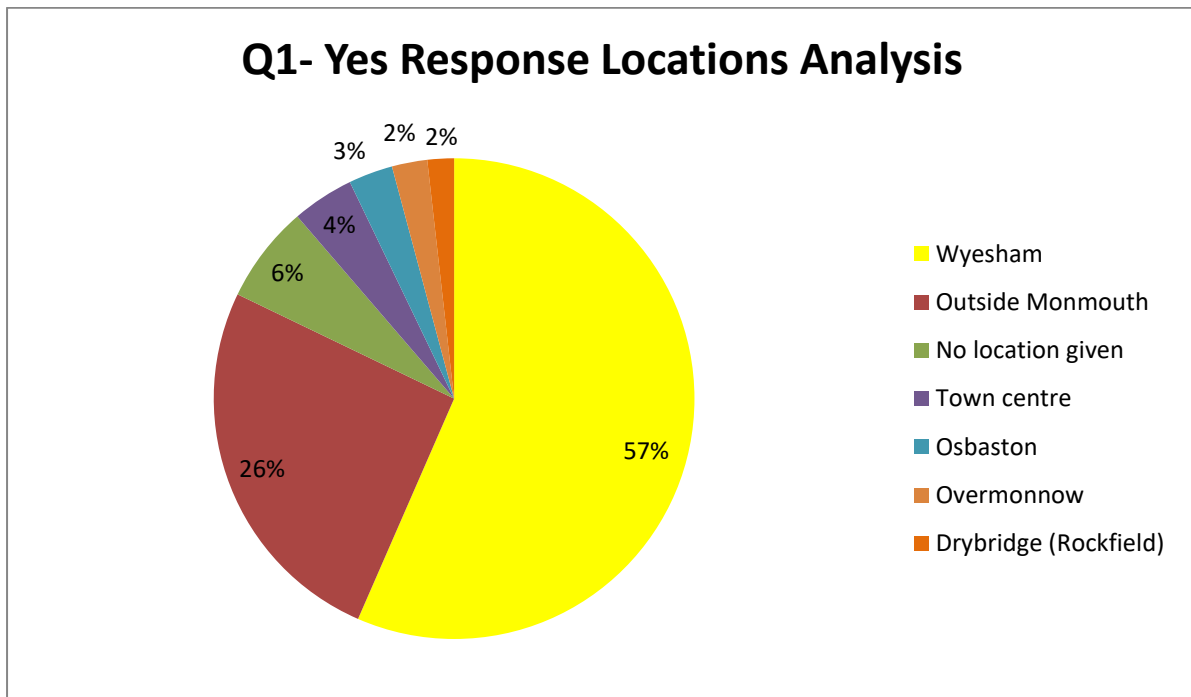


Figure 1 – Q1 Yes Response by Location

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	

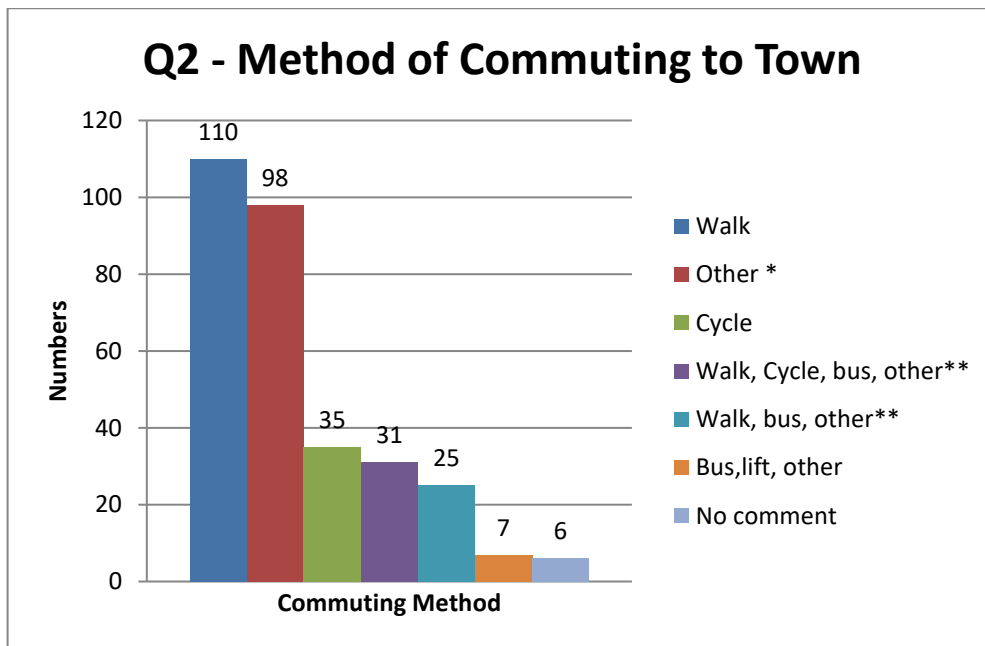


Figure 2 Commuting Methods

*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	

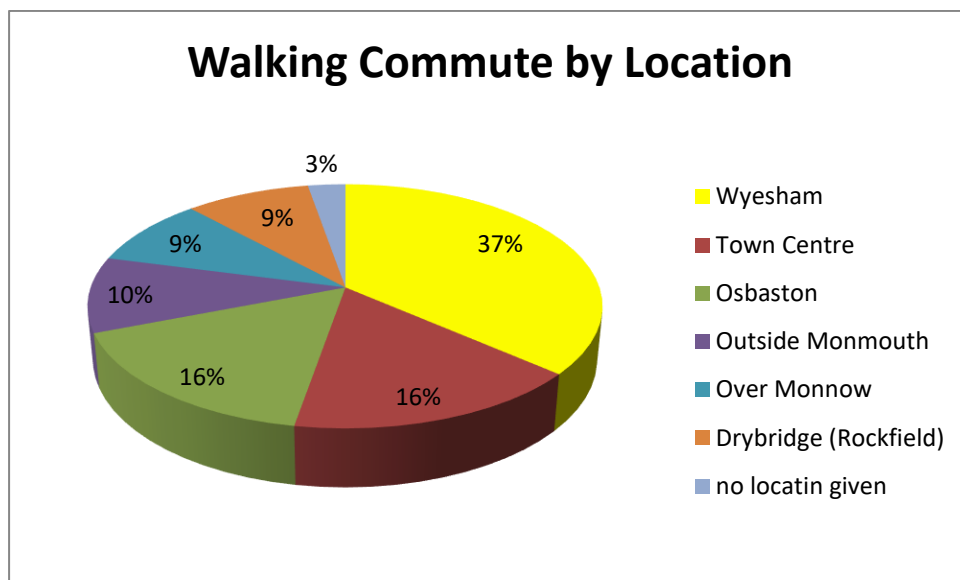


Figure 3 – Walking Commute by Locations

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	

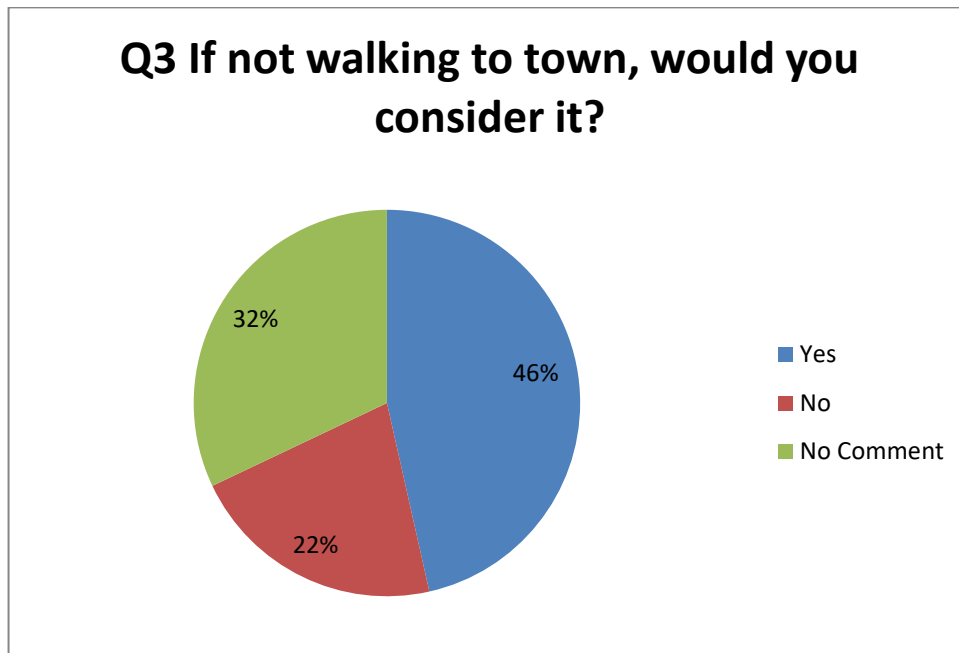


Figure 4 – Yes to Walking

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	

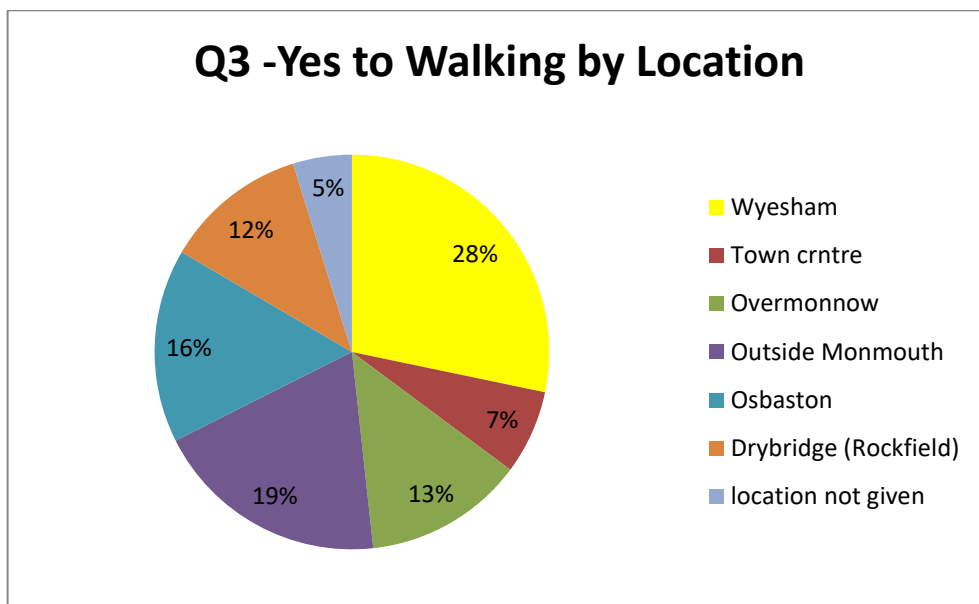


Figure 5 Yes to Walking by Location

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	

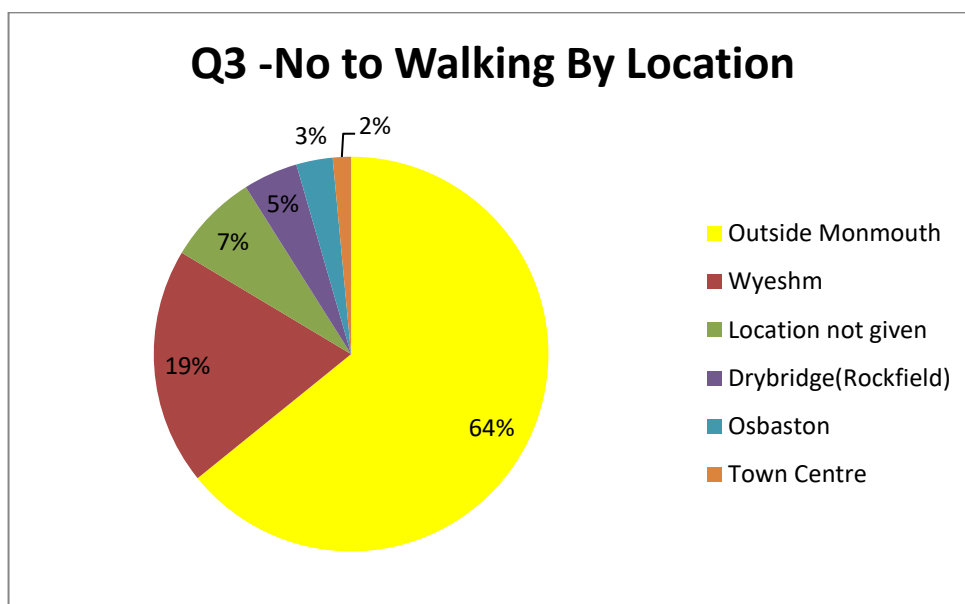


Figure 6 – No to Walking by Location

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	

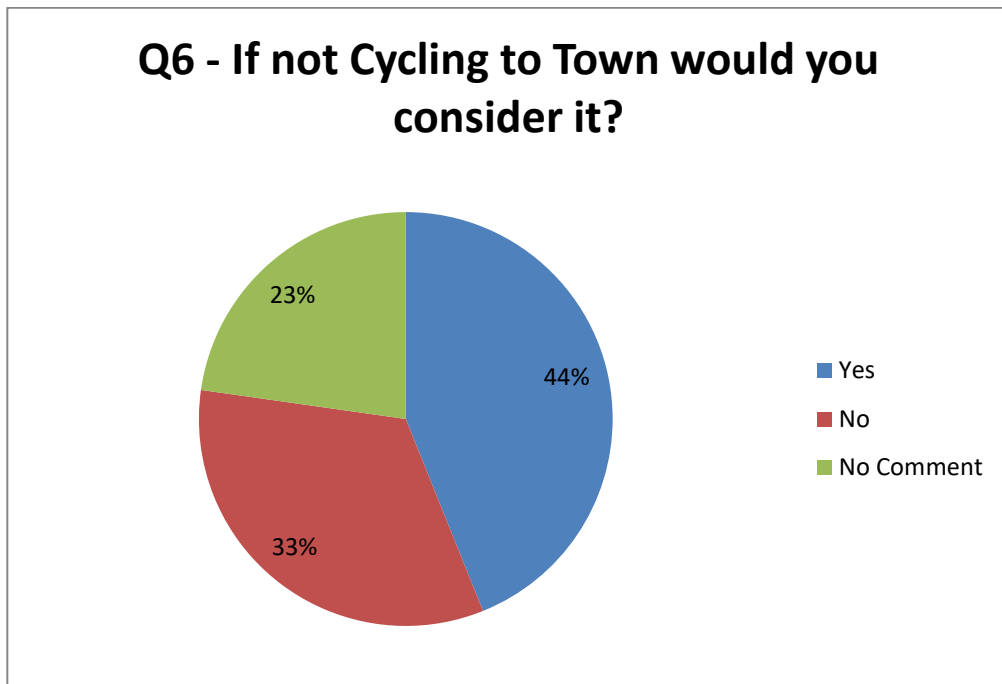


Figure 7 - Yes to Cycling

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	

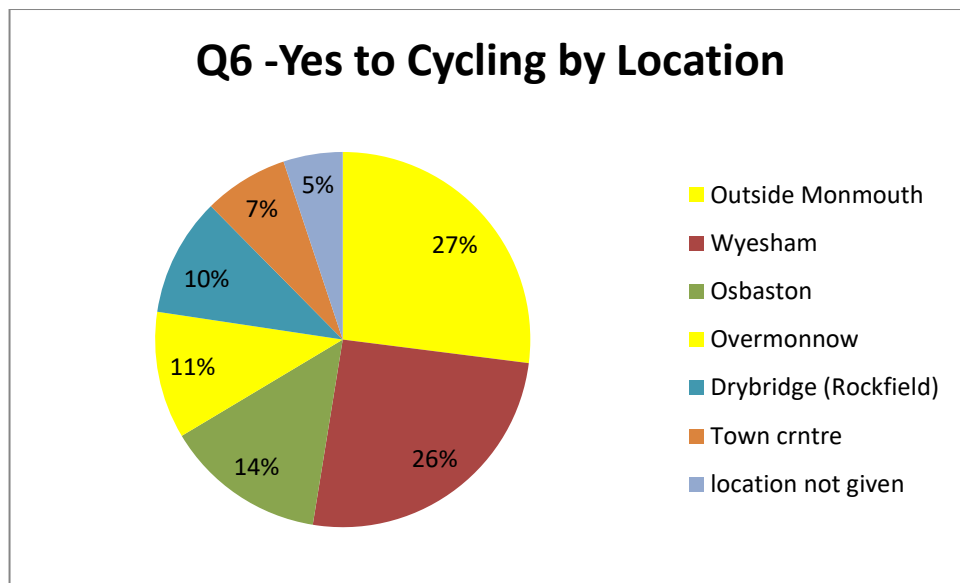


Figure 8 - Yes to Cycling by Location

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	

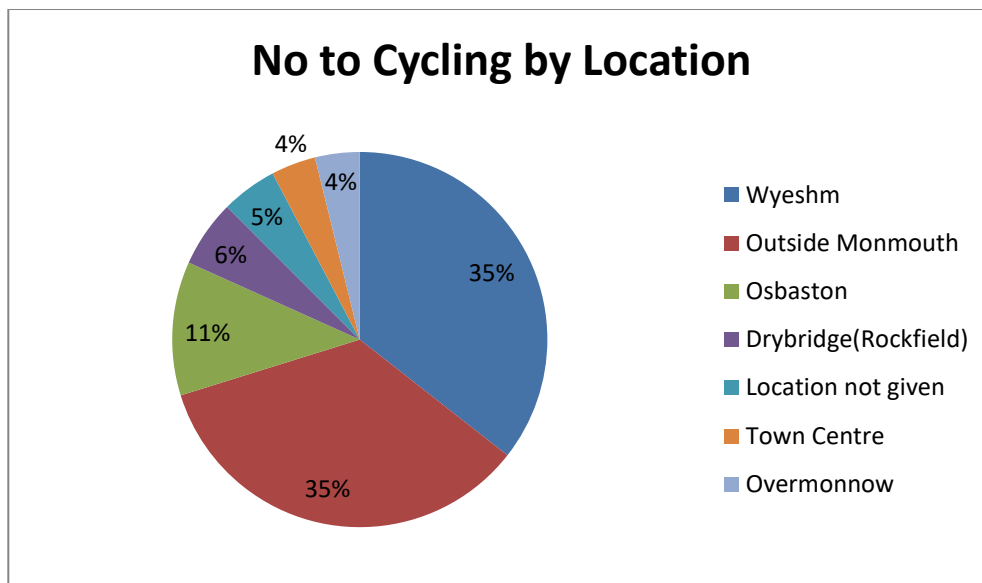


Figure 9 - No to Cycling by Location

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%

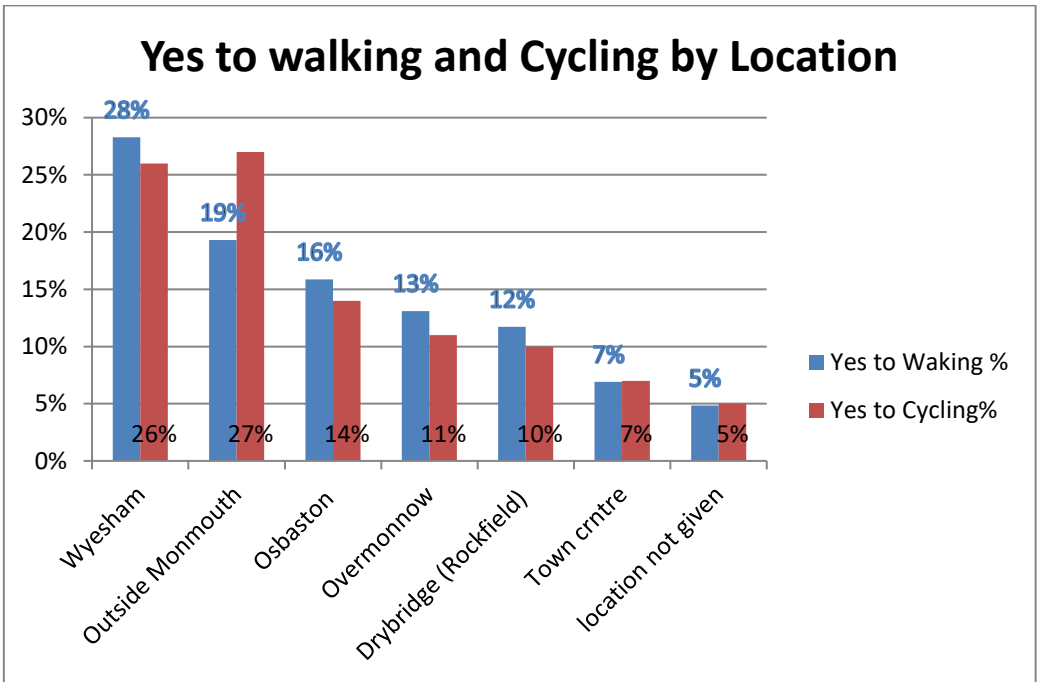


Figure10 - Yes to Walking and Cycling Combined

Q4 why are you currently not walking?

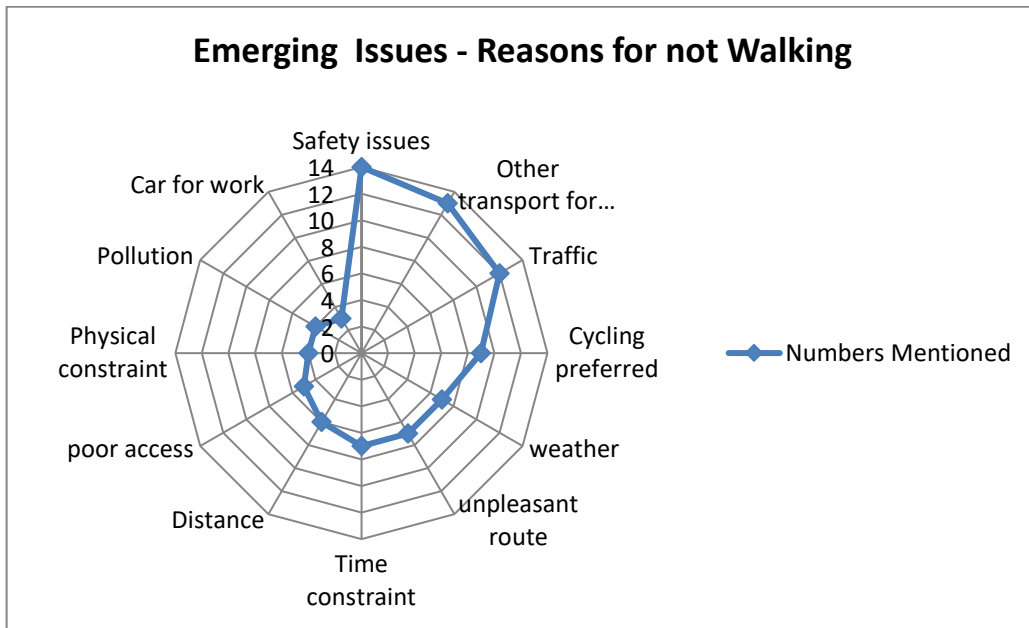


Figure 11 – Reasons for not walking – Issues Emerging

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?

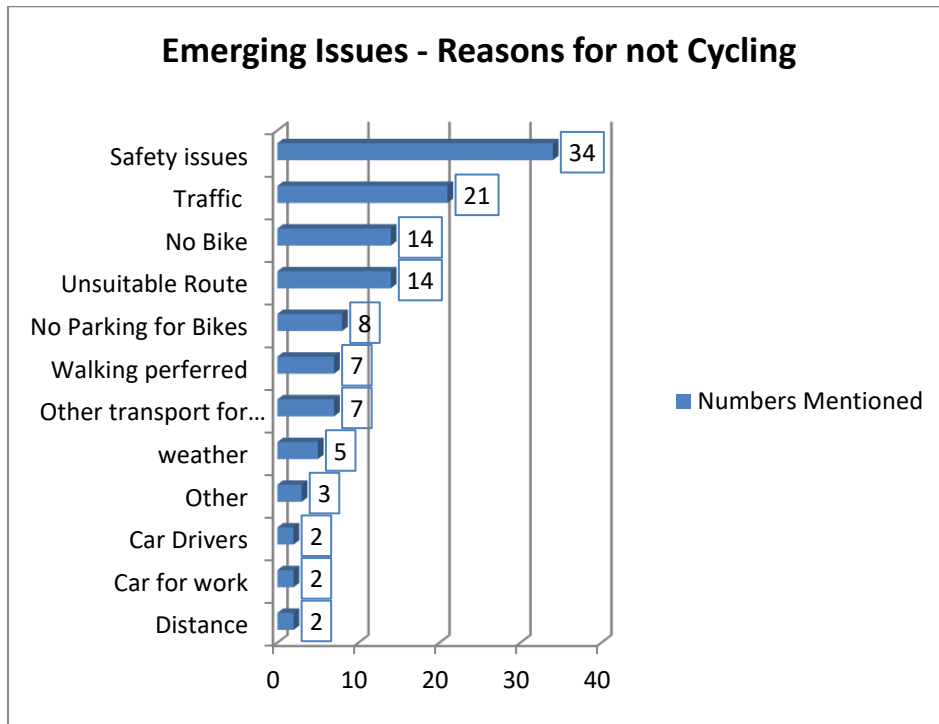


Figure 12 - Reasons for not Cycling – Issues Emerging

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	

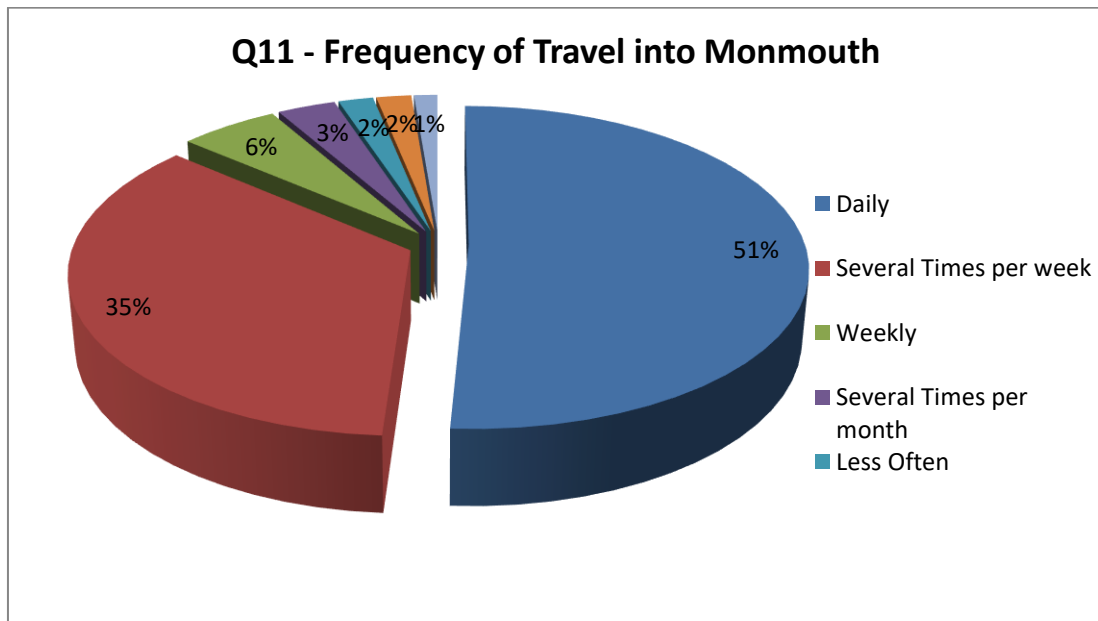


Figure 13 - Frequency of travel into Monmouth

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	

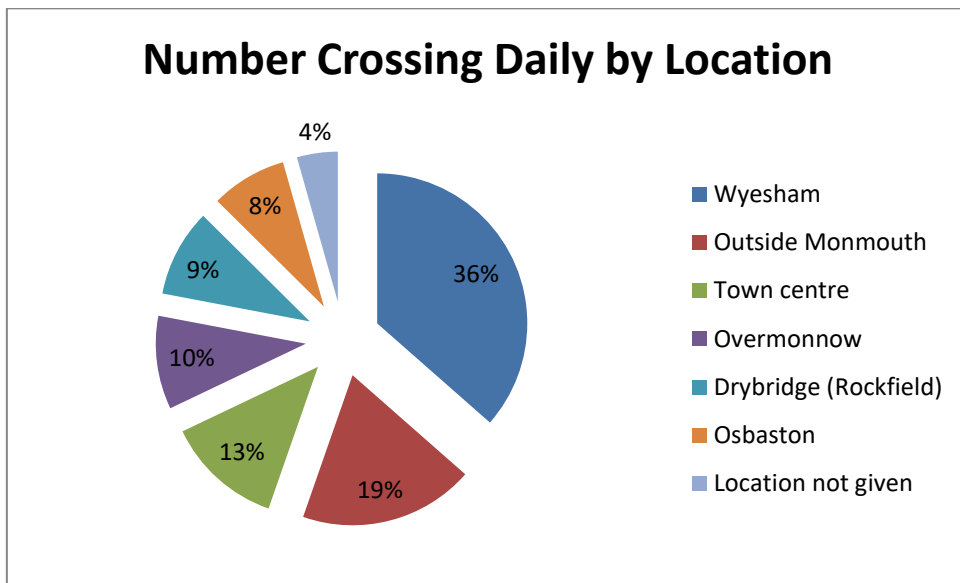


Figure14 - Daily Crossing by Location

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

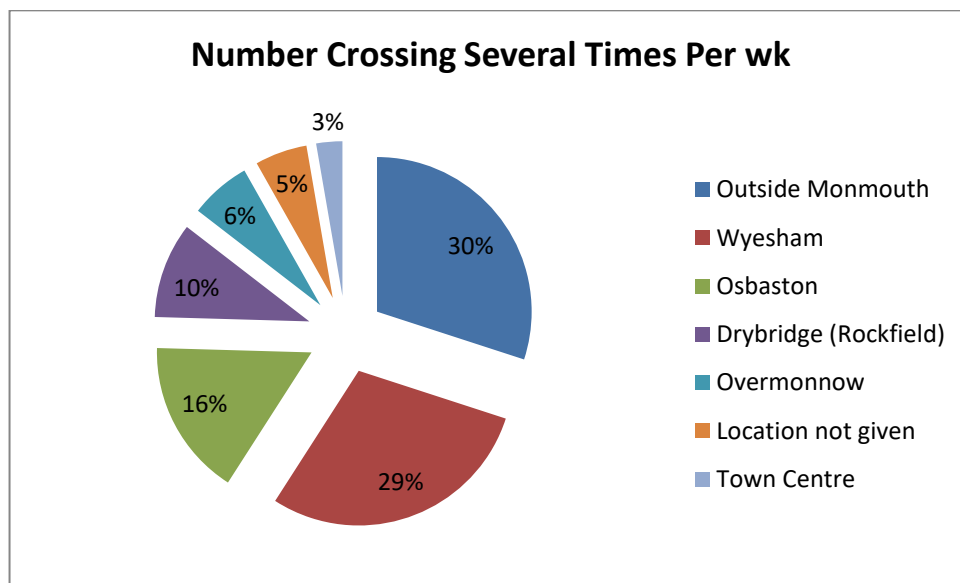


Figure 15 - Several times per Week crossing by Location

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

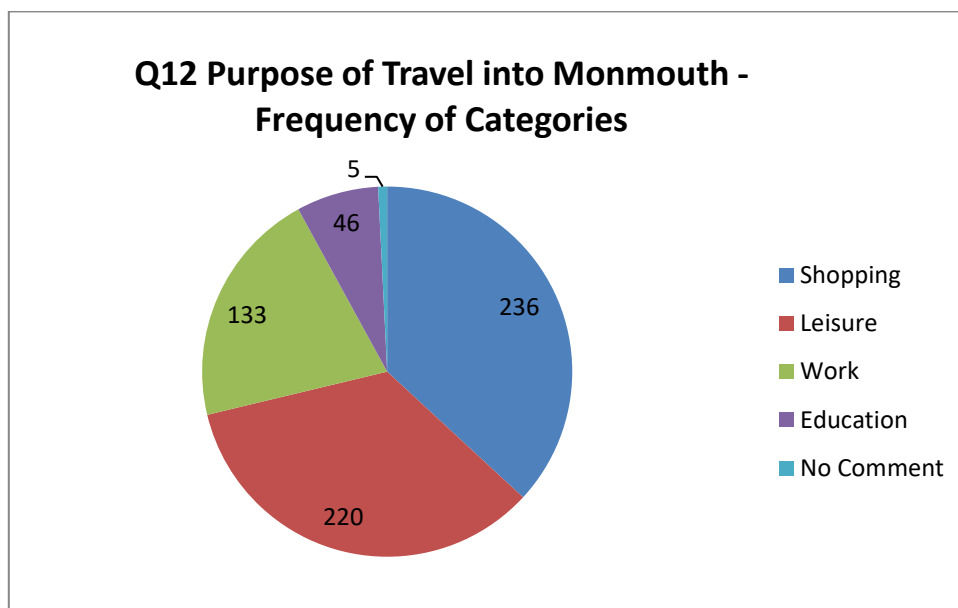


Figure 16 - Purpose of travel into Monmouth

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

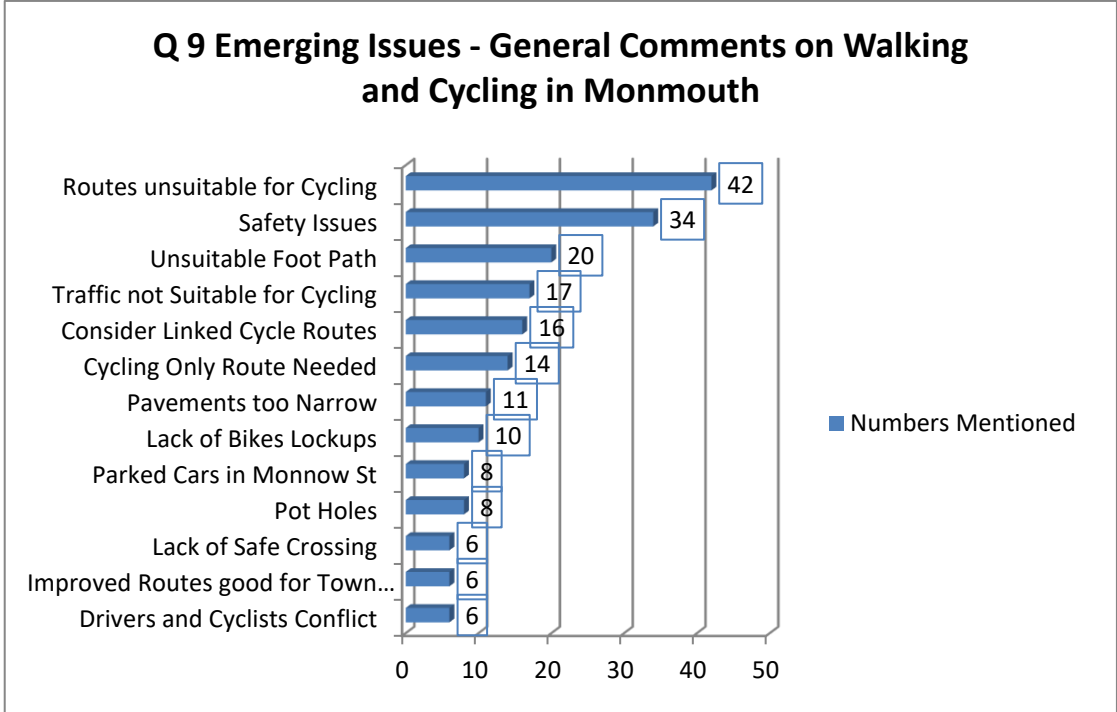


Figure 17 - Frequency of Issues mentioned based on top items highlighted in blue in table 28 above.

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%	

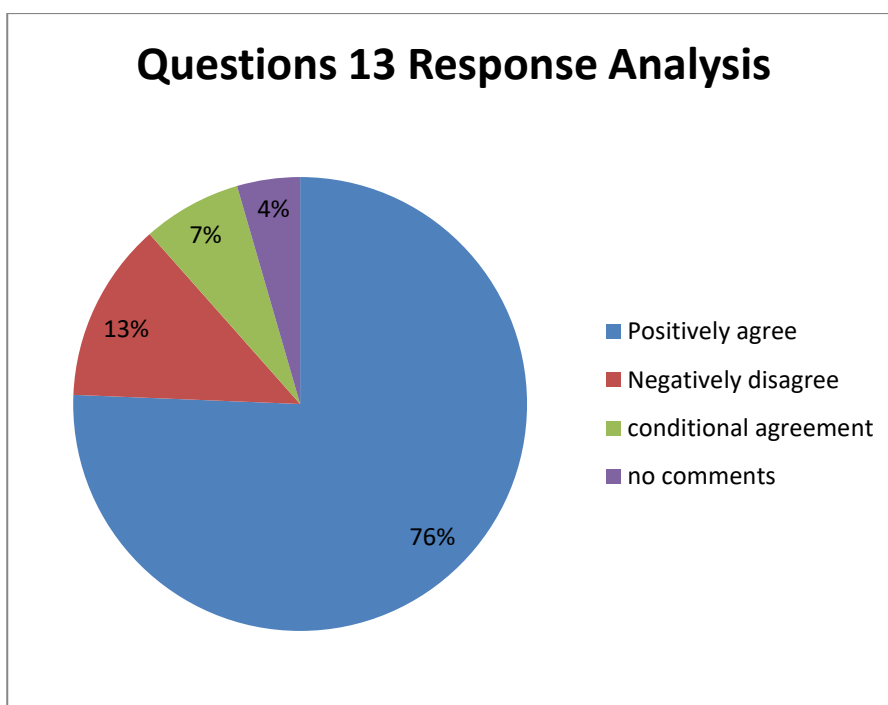


Figure 18 - Q13 Response Analysis

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

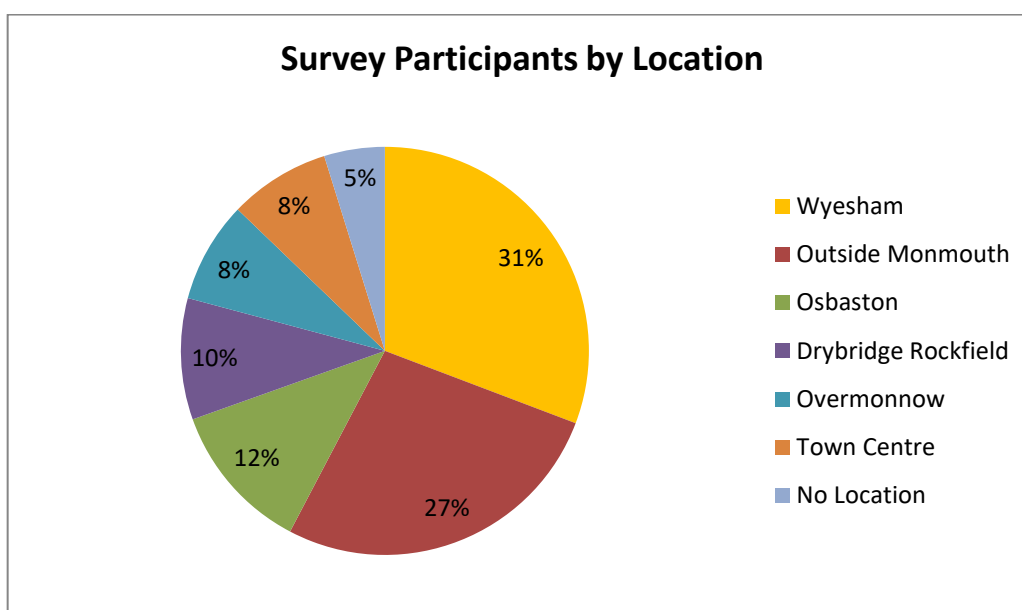


Figure 19 - Survey Participants by Location

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

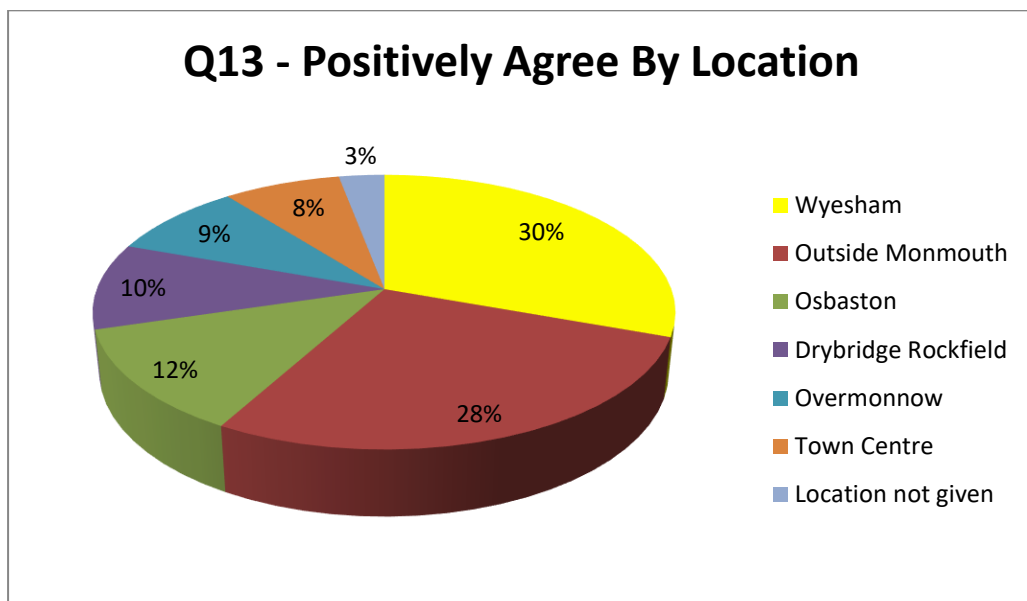


Figure 20 - Positive agreement by Location

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 down 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 suffient 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 a 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 mean 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 alike. 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

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 Dixon 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

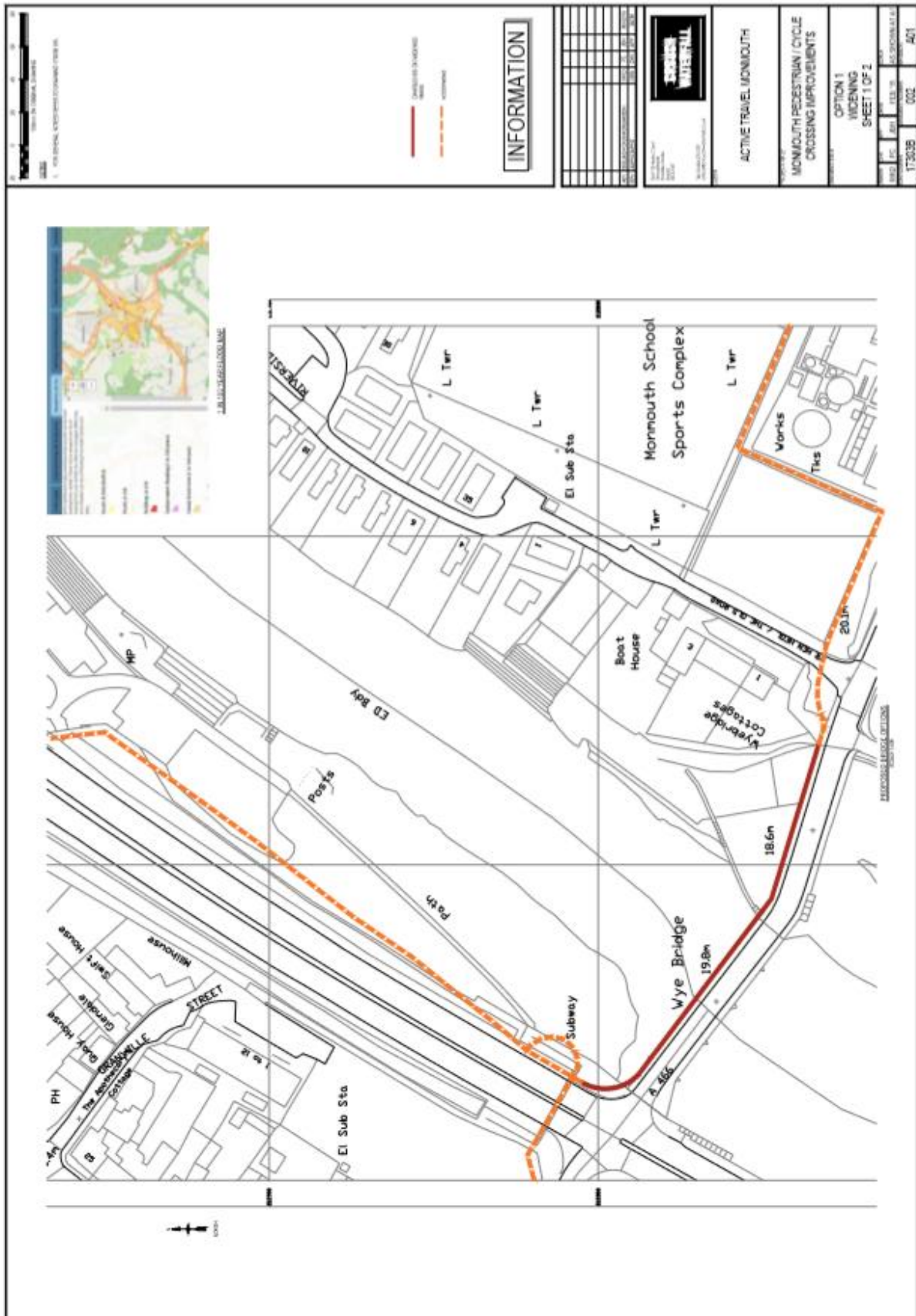
Assessment against Transport Planning Objectives 4.2

	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

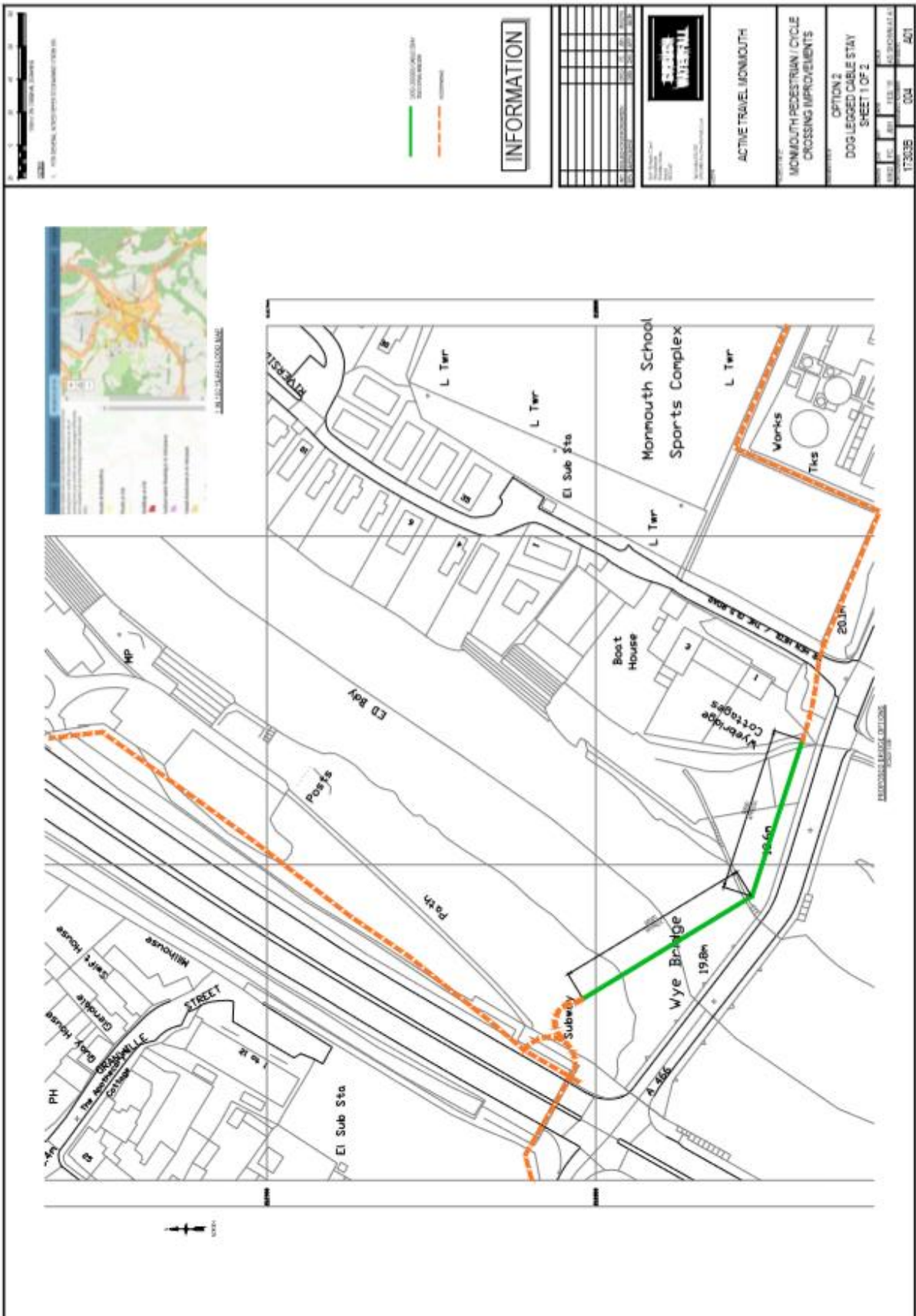
Worthwhile further work

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.

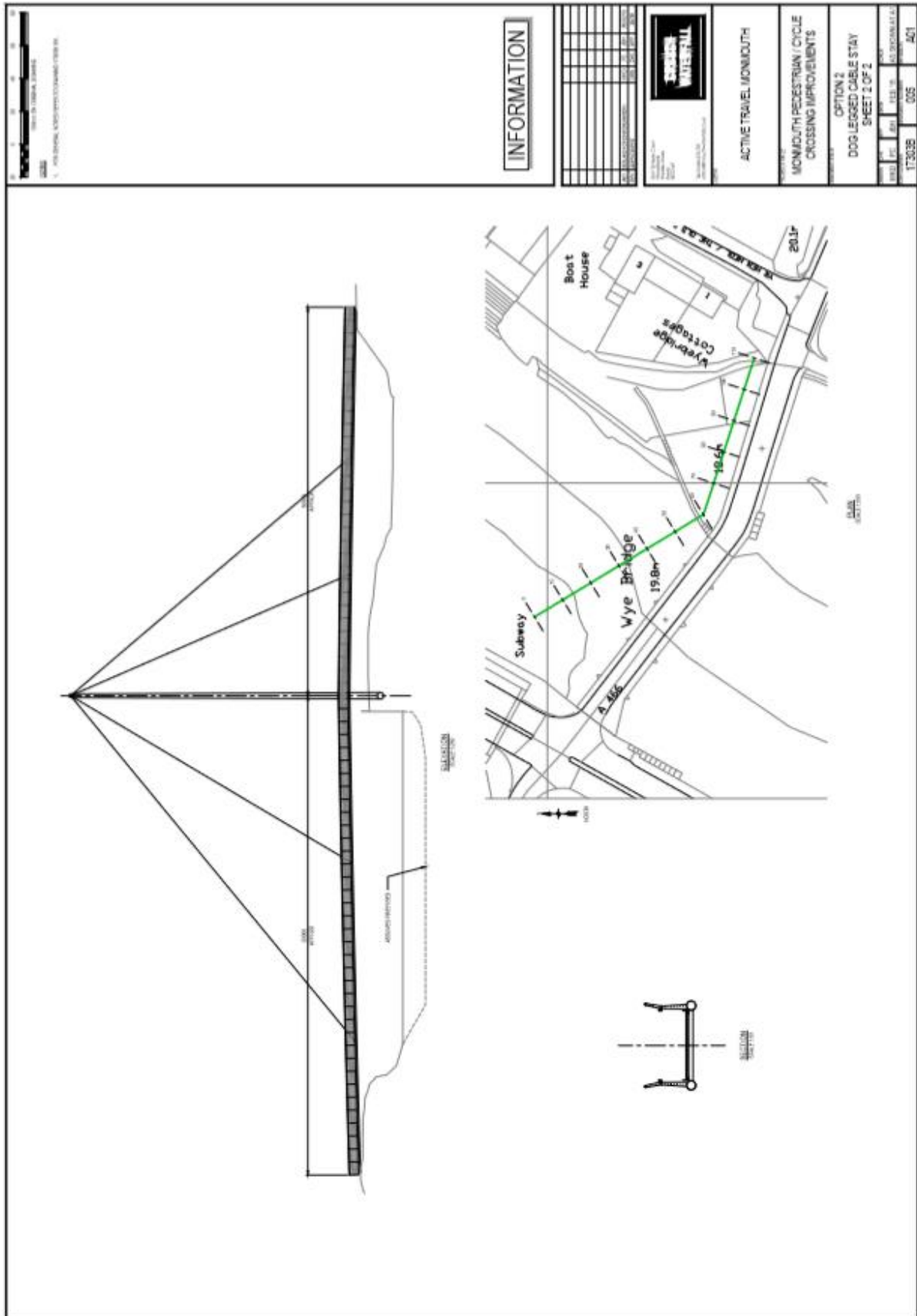
Appendix 9 Option 1 Widening Layout and Elevation Schematic drawing 17303B-002



Appendix 9 Option 2 Dog Legged Cable Stay Layout and Elevation Schematic drawing 17303B-004

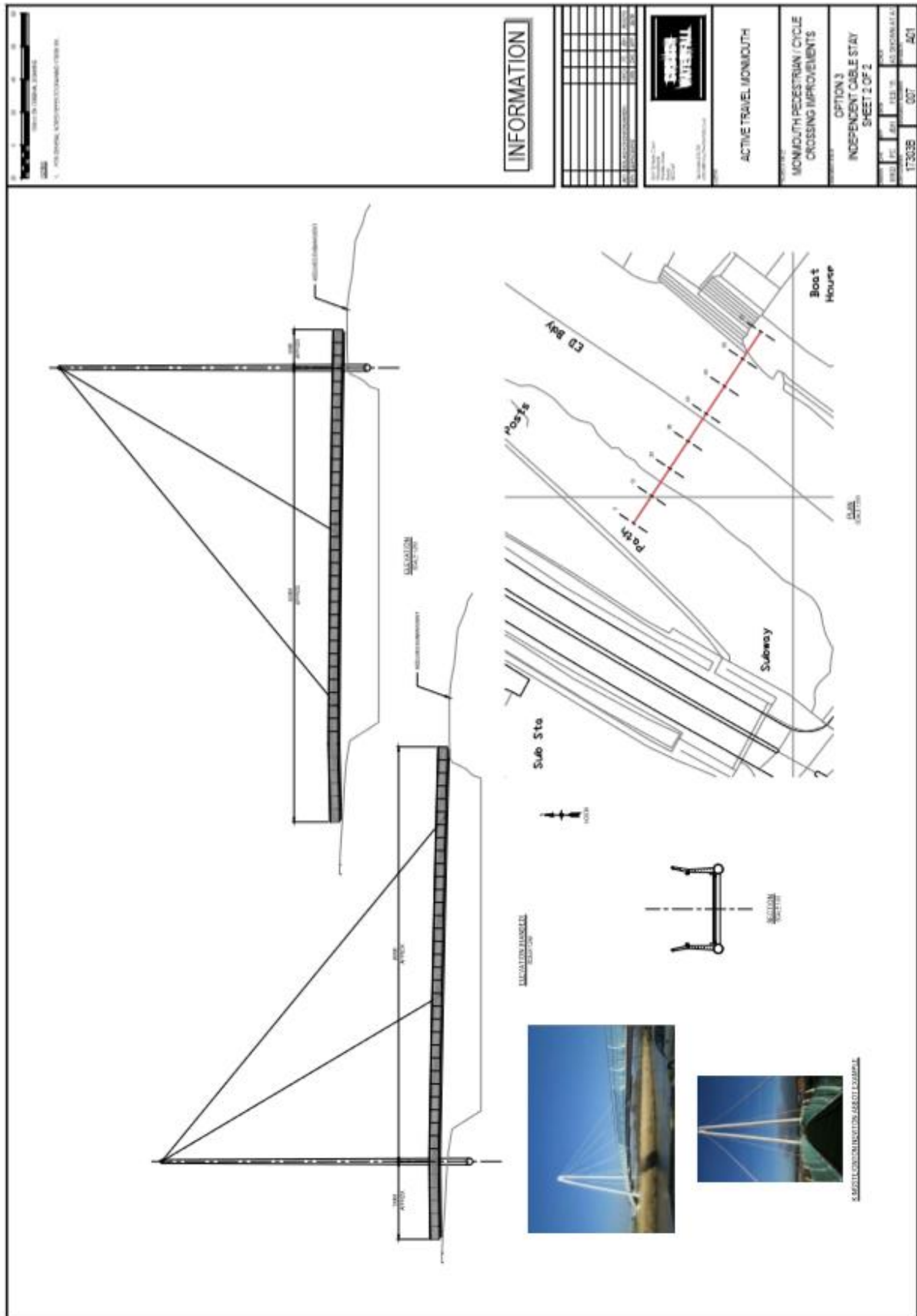


Appendix 9 Option 2 Dog Legged Cable Stay Layout and Elevation Schematic drawing 17303B-005



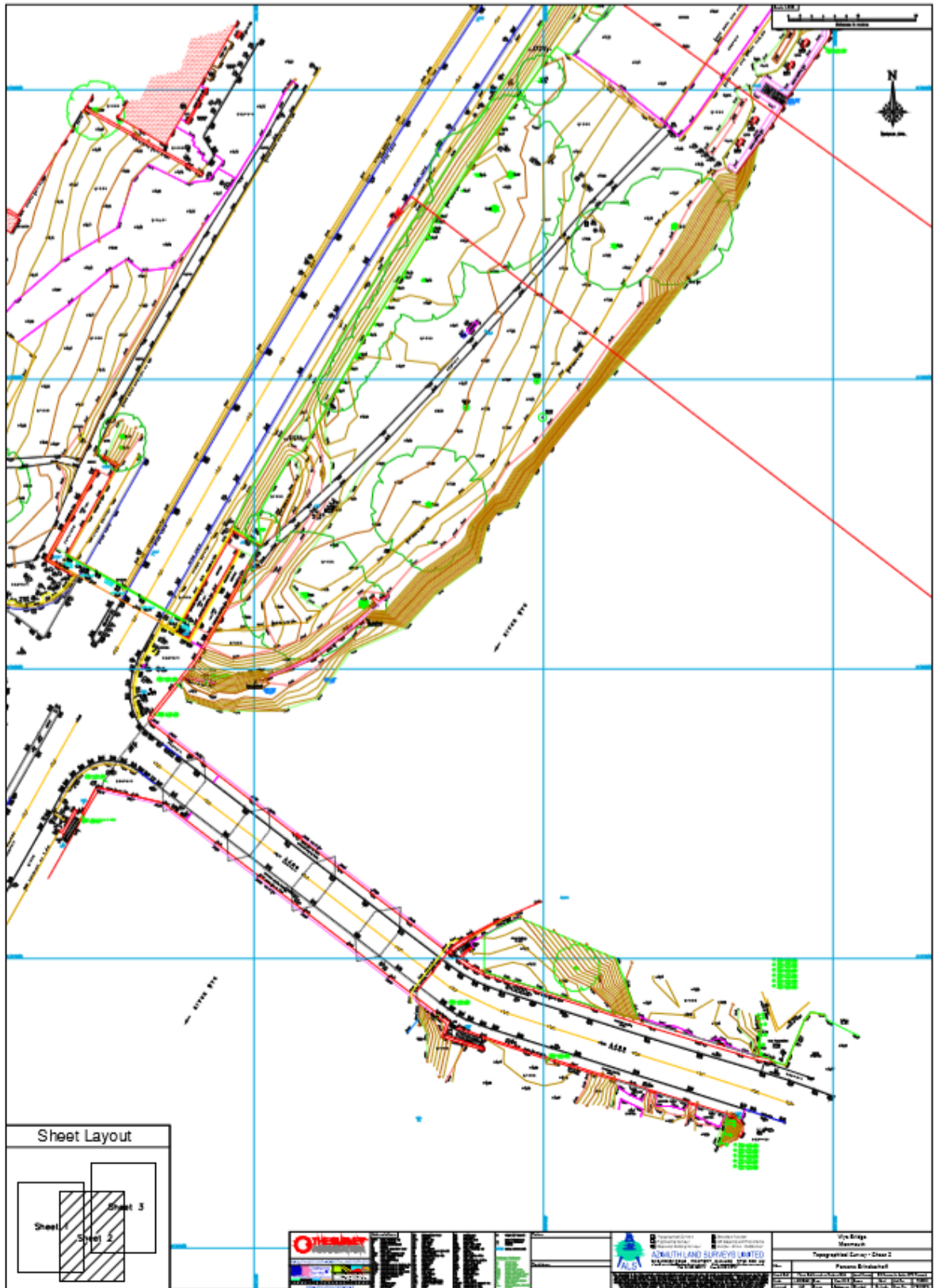
INFORMATION

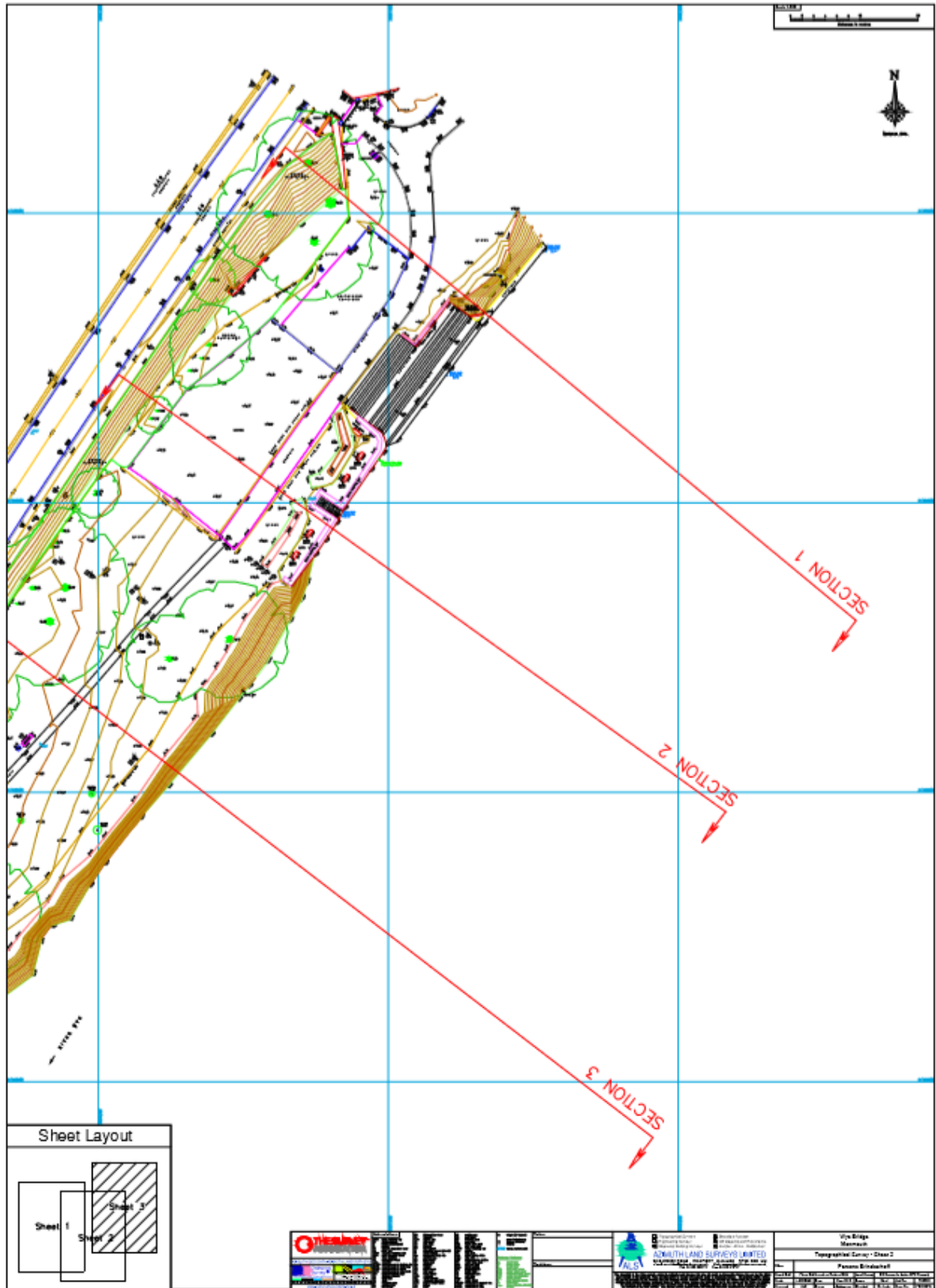
ACTIVE TRAVEL MONMOUTH	
MONMOUTH PEDESTRIAN / CYCLE CROSSING IMPROVEMENTS	
OPTION 2 DOG-LEGGED CABLE STAY SHEET 2 OF 2	
DATE:	17303B-005
SCALE:	AS SHOWN
PROJECT NO.:	17303B-005
DRAWN BY:	AS1

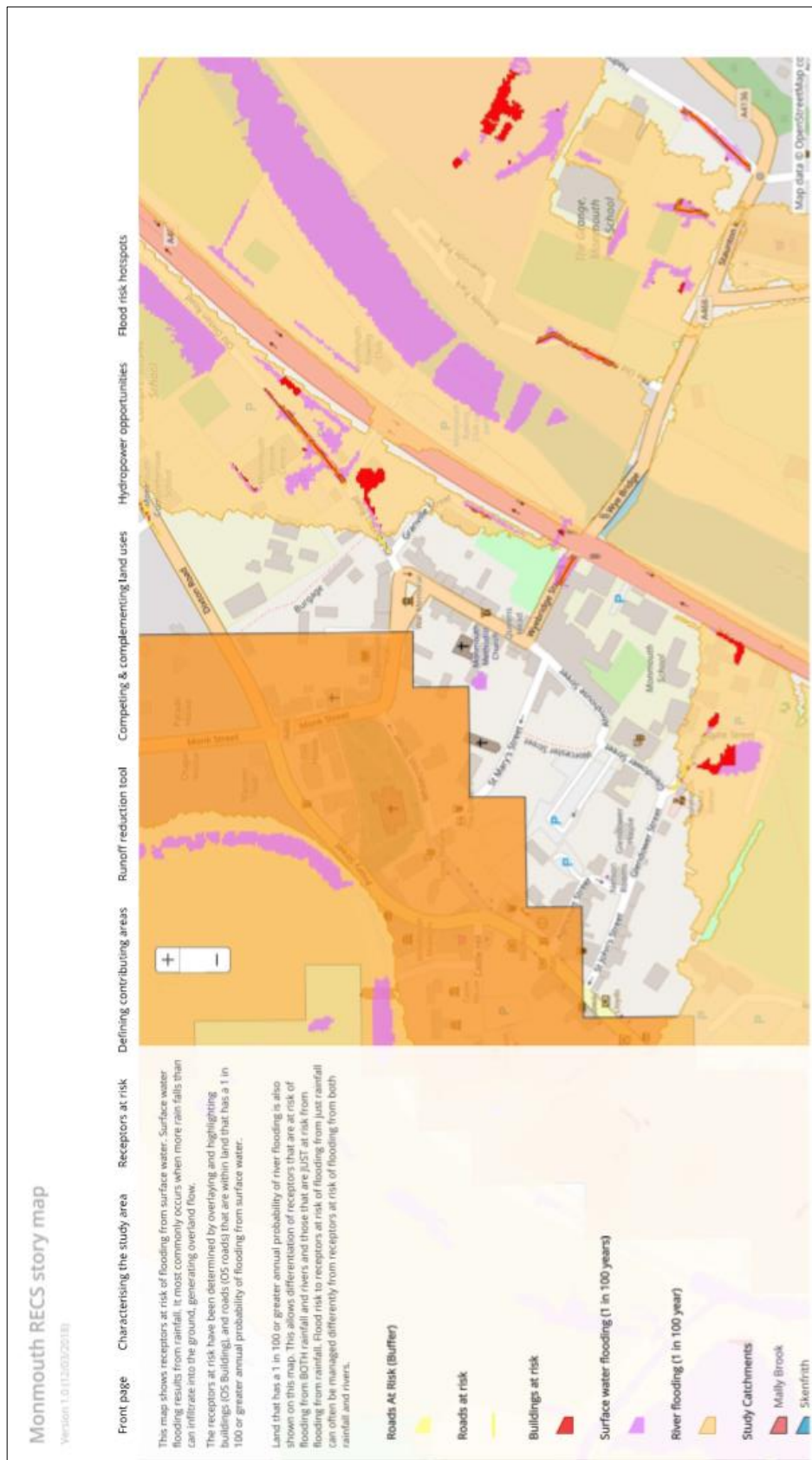


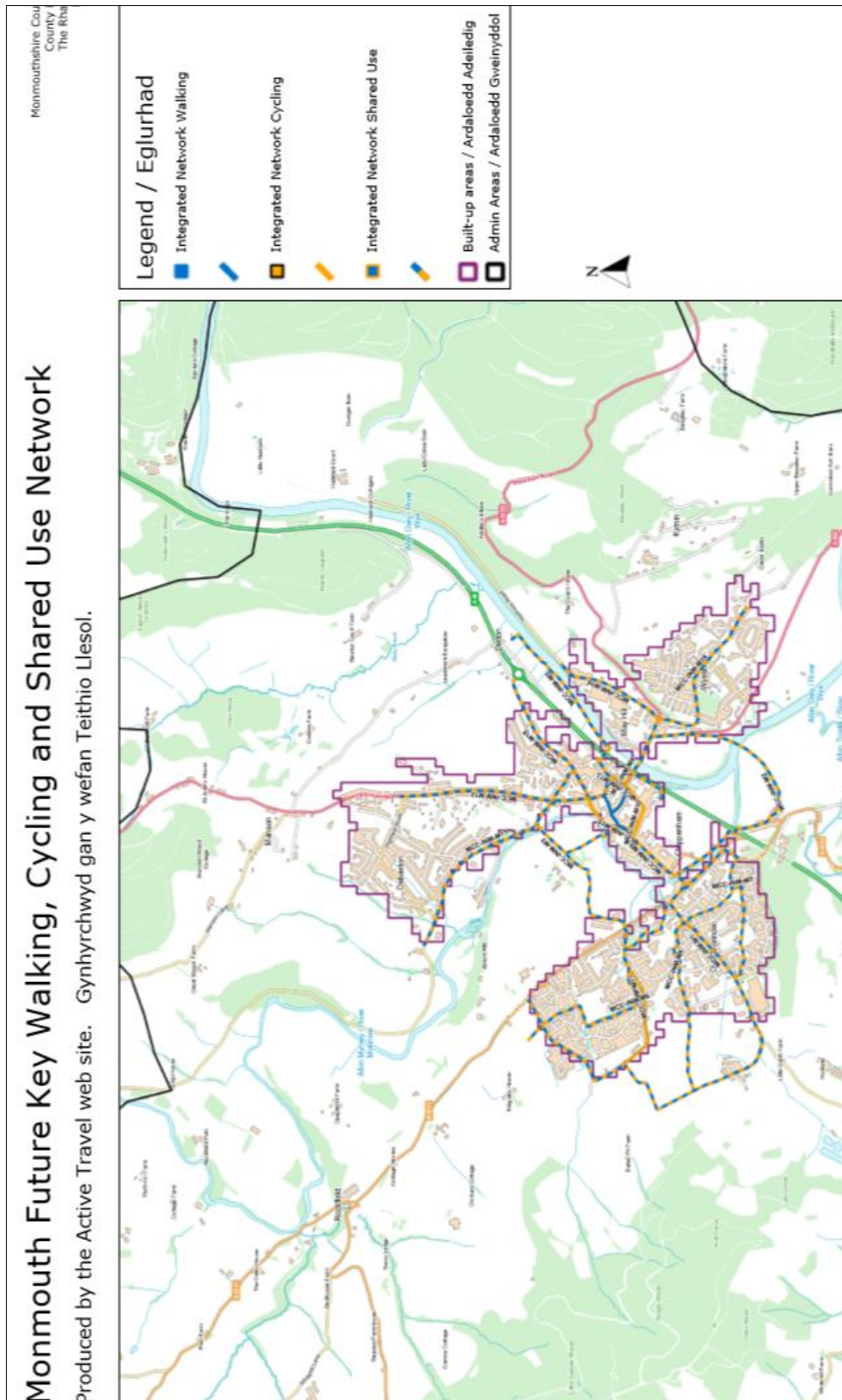
Appendix 10 A40/A466 Wyebridge Junction Improvements A - General Arrangement Layout













REPORT

SUBJECT:	MONMOUTHSHIRE ROAD SAFETY STRATEGY.
MEETING:	Individual Cabinet Member
DATE:	12th December 2018
DIVISION/WARDS AFFECTED:	COUNTY WIDE

1. PURPOSE:

To seek Member/Cabinet approval for the adoption of the Monmouthshire Road Safety Strategy (RSS) as a policy document. The RSS sets out a coherent and co-ordinated plan of action to make Monmouthshire's highways network safer for all users using a holistic approach based upon education, enforcement, engineering and communication. It has been developed in conjunction with the Welsh Governments Road Safety Framework for Wales.

2. RECOMMENDATIONS:

That Member/Cabinet endorses and approves the Monmouthshire RSS as a policy document which will provide guidance and clarity to Officers within the Traffic & Road Safety Section, Elected Members, Community Councils and members of the public

3. KEY ISSUES:

In 2016 six people were killed on Monmouthshire's roads, including the motorway and trunk road network whilst 21 were seriously injured. In addition there were 117 slight injuries.

Across Wales in 2016 there were 4,921 road collisions involving personal injury recorded by the police, a reduction of 622 on 2015 (11% reduction). These recorded collisions resulted in 6,853 casualties, which was 829 fewer than in 2015.

Although there has been a reduction in the number of casualties on our roads since 1998 the toll of deaths and injuries is still far too great. Each casualty represents a personal tragedy for someone.

Monmouthshire County Council sees casualty reduction as a high priority and this Road Safety Strategy sets out what we intend to do to create safer streets for all road users over the next five years.

Each of us can and should contribute to making our roads safer for everyone. Those who use our roads may need to consider how they can contribute to improving road safety.

For our part we will work in partnership with the Police, Welsh Government (WG), Community and Town Councils, Schools, Local Health Boards, the Business community, user groups and road users to achieve the aims and objectives of this Strategy.

Residents of Monmouthshire have raised concerns via the Your Voice initiative operated by Gwent Police, out of the 42 wards in the County, 35 of the your voice priorities were highway related.

The challenge for the residents of Monmouthshire and the organisations involved in road safety is to work together to achieve the targets set out in this Strategy.

4. REASONS:

With reduced resources and increasing demands from all sectors, a robust method of determining key priorities and methods of evaluation when determining road safety requests is required. The Monmouthshire Road Safety Strategy outlines how, what and where we will invest limited resources to achieve the goals set out within the strategy.

5. RESOURCE IMPLICATIONS:

The majority of traffic management/road safety initiatives will be funded by traditional funding sources such as the Local Road Safety Grant, Safer Routes in Communities Grant, Active Travel Grant and MCC Capital. However, additional staff resources may be required.

6. EVALUATION CRITERIA:

Evaluation will be a continuous process by monitoring the casualty record on a regular basis.

7. CONSULTEES:

SLT
All Members

8. BACKGROUND PAPERS:

Monmouthshire Road Safety Strategy

9. AUTHOR: Paul Keeble – Traffic & Network Manager

10. CONTACT DETAILS:

Tel: 01633 644733

Email: paulkeeble@monmouthshire.gov.uk



monmouthshire
sir fynwy

Future Generations Evaluation (includes Equalities and Sustainability Impact Assessments)

Page 313

<p>Name of the Officer - Paul Keeble Phone no: 01633 644873 E-mail: paulkeeble@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal:</p> <p>To adopt the Monmouthshire Road Safety Strategy (RSS) as a policy document. The RSS sets out a coherent and co-ordinated plan of action to make Monmouthshire's highways network safer for all users using a holistic approach based upon education, enforcement, engineering and communication. It has been developed in conjunction with the Welsh Governments Road Safety Framework for Wales.</p>
<p>Name of Service – Traffic & Development</p>	<p>Date Future Generations Evaluation – 05/09/18</p>




NB. Key strategies and documents that may help you identify your contribution to the wellbeing goals and sustainable development principles include: Single Integrated Plan, Continuance Agreement, Improvement Plan, Local Development Plan, People Strategy, Asset Management Plan, Green Infrastructure SPG, Welsh Language Standards, etc



1. **Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>Positive – the RSS will be funded by Welsh Government Grants, and MCC capital allocation. A safer highway environment for all road users will instill confidence in the public in terms of how they travel within the County. The RSS provides guidance to officers in terms of how schemes/requests are determined providing clarity to all and focusing funding on legitimate concerns.</p>	
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>Positive – the RSS will continually monitor casualty rates and encourage lower travelling speeds throughout the County. Which in turn will lower vehicular emissions and encourage transportational modal shift. Whilst having the benefit of creating a cleaner, greener environment</p>	
<p>A healthier Wales People’s physical and mental wellbeing is maximized and health impacts are understood</p>	<p>Positive – the RSS will encourage more residents to cycle and walk rather than use traditional forms of transportation, thereby, contributing towards a healthier population.</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Positive –the RSS will contribute to providing a safer highway environment for all road users.	
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Neutral	
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	Positive – the RSS will not encourage to use of the Welsh language directly, however, a safer highway environment to promote healthier transport options.	
A more equal Wales People can fulfil their potential no matter what their background or circumstances	Positive – the RSS does not negatively discriminate in terms of its objectives, therefore, all highway users will benefit from its adoption	

2. How has your proposal embedded and prioritised the sustainable governance principles in its development?

<p>Sustainable Development Principle</p>	<p>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</p>	<p>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</p>
 <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	<p>The RSS has been developed for a 5 year cycle, at the end of the current strategy, the results will be evaluated and the RSS will be updated for the following 5 years and continue in this way every 5 years.</p>	
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>The RSS has been developed in conjunction with the Welsh Government’s Road Safety Framework for Wales. Which is reliant on partnership working with Gwent Police, Welsh Government and neighboring LA’s</p>	
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>All members were invited to a workshop session to discuss the RSS. Members will again be consulted via the policy adoption process.</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>The RSS is intended to make the highway network in Monmouthshire as safe as it can possibly be, this will be achieved through education, engineering and enforcement.</p>	
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The RSS has social, economic, and environmental benefits for all residents and visitors to Monmouthshire.</p>	

3. Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below. For more detailed information on the protected characteristics, the Equality Act 2010 and the Welsh Language Standards that apply to Monmouthshire Council please follow this link: <http://hub/corporatedocs/Equalities/Forms/AllItems.aspx> or contact Alan Burkitt on 01633 644010 or alanburkitt@monmouthshire.gov.uk

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	A safer highway network will have positive impact on all ages		
Disability	A safer highway network will have a positive impact		
Gender reassignment	N/A		
Marriage or civil partnership	N/A		
Pregnancy or maternity	N/A		
Race	N/A		
Religion or Belief	N/A		
Sex	N/A		
Sexual Orientation	N/A		
Welsh Language	N/A		

- 4. Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities?** For more information please see the guidance <http://hub/corporatedocs/Democratic%20Services/Safeguarding%20Guidance.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

	Describe any positive impacts your proposal has on safeguarding and corporate parenting	Describe any negative impacts your proposal has on safeguarding and corporate parenting	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	N/A	N/A	
Corporate Parenting	N/A	N/A	

- 5. What evidence and data has informed the development of your proposal?**

The RSS has a number of targets and actions identified based on existing casualty data, the RSS has been developed in order to reduce casualties occurring and promoting road safety within the County.

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The proposal to adopt the RSS as policy will make Monmouthshire's highway network safer for all road users, and will encourage modal shift from more traditional transportation methods. Thereby improving the health and wellbeing of the County.

7. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible	Progress
Implement the action plan and evaluate all traffic management decisions against the necessary criteria	Following Council adoption of the RSS	Traffic & Development Team	On-going

8. MONITORING: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.

The impacts of this proposal will be evaluated on:	6-12 months following implementation, casualty statistics, road safety requests, and modal surveys will be undertaken and evaluated.
--	--

9. VERSION CONTROL: The Future Generations Evaluation should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development wherever possible.

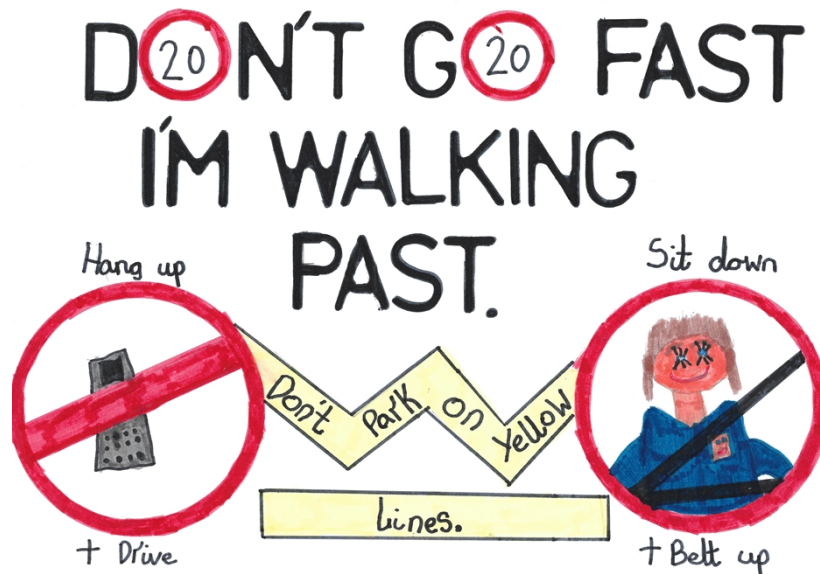
Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1			<i>This will demonstrate how we have considered and built in sustainable development throughout the evolution of a proposal.</i>

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MONMOUTHSHIRE COUNTY COUNCIL ROAD SAFETY STRATEGY 2018 – 2023

Member Consultation Draft – September 2018



Highways and Flood Management,
Operations,
Monmouthshire County Council
County Hall, Rhadyr, Usk.



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Foreword



**Bryan Jones,
Cabinet Member for County Operations**

In 2016 six people were killed on Monmouthshire's roads, including the motorway and trunk road network whilst 21 were seriously injured. In addition there were 117 slight injuries.

Across Wales in 2016 there were 4,921 road collisions involving personal injury recorded by the police, a reduction of 622 on 2015 (11% reduction). These recorded collisions resulted in 6,853 casualties, which was 829 fewer than in 2015.

Within the 6,853 casualties:

- 103 people were killed on Welsh Roads, which was 2 fewer than in 2015
- 1,005 people were seriously injured, which was 76 fewer (7 per cent fewer) than 2015
- 5,745 people were slightly injured, which was 751 fewer (12 per cent fewer) than 2015.

Although there has been a reduction in the number of casualties on our roads since 1998 the toll of deaths and injuries is still far too great. Each casualty represents a personal tragedy for someone.

Monmouthshire County Council sees casualty reduction as a high priority and this Road Safety Strategy sets out what we intend to do to create safer streets for all road users over the next five years.

Each of us can and should contribute to making our roads safer for everyone. Those who use our roads may need to consider how they can contribute to improving road safety.

For our part we will work in partnership with the Police, Welsh Government (WG), Community and Town Councils, Schools, Local Health Boards, the Business community, user groups and road users to achieve the aims and

objectives of this Strategy.

The challenge for the residents of Monmouthshire and the organisations involved in road safety is to work together to achieve the targets set out in this Strategy.

**County Councillor Bryan Jones,
Cabinet Member for County Operations,
Monmouthshire County Council,
March 2018.**

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Executive Summary.

1. Introduction - A Vision for Road Safety

1.1 Road Safety in Wales and Monmouthshire

The Road Safety Framework for Wales (RSFW) was launched in July 2013 by WG. This introduced new road casualty reduction targets for Wales to achieve the following reductions by 2020, based on the average for 2004 to 2008.

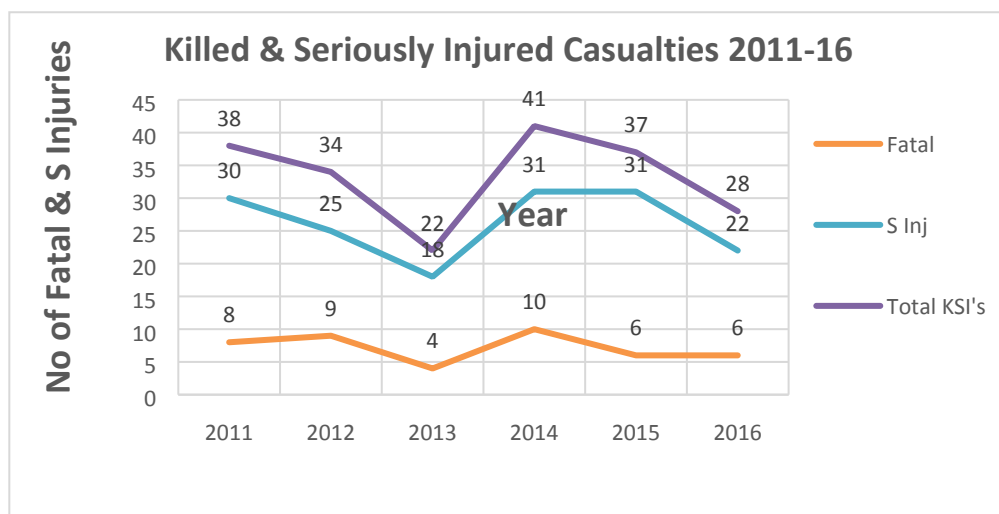
- 40% reduction in the total number killed or seriously injured (KSI) casualties;
- 25% reduction in the total number of motorcyclist (KSI) casualties and;
- 40% reduction in the number of young people (16 to 24 year old) KSI casualties.

1.2. In 2016 the Annual Report into Police Recorded Road Accidents for Wales showed there were 4,921 road collisions involving personal injury recorded by the police, a reduction of 622 on 2015 (11% reduction). These recorded collisions resulted in 6,853 casualties, which was 829 fewer than in 2015.

Within the 6,853 casualties:

- 103 people were killed on Welsh Roads, which was 2 fewer than in 2015.
- 1,005 people were seriously injured, which was 76 fewer (7 per cent fewer) than 2015.
- 5,745 people were slightly injured, which was 751 fewer (12 per cent fewer) than 2015.

1.3. Within Monmouthshire six people were killed on our roads, including the motorway and trunk road network whilst 21 were seriously injured. In addition, there were 117 slight injuries, equating to a total of 143 casualties, which was down on the previous year's total of 173. The graph below shows the change from 2011 to 2016 for collisions and casualties in Monmouthshire.



1.4. Within the RSFFW, one of the action points requires local authorities to produce a Road Safety Strategy for our area in consultation with local communities. This strategy has been prepared to meet that requirement.

2 Delivering Road Safety in Monmouthshire

2.1. This Strategy deals with all road traffic incidents in the County. It sets out the proposals for joint work by us and the many agencies that have road safety responsibility. The prime aim of the Strategy is to meet or exceed the targets for casualty reduction by 2020.

2.2 Road Safety Schemes - At present requests from the community for schemes to improve road safety are reviewed annually to enable a one-year programme to be compiled. Schemes are assessed and ranked for priority after the compilation of collision / casualty data, speed data where known and their potential contribution to Safer Routes in the Community or modal shift. The primary source of funding for road safety engineering interventions (traffic calming) is the Welsh Government Road Safety Grant. The criteria for securing funding through this source require schemes to target a continued reduction in the number of people killed and seriously injured on Welsh roads. In order to achieve this, the schemes are weighted towards criteria which targets casualty reduction for high risk groups and target locations or routes with a history of killed and seriously injured casualties. Works will be undertaken in accordance with scheme ranking as far as funding permits. Greater Gwent CSSG schemes would take priority if any came up

*2.2 In assessing ranking, schemes to improve locations with a record of fatal collisions would receive priority, whilst those with a history of serious injury collisions would receive preference to those resulting only in slight injury. Schemes will not generally be developed where human error appears the primary causation factor and it is highly unlikely that schemes will receive any funding if submitted to Welsh Government. The procedure for Selection and Prioritisation of Schemes is set out in **Appendix E.***

3 Measures – the 3 E's

*Delivering road safety activities is often referred to as the three E's as they can be categorised into three Groups - **Engineering**, **Education**, and **Enforcement**.*

Engineering

3.1. It is estimated that human error is the primary factor in about 70% and a contributory factor in 95% of collisions. Although often stated that a road is 'dangerous' due to the number of junctions and bends, it is still human error that is the main contributory factor causing collisions.

The key engineering strategy objectives are:-

- to reduce road casualties;
- to regularly review collision statistics and target the worst casualty sites, routes or areas for road safety improvement schemes;
- to modify driver behaviour by introduction of engineering measures
- to improve the condition of the highway infrastructure, including road surfaces, drainage, lighting, signage and road markings;

3.2. A rolling programme of indicative schemes is maintained and updated by the Council's Highways Maintenance & Operations Sections to address the backlog of carriageway and footway maintenance including signs, road markings and street lighting columns. Sites, routes or areas with the worst collision record, which can be addressed by engineering or regulatory measures, are prioritised for road safety schemes. As mentioned above the assessment of priority process is set out in **Appendix E**.

Enforcement

3.3 Enforcement should be considered to be of two types: passive and active. Passive enforcement relates to the physical environment imposing controls on the users of the highway to prevent abuse or provide inherent safety features. The main role of the police in road safety is active enforcement, but they are involved in other relevant areas including engineering and education, training and publicity. The police play a key role in enforcing speed controls and other traffic management regulations. They are directly involved in dealing with the after effects of collisions.

3.4. The Council supports Gwent Police's speed enforcement programme, and participation in the Welsh Road Casualty Reduction Partnership (formally known as The Safety Camera Partnership). The police have the duty to tackle contravention of road traffic law much of it aimed at poor driver behaviour. This includes misuse of mobile phones, Drink Driving and Drugs and Driving. We support these initiatives and will continue to co-operate with the police to ensure that offences of this nature are reduced with consequential benefits to the casualty figures.

Education

3.5. Education should be considered in the widest sense to include road safety education, training and publicity (ETP). Road Safety Wales has been established to create '**unity from diversity**' by developing and sustaining co-operation and interaction between all key partners across Wales and/or agencies with the responsibility for road safety promotion. Its Mission is "**To further casualty reduction through collaborative working**". Through the support of Road Safety Wales a number of schemes to educate and raise awareness are followed in Monmouthshire. We are already committed to ongoing programmes of ETP via Monmouthshire's own Road Safety Team and external consultants.

3.6. These bodies include Gwent Police, the Royal Society for the Prevention of Accidents (RoSPA), Road Safety Wales and Welsh Government. A baseline service is provided by partners, which encompasses the following groups or organisations:

- *Monmouthshire CC;*
- *Pre-school organisations;*
- *Nursery Schools;*
- *Primary Schools;*
- *Secondary Schools;*
- *Drivers; and*
- *Pedestrians.*

3.7. *A full time Road Safety Officer (RSO) is provided to cover the Monmouthshire area. This officer is primarily tasked with the delivery of the ETP programme to schools in the County but also acts as a liaison between the Council and user groups. We will aim to achieve a continuing reduction in casualties in Monmouthshire through co-ordinated programmes of engineering measures coupled with road safety ETP. Casualty reduction is the prime motivator in all road safety issues.*

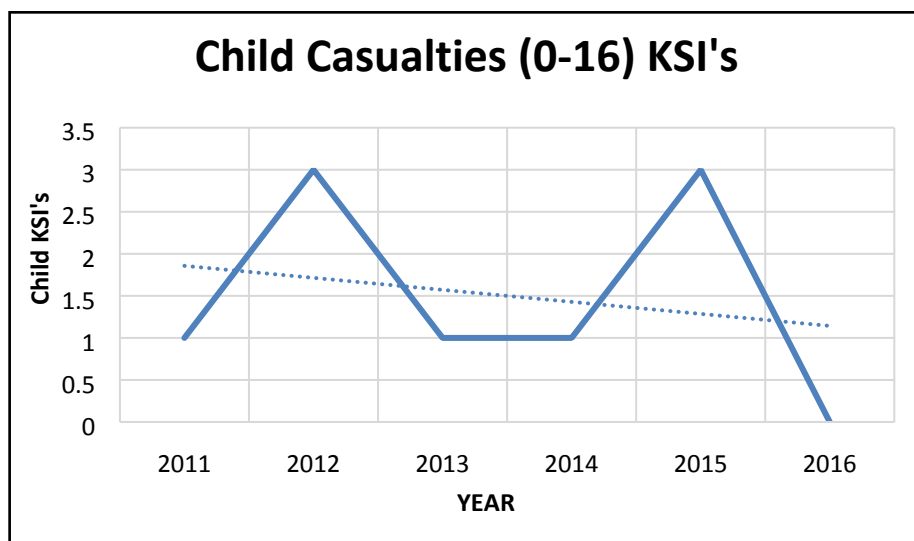
3.8. *The key road safety ETP Strategy objectives include:*

- *providing a planned and integrated road safety programme for all sections of the community, particularly pre-school and education establishments;*
 - *providing specifically designed programmes, schemes and activities to improve road user skills, attitudes and behaviour; and*
 - *raising public awareness and acceptance of road safety and sustainability issues and the provision of education and training through a multi-agency approach and operating projects such as the following;*
- *Crucial Crew*
 - *Junior Road Safety Officers*
 - *Pre-driver training – Mega Drive*
 - *Crashed Car Presentations*
 - *Safer Routes in Communities*

4 Safety for Children

4.1. *Road collisions are a leading cause of death or injury for school age children and 31 children under the age of 16 years were injured on roads in Monmouthshire in 2004. It is rare, however, for a child to receive fatal injuries and there were nil reported in 2016, however, there were 3 killed or seriously injured in 2015 so we cannot be complacent. The graph below shows the data for the period 2011-2016.*

4.2. *We are committed to improving child safety on the way to and from school. There are 5 secondary, 30 primary and/or infants schools and 47 pre-school nursery and/or playgroups in the County and all schools are given the opportunity to study aspects of travel awareness, which will integrate with other current Road Safety programmes.*



4.3. *We support the expansion of Road Safety in Education beyond the internal programmes run by Monmouthshire's Road Safety Team and will assist schools in both the primary and secondary sector in implementing the principles set out in national guidelines. Where appropriate the council will provide a school crossing patrol to improve safety and assist in the promotion of sustainable travel by pupils. Specific measures have been introduced to cater for the following age groups.*

4.4. Pre-school age

The Road Safety Officer and Local Health Board can provide Mother and Child training sessions on infant and child safety in cars.

The Children's Traffic Club¹ is publicised to parents of all pre-school children and resources kit boxes are available to enable them to include road safety in their regular activities.

4.5 Primary School age

Kerbcraft is a national training project funded by the WG in Wales. The money funds the employment of a co-ordinator and assistants to train small groups of five to seven year olds at the road side using the Kerbcraft model. The scheme is designed to teach pedestrian skills to children over a 9 week program. Training is progressive, with each phase building on the foundation laid by earlier phases. The key skills are:

- *Choosing safe places and routes to cross the road;*
- *crossing safely at parked cars; and*
- *crossing safely near junctions;*
- *The Flying Start/Early Year programmes are continued in to the normal curricula of schools which deal with the safety of pupils in general terms but also focus on Road Safety;*
- *An Under Sevens Scheme is available to all infant classes including school based nursery and reception groups;*

- *Crucial Crew is a multi-agency safety initiative aimed at year 6 pupils. The main “Road Safety” message concentrates on the importance of wearing seatbelts;*
- *Cycle proficiency training is available to all primary schools through the school teaching staff. Cycle tests are arranged at the completion of the programme by the Road Safety Team. This scheme is dependent on the involvement of volunteer teachers/instructors. The importance of wearing a cycle helmet whenever cycling is included with this training;*
- *National Standards Level 1 cycle training will be offered to primary schools. Qualified instructors will run sessions within schools based around bike maintenance, bike safety and confidence building while riding a bike in a safe environment.*

4.6 Secondary School age

- *Making Choices is a teaching resource for teachers to use with children in their last year of primary school and first year of secondary school, who are starting to make more complex journeys alone;
<http://think.direct.gov.uk/education/secondary/teachers/pshe-and-citizenship/transition-and-ks3/lesson1/>*
- *The D’n’A scheme (Drugs ‘n’ Alcohol Awareness) is delivered as part of Gwent Police’s community safety education programme, and information is provided on how drugs and alcohol affect drivers and other road users;*
- *Video and computer based resources are made available on a number of road safety subjects and a database of available resources can be accessed on the internet.*

4.7. The Tertiary sector

Here students are offered the same programme of initiatives as the secondary schools apart from the Making Choices unit together with the following;

- *Megadrive is a pre-driving experience aimed at 16/17 year old students from Coleg Gwent Tertiary Education to which pupils from the secondary schools are invited. Its purpose is to allow the participants to experience a number of motoring related aspects which includes safety, the consequences of crime, the value of first aid and driving abilities;*
- *The Pass Plus Cymru scheme is a Welsh Government subsidised scheme which is currently offered to all 17-25 year olds who have passed their driving tests. The scheme offers young people the opportunity to learn extra driving skills such as driving at night, on rural country roads, in busy towns and on motorways, and is designed to improve driving techniques and hazard awareness. The scheme is partially funded by Welsh Government via the*

Local Road Safety Grant. At the time of writing there is a cost of £20.00 per candidate.

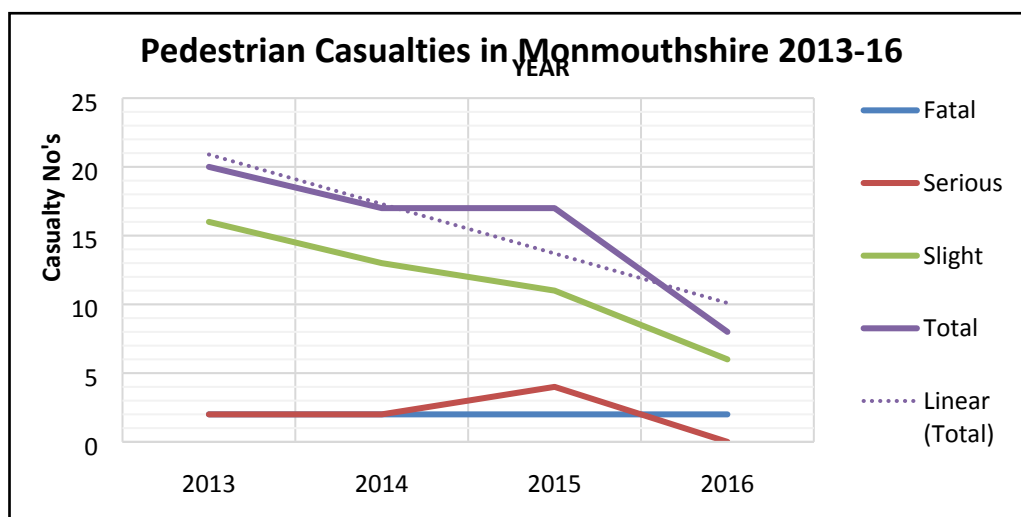
4.8. *We will continue to develop and share best practice with Partners in respect of education programmes and activities, and collaborate with Partners to ensure a consistency of approach where appropriate and to seek evidence of best practice across the UK and adopt a proven approach where applicable.*

5. Safety for Pedestrian and Cyclists.

5.1. *There were 16 collisions involving pedestrians or cyclists in Monmouthshire during 2016. Despite the vulnerable nature of these classes of road users there are related health and environmental benefits from these physical activities, which suggests that they should be encouraged to continue and increase as modes of travel. Within our Local Transport Plan & Active Travel Plan, we have identified our intention to develop a comprehensive cycle network that links residential areas with all the major land uses in the county including links to the National Cycling Network.*

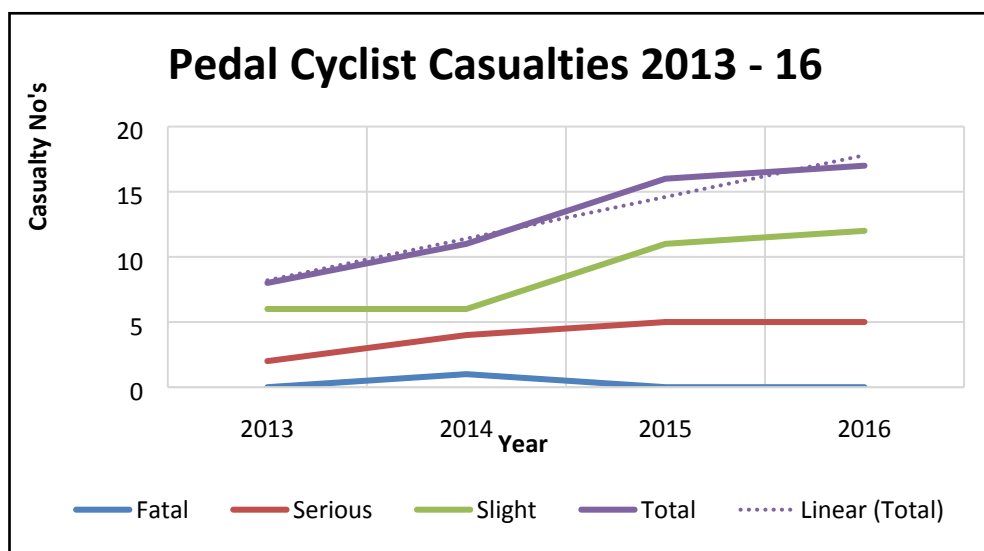
5.2. Pedestrians *There has been a 64% reduction in overall pedestrian casualties from the 2004-08 baseline figures but fatal casualties have remained at around two per year as can be seen in the table and graphs below. Child KSI casualties have decreased to zero in 2016, but there were 3 in 2015. See also Para 4.1 above.*

Pedestrian casualties 2013-2016



5.3. Pedal Cyclists *There has been a 50% increase in overall casualties from the 2004-08 baseline and almost 100% increase on the 2013 figures for cyclist casualties in Monmouthshire as the graph below shows. This is a significant concern and whilst the large increase in popularity of cycling may partly account for this it is clearly an area where much more work needs to be undertaken. This needs to be carried out*

together with some further analysis of how and where these casualties are arising, particularly as the national picture shows a steady reduction in cyclist casualties. The figures for fatal casualties seem to be stable at zero.



5.4. *The Active Travel (Wales) 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. The Act requires local authorities in Wales to produce active travel maps and deliver year on year improvements in active travel routes and facilities. It requires highway authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of walkers and cyclists in a range of other highway authority functions. The existing map areas are available on the Council's web pages.*

5.5. *A key aim of this Strategy is to encourage people to walk/cycle as an alternative to other modes of travel. To do this it will be necessary to make it easier and safer to walk and cross roads but equally to encourage pedestrians to take greater care whilst improving the standards of drivers.*

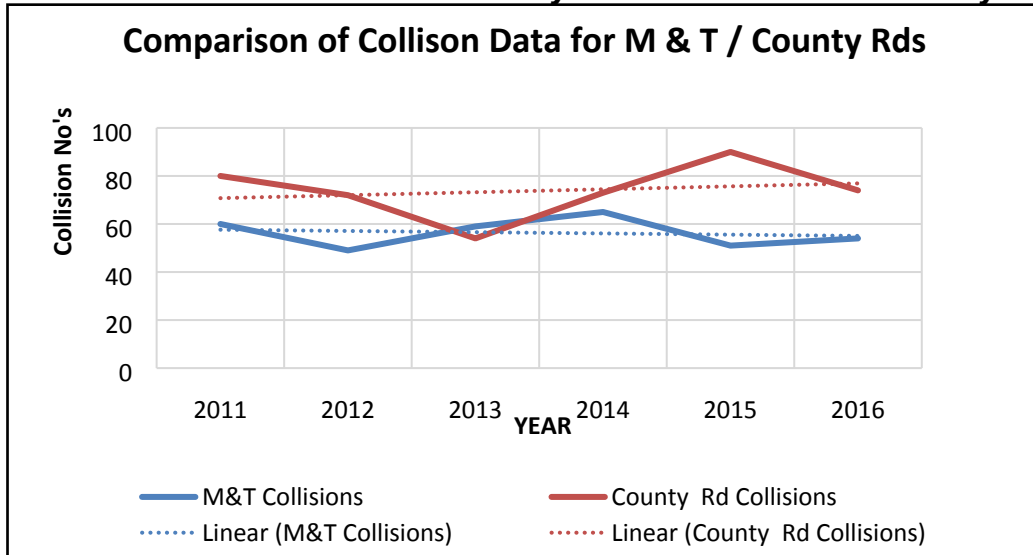
6. Safety for Motor Vehicle Users

6.1. *There were 128 collisions, involving motor vehicle users, in Monmouthshire during 2016 (compared to 244 in 2004) which resulted in 117 casualties. The average over the past five years was 130 collisions with the overall trend showing a slow but downward direction. At the same time the casualty numbers with a five year average of 124 have made a slow increase over the past five years.*

6.2. *Comparing County Roads for which Monmouthshire are responsible and Motorway & Trunk Roads which are with WG there were 74 collisions with 33*

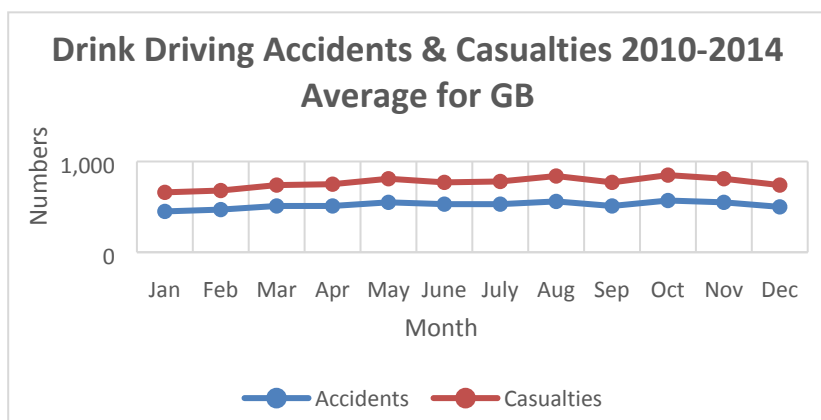
casualties on County Roads, whilst there were 54 collisions and 84 casualties on Motorway & Trunk Roads. The casualty rate per collision on WG roads are three times those of County Roads. On County Roads over the five year period there was an average of 35 casualties. The overall trend is upward so further work needs to be done to investigate collision causes, location's, etc to see if there are specific locations or causes that can be targeted. We will continue to work closely with WG to address these issues.

Comparison of Collision Data for Motorway & Trunk Roads with County Roads



6.3. Young drivers, learners and passengers within Monmouthshire in the 16-24 year age range, are disproportionately at risk of being killed or seriously injured on the roads. Whilst the overall trend over the past five years has been downward, 2015 saw an increase and this continued into 2016 for learner drivers. The graph below shows the picture. There is clearly still work to do. 'Pass Plus Cymru'²⁸ is a national initiative to enhance the driving ability of this younger group of drivers, we will continue to promote this scheme within the County.

6.4. Drink driving is not restricted to the Christmas period, as the graph below shows, and is a year round problem. For instance, the numbers of collisions and casualties due to drink driving is higher in summer than compared to Christmas, although there is a significant number all through the year. Progress is needed to establish evidential roadside breath-testing devices, which would remove the need for offenders to be taken to the police station for a second test.



6.5. *The Police carry out a number of intelligence led casualty reduction initiatives in conjunction with other agencies e.g. Vehicle Operator Services Agency and MCC's Trading Standards. In a recently organised three day Multi Agency operation, six persons were arrested, two for obstructing the police. In addition five fixed Penalty Notices were issued for overweight vehicles and one driver reported to court due to excessive weight. Six immediate prohibitions were issued for vehicles being overweight. Forty immediate prohibitions were issued for vehicles with serious defects and thirty nine delayed prohibitions were issued for vehicles with less serious defects. Approximately 72% of all vehicles stopped had a defect. This is of significant concern and its links to road safety.*

6.6. *Around one third of car occupants killed in road collisions in Great Britain were not wearing safety belts, despite this being illegal and clearly contributing to the severity of injuries on the roads. There is evidence that shows a percentage of children do not use child restraints or seat belts, and this will be a particular issue that needs to be addressed, particularly in respect of parental responsibility. All children under 12 years old or under 135 centimetres tall must use an appropriate child restraint when travelling in a car or goods vehicle and may not travel unrestrained unless an appropriate child restraint is unavailable in a taxi;*

6.7. Strategy Objectives for Motor Vehicle Users

(i) We will evaluate the effectiveness of young driver interventions and ensure that they are communicating with this group in the best way to target young drivers and passengers through education and publicity.

(ii) Work with Police to evaluate the effectiveness of existing education methods around careless driving and distraction, and consider whether these are fit for purpose or in need of review.

(iii) Work with Police to continue to draw attention to the dangers of using a mobile phone whilst driving, targeting those groups most likely to do so.

(iv) *Work with Partners to enforce the law around mobile phones through ongoing and targeted campaigns.*

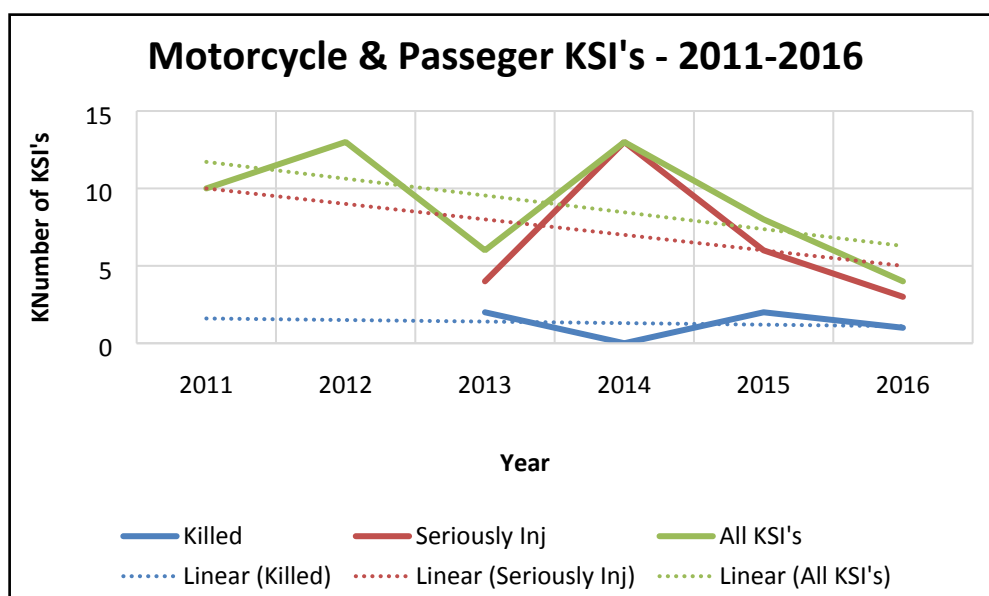
(v) *Educate and encourage drivers to wear seat belts, particularly ensuring that children are properly restrained in vehicles.*

(vi) *Continue to work with the Police to focus enforcement, education, training and publicity on drink and drug driving, and actively work to reduce the number of people breaking the law.*

(vii) *With Partners support the evaluation of existing practices to determine their effectiveness in preventing drink driving.*

7. Safety for Motor Cyclists

7.1. *There were four motorcyclists killed and seriously injured in 2016, which is the lowest for some years, considering there were 13 in both 2012 and 2014. There is a significant variation year on year and this may reflect the weather with more motorcyclists coming out in fine weather. The graph below shows the picture over the period 2011 to 2016.*



7.2. *Rider training has played an important part in reducing the number of motorcycle casualties, particularly following the introduction of Compulsory Basic Training (CBT) in 1991. However, CBT only teaches basic motorcycling skills and we actively encourage motorcycle riders to take further training, which will teach defensive riding skills and help them to become a safer and more competent rider. BikeSafe is a national initiative run by police forces around the UK who work with the whole of the biking world to help lower the number of motorcycle rider casualties. We support Gwent Police in the BikeSafe Cymru scheme, which is targeted at motorcycle riders by police motorcyclists.*

7.3. Other elements of the strategy are;

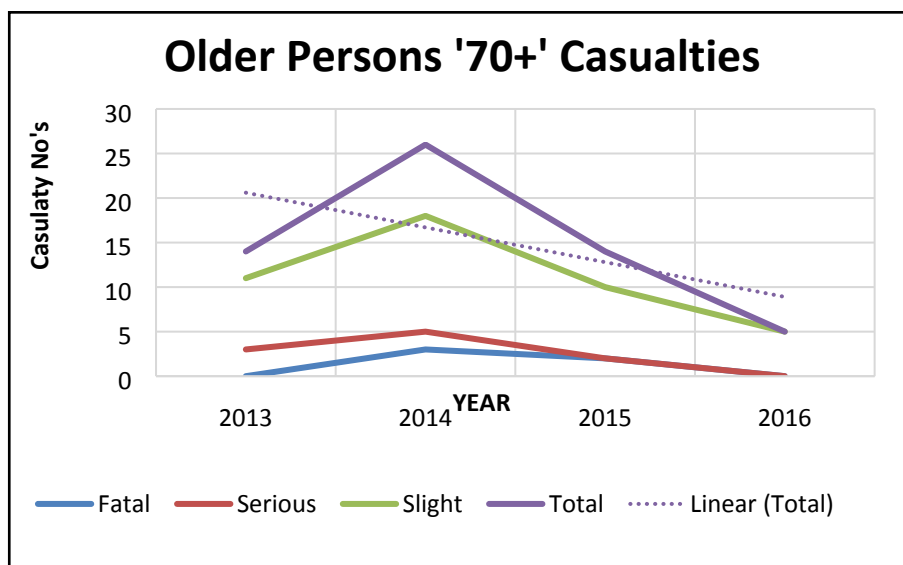
- (i) Work with Gwent Police to seek to engage with hard to reach motorcyclists who are potentially more at risk. As a first step we will work with partners to communicate with representatives of motorcycling groups and try to understand what actions will be most effective*
- (ii) Review and evaluate the effectiveness of existing activities and build evaluation into any new activities that are developed*
- (iii) With partners, consider which communication methods are most appropriate for engaging with motorcyclists (whilst acknowledging the broad spectrum of people riding bikes) and ensure that these methods are adopted across Wales.*
- (iv) Highlight the vulnerable nature of motorcyclists to drivers.*
- (v) Consider the needs and vulnerabilities of motorcyclists when designing new roads and implementing safety features on existing roads.*

8 Safety of Horse Riders

8.1. *In a predominantly rural county such as Monmouthshire horse riding forms a part of the leisure and social activities of the community. The biggest issue tends to be drivers and riders of motorised vehicles not making appropriate allowance for the unpredictable response of horses to relatively large, noisy and fast moving vehicles. There will be occasions where it is not possible to separate horse riders from vehicle traffic and, in recognition of this fact, we will continue to maintain liaison with the British Horse Society to provide assistance with the riding and road safety test as required. In terms of road safety issues it is fortunate that despite horse riding being popular in Monmouthshire there has only been one slight casualty in the past five years.*

9 Older Persons (70+)

9.1. *There were 5 casualties involving older drivers, passengers, pedal cyclists and pedestrians in Monmouthshire during 2016 with a trend downwards from a high of 26, three of which were fatal, in 2014. 21% of the Monmouthshire population is in the age range 65 and over compared to an all Wales average of 18%. This age group tends to have greater vulnerability to physical injuries due to declining muscle tone and skeletal strength.*



9.2. The council operates “Grass Routes” a community transport scheme, to provide a transport link in central Monmouthshire. Users become members of the scheme by a one off payment of £5.00. They are able to ring a free telephone number to book their journey and request pick up times and locations (subject to availability). A low floor fully accessible vehicle with wheelchair access is provided with seat belts fitted to every seat. Daily regular services to Abergavenny and Monmouth are operated at a current cost per return journey of £5.00 for adults and £2.50 for children.

9.3. Concessionary Travel (Free Travel) on buses across Wales has been available to over 60’s and disabled persons since 2000 through each Local Authority in Wales. This includes the following:

(i) People aged 60 and over;

(ii) Eligible disabled people (where no age limits apply) – there are seven categories of disabled people who are entitled to the concessionary bus pass including:

(iii) Companions of “severely” disabled people who meet specific criteria and who are entitled to free travel only when accompanying a companion pass holder (but passes in these cases are not issued automatically); and

(iv) “Seriously” injured service personnel or “seriously” injured service veterans who meet specific criteria.

At the time of writing a review is under way and a consultation exercise in hand through WG which closed on 18 January 2018. We await the results of this consultation.

9.4. Other elements of our Strategy are;

(i) We will include over 70 drivers in our education programmes

(ii) We will continue to work with the voluntary sector representing the elderly and training providers to ensure that training is available for older people and properly evaluated to establish whether it is fit for purpose.

10. Road Workers

10.1. *There are many people working on Welsh Roads every day, including construction and road maintenance workers, breakdown services and emergency services. Between 2005 and 2011 15 people were killed or seriously injured whilst working on a Welsh Motorway or A Road.*

10.2. *Monmouthshire takes the safety of its highways staff and operatives very seriously and all who work on the highway are trained in safe working, signing and guarding with regular updates. Those working on high speed roads such as 'A' and Trunk Roads are at particular risk and have enhanced training and more regular updates. That training will continue as part of this Strategy.*

11 Investigating Collisions and Casualties

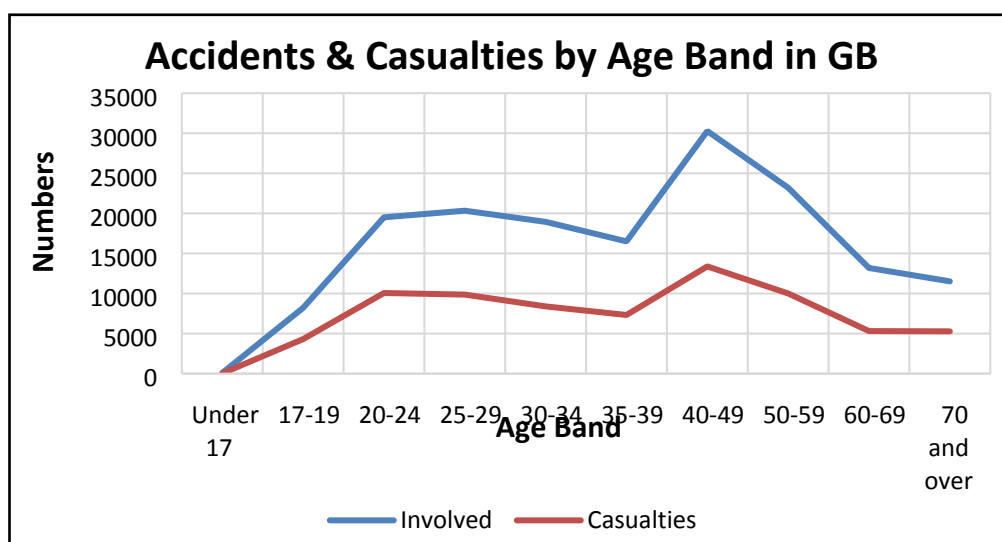
11.1. *We are a member of the Greater Gwent Casualty Statistics Study Group together with other unitary authorities in the former Gwent area, the police and WG. Collision data is received on a monthly basis from Gwent Police and quarterly from the CSSG. This data is analysed on a site specific route or area wide basis using investigation techniques by road user type, age, time of day/week/year, weather and route classification. Sites, routes or areas with the worst collision record, which can be addressed by engineering or regulatory measures, are then prioritised for road safety schemes. A procedure for assessing potential schemes and prioritising them has been developed and is set out in **Appendix E***

11.2. Strategy objectives

- *To make better use of available casualty statistics to assess current road safety problems in Monmouthshire and to analyse personal injury collisions to identify trends which may be addressed through engineering, enforcement or education.*
- *Work with Partners to identify locations where there is evidence of potential for an injury collision and to ensure that limited resources are used to best effect to tackle road safety problems where there is evidence to support intervention.*
- *Give due consideration to the benefits of Road Safety Audits on local highway schemes, and develop a policy on when they shall be undertaken.*
- *Undertake Road Safety Impact Assessments as part of highway improvement schemes*
- *Undertake pre and post scheme monitoring to evaluate the effectiveness of schemes.*

12 Speed Management

12.1. Excessive vehicular speed is one of the main contributory factors to road collisions, and a repeated concern of highway users travelling by sustainable means and residents living adjacent our busier roads. The term ‘speeding’ relates to both exceeding the signed speed limit and driving inappropriately for the prevailing conditions (even if within the signed limit). Therefore, speed limits should be viewed as a maximum speed and not a target speed.



12.2. In the UK as a whole, it is estimated that one third of road deaths are the result of excessive or inappropriate speed. In Monmouthshire 28% of KSI’s were linked to excessive speed and in 2015 it was 39%. That means that of the 93 casualties that occurred in 2016, 36 were likely to be related to excessive speed. All new residential estates are required to meet the current national and local design standards.

Consideration to introduce 20 mph zones to existing housing sites will be managed in accordance with the council’s Speed Management Strategy, which is set out in **Appendix G**

12.3. Speed Strategy Objectives

- To reduce speed related casualties especially deaths and serious injuries;
- To review the speed limits on county roads within Monmouthshire where there are high collision rates, which are speed related;
- To introduce a consistent speed strategy based on national guidance;
- To identify areas where speed limits should be changed and what engineering measures are required and feasible in order to achieve this; and
- To reduce excessive speed through rigorous police enforcement, particularly at locations where excessive speed is commonplace and where there is a

history of road casualties and, to educate drivers about the dangers of inappropriate speed.

References

¹ *Childrens Traffic Club* - <http://www.childrenstrafficclub.com/>

²⁸ *Pass Plus Cymru* - <http://dragondriver.com/>

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1. Road Safety in Wales and Monmouthshire

1.1 A Vision for Road Safety

1.1.1 The vision for this strategy is to reduce real and perceived danger for all road and footway users in Monmouthshire in order to promote safe and sustainable travel.

1.1.2 This strategy supports and compliments the Welsh Governments 'Road Safety Framework for Wales 2013' and the Council's Local Transport Plan,¹ Active Travel Plan, its policy aims and its core values. In particular this strategy will help us to maintain and improve standards of health in Monmouthshire. It will also contribute to the council's core objectives contained in its Corporate Plan:-

- Sustainable development through improving safety for pedestrians and cyclists which will remove barriers to the greater use of these modes for the many short trips that are currently undertaken by car.
- Promoting social inclusion by recognising that the poorest members of society have the higher casualty rates.
- Meeting equal opportunity obligations by recognising that people who do not have regular access to a private car – such as women, children and socially excluded minorities – need to travel safely to a wide range of destinations on foot, by bike or on public transport.

1.1.3 For too long, the public has seen road safety as someone else's problem. Quite often it is said, that a section of road is "dangerous". However, this implies that a collision is "caused" by the road when, in reality, it is generally the road user who is ultimately responsible. As road users, each and every one of us is responsible for our own safety and that of others. Our behaviour on the road means that we are all part of the road safety problem and its solution.

1.1.4 The purpose of this strategy is to ensure that everyone, either as individuals or organisations, plays a part in implementing the actions needed to improve safety on Monmouthshire's roads. This involves working in partnership, with the main partners being:

- The Welsh Government
- The UK Government and its executive agencies
- The Police and Emergency Services
- Road Safety organisations and groups
- Cycling and walking and equestrian interest groups
- Community councils and local community groups including Schools
- Motoring organisations
- Employers; and
- Individual users.

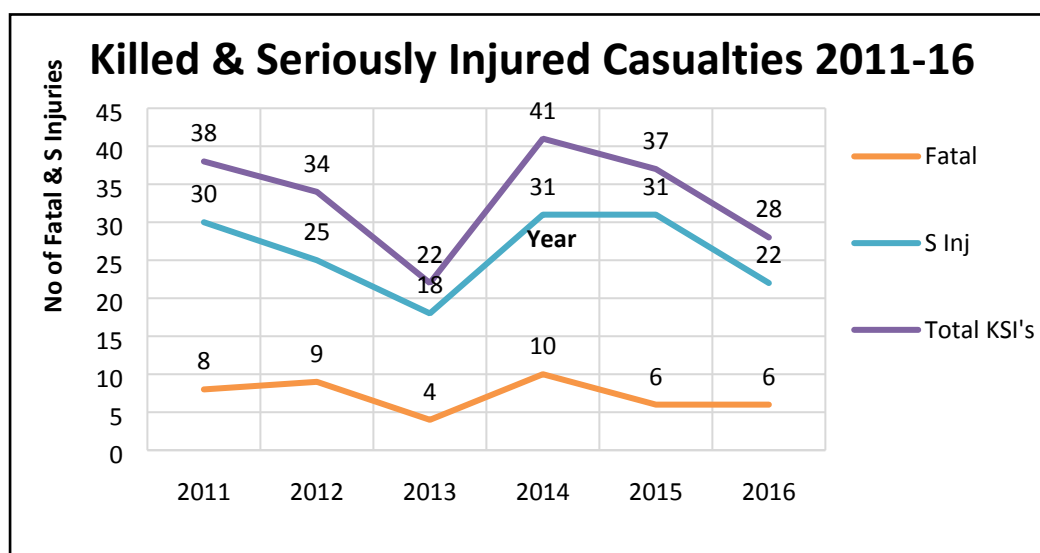
1.1.5 There is an urgent need to change the culture of travel on our roads. All road users should respect the right of others to travel in safety. Where at all possible, the “barrier culture” of isolating different groups of road users from each other must be tackled. Roads are not solely arteries for motor vehicles.

1.2 The Targets

1.2.1. In 2013 Welsh Government (WG) introduced new road casualty reduction targets for Wales to achieve the following reductions by 2020, based on the average for 2004 to 2008.

- **40% reduction in the total number killed or seriously injured (KSI) casualties;**
- **25% reduction in the total number of motorcyclist (KSI) casualties; and**
- **40% reduction in the number of young people (16 to 24 year old) KSI casualties.-**

1.2.2. In Monmouthshire the number of casualties have fallen in 2016 from a high in 2014 as can be seen from the graph below. This is already below the 2020 target but we cannot be complacent and must maintain activities to ensure they remain low and become even lower.



1.2.3. The numerical target, actuals for 2016, and the base figures (2004 -8 average) are shown in Tables 1, 2 and 3 below.

Table 1. Killed and Seriously Injured Casualties

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	Interim Target	2020 Target
Fatal	7	4	10	6	6	6	4
Serious	48	1	31	31	22	41	29
Total	55	2	41	37	28	47	33
% Change on Baseline		-60%	-25%	-33%	-49%		
% Change on Previous Year			86%	-10%	-24%		

Table 2. Killed and Seriously Injured Motorcyclist Casualties

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	Interim Target	2020 Target
Fatal	2	2	0	2	1	1	1
Serious	13	4	13	6	3	12	10
Total	15	6	13	8	4	13	11
% Change on Baseline		-60%	-13%	-47%	-73%		
% Change on Previous Year			116%	-38%	-50%		

Table 3. Killed and Seriously Injured Young People (16-24) Casualties.

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	Interim Target	2020 Target
Fatal	1	0	1	0	1	1	1
Serious	11	5	1	3	2	9	7
Total	12	5	2	3	3	11	8
% Change on Baseline		-58%	-83%	-75%	-75%		
% Change on Previous Year			-60%	50%	0%		

1.2.4. The Welsh Government (WG), and Monmouthshire County Council (MCC) have adopted these targets for 2020; they form the basis of the Road Safety Framework for Wales³ and this Road Safety Strategy. The targets for casualty reduction in Monmouthshire are thus:

- A 40% reduction in the number of people killed or seriously injured (KSI) casualties by 2020 from 55 to 33
- A 25% reduction in the number of motorcyclists killed and seriously injured by 2020 from 15 to 11
- A 40% reduction in the number of young people (aged 16-24) killed and seriously injured by 2020 from 12 to 8

1.2.5. Judged against the above targets, to the end of 2016, the actual reductions in Monmouthshire are:

- 49% reduction in the total number killed or seriously injured (KSI) casualties;
- 73% reduction in the total number of motorcyclists killed or

- seriously injured (KSI) casualties; and
- 75% reduction in the total number of young persons killed or seriously injured (KSI) casualties

1.2.6. Whilst the figures are very encouraging and would more than meet the 2020 target, we must remain vigilant and maintain our activities to improve further. Categories such as pedal cyclists have increased casualties and whilst this may partly be due to increased activity it is of concern.

1.3 Reducing Road Danger

1.3.1. The Road Traffic Act 1988⁴ imposes a duty on the Council to prepare and carry out a programme of measures to promote road safety on county roads, and the power to contribute to measures undertaken by other authorities or bodies. The council also has a duty to carry out and act where appropriate on collision studies on roads that are its responsibility.

1.3.2. At the same time as meeting the targets, there is a need to reduce perceived road danger and exposure to risk of currently “vulnerable” road users such as pedestrians, cyclists, motorcyclists, mobility impaired, and horse riders. We aim to promote significant increases in the use of these forms of transport whilst reducing casualty numbers. Meeting casualty reduction targets by discouraging the use of these forms of transport is not an option.

1.3.3. Meeting these targets whilst increasing the use of non-car forms of transport will require a great deal of commitment from all partners. In this document we outline the practical actions and resources required to meet the targets and reduce road danger. People from all sections of society have a part to play.

1.3.4. A number of key themes are highlighted throughout this strategy:-

- Consistency of approach across Monmouthshire – in terms of engineering, education and enforcement measures;
- A requirement for better data, analysis and research;
- Delivery of practical actions through targeted funding; and
- Integrating road safety with other policy areas.

1.4 Joint Working with Other Policy Areas

The WG and MCC have a commitment to address problems in different policy areas through collaborative working in order to ensure that different initiatives work towards common objectives. An improvement in both the perception and reality of road safety benefits other policy areas:-

Health: ‘Well Being of Wales’⁵ highlights the links between transport, health and well-being. Whilst recognising the needs that people have regarding access to transport for jobs, education, local facilities, health facilities and leisure, it promotes the

increased use of walking and cycling in an attempt to generally improve fitness levels and the consequential benefits of improved health.

Environment: Increases in the number of people travelling by sustainable modes reduces air pollution (i.e. particulates (PM10), carbon dioxide and nitrous oxides) and noise pollution. Additionally, managing traffic by attempting to divert vehicles to the most appropriate route can result in localised air quality improvements. However, there are occasions where local traffic calming can increase pollutants particularly where low speeds are forced, or where traffic diverts to a longer non-traffic calmed route. In these cases, road safety issues need to be balanced against the increased pollution effect.

Education: As well as education of children with respect to road safety, more recently initiatives have been introduced for all groups in society to promote the benefits of non-car modes of travel.

Economy: The cost of collisions and casualties places severe pressure on the Police and the National Health Service. Reducing collisions and casualties, along with decreasing congestion on the road, has an economic benefit, which can contribute to regeneration of urban areas. Rural areas also benefit as improved road safety can generate sustainable tourism by encouraging more walking and cycling.

Community safety: Reducing excessive or inappropriate speed and the illegal operation of vehicles would improve real and perceived safety. Increasing the numbers of people walking and cycling would result in more persons on the streets, which in turn could act as a deterrent to crime.

Sustainable community development: The WG's sustainable communities' policy will be assisted by the reduction of road casualties. The following initiatives are relevant:

1.5 Links to; The Road Safety Framework for Wales

In July 2013 Edwina Hart (then Minister for the Economy, Science and Transport) launched the Road Safety Framework for Wales (RSFfW), superseding the Road Safety Strategy for Wales (RSSfW) introduced in 2003. One objective of the new strategy is to ensure that everyone, either as individuals or organisations, plays a part in implementing the actions needed to improve safety on our roads. Monmouthshire County Council supports the aims and objectives of the framework and shares its vision.

1.6 The Monmouthshire Road Safety Strategy

1.6.1. Although the Monmouthshire Road Safety Strategy is based on the RSFfW, it aims to deal with issues that are unique to Monmouthshire. Some areas within the RSFfW do not have the same priority or relevance when applied to Monmouthshire; however, there are other areas where additional strategies have been introduced to

address the specific needs of particular areas within Monmouthshire. It supports and compliments the Councils' Local Transport Plan¹ & Active Travel Plan and should be treated as guidance to professionals in the road safety policy area.

1.6.2. The strategy is also of particular relevance to professionals in other policy areas. In particular, people working in the fields of transportation, education, planning, community development, health, youth policy, crime prevention, economic regeneration and tourism should appreciate that there will be many possibilities for joint working either at a national or local level – on projects that promote road safety as part of wider initiatives. The strategy can also be used as a reference document to inform and support organisations, local communities and individuals who have an interest in promoting road safety.

1.7 Action Programme

1.7.1. The RSFW identifies 60 actions which the WG will implement and a further 36 actions which it encourages its partners to implement; of these, 32 actions are relevant to the Council as local highway authority, either alone or in working with the Police. This strategy will encompass all of the RSFW partner actions. **Appendix B** provides a summary of these actions.

1.7.2. Within the RSFW, one of the action points requires the local authority to produce a Local Road Safety Strategy in consultation with local communities. This document is MCC's Road Safety Strategy.

Section 1 References

¹ *Local Transport Plan* - <http://www.monmouthshire.gov.uk/local-transport-plan>

² *Not Used*

³ *Road Safety Framework for Wales – July 2013 WG* www.wales.gov.uk

⁴ *Road Traffic Act 1988 – November 1988*
<http://www.legislation.gov.uk/uksi/1998/3178/contents/made>

⁵ *Well Being in Wales – September 2002 WG* www.wales.gov.uk

⁶ *Not Used*

2. Delivering Road Safety in Monmouthshire

2.1 Introduction

2.1.1. This chapter describes the roles and responsibilities of the large number of organisations and individuals that are promoting road safety in Monmouthshire.

2.1.2. The WG, MCC and the Police each have a responsibility to deliver road safety in the County, however, there are many others who formulate best practice and offer advice, training or funding.

2.2 Responsibility for Road Safety

2.2.1. The Welsh Government (WG)⁷

The WG is the highway authority for all motorways and trunk roads in Wales as well as Monmouthshire and is responsible for all safety engineering on those roads. They provide funding for Welsh local authorities for work on County Roads in the form of a Local Road Safety Grant and those authorities are also able to bid for funding for “Safer Routes in the Community”⁸. The WG also funds a number of organisations that promote road safety such as Road Safety Wales and the Royal Society for the Prevention of Accidents.

2.2.2. Monmouthshire County Council (MCC)

The council undertakes detailed analysis of collision and casualty trends in order to develop road safety programmes and remedial engineering schemes. It funds road safety education and local road safety schemes and is the highway authority for all local roads. We form partnerships with the Police and others to undertake campaigns on speed and other issues.

2.2.3. The Police⁹

Heddlu Gwent Police is the police force responsible for road traffic law enforcement in the County. It also works with MCC and others to promote road safety education and undertake training and awareness campaigns. The Police, MCC and others are partners in the *Welsh Road Casualty Reduction Partnership* that enables speeding fines to be re-invested in additional enforcement measures to reduce casualties.

2.2.4. Capita¹⁰

This company is the Council’s agent for storing and analysing road traffic collision data compiled and provided by Gwent Police and Welsh Government.

2.2.5. Royal Society for the Prevention of Accidents (RoSPA) ¹¹

This is a registered charity seeking to prevent accidents of all types – offering road safety education, promotional and training material. The council together with its partners currently funds RoSPA to provide road safety promotion projects in Wales.

2.2.7. The County Surveyors Society (CSS) ¹³

The CSS is a forum for engineering representatives of Welsh unitary authorities, the Police and the WG to discuss and promote road safety engineering solutions and casualty data issues.

2.2.8. Road Safety Wales (RSW) ¹²

Road Safety Wales performs a similar role for education, training and publicity measures and provides a web site and annual newsletter.

2.2.9. Local Community Groups/Councils

Local communities and their representative councils have a vital contribution to make to the safety of themselves and others. All safety initiatives require (at the very least) support and (preferably) participation of local communities and their representative groups. Most road safety problems originate at local level and that is the best place for them to be solved. Schools are also a vital part of this broad group.

2.2.10. Road Safety Pressure Groups

These have been set up to campaign on specific road safety issues and have a vital role to play in ensuring that both government, the media and the general public are made constantly aware of the need to address specific road safety issues and implement solutions. Such groups include BRAKE, BUSK, Road Peace, the Slower Speeds Initiative and the Campaign Against Drink Driving.

2.2.11. Greater Gwent Casualty Statistics Study Group

The group meets on a regular basis to discuss problems and solutions in their areas based on analysis of collision statistics. In addition to local authorities in the greater Gwent area the group includes WG and Gwent Police.

2.2.12. Road User Representative Groups/Organisations Groups representing users of a particular mode of travel all have a part to play in ensuring that their members actively promote good road safety practice through research, education, publicity and funding. Examples of such groups include:

- Police
- Cyclists Touring Club (CTC);
- Sustrans Cymru;
- Living Streets (formally the Pedestrians Association);
- Automobile Association

- Royal Automobile Club;
- British Horse Society;
- Freight Transport Association
- Road Haulage Association;
- Motorcycle Action Group;
- British Motorcyclists Federation;
- Motorcycle Industry Association;

2.3 Road Safety Schemes Selection

2.3.1. At present requests from the community for schemes to improve road safety are reviewed annually to enable a one-year programme to be compiled. Schemes are assessed and ranked for priority after the compilation of collision / casualty data, speed data where known and their potential contribution to Safer Routes in Communities or modal shift. The primary source of funding for road safety engineering interventions (traffic calming) is the Welsh Government Road Safety Grant. The criteria for securing funding through this source require schemes to target a continued reduction in the number of people killed and seriously injured on Welsh roads. In order to achieve this, the schemes are weighted towards criteria which targets casualty reduction for high risk groups and target locations or routes with a history of killed and seriously injured casualties. Works will be undertaken in accordance with scheme ranking as far as funding permits. CSSG schemes would take priority if and/or when identified.

2.3.2. In assessing ranking, schemes to improve locations with a record of fatal collisions would receive priority, whilst those with a history of serious injury collisions would receive preference to those resulting only in slight injury. Schemes will not be developed where human error appears the primary causation factor and it is highly unlikely that such schemes will receive any funding if submitted to Welsh Government. The procedure for Selection and Prioritisation of Schemes is set out in **Appendix E.**

Section 2 – References

⁷ The Welsh Government - WG www.wales.gov.uk

⁸ <http://gov.wales/topics/transport/walking-cycling/saferoutes/?lang=en>

⁹ Gwent Police – www.gwent.police.uk

¹⁰ Capita Road Safety Engineering – RSETeam@capita.co.uk

¹¹ Royal Society for the Prevention of Accidents – RoSPA www.rospace.com

¹² Road Safety Wales – www.roadsafetywales.co.uk

¹³ County Surveyors Society - <http://www.css.wales/>

3. Measures - The Three E's

Delivering road safety activities is often referred to as the three E's as they can be categorised into three Groups - **E**ngineering, **E**ducation and **E**nforcement.

3.1 Engineering

It is estimated that human error is the primary factor in about 70% and a contributory factor in 95% of collisions. Although often stated that a road is “*dangerous*” e.g. due to the number of junctions and bends, human error remains the main contributory factor causing collisions. However, similar repeated human error collisions can be indicative of a problem with the highway design, signing or condition, which can sometimes be eradicated or improved by engineering means.

3.1.1 Strategy Objectives

The key strategy objectives are:-

- to reduce road casualties;
- to regularly review collision statistics and target the worst casualty sites, routes or areas for road safety improvement schemes;
- to modify driver behaviour by introduction of engineering measures
- to improve the condition of the highway infrastructure, including road surface, drainage, lighting, signage and road markings;

3.1.2 Strategy for Improvements to the Road Network in Monmouthshire

The highway network in Monmouthshire comprises:

Classification	Route Length Km
Motorway	39
Trunk Road	97
Total WG Roads	136
A County Roads	60
B County Roads	146
Class 3 County Roads	441
Unclassified County Roads	935
Total MCC County Roads	1582
Overall Road Length in Monmouthshire	1728

Motorways and trunk roads are maintained by WG; whilst County roads are maintained by the County Council.

3.1.2.1. Road Surface, Lighting, Signs & Road Markings Maintenance

3.1.2.2. The Council is committed to improving the highway network and reducing road collisions and will continue to submit bids and lobby WG to provide the necessary funding to meet the targets in the action plan.

3.1.3 Engineering Measures

3.1.3.1. Engineering measures to improve road safety generally consist of modest schemes such as traffic calming, junction improvements, footways and pedestrian crossing facilities and signing and lining improvements. The council will promote such schemes in accordance with rankings subject to the availability of funding.

3.1.3.2. In particular the council supports the development and implementation of a programme of Safer Routes in Communities projects, together with the development of School Travel Programmes/Plans, to improve road safety and encourage more children to walk and cycle to school.

3.1.4 Road Traffic Signs Review

The purpose of road signs is to give commands, warnings, advice and directions to motor vehicle users and others. However, if there are too many signs or if there is complex information on the signs, this can cause driver distraction, which can result in collisions. The proliferation of signs can also reduce the effectiveness of safety signs as the driver is overloaded with information. The council seeks to ensure that traffic signs are only installed where they will be genuinely beneficial, and that they will be clearly visible and well maintained. The council's Signing Policy is attached at **Appendix F**.

3.1.5. Road Markings

Road markings are a form of traffic sign, provided to give information to drivers, allocate the carriageway space into lanes for vehicles and position vehicles at junctions. Road markings contribute to road safety but need to be visible to the road user to be effective. They also need to be well maintained to be fully effective.

3.2 Education

3.2.1. Education should be considered in the widest sense to include road safety education, training and publicity (ETP). There will be a need for different techniques depending on the target audience. We are already committed to ongoing programmes of ETP using our own resources in conjunction with joint initiatives with external bodies. These include Gwent Police, RoSPA, RSW and WG. These programmes aim to raise awareness of road safety issues, particularly in relation to the most vulnerable road users (e.g. children, pedestrians, cyclists and riders of two-wheeled motor vehicles).

3.2.2. Casualty reduction is the prime motivator in all road safety issues. The most realistic probability of achieving a continuing reduction in casualties in Monmouthshire will be through co-ordinated programmes of engineering measures coupled with road safety ETP. With time, it is hoped that improved public awareness of the safety problems will foster a climate where individual members of the community consider the need to improve their own safety and that of others when travelling through the highway network.

3.2.3. A full time Road Safety Officer (RSO) is employed by the council with supporting staff. This officer is primarily tasked with delivery of the ETP programme to schools in the County, and related activities, but also acts as a liaison between the Council and user groups.

3.2.4. A purpose built exhibition vehicle, staffed by RSO's, is available for use at local events such as shows, fetes and open days. In addition, the vehicle is available to us to use for public consultation or related activities.

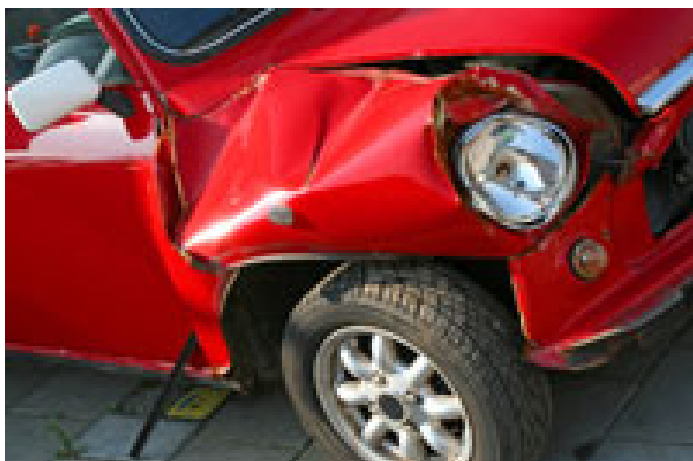
3.2.5. The police have a primary role in enforcement but also have a part to play in other road safety elements including ETP. There is close liaison with Gwent Police on ETP with regular meetings to develop and refine a comprehensive collision reduction strategy.

3.2.6. The *Welsh Road Casualty Reduction Partnership* (promoted as 'Go Safe')¹⁴ recognises that enforcement on its own will not result in a significant change in attitude and driver behaviour unless this is reinforced by appropriate education and publicity initiatives. To this end, the business plan for the partnership identifies that an important part of its Operational Plan is a Communication Strategy, encompassing a variety of methods.

3.2.7. The objectives of the Communication Strategy are to foster positive relationships with the communities served by the Partnership, including schools, and to promote further awareness of its aims to save lives by reducing excessive and inappropriate speeds.

3.2.8. Road Safety Wales¹⁵ has been established to create '**unity from diversity**' by developing and sustaining co-operation and interaction between all key partners across Wales and/or agencies with the responsibility for road safety promotion. Its Mission is "*To further casualty reduction through collaborative working*". Through the support of Road Safety Wales a number of schemes to educate and raise awareness are followed in Monmouthshire as follows:

Crucial Crew - Year 7 pupils spend up to 20 minutes at each interactive station, each dedicated to an aspect of safety - subjects include being seen, travelling in cars and safe cycling.



Junior Road Safety Officers Scheme - The scheme empowers children to highlight road safety issues within their school. The scheme links to Citizenship, which encourages pupils to take responsibility for their own learning and decision making. It also makes pupils aware of the important issue of road safety, and links this with the National Curriculum

Pre-driver training – Mega Drive which covers; hazard awareness, essential documents, crash causation, effects and consequences of drink and drugs, buying a new or second hand car, what to do at the scene of a crash

Crashed Car Presentations - These projects consists of road safety presentations delivered by local Road Safety Officers, Police and Fire & Rescue Service staff. It is directed at small groups and is delivered in a rotation of approximately 20 minute duration.

Safer Routes in Communities - WG fund projects through annual local authority applications such as:

- controlled crossings
- traffic calming measures
- cycle paths
- footpaths
- secure cycle facilities (including stands and CCTV), lockers and changing facilities.

3.3 Enforcement

3.3.1. The main role of the police in road safety is active enforcement, although they are also involved in engineering and ETP. Enforcement of traffic law with the objective of casualty reduction has to take its place with other calls upon police resources, court time and the amount of resources dedicated to traffic policing is limited.

3.3.2. In its 2015 document 'Policing the Roads in Partnership¹⁶ – 5 Year Strategy 2015- 2020' the National Police Chiefs Council (NPCC). There were four key aims:

- reducing road casualties
- disrupting criminality
- countering terrorism
- patrolling the roads.

Their first objective is to work in partnership with other organisations to make roads safer and reduce casualties, concentrating on four causes – drink/drug driving, non-wearing of seat belts, excessive speed and distraction.

3.3.3. Within Wales, Gwent Police also work towards the objectives contained within the Road Safety Strategy for Wales issued in 2003.¹⁷ The Vision of that Strategy was **“to reduce real and perceived danger for all road and footway users in Wales in order to promote safe and sustainable access”** The strategy is currently under review.

Gwent Police have also adopted the Department for Transport project “THINK”¹⁸ This covers a wide range of campaigns including: Drink driving, Country roads, Drug driving, Cycling, Motorcycling safety & Young drivers. Further information on these and related campaigns is covered on the DfT web pages¹⁹

Section 3 - References

¹⁴ <https://gosafe.org>

¹⁵ <http://www.roadsafetywales.co.uk>

¹⁶ Road Safety Strategy for Wales issued in 2003 <https://injuryobservatory.net/wp-content/uploads/2012/09/Road-Strategy-2003-Road-safety.pdf>

¹⁷ [NPCC \(2015\) Policing the Roads in Partnership – 5 Year Strategy 2015 – 2020.](#)

¹⁸ <http://think.direct.gov.uk/>

¹⁹ <https://www.gov.uk/government/collections/think-communication-activity>

4. Safety for Children

4.1.1. There has been a considerable reduction in children being killed or seriously injured in the past decade. Whilst this is positive there is more that can be done to achieve further reductions. The value of road safety education for children is well documented but we want to ensure that the resources we invest are achieving their objectives through sound evaluation. Many of the current projects come under the DfT campaign now called ‘*THINK*’²⁹

Child casualties have decreased as a proportion by 100%. The specific measures to be introduced in an attempt to maintain this improvement in child casualties are being addressed via the Kerbcraft and under 7’s co-ordinators. We have identified in our LTP our intention to develop a comprehensive cycle network that links residential areas with all the major land uses in the county, and address current concerns about cycling. This is picked up via the Active Travel Act where the local authority has a duty to “continuously improve new and existing facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use”

4.1.2 In Monmouthshire the casualty reduction targets generally are being met. Whilst these are below the targets set by WG to meet the 2020 target, there is still concern that the number of children being killed or seriously injured is slower to respond to the targeted interventions. This reflects the position nationally in Britain.

4.2 Key facts on child road safety

4.2.1. Road collisions are a leading cause of death or injury for school age children. It is rare, however, for a child to receive fatal injuries and the last was in 2014. Serious Injuries are also rare but there were 3 in 2015. Slight injuries have occurred most years but compared to the 2004-8 baseline but overall there has been a 71% reduction up to June of 2017 but we cannot be complacent and need to continue the education and training schemes.

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	2017 to June
Fatal	0	0	1	0	0	0
Serious	3	0	0	3	0	0
Slight	35	12	20	13	7	10
Total	38	12	21	16	7	10
% Change on Baseline		-68%	-45%	-58%	-82%	-71%

4.2.2. The Welsh Government set specific targets for reducing the number of child casualties (less than 16 years of age) up to 2010 of a 50% reduction for the fatal and

serious category and 10% in the slight casualty rate, when compared to the 1994 – 98 baseline average. The actual results were a 63% reduction in child KSI's and 40% reduction in the slight casualties. Whilst this was good progress in exceeding the targets we must continue to reduce casualty results further.

4.2.3. The fact that 71% of the total child casualties in Monmouthshire during 2004 are passengers means that this area will be targeted for more attention.

4.2.4. Child casualties are not generally concentrated at single sites, and are likely to be more widespread and cover a network of streets rather than a particular location.

4.2.5. New approaches are being developed for these problems, and areas where children are most at risk will be identified, followed by targeted intervention. Solutions are expected to be area wide based and speed control is expected to figure highly in the applied measures. Education, Training and Publicity (ETP) measures will also be utilised where appropriate, and will focus on both the children and drivers.

4.3 Travel to School

4.3.1. Increasingly children are being driven to school in a car because of parental fears about road safety and personal security, and/or freedom of choice legislation resulting in longer journeys to school. Not walking or cycling to school can mean that children have a more sedentary lifestyle which builds in car dependency at an early stage in a child's development. These children will have had fewer opportunities to develop the road sense they would need as pedestrian and cyclists.

4.3.2. In urban areas the school run can account for approximately 10% of traffic at morning peak times. Highways around the school gates/entrance are often congested with cars at the beginning and end of the school day. Reducing the dominance of the car in the journey to school and improving conditions around school entrances are prime objectives of this Strategy.

4.3.3. To promote a modal shift (i.e. a change in travel choice) we provide child pedestrian and cycling training, encourage schools to prepare School Travel Plans, and develop Safer Routes in Communities²⁰ projects. Whilst the emphasis is on walking, cycling and public transport, where this is not practical other measures can be adopted which reduces inappropriate use of the car e.g. car sharing and trip combination.

4.3.4. Pupils residing in Monmouthshire (up to the age of 16 years) are entitled to apply for free Home to School Transport. In order to qualify, one of the following criteria must be met:

Pupils attend their **catchment or nearest available** school and live **1.5 miles or more** at primary age and **2 miles or more** at secondary age. However, there are a

significant number of children who travel out of their catchment area. This is due to parental preference and is unlikely to change whilst there is over provision of capacity at primary schools within Monmouthshire.

4.3.5. Current legislation requires education authorities to consider safety on routes to schools below the statutory distances quoted above. If routes are deemed unsafe the authority is required to provide free transport to school irrespective of the distance involved. ²¹

4.4 School Travel Plans

4.4.1. School Travel Plans are documents produced by the school in consultation with pupils and parents, to identify features which discourage pupils from using sustainable travel modes for the school journey and to identify measures which would overcome these concerns. Measures identified might include improved facilities within the school grounds (e.g. prohibiting parental cars entering school grounds, or safe cycle storage facilities) and improved facilities for pedestrians and cyclists on routes leading to schools.

4.4.2. Potential measures identified in travel plans are often given priority over other schemes when preparing works programmes.

4.4.3. A School Travel Plan is a written document, which sets out the policies and measures that a school proposes to use to deal with all travel issues affecting it.

4.5 School Crossing Patrol Service

Where appropriate the council will provide a school crossing patrol to improve safety and assist in the promotion of sustainable travel by pupils.

4.6. Pre-school Organisations & Nursery Schools

4.6.1. The Councils prime objective for this target group is to provide a planned and integrated approach to road safety education, which is available to all pre-school and educational establishments, through specifically designed programmes, schemes and activities to improve road user skills, attitudes and behaviour. This Strategy intends to tackle child safety issues in a comprehensive way.

4.6.2. The pre-school years are the most important for children's development. Information is absorbed more rapidly by under-fives than any other age group. Parents and carers have a critical role to play in imparting crucial information to young children. It is important, therefore, to remind parents and carers of their responsibilities related to road safety during this period of development.

4.6.3. The council and its partners target a number of activities at this group, as follows:

The Road Safety Officer and Local Health Board can provide Mother and Child

training sessions on infant and child safety in cars

The Children's Traffic Club²² is publicised to parents of all pre-school children and resources kit boxes are available to enable them to include road safety in their regular activities.

4.6.4. Flying Start and Early Years²³ are programmes of integrated services delivered through education, health and care services supported through Welsh Government. It is part of Welsh Governments early years program for families with children under 4 years of age living in disadvantaged areas of Wales. Flying Start promotes the physical, intellectual, social and emotional development of young children. Road Safety education forms an important part of that process and resources are provided to support the delivery of this message.

4.7 Primary Schools

The Council and its partners target a number of activities at this group:

4.7.1. Kerbcraft²⁴ is a national training project funded by the WG in Wales. The money funds the employment of a co-ordinator and assistants to train small groups of five to six year olds at the road side using the Kerbcraft model. The scheme is designed to teach pedestrian skills to children aged 5 -7 years old over a 9 week program. Training is progressive, with each phase building on the foundation laid by earlier phases. The key skills are:

- recognising safe versus dangerous roadside locations;
- crossing safely at parked cars; and
- crossing safely near junctions
- The Flying Start/Early Year programmes are continued in to the normal curricula of schools which deal with the safety of pupils in general terms but also focus on Road Safety;

Kerbcraft program at St David's, Abergavenny



4.7.2. Cycle proficiency training is available to all primary schools through the school teaching staff. Cycle tests are arranged at the completion of the programme by Road Safety staff. This scheme is dependent on the involvement of volunteer teachers/instructors. The importance of wearing a cycle helmet whenever cycling is included with this training. National Standards Level 1 cycle training will also be offered to primary schools. Qualified instructors will run sessions within schools based around bike maintenance, bike safety and confidence building while riding a bike in a safe environment.

4.7.3. Crucial Crew is a multi-agency safety initiative aimed at year 7 pupils. It is led by Gwent Police but other organisations such as the Fire Service, Red Cross, Food Standards Agency, Drugaid, Trading Standards and Environmental Services present 10-minute interactive workshops where children learn important safety issues. The main Road Safety message concentrates on the importance of wearing seat belts.

4.7.4. Get Across Road Safety booklets aimed at parents of children in the 0-6 and 7-10 age range; Junior Road Safety Officers²⁵ (JRSOs) are, normally, two year 5 or 6 pupils selected by their schools. With the help of teachers, the JRSOs are able to identify road safety issues specific to their schools and local area and to formulate strategies to attempt to overcome these issues. In addition to tackling local issues, the JRSO's also have taken part in the national road strategy campaigns by displaying posters, distributing information leaflets and stickers throughout their respective schools;

JRSOs at Durand Road School, Caldicot



4.8 Secondary Schools

The following initiatives are targeted at this age group:-

- The D'n'A scheme (Drugs 'n' Alcohol Awareness) is delivered as part of the Gwent Police's community safety education programme, and the RSO provides information on how drugs and alcohol affect drivers and other road

users;

- Video and computer based resources are made available on a number of road safety subjects and a database of available resources can be accessed via the Internet.²⁶

4.9 Tertiary Sector

In addition to the initiatives offered to secondary schools the tertiary sector is offered:-

Megadrive²⁷ is a pre-driving experience aimed at 16/17-year-old students from Coleg Gwent Tertiary Education which students from the secondary schools are invited. Its purpose is to allow the participants to experience a number of motoring related aspects which includes safety, the consequences of crime, the value of first aid and driving abilities;

The Pass Plus Cymru²⁸ scheme is Welsh Government subsidised scheme which is currently offered to all 17-25 year olds who have passed their driving tests. The scheme offers young people to opportunity to learn extra driving skills such as driving at night, on rural country roads, in busy towns and on motorways, and is designed to improve driving techniques and hazard awareness. The scheme is partially funded by Welsh Government via the Local Road Safety Grant. At the time of writing there is a cost of £20.00 per candidate.

Please tick the correct box, fill in your details, tear off the form and drop in the post!

Young new drivers make up what percentage of total licence holders?
 a) 10%
 b) 20%
 c) 80%

Young new drivers make up what percentage of total licence holders?
 a) Over 45%
 b) Over 65%
 c) Over 75%

Pass Plus covers how many different areas of driving?
 a) 4
 b) 6
 c) 8

Name: _____
 Address: _____
 Postcode: _____

What authority do you live in? (Please tick)
 Blaenau Gwent
 Caerphilly
 Monmouthshire
 Newport
 Torfaen

Contact Phone Number: _____
 Driving Test Pass Certificate Number: _____
 Name of Pass Plus Instructor: _____
 Instructors ADI Number: _____

List of insurance companies supporting Pass Plus:

- ✓ AA Insurance
- ✓ BTE Lawline
- ✓ BSM Insurance Services
- ✓ Norwich Union
- ✓ Churchill
- ✓ Co-operative Insurance Society
- ✓ Direct Line
- ✓ Privilege
- ✓ Provident Insurance plc
- ✓ Royal & Sun Alliance
- ✓ Tesco Motor Insurers
- ✓ Zurich (Eagle Star)

For more information on Pass Plus:
 visit: www.passplus.org.uk
 e-mail: PassPlus@dss-gsi.gov.uk

or contact your Approved Pass Plus driving instructor listed below:

CAPITA SYMONDS

Pass Plus:
 Making New Drivers Safer Drivers

4.10 Strategy Objectives.

The key objectives are set out in 4.6, 4.7, 4.8 and 4.9 above in respect of Pre School, Junior Schools, Secondary Schools and the Tertiary Sector. The School Travel Plans objective are covered in 4.4 above. We will continue to develop and share best practice with Partners in respect of education programmes and activities,

and collaborate with Partners to ensure a consistency of approach where appropriate and to seek evidence of best practice across the UK and adopt a proven approach where applicable.

Section 4 – References

²⁰ *Safe Routes in Communities* - <https://beta.gov.wales/road-safety-and-safe-routes-communities-grants-guidance-applicants>

²¹ *Free School Transport* - <http://gov.wales/topics/transport/walking-cycling/saferoutes/?lang=en>https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/575323/Home_to_school_travel_and_transport_guidance.pdf

²² *Childrens Traffic Club*- <http://www.childrenstrafficclub.com/>

²³ *Flying Start / Early Years* - <http://gov.wales/topics/people-and-communities/people/children-and-young-people/parenting-support-guidance/help/flyingstart/?lang=en>

²⁴ *Kerbcraft* - <http://www.roadsafetywales.co.uk/training/?Language=E>

²⁵ *Junior Road Safety Officers* - <http://www.jrso.com/whatisjrso/>

²⁶ *Road Safety Resources – Road Safety Wales* - <http://www.roadsafetywales.co.uk/>

²⁷ *Megadrive* - <http://www.southwales-fire.gov.uk/English/yoursafety/Domino/Pages/Megadrive.aspx>
<http://www.southwales->

²⁸ *Pass Plus Cymru* – <http://dragondriver.com/>

²⁹ *THINK* - <http://think.direct.gov.uk/education/secondary/road-safety-professionals>

5. Safety for Pedestrians and Cyclists

5.1 Introduction

5.1.1. There were 16 collisions involving pedestrians or cyclists in Monmouthshire during 2016. Despite the vulnerable nature of these classes of road users there are related health and environmental benefits from these physical activities, which suggests that they should be encouraged to continue and increase as modes of travel. Within our Local Transport Plan & Active Travel Plan, we have identified our intention to develop a comprehensive cycle network that links residential areas with all the major land uses in the county including links to the National Cycling Network.

5.1.2. In 2013 the WG introduced the Active Travel Act³¹ to promote walking and cycling as preferred means of travel for shorter journeys. Key features of the act are:-

- Highway authorities to survey and map active travel (walking and cycling) routes
- Highway authorities to build and develop active travel infrastructure
- Authorities have statutory duty to promote walking and cycling
- WG to publish annual reports on extent of active travel in Wales

Significant infrastructure improvements are unlikely to be delivered without adequate funding to support the delivery and maintenance of schemes. Currently WG offers grants for the development of active travel schemes. Monmouthshire benefits from numerous walking and cycling routes developed as part of the National Cycle Network, the Connect 2 programme and connecting regional routes.

5.1.4. The Active Travel (Wales) Act³¹ 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. The Act requires local authorities in Wales to produce active travel maps and deliver year on year improvements in active travel routes and facilities. It requires highways authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of walkers and cyclists in a range of other highway authority functions. The existing maps are available on the Monmouthshire website ³²

5.1.5. The Council has undertaken a consultation exercise between October 2017 and January 2018 on the Integrated Network Map (INM) phase of the Active Travel (Wales) Act. Monmouthshire's Draft INM shows potential future walking and cycling routes within the county as well as links to neighboring authorities. These forward looking maps will show how the existing network could be advanced in future years and will show proposed improvements of existing routes. Enabling more people to undertake active travel will mean more people can enjoy the health benefits of active travel, help reduce greenhouse gas emissions, tackle poverty and help our economy to grow.

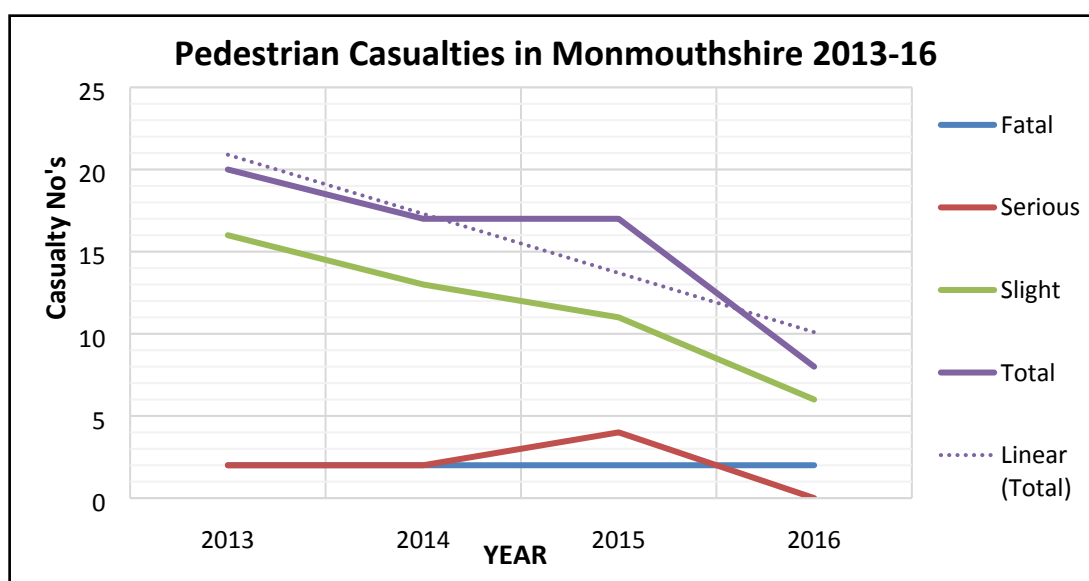
5.2 Key facts on pedestrian and cyclist safety

5.2.1. Pedestrians There has been a 64% reduction in overall pedestrian casualties from the 2004-08 baseline figures but fatal casualties have remained at around two per year as can be seen in the table and graphs below. Child KSI casualties have decreased to zero in 2016, but there were 3 in 2015.

Table 4. Pedestrian Casualties in Monmouthshire 2013-16

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	2020 Target
Fatal	1	2	2	2	2	1
Serious	5	2	2	4	0	3
Slight	16	16	13	11	6	10
Total	22	20	17	17	8	13

Graph Showing Casualties over Time

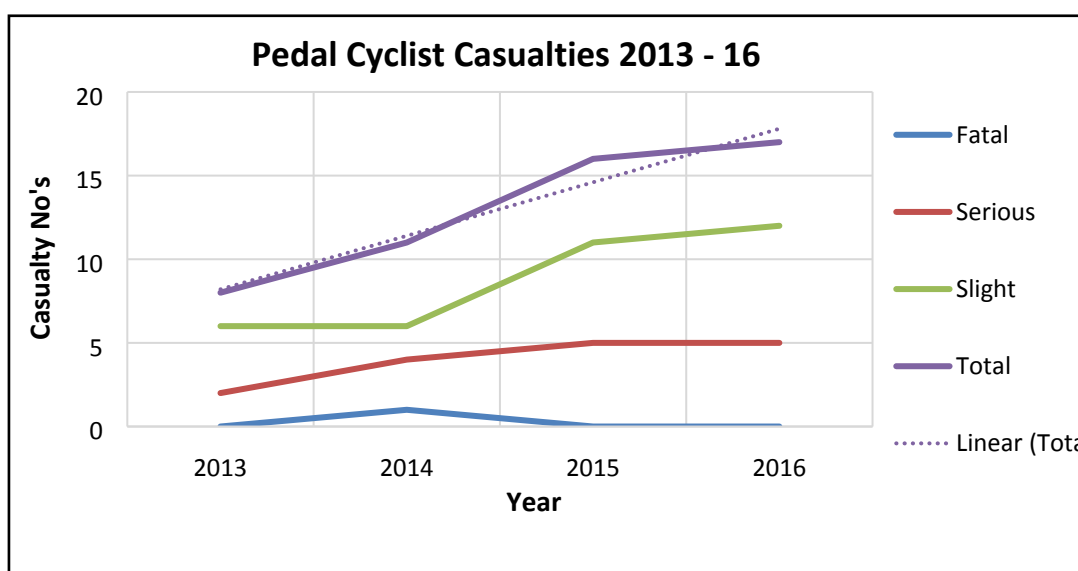


5.2.2. Pedal Cyclists There has been a 50% increase in overall casualties from the 2004-08 baseline and almost 100% increase on the 2013 figures for cyclist casualties in Monmouthshire as the table and graphs below show. This is a significant concern and whilst the large increase in popularity of cycling may partly account for this it is clearly an area where much more work needs to be undertaken together some deeper analysis of how and where these casualties are arising, particularly as the national picture shows a steady reduction in cyclist casualties. The figures for fatal casualties seem to be stable at zero.

Cycling is not an activity restricted solely to children but is a sustainable and enjoyable means of transport for both work related and leisure trips as an alternative to other modes of travel. Cycling UK³³ run a range of training and courses to suit all ages and in many areas³⁴

Table 5 – Pedal Cyclist Casualties 2013-2016

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	2020 Target
Fatal	0	0	1	0	0	0
Serious	2	2	4	5	5	1
Slight	9	6	6	11	12	5
Total	11	8	11	16	17	7



5.3 Strategy Objectives

5.3.1. A key aim of this Strategy is to encourage people to walk or cycle as an alternative to other modes of travel. To do this it will be necessary to make it easier and safer to walk and cross roads but equally to encourage pedestrians to take greater care whilst improving the standards of drivers.

5.3.2. Footbridges and subways have not proven satisfactory for all pedestrians. Safe crossings are required at surface level. Guardrails can take pedestrians away from their direct routes and although they provide protection, they can induce higher vehicular speeds and lead to inherent road safety concerns such as crushing injuries. Local action is the key to improving the environment for walkers and a walking plan needs to be developed. Some of the measures that maybe included are:

- Well planned and maintained pedestrian routes;
- Safe and convenient street crossing;
- Pedestrianisation schemes for town centres;
- Adequate lighting and security measures such as a closed circuit television camera.

Consideration will also be given to Traffic calming and 20mph zones for residential areas where there is evidence to support them. Further information on these are contained in the Local Transport Plan¹

5.3.3. As part of its development control procedures the council ensures that direct, convenient and safe pedestrian and cycle routes are included in new developments and connect logically with existing infrastructure.

Section 5 – References

³⁰ Not Used

³¹ Active Travel Act - <http://www.monmouthshire.gov.uk/the-active-travel-act>

³² MCC Web Pages – Active Travel Maps -

<http://www.monmouthshire.gov.uk/app/uploads/2015/07/MLTP-MASTER-v1-1.pdf>

¹ Local Transport Plan <http://www.monmouthshire.gov.uk/local-transport-plan>

³³ <https://www.cyclinguk.org/>

³⁴ Cycling Courses and Training <https://www.cyclinguk.org/courses-and-training/training-and-education-resources>

6. Safety for Motor Vehicle Users

6.1 Introduction

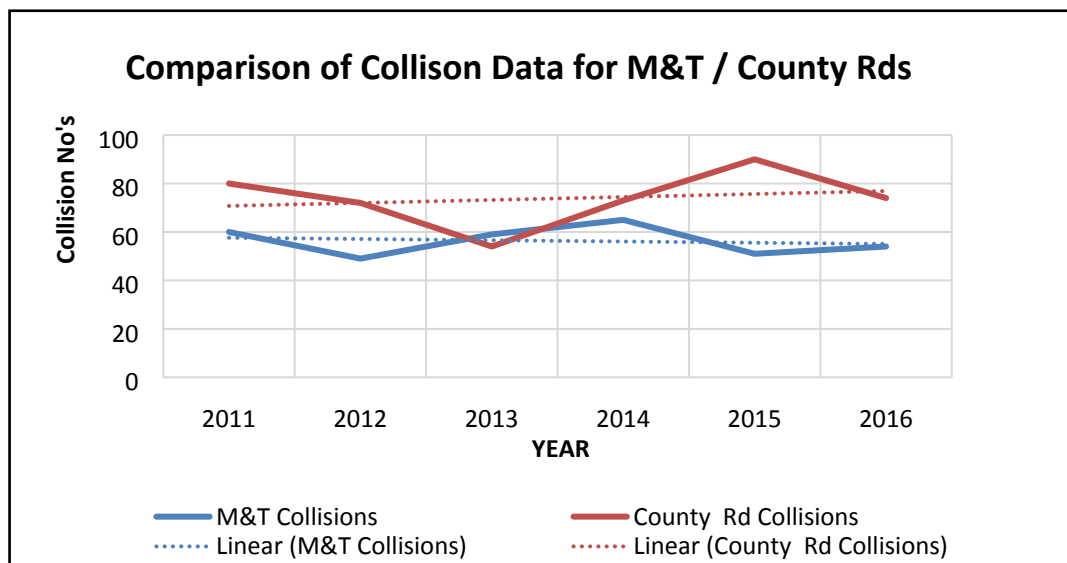
6.1.1. There were 128 collisions, involving motor vehicle users, in Monmouthshire during 2016 (compared to 244 in 2004) which resulted in 117 casualties. The average over the past five years was 130 collisions with the overall trend a slow but downward direction. At the same time the casualty numbers with a five year average of 124 have made a slow increase over the past five years.

6.1.2. Comparing County Roads for which Monmouthshire are responsible and Motorway & Trunk Roads which are with WG there were 74 collisions with 33 casualties, whilst there were 54 collisions and 84 casualties on Motorway & Trunk Roads. On County Roads over the five year period there was an average of 35 casualties but a couple of extremes with a low of 16 casualties in 2013 and a high of 52 casualties in 2015. The overall trend is upward so further work needs to be done to investigate collision causes, location's etc. to see if there are specific locations or causes that can be targeted

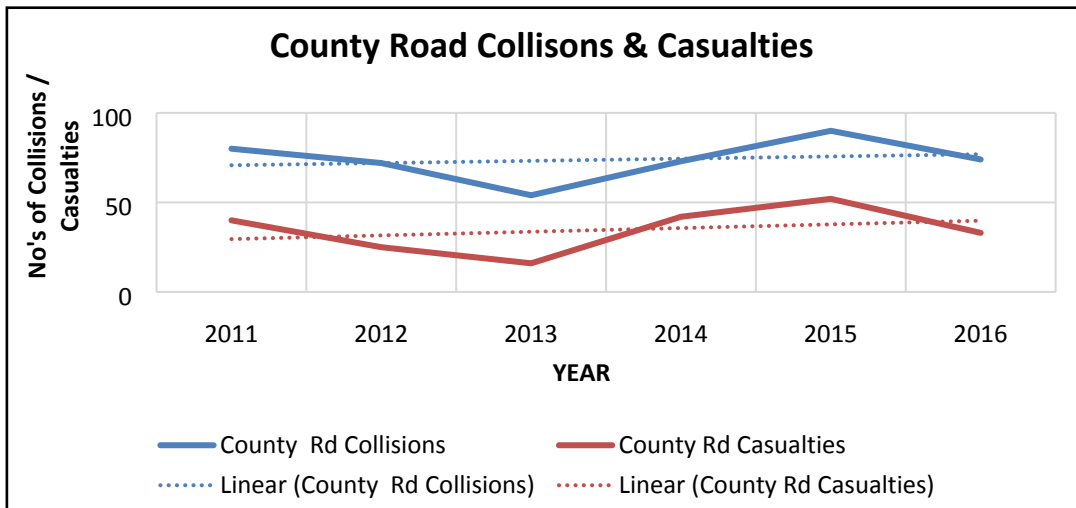
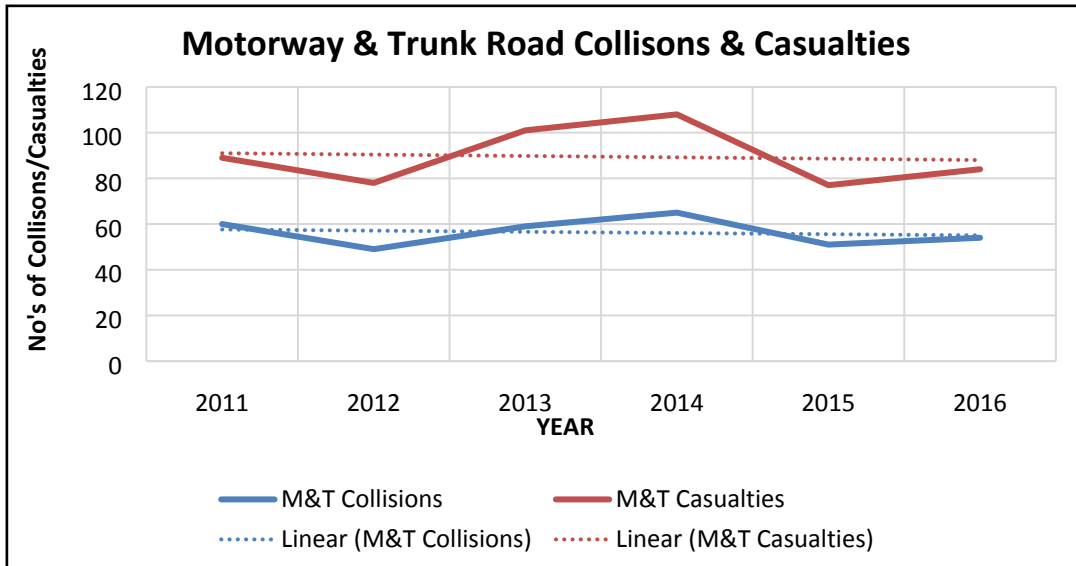
Table 6 – Casualty & Collision Data for Roads in Monmouthshire

	2011	2012	2013	2014	2015	2016	Average	Casualties per Collision
M&T Collisions	60	49	59	65	51	54	56	
M&T Casualties	89	78	101	108	77	84	90	1.6
County Rd Collisions	80	72	54	73	90	74	74	
County Rd Casualties	40	25	16	42	52	33	35	0.5

M& T = Motorway & Trunk Roads



6.1.3. In 2016 approximately 58% of the collisions occurred on County roads (92% of total roads in the county) with the other 42% occurring on the Trunk roads and motorways managed by the WG (8% of total roads in the County). In terms of casualties however, 72% occurred on Motorway & Trunk Roads and 28% on County Roads. That is equivalent to 1.6 casualties per collision for Motorway & Trunks Roads and 0.5 for County Roads.



Improvements to Driver Behaviour

6.2. Misuse of Mobile Phones

6.2.1. In 2003 it became a criminal offence for a driver to use a hand held mobile phone or for a supervisor of a learner driver to use a mobile phone.³⁵ Further, it is an offence for a person to permit a driver to use a hand held device so this has an implication for passengers within the vehicle. The legislation presently allows “hands

free” phones although this practice is considered unsafe as concentration is still diverted away from the driving task.

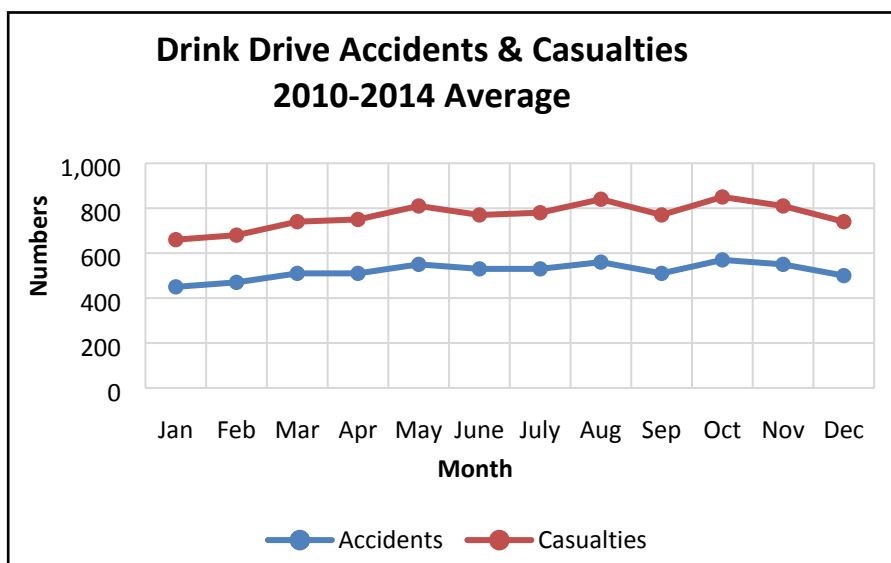
6.2.2. If a phone is used hands-free, you must stay in full control of your vehicle at all times. The police can stop you if they think you’re not in control because you’re distracted and you can be prosecuted. You can get 6 penalty points and a £200 fine if you use a hand-held phone and can also be taken to court where you can be banned from driving or riding, get a maximum fine of £1,000 (£2,500 if you’re driving a lorry or bus). If you passed your driving test in the last 2 years, you are likely to lose your driving licence.

6.2.3. The council has issued a policy prohibiting staff from using mobile phones whilst driving on Council business. This includes advice not to use “hands free” phones or only where road conditions and the safety of other road users have been taken into consideration.

6.3. Drink Driving

6.3.1. Although drink driving is now generally regarded as socially unacceptable, there are still many offenders who undertake this activity. Drivers are still failing breath tests during the Christmas period despite the publicity campaigns. For Great Britain in 2015, the latest full report available, 12% of all deaths were related to drink driving and there were 8740 casualties due to drink driving³⁷

6.3.2. Drink driving is not restricted to the Christmas period, as the graph below shows, and is a year round problem. For instance, the numbers of accidents and casualties due to drink driving is higher in summer compared to Christmas, although there is a significant number all through the year. Progress is needed to establish evidential roadside breath-testing devices, which would remove the need for offenders to be taken to the police station for a second test thereby releasing the traffic officers to their active duties.



6.4. Drugs and Driving

6.4.1. In 2011 around a third of car drivers killed in collisions on Welsh roads were over the drink drive limit and for every seven collisions where drink driving was involved there was one impaired by drugs, both illegal and medicinal. RoSPA have reported that use of illegal drugs when driving is a growing problem. Around 18% of people killed in UK road accidents have traces of illegal drugs in their blood – a six-fold increase since the mid 1980s. In the Christmas 2016 period Gwent Police stopped just over 1,100 drivers, with 47 arrests for driving under the influence of drink or drugs, a rate of 4.2% and across Wales more than 500 drivers failed drink tests.

6.4.2. It is illegal to drive if either:

- you're unfit to do so because you're on legal or illegal drugs
- you have certain levels of illegal drugs in your blood (even if they haven't affected your driving)

6.4.3. Legal drugs are prescription or over-the-counter medicines. If you're taking them and not sure if you should drive you should talk to your doctor, pharmacist or healthcare professional. The police can stop you and make you do a 'field impairment assessment' if they think you're on drugs. This is a series of tests, e.g. asking you to walk in a straight line. They can also use a roadside drug kit to screen for cannabis and cocaine. If they think you're unfit to drive because of taking drugs, you'll be arrested and will have to take a blood or urine test at a police station.

6.4.4. The incidence of driving whilst under the influence of drugs is increasing but this does not necessarily indicate use of illegal drugs (although that may be the case) but people not understanding the effects of both prescription and Non-prescription medication. A three-year study by the Transport Research Laboratory and the DETR (now DfT) revealed that approximately 20% of all drivers killed, and nearly 33% of all passengers in road collisions, had a substance other than alcohol in the body.

6.4.5. In a recently organised three day Multi Agency operation fifty Traffic Offence Reports were issued for minor traffic offences including speeding, vehicles in a dangerous condition, seat belts, using a mobile phone, driving licence offences, one person was arrested for drug driving and possession of drugs and two further arrests were made for drug related offences. In addition 15 vehicles were seized for being used without insurance with one hundred and thirty nine referrals made by Revenue & Customs regarding tax evasion. Several referrals were made by trading standards and advice packs provided to individuals.

6.4.6. The police have powers to require drivers to provide samples if they feel that their driving is impaired in a similar manner to being intoxicated. This requires suspected offenders to be taken to a police station to provide blood samples, which is time consuming and removes officers from their normal duties. Work is taking place to develop an impairment-screening device to assist police officers in the

detection of drug driving. There would need to be a change in legislation to allow the use of such a device for evidential purposes.

6.4.5. Welsh Government is, in principle, in favour of reducing the drink drive limit as part of ongoing efforts to combat the problem of Drink Driving. For those convicted of drink driving there is the option of attending the 'Drink Driving Rehabilitation Scheme, which has been shown to dramatically reduce the risk of reoffending.

6.5. Drowsiness

6.5.1. Drivers are not exempt from fatigue that impairs their driving ability and high profile prosecutions of drivers following fatal collisions have highlighted these problems. However, there are an increasing number of collisions that only involve single vehicles resulting in casualties where the only identified causative factors are drivers falling asleep. It has been suggested that drivers falling asleep is a causative factor in 10% of all collisions and up to 20% on motorways. Drivers do not fall asleep instantly there is normally plenty of warning, which is ignored. This is basically an education and training issue but maybe related to use of medicinal drugs.

6.5.2. There is a need for more education and information on fatigue and driver impairment. Employers should also consider their responsibilities under current health and safety legislation or guidance³⁸ particularly for drivers of company vehicles, which are not controlled by the use of tachometers. It has been estimated that up to a third of all road traffic collisions involve someone who was at work at the time.

6.6 Joint Operations

6.6.1. The Police carry out a number of intelligence led casualty reduction initiatives in conjunction with other agencies e.g. Vehicle Operator Services Agency and MCC's Trading Standards. In a recently organised three day Multi Agency operation, six Persons were arrested, two for obstructing the police. In addition five Fixed Penalty Notices were issued for overweight vehicles and one driver reported to court due to excessive weight. Six immediate prohibitions were issued for vehicles being overweight. Forty immediate prohibitions were issued for vehicles with serious defects and Thirty Nine delayed prohibitions were issued for vehicles with less serious defects.

6.6.2. In addition Gwent Police were recently involved in a joint operation with British Transport Police that also involved a number of partner agencies, including Trading Standards & Licensing Officers. Three cars were seized with five drivers being reported for various road traffic offences. Trading Standards and the Licensing Officers also dealt with three drivers for various breaches of trading licences and possible fraudulent waste disposal. They also closed the weigh bridge at a local company as it was not operating correctly due to metal and general waste fouling the weighbridge plate causing potential short weight.

6.6.3. In December 2016 Gwent Police organised a Multi-Agency operation, in which fifty three vehicles in total were stopped. One person was arrested for a failure to appear to a warrant for minor traffic offences at Cardiff Magistrates court. One vehicle was seized for using red diesel and a £539 on the spot fine was issued. Nine vehicles were issued with immediate prohibitions by VOSA for a variety of serious defects. One vehicle was issued a prohibition by VOSA for exceeding driver's hours and another vehicle was issued a prohibition by VOSA for being 10% overweight. Five vehicles were seized under Section 165 of Road Traffic Act for no insurance whilst thirteen Traffic Offence Reports were issued for offences including no insurance, no licence, defective tyres and seat belt offences

6.6.4. We support these initiatives and will continue to co-operate with the police to ensure that such joint operations are held so that offences of this nature are reduced with consequential benefits to the casualty figures. Nonetheless the extent of the issues found during these operations with some **72%** of vehicles stopped having defects does raise significant road safety concerns.

6.7 Key facts on Motor Vehicle Safety in Monmouthshire

6.7.1. Given that new cars sold in recent years have been fitted with more safety equipment than the older vehicles that they are replacing, it is disappointing that despite the overall downward trend, the percentage of casualties have remained at a significant level.

6.7.2. Around one third of car occupants killed in road collisions in Great Britain were not wearing safety belts, despite this being illegal and clearly contributing to the severity of injuries on the roads. There is evidence that shows a percentage of children do not use child restraints or seat belts, and this will be a particular issue that needs to be addressed, particularly in respect of parental responsibility. However, an even larger percentage of adults still do not use seat belts and a combination of education and enforcement will be needed to bring about an improvement in this area.³⁹

All children under 3 years old must use an appropriate child restraint when travelling in a car or goods vehicle and may not travel unrestrained unless an appropriate child restraint Children aged 3 years or more must use a child restraint appropriate to their size until they are 12 years old or 135cm high, whichever comes first, when travelling in cars or goods vehicles fitted with seat belts. In vehicles not fitted with safety systems they may not travel in the front;

- Rear-facing baby seats must not be used in a seat protected by an active frontal air-bag;
- All child restraints in use requirements, conforms to the United Nations standard, ECE Regulation 44.04 (or R 44.03) or to the new i-size regulation, R129. Look for the 'E' mark label on the seat, or any subsequently agreed standards;
 - Is suitable for the child's weight and size;

- Is correctly fitted according to the manufacturer's instructions.
- All occupants of cars or goods vehicles must use seat belts, where provided while seated and the vehicle is in motion, and the number of people carried in such vehicles may not exceed the number of seats available fitted with seat belts or child restraints.

6.3.3 There are many different types of car restraint available. They are divided into categories, according to the weight of the children for whom they are suitable. These correspond broadly to different age groups, but it is the weight of the child that is most important when deciding what type of child seat to use. i-size seats are designed to keep children rearward-facing until they are at least 15 months old.

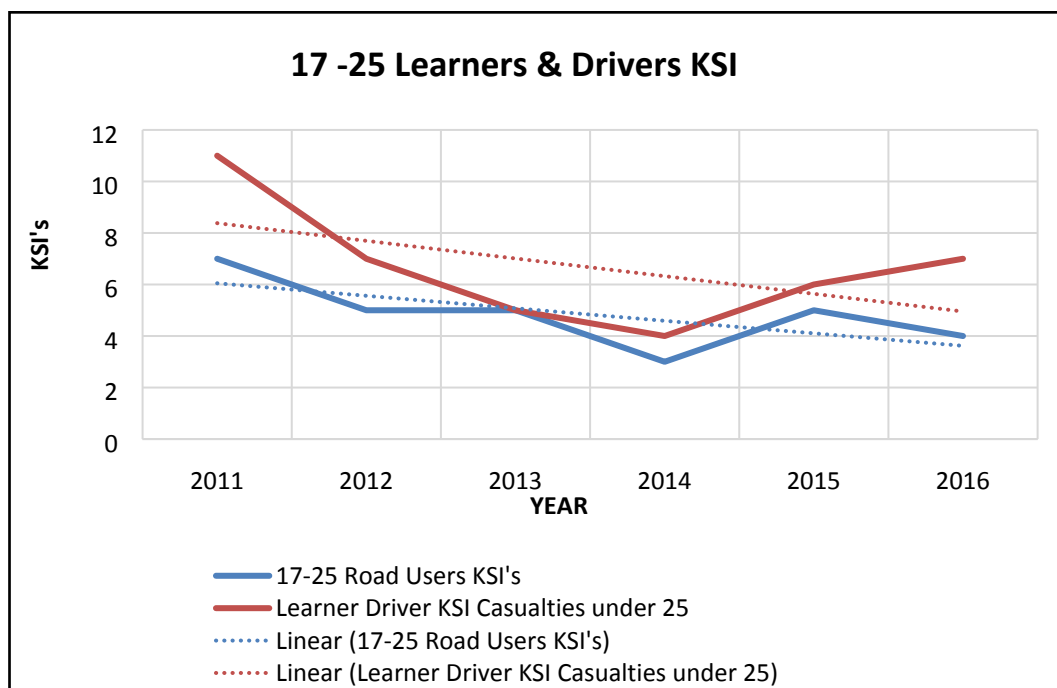
6.3.4. Change to the law about booster cushions⁴⁰

New regulations regarding the sale and use of booster cushions took effect on 9th February 2017. The new rules mean that manufacturers will no longer be allowed to introduce new models of backless booster seats (booster cushions) for children shorter than 125cm and weighing less than 22kg.

This change does not affect existing models of seats or cushions; they will only apply to new booster cushions, not ones which are already in use and meet existing safety standards. So, parents who use old booster cushions will not be breaking the law if they continue to use them after the rule change. They will not be required to buy new booster seats to meet the rule change. This change means that anyone buying a booster cushion should take extra care to read the manufacturer's labels and instructions in order to ensure that the one they select is appropriate for their child's use.

6.4 Strategy objectives

6.4.1. Young drivers, learners and passengers within Monmouthshire in the 16-24 year age range, are disproportionately at risk of being killed or seriously injured on the roads. Whilst the overall trend over the past five years has been downward, 2015 saw an increase and this continued into 2016 for learner drivers. The graph below shows the picture. There is clearly still work to do. The 'Pass Plus Cymru²⁸ scheme is a national initiative to enhance the driving ability of this younger group of drivers, and we will continue to promote this scheme within the County. We will specifically target young people in terms of education and, if appropriate, support the Police in enforcement.



6.4.2. Objectives

(i) We will also evaluate the effectiveness of young driver interventions and ensure that they are communicating with this group in the best way and target young drivers and passengers through education and publicity.

(ii) Work with Police to evaluate the effectiveness of existing education methods around careless driving and distraction, and consider whether these are fit for purpose or in need of review.

(iii) Work with Police to continue to draw attention to the dangers of using a mobile phone whilst driving, targeting those groups most likely to do so.

(iv) Work with Partners to enforce the law around mobile phones through ongoing and targeted campaigns.

(v) Educate and encourage drivers to wear seat belts, particularly ensuring that children are properly restrained in vehicles.

(vi) Continue to work with the Police to focus enforcement, education, training and publicity on drink and drug driving, and actively work to reduce the number of people breaking the law.

(vii) With Partners support the evaluation of existing practices to determine their effectiveness in preventing drink driving.

(viii) When allocating resources consider whether there are more casualties occurring in deprived areas and/or amongst people who reside in these areas and include as one of the factors in determining priority of schemes.

Section 6 References

³⁵ *Mobile Phones and Driving – August 1997 ROSPA* www.rospa.com

³⁶ *Not Used*

³⁷ *Road Casualty Data 2016-*
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/648081/rrcgb2016-01.pdf

³⁸ *Driving at Work – managing work related road safety – September 2003 HSE*
www.hse.gov.uk

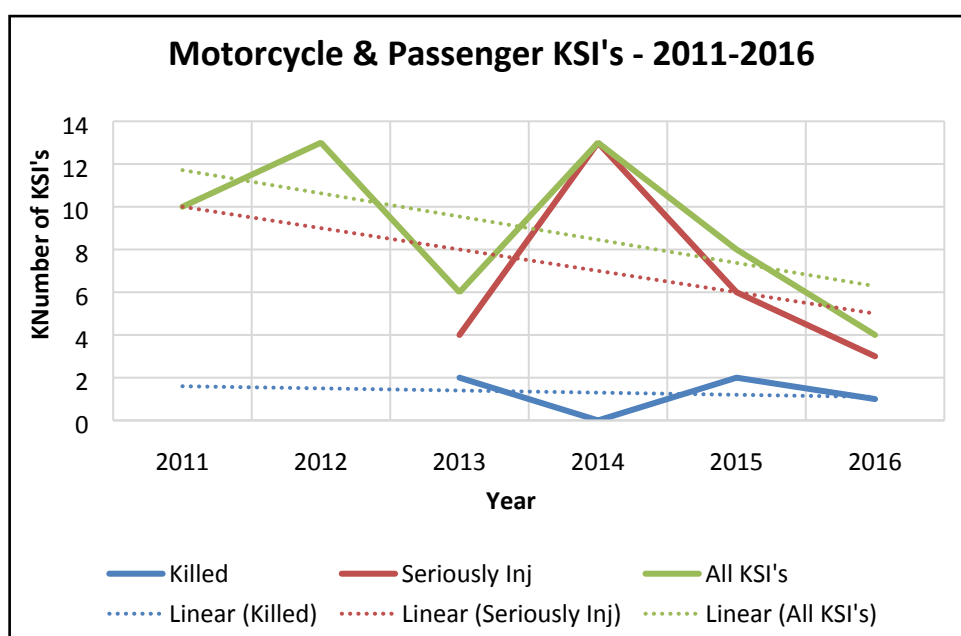
³⁹ *Seat Belts -* www.childcarseats.org.uk

⁴⁰ *Compulsory seat belt/child restraint wearing – June 2005 DfT* www.dft.gov.uk

7 Safety for Motorcyclists

7.1 Introduction

7.1.1. There were four Killed and Seriously Injured (KSI) motorcyclists in 2016, which is the lowest for some years, considering there were 13 in both 2012 and 2014. There is a significant variation year on year and this may reflect the weather with more motorcyclists coming out in fine weather. The graph below shows the picture over the period 2011 to 2016.



7.1.2. Rider training has played an important part in reducing the numbers of motorcycle casualties nationally, particularly following the introduction of Compulsory Basic Training⁴¹ (CBT) in 1991 and there are a number of training agencies adjacent to the county. However, CBT only teaches basic motorcycling skills and we actively encourage motorcycle riders to take further training, which will teach defensive riding skills and help them to become a safer and more competent rider.

7.1.3. One of the concerns raised by motorcycling groups is that the high casualty rate is due to the behaviour and lack of awareness of other vehicle drivers, who may not take account of their likely manoeuvres, or see them early enough to respond safely when they approach. Motorcycle riders are also vulnerable to poorly drained or maintained roads and any debris on the road, which can represent a hazard.



Assessed Ride Out, Edlogan Way Resource Centre

7.1.4. Conversely, there are a number of factors, which are in the control of the riders, which may contribute to the casualties including:

- lack of primary safety leading to loss of control, e.g. on wet roads, bends or road debris: two wheels are potentially unstable and therefore vulnerable to this loss of control;
- lack of physical protection of riders: i.e. poor secondary safety;
- low conspicuousness which makes motorcyclists vulnerable to other traffic;
- powerful braking systems, relative to the weight of the motorcycle, which when inappropriately applied can cause instability and loss of control; and
- acceleration, as well as outright speed, could be the risk factor

7.1.5. BikeSafe⁴² is a national initiative run by police forces around the UK who work with the whole of the biking world to help lower the number of motorcycle rider casualties. We support Gwent Police in the BikeSafe Cymru scheme, which is targeted at motorcycle riders by police motorcyclists. In addition, The Institute of Advanced Motorists⁴³ has a motorcycle group that provides advance training.

7.1.6. Strategy Objectives

Taking note of the Welsh Government's expectations in its RSFfW Monmouthshire will:

- a. Continue to work with Gwent Police on the Bikesafe scheme*
- b. Continue to support the CBT training initiative*
- c. Work with Gwent Police to seek to engage with hard to reach*

- motorcyclists who are potentially more at risk. As a first step we will work with partners to communicate with representatives of motorcycling groups and try to understand what actions will be most effective*
- d. Review and evaluate the effectiveness of existing activities and build evaluation into any new activities that are developed*
 - e. With partners, consider which communication methods are most appropriate for engaging with motorcyclists (whilst acknowledging the broad spectrum of people riding bikes) and ensure that these methods are adopted across Wales.*
 - f. Highlight the vulnerable nature of motorcyclists to drivers.*
 - g. Consider the needs and vulnerabilities of motorcyclists when designing new roads and implementing safety features on existing roads.*

Section 7 – References

⁴¹CBT-<https://www.gov.uk/government/organisations/driver-and-vehicle-standards-agency>

⁴² BikeSafe – www.bikesafe.co.uk

⁴³ Assessed Ride Out, Institute of Advanced Motorists – IAM www.iam.ork.uk

8. Safety for Horse Riders

8.1 Introduction

8.1.1. In a largely rural county such as Monmouthshire horse riding forms a part of the leisure and social activities of the community but still only represents 1% of the reason for visiting the countryside. However, there are few opportunities for horse riders to use and enjoy the countryside with just 1% of the public rights of way accessible by horse riders. More information is required on usage patterns and gaps in existing bridleways and/or rural lanes where direct intervention maybe necessary, such as signing or speed reduction as suggested in the ‘Quiet Lanes’ initiative.⁴⁴ In terms of road safety issues it is fortunate that despite horse riding being popular in Monmouthshire there has only been one slight casualty in the past five years as shown I the table below.

Table 7 - KSI's for Horse Riders

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	2020 Target
Fatal	0	0	0	0	0	0
Serious	0	0	0	0	0	0
Slight	0	0	0	1	0	0
Total	0	0	0	1	0	0

8.1.2. The biggest problem tends to be drivers and riders of motorised vehicles not making appropriate allowance for the unpredictable response of horses to relatively large, noisy and fast moving vehicles.

8.1.3. There will be occasions where it is not possible to separate horse riders from vehicle traffic and, in recognition of that fact, we will continue to maintain liaison with the British Horse Society (BHS)⁴⁵ to provide assistance with the riding and road safety test as required.

8.1.4. The BHS has identified problems with the use of Stone Mastic Asphalt⁴⁶ (SMA) on roads used by horse riders. The surfacing does not provide adequate skid resistance to shod animals, particularly in areas where traffic flows are light and the surfacing has not been abraded. We only use SMA on classified roads but will monitor the situation.

8.1.5. The Council's Rights of Way Improvement Plan⁴⁷ recognises the limited extent of byways currently available to horse riders. The plan includes the following three actions:-

- To identify local circular routes around towns and villages...particularly Bridleways and Cycleways.
- To enhance and develop long distance and circular bridleways

- To improve facilities where off road public rights of way junction with adopted highways

8.1.6. The Council will also seek to engage with the horse riding community and consider whether any further road safety interventions could be introduced, where there are significant numbers of horse riders and/or road traffic collision involving horses.

Section 8 – References

⁴⁴ *Quiet Lanes TAL3/04 – June 2004*

<http://webarchive.nationalarchives.gov.uk/20120606202730/http://assets.dft.gov.uk/publications/tal-3-04/tal-3-04.pdf>

⁴⁵ *British Horse Society – www.bhs.org.uk*

⁴⁶ *Stone Mastic Asphalt – BHS www.bhs.org.uk/news-pr*

⁴⁷ *Rights of Way Improvement Plan -*

<http://www.monmouthshire.gov.uk/2016/11/22/councils-rights-way-improvement-plan-review>

9. Elderly Persons (70+)

9.1 Introduction

9.1.1. There were 5 casualties involving older drivers, passengers, pedal cyclists and pedestrians in Monmouthshire during 2016 with a trend downwards from a high of 26, three of which were fatal, in 2014.

9.1.2. 21% of the Monmouthshire population⁴⁸ is in the age range 65 and over compared to an all Wales average of 18%. This age group tends to have greater vulnerability to physical injuries due to declining muscle tone and skeletal strength. All classes of casualties will suffer from a general decline in acuity of hearing and vision as part of the aging process. Despite these physical features this group generally adjusts their travel patterns and modes to accommodate these reduced abilities and we intend to ensure that their needs are met.

9.1.3. The council operates “Grass Routes”⁴⁹ a community transport scheme, to provide a transport link in central Monmouthshire. Users become members of the scheme by a one off payment of £5.00. They are able to ring a free telephone number to book their journey and request pick up times and locations (subject to availability). A low floor fully accessible vehicle with wheelchair access is provided with seat belts fitted to every seat. Daily regular services to Abergavenny and Monmouth are operated at a current cost per return journey of £5.00 for adults and £2.50 for children.

Older Person (70+) Casualties

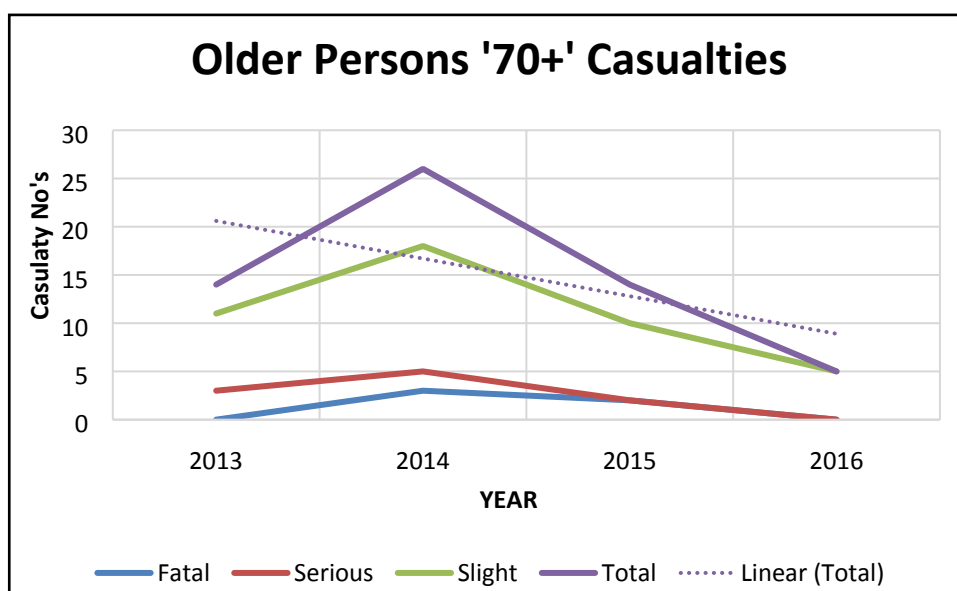


Table 8 – KSI’s for Older Persons

Severity	Jan 2004 - Dec 2008 Baseline	2013	2014	2015	2016	2020 Target
Fatal	0	0	3	2	0	0
Serious	2	3	5	2	0	1
Slight	7	11	18	10	5	4
Total	9	14	26	14	5	5



Grass Routes Bus Providing Rural Service in Llandenny.

9.2. Concessionary Travel

9.2.1. Concessionary Travel (Free Travel) on buses across Wales has been available to over 60’s and disabled persons since 2000 through each Local Authority in Wales. This includes the following:

- People aged 60 and over;
- Eligible disabled people (where no age limits apply) – there are seven categories of disabled people who are entitled to the concessionary bus pass – see below
- Companions of “severely” disabled people who meet specific criteria and who are entitled to free travel only when accompanying a companion pass holder (but passes in these cases are not issued automatically); and

- Seriously” injured service personnel or “seriously” injured service veterans who meet specific criteria.

9.2.2. Newport City Council⁵⁰ manages the All Wales Concessionary Bus Pass scheme for Newport and Monmouthshire residents on behalf of Monmouthshire County Council. Monmouthshire residents can apply online for an over 60’s bus pass and may also print the bus pass application form⁵¹ (pdf) and complete and return it with a passport size photograph and copies of proof of age and address to: The Bus Pass team, Floor 4, Information Station, Newport NP20 4AX. Bus passes are generally issued within 10 – 14 days of the application being received.

9.2.3. A disabled persons concessionary travel pass is issued to people in Monmouthshire who are:

- blind or partially sighted OR
- profoundly or severely deaf OR without speech OR
- have reduced ability to walk or are unable to walk OR
- are without arms or have a long-term loss of use of both arms OR
- have a learning disability OR
- are unfit to drive for medical reasons
-

Applicants will need to request a disabled person’s travel pass application from their local Community Hub.⁵² Companion bus passes may be issued to people who meet the criteria for a disabled persons’ concessionary travel pass and who are so severely disabled that it would be impossible for them to use public transport without help from a companion.

9.2.4. Using your bus pass

- You can travel free of charge on almost all local bus services in Wales and, in some cases, to towns just over the border in England.
- You are the only person allowed to use your bus pass.
- If you allow someone else to use it, your pass could be cancelled and may lead to legal action.
- Travel using your bus pass is subject to the normal regulations and conditions of the bus operators concerned.
- Your pass does not give you additional rights to other passengers or entitle you to be carried in preference to other passengers.
- The Council accepts no liability for the failure of any bus service to operate or of any operator to accept your bus pass for travel.
- If your pass is not accepted contact the bus pass team at Newport City Council.

9.3. Strategy Objectives

- (i) We will continue to support the Grass Routes service.
- (ii) We will continue to work with the voluntary sector representing the elderly and training providers to ensure that training is available for older people and properly evaluated to establish whether it is fit for purpose.

Section 9 – References

⁴⁸ <http://www.monmouthshire.gov.uk/app/uploads/2015/07/Census-2011-Key-Statistics.pdf>

⁴⁹ GrassRoutes - www.monmouthshire.gov.uk

⁵⁰ Newport CC - <http://www.newport.gov.uk/en/Transport-Streets/Public-Transport/Bus-Pass---Over-60s.aspx>

⁵¹ [bus pass application form](#)

⁵² Local Community Hub - <http://www.monmouthshire.gov.uk/community-hubs-libraries/monmouth-community-hub>

10. Road Workers

10.1. There are many people working on Welsh Roads every day, including construction and road maintenance workers, breakdown services and emergency services. Between 2005 and 2011 15 people were killed or seriously injured whilst working on a Welsh Motorway or A Road.

10.2. The Highways Agency in England have established the Road Workers Safety Forum which includes key stakeholders including the Welsh Government and Police.

10.3. Monmouthshire takes the safety of its highways staff and operatives very seriously and all who work on the highway are trained in safe working, signing and guarding with regular updates. Those working on high speed roads such as 'A' and Trunk Roads are at particular risk and have enhanced training and more regular updates. That training will continue as part of this Strategy.

11. Investigating Collisions and Casualties

11.1 Introduction

11.1.1. In many instances, members of the public are of the opinion that it is ‘only a matter of time before an accident occurs’. However on a road with an existing collision/casualty record accident(s) have already occurred and consequently it is more important to review and, if appropriate, address matters, especially when there are limited resources available for physical improvements.

11.1.2. The Council and Capita presently receive collision data on a quarterly basis from Welsh Government. This relates to road traffic collisions which have resulted in personal injury where the police have attended the incident or the collision has been reported to the police within 30 days of the occurrence. Data is analysed by Capita using a site specific, route or area wide basis by road user type, age, time, weather conditions and route classification. Sites, routes or areas with the worst collision record, which might be addressed by engineering or regulatory measures are considered by the CSSG, and identified schemes then prioritised for implementation using MCC capital funds or submitted to Welsh Government for funding as part of the Road Safety Grant.

11.1.3 Capital funded schemes are implemented after undertaking appropriate consultation with the local community. Road safety schemes prioritised in this way are based on collision/casualty data not via prediction methods such as a risk assessment. However, the primary source of funding for road safety engineering interventions (traffic calming) is the Welsh Government, Road Safety Grant. The criteria for securing funding through this source require schemes to target a continued reduction in the number of people killed and seriously injured on Welsh roads. In order to achieve this, the schemes are weighted towards criteria which targets casualty reduction for high risk groups and target locations or routes with a history of killed and seriously injured casualties.

11.1.4. Pre and post scheme data is normally obtained (e.g. speed, traffic volume and casualty/collision data) to monitor the effectiveness of the scheme. Where enhanced pedestrian/cyclist facilities are installed usage is monitored.

11.1.5. Non-injury and damage only collisions are not reportable to the police and do not form part of the data set considered by the CSSG. However, such data may assist the Authority when considering whether engineering measures may be appropriate and/or required on a length of road.

11.1.6. Strategy objectives

- To make better use of available casualty statistics to assess current road safety problems in Monmouthshire and to analyse personal injury collisions to identify trends which may be addressed through engineering, enforcement or education.

- Work with Partners to identify locations where there is evidence of potential for an injury collision and to ensure that limited resources are used to best effect to tackle road safety problems where there is evidence to support intervention.
- Give due consideration to the benefits of Road Safety Audits on local highway schemes, and develop a policy on when they shall be undertaken.
- Undertake Road Safety Impact Assessments as part of highway improvement schemes

12. Speed Management

12.1 Introduction

12.1.1. Excessive vehicular speed is one of the primary contributory factors to road collisions, and a repeated concern of highway users travelling by sustainable means and residents living adjacent our busier roads. The term ‘speeding’ relates to both exceeding the signed speed limit and driving inappropriately for the prevailing conditions (even if within the signed limit). It is estimated that in the UK, approximately one third of road deaths are caused by excessive or inappropriate speed. Concern about the risks of walking or cycling is often quoted as the reason for travelling by car, even for short journeys.

12.1.2. All new residential estates are required to meet current national and local design standards.⁵⁴ Consideration to introduce 20 mph zones to existing housing sites will be managed in accordance with the council’s Speed Management Strategy, which is attached as **Appendix G**.

12.2 Key facts on speed

12.2.1. In the UK as a whole, it is estimated that one third of road deaths are the result of excessive or inappropriate speed. In Monmouthshire 28% of KSI’s were linked to excessive speed and in 2015 it was 39%, of the 93 casualties that occurred in 2016, 36 were related to excessive speed.

12.2.2. On average, for every 1 mile per hour increase in average speed, there is a 5% increase in the collision rate.

12.2.3. A child struck by a car at 40mph is likely to receive fatal injuries. Whereas a child struck at 20 mph is likely to survive with slight injuries.

12.3 Speed Management Strategy

12.3.1. The council has adopted a Speed Management Strategy. This is attached at **Appendix G**.

- i. Review and adapt the Council’s Speed Management Strategy as new technology, regulations or initiatives become available.
- ii. Manage efficiently and review sites identified for action on a regular basis, particularly before an activity is withdrawn.
- iii. Assess representations regarding speed issues by collecting speed and collision data.
- iv. Refer to the Wales Road Casualty Reduction Unit sites displaying a serious traffic speeding problem that may require intervention.
- v. Carry out all appraisals in a fair and transparent manner.

- vi. Implement speed management measures that are appropriate to the severity of the problem.

12.4. Urban and Rural Road Classifications

12.4.1. In line with recommendations within the ‘Road Casualties Great Britain– Annual Report’, 2016 ³⁷ the following classifications are used in this document:

Built-up:	Road located within the boundary of an urban area (regardless of speed limit).
Rural:	Road located outside the boundary of an urban area (regardless of speed limit) but excluding villages and small towns with 20, 30 and 40 mph speed limits.

12.4.2. Speed Related Casualties on County Roads

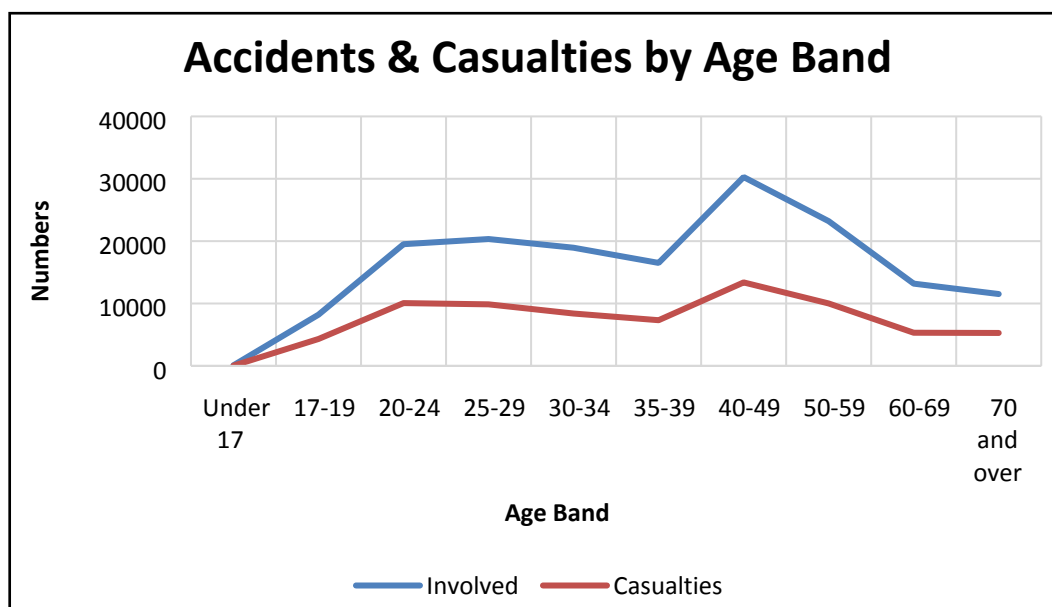
For the Great Britain (GB)⁵⁵ as a whole the number of KSI for various road types is given below. It is notable that highest number speed related casualties fall into the 30 mph speed limit areas, possibly due to excessive or inappropriate speed in such areas.

Road Type	KSI	% of Total
GB		
Built Up 20mph	1,023	5
Built Up 30mph	12,770	59
Built Up 40mph	1,046	5
Rural Road 50mph	1,123	5
Rural Road 60mph	4796	22
Rural Road 70mph	890	4
Total	21,648	100

12.5. Speed Management

12.5.1. Most drivers recognise that the use of excessive speed can contribute to road collisions and that sometimes they themselves drive in excess of the speed limit. This is due to the posted speed limits are not always seen as appropriate and many drivers make their own judgement about what is a safe speed to drive – this is frequently higher than the prevailing legal limit by a few miles an hour. Speeding on residential roads is seen as less acceptable than speeding on motorways –

especially by men – and generally younger drivers⁵⁶ are more likely to speed than older drivers. The highest collision rate is amongst the middle age group of 40 to 50 year olds, but when it comes to casualties they are higher per collision for the 17 to 25 year range. As is shown from the graph below;



Welsh Road Casualty Reduction Partnership – Working With Local Communities

12.5.2. There are multiple organisations that advocate blanket lower speed limits. Wider use of 20mph limits combined with rigorous police enforcement would certainly meet the casualty reduction targets. However, their use needs to be balanced with other considerations. This Chapter outlines the strategy for how speed is to be managed in Monmouthshire whilst balancing safety against the economic viability and regeneration of parts of Monmouthshire.

12.5.3. Changes to national speed limits for different classes of road were reviewed by the DfT in 2013 and was the basis of the DfT document Setting Local Speed Limits⁵⁷. The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:

- history of collisions;
- road geometry and engineering;
- road function;
- Composition of road users (including existing and potential levels of vulnerable road users);
- existing traffic speeds; and
- road environment.

While these factors need to be considered for all road types, they may be weighted differently in urban or rural areas. The impact on community and environmental outcomes should also be considered. The WG will not unilaterally change speed limits on different road classes unless the DfT advocates such a policy. Likewise, we will keep the present speed limits but monitor the future policies of the UK Government and WG.

12.5.4. The police play a key role in enforcing speed controls, and other traffic management regulations. They are directly involved in dealing with the after effects of collisions. Data collected by the police is vital in analysing collisions and needs to be timely and accurate. The arrangements for funding the use of speed cameras has enabled local partnerships of Police, Highway Authorities, Magistrate Courts and Health Professionals to come together to develop automated speed enforcement strategies.



12.5.5. On this basis we fully support Gwent Police's speed enforcement programme and participation in the Welsh Road Casualty Reduction Partnership promoted as GoSafe¹⁴. The evidence to date indicates that the incidence of collisions and inappropriate speed is being reduced. There are still offenders for whom fines and points on their licence are an insufficient deterrent and for whom community sentences may well be a greater deterrent along with loss of their licence. For others referral to a Speed Awareness course may lead to an improvement in their driving behaviour.

12.6. Strategy objectives

- To reduce speed related casualties especially deaths and serious injuries;
- To review the speed limits on county roads within Monmouthshire where there are high collision rates, which are speed related;

- To introduce a consistent speed strategy based on national guidance;
- To identify areas where speed limits should be changed and what engineering measures are required and feasible in order to achieve this; and
- To reduce excessive speed through rigorous police enforcement, particularly at locations where excessive speed is commonplace and where there is a history of road casualties and to educate drivers about the dangers of inappropriate speed.

Section 12 – References

¹⁴ *All Wales Safety Camera Partnership* <https://gosafe.org>

³⁷ *Road Casualty Data 2016-*
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/648081/rccgb2016-01.pdf

⁵⁴ *Manual for Streets*
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf

⁵⁵ *Road Casualties – Speeding by Road Classification*
<https://www.gov.uk/government/statistical-data-sets/ras10-reported-road-accidents>

⁵⁶ *Accidents & Casualties by Age Profile*
http://www.racfoundation.org/assets/rac_foundation/content/downloadables/speed_limits-box_bayliss-aug2012.pdf

⁵⁷ *Setting Local Speed Limits*
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/63975/circular-01-2013.pdf

APPENDICES

A. Definitions and Glossary

B. Summary of WG Action Programme for Partners

C. Consultees

D. Consultation Feedback

E. Road Safety Scheme Selection and Prioritisation Procedure

F. Signing Policy

G. Speed Management Policy

Appendix A - Definitions and Glossary

AA: The Automobile Association (or the AA Foundation for Road Safety Research).

ADI: Approved Driving Instructor registered with the *DSA*.

Adults: Persons aged 16 years and over (except where otherwise stated).

CSSG: The Collision Statistics Studies Group is a coalition of all the highway authorities in Greater Gwent, Gwent Police and the *WG*. The purpose of the group is to analyse collisions within the area looking at the causative factors and recommend courses of action. It is a forum to disseminate best practise.

Brake: Registered road safety charity, which works to promote road safety through community campaigns including Road Safety Week, educational literature, and through policy and PR. It also provides services for people affected by road collisions.

Built-up Roads. Roads with fronting or adjacent built environment, usually subject to a speed limit of 30mph, or 40mph in limited situations. Collisions on “built-up roads” are those that occur on roads with speed limits of 40 mph or less. “non built-up roads” usually have speed limits over 40 mph. Trunk Roads are included with non built-up roads unless otherwise stated.

Buses and coaches: Includes work buses. Prior to 1994 these *vehicles* were classified according to their construction, whether or not they were being used to carry passengers. Vehicles constructed as buses which are privately licensed were also included under “buses and coaches”, but PSV licensed minibuses were included under *cars*. From 1 January 1994 this definition was revised to include only those vehicles equipped to carry 17 or more passengers regardless of use.

BUSK: Belt up school kids is a registered charity, which works to improve pupil safety on school transport. It offers support and guidance for parents about safety issues, legislation and the hiring of transport. BUSK also produces educational material for schools and coordinates School Transport Safety Week.

Cars: Includes *taxis*, estate cars, *invalid tricycles*, three and four wheel cars, minibuses and motor caravans except where otherwise stated.

Casualty: A person killed or injured in a *collision*. Casualties are sub-divided into *killed*, *seriously injured* and *slightly injured*.

CROW: The Countryside and Rights of Way Act November 2000.

CS: Capita is the council's consultant for the collating and analysing collision data.

CSS: County Surveyors Society, a forum for local authority engineers.

CTC: Cycle Touring Club *Children*: Persons under 16 years of age (except where otherwise stated).

Collision: Involves personal injury occurring on the public highway (including footways) in which *at least one road vehicle or a vehicle in collision with a pedestrian* is involved and which becomes known to the police within 30 days of its occurrence. The *vehicle* need not be moving and collisions involving stationary vehicles and pedestrians or users are included. One collision may give rise to several *casualties*. Damage only collisions are not included in this strategy.

Darkness: From half an hour after sunset to half an hour before sunrise, i.e. "lighting-up time".

Daylight: All times other than *darkness*.

DfT: Department for Transport.

Drivers: Persons in control of *vehicles* other than *pedal cycles, two wheel motor vehicles* and ridden animals (see *riders*). Other occupants of *vehicles* are *passengers*

DSA: The Driving Standards Agency.

Failed breath test: *Drivers* or *riders* who are tested with a positive result, or who failed or refused to provide a specimen of breath.

Fatal collision: A *collision* in which at least one person is *killed* or dies as a result of injuries sustained within 30 days.

Goods vehicles: These are divided into two groups according to vehicle weight. They include tankers, tractor units travelling without their semi-trailers, trailers and articulated vehicles.

Heavy goods vehicles (HGV):

Vehicles over 3.5 tonnes maximum permissible gross vehicle weight (gvw).

Light goods vehicles (LGV):

Vehicles not over 3.5 tonnes maximum permissible gross vehicle weight.
Light goods vehicles include vans constructed on a car chassis.

Gross Vehicle Weight: The weight of a vehicle plus its load.

IAM: The Institute of Advanced Motorists.

IHT: The Institution of Highways and Transportation.

Injury collision: A collision involving human injury or death.

INSET: In-service education and training for teachers.

Killed: Human casualties who sustained injuries, which caused death less than 30 days after the collision. Confirmed suicides are excluded.

KSI: Killed or seriously injured

Mopeds: Two-wheel motor vehicles with an engine capacity not over 50 cc and either: (a) having a new registration prefix or a registration suffix that is S or later, a maximum design speed of 30 mph, a kerbside weight not exceeding 250 kg and an index plate identifying them as mopeds (i.e. as redefined in the Road Vehicles (Construction and Use) Regulations 1986); or (b) with an earlier suffix and equipped with pedals.

Motor cycles: Two-wheel motor vehicles, including motorcycle combinations, which are not mopeds.

Other roads: All C class and unclassified roads (unless otherwise stated).

Other vehicles: Other motor vehicles include ambulances, fire engines, refuse vehicles, road rollers, agricultural vehicles, excavators, mobile cranes, tower wagons, army tanks, pedestrian-controlled vehicles with a motor. Other non-motor vehicles include those drawn by animal, ridden horses, invalid carriages without a motor and street barrow.

Passengers: Occupants of vehicles, other than the person in control who is the driver or rider. Includes pillion passengers.

Pedal cycles: Includes tandems, tricycles and toy cycles ridden on the carriageway. From 1983, the definition includes a small number of cycles and tricycles with battery assistance with a maximum speed of 15 mph.

Pedal cyclists: Riders of pedal cycles, including any passengers.

Pedestrians: Includes persons riding toy cycles on the footway, persons pushing

bicycles, pushing or pulling other vehicles or operating pedestrian controlled vehicles, those leading or herding animals, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.

PROW: Public Rights of Way are a definitive access right, which includes Public Footpaths, Bridleways and Restricted Byways.

Riders: Persons in control of pedal cycles, two-wheeled motor vehicles or ridden animals. Other occupants of these vehicles are passengers. Road users: Pedestrians and vehicle riders, drivers and passengers.

RSW: Road Safety Wales.

RoSPA: Royal Society for the Prevention of Accidents.

ROADA: RoSPA Advanced Drivers Association.

RSOs: Road Safety Officers

RSfW: Road Safety Framework for Wales

RSSfW: Road Safety Strategy for Wales, superseded by the RSfW.

Rural roads: Major and minor roads outside urban areas

Serious collision: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed.

Serious Injury: An injury for which a person is detained in hospital as an “in-patient” or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts and lacerations, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision. An injured casualty is recorded as seriously or slightly injured by police on the basis of information available within a short time of the collision. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not.

Severity: Of a collision, the severity of the most severely injured casualty (fatal, serious or slight), of a casualty, killed, seriously injured or slightly injured.

Slight Collision: One in which at least one person is slightly injured but no person is killed or seriously injured.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring

medical treatment.

Speed limits: Permanent speed limits applicable to the highway.

Taxis: Vehicles operating as a hackney carriage and bearing the appropriate local authority hackney carriage plates.

Trunk Roads: Class A principal roads that are designated as strategic routes and, as such, are the responsibility of the WG as highway authority

Two-wheeled motor vehicles (TWMV): Mopeds, motor scooters and motor cycles (including motor cycle combinations).

Users of a vehicle: All occupants, i.e. driver (or rider) and passengers, including persons injured while boarding or alighting from the vehicle.

Urban roads: Major and minor roads within an urban area.

Vehicles: Vehicles (except taxis) are classified according to their structural type and not according to their employment or category of licence at the time of a collision.

Vehicles involved in collisions: Vehicles whose drivers or passengers are injured, which hit and injured a pedestrian or another vehicle whose drivers or passengers are injured, or which contributes to the collision. Vehicles that collide, after the initial collision, which have caused injury, are not included unless they aggravate the degree of injury or lead to further casualties. Includes pedal cycles ridden on the footway.

WG: The Welsh Government.

Appendix B – Integrated WG and MCC Action Plan 2018 - 2023

Target Group	Objective	Action	Timescale	By Whom	Funding
1 Motorcyclists					
1.1	Seek to engage with hard to reach motorcyclists who are potentially more at risk. As a first step we expect partners to communicate with representatives of motorcycling groups and try to understand what actions will be most effective	<ul style="list-style-type: none"> Promote CBT, BikeSafe and Wales by Bike website Presentation to school/college students Promote safer riding at known motorcyclist meeting points, Abergavenny bus station, Hoggin the Bridge 	Ongoing	MCC/Gwent Police	Self Funding
			Ongoing	MCC	MCC
			Ongoing	MCC/Gwent Police	MCC
1.2	Evaluate the effectiveness of existing activities and build evaluation into any new activities that are developed	<ul style="list-style-type: none"> Interrogation of casualty statistics, via CSSG Provide feedback forms at events, create social media/web pages for feedback 	Ongoing	MCC	MCC
			Ongoing	MCC	MCC
1.3	Consider which communication methods are most appropriate for engaging with motorcyclists (whilst acknowledging the broad spectrum of people	<ul style="list-style-type: none"> Survey motorcycle riders at events Develop specific motorcycle safety social media/web pages 	Ongoing	MCC/Gwent Police	MCC
			Ongoing	MCC	MCC

	riding bikes) and ensure that these methods are adopted across Wales.				
1.4	Highlight the vulnerable nature of motorcyclists to drivers.	<ul style="list-style-type: none"> Publicity campaigns 	Ongoing	MCC, All LA's	MCC
1.5	Consider the needs and vulnerabilities of motorcyclists when designing new roads and implementing safety features on existing roads.	<ul style="list-style-type: none"> Provide training & support for appropriate staff Consider using design guidance for motorcyclists produced by the Institute of Highway Engineers and Transport for London 	Ongoing	MCC	MCC
1.6	Specifically target enforcement at those riders who break the law.	<ul style="list-style-type: none"> Publicity campaigns Introduction of rider improvement scheme Promote specific enforcement operations in spring/summer months 	Dependent on Gwent Police buy in	Gwent Police/GoSafe Gwent Police/GoSafe Gwent Police/GoSafe	Gwent Police/GoSafe Gwent Police/GoSafe Gwent Police/GoSafe
2 Young Drivers & Passengers (16 to 24)					
2.1	Specifically target young people (both drivers & passengers) in terms of education and, if appropriate, enforcement.	<ul style="list-style-type: none"> Presentations to school/college students (mega drive program) Promotion of Pass Plus Cymru Enforcement campaigns targeting known young 	Ongoing Ongoing Ongoing/Seasonal	All Partners MCC/WG Gwent Police/GoSafe	MCC WG Gwent Police/GoS

		people hang outs, car parks etc		e	afe
2.2	Evaluate the effectiveness of their young driver interventions and ensure that they are communicating with this group in the best way.	<ul style="list-style-type: none"> Interrogation of casualty statistics, via CSSG Provide feedback forms at events, create social media/web pages for feedback 	Ongoing	MCC	MCC
			Ongoing	MCC	MCC
3 Older Drivers (+70)					
3.1	Specifically target older drivers through, improving knowledge, skills and overall safety of older drivers.	<ul style="list-style-type: none"> Work with the voluntary sector representing the elderly and training providers to ensure that training is available for older people and properly evaluated to establish whether it is fit for purpose. Promote public awareness of medical fitness to drive 	Ongoing	MCC	MCC
			Ongoing	MCC/WG	MCC/WG
4 Children (Up to 15)					
4.1	Develop and share best practice in respect of education programmes and activities, and collaborate with one another to ensure a consistency of approach where appropriate.	<ul style="list-style-type: none"> Offer “under 7’s” and “Kerbcraft” training to all primary school children. Improve awareness of road safety with parents through targeted campaigns countywide, concentrating on areas of high social 	Ongoing	MCC	MCC/WG
			Ongoing	MCC	MCC

		<p>deprivation.</p> <ul style="list-style-type: none"> Work with user groups and support national program of seat belt use/car seat safety 	Ongoing	MCC	MCC
4.2	Encourage growth in levels of children walking/cycling to school	<ul style="list-style-type: none"> Continue promoting National Standards cycling countywide 	Ongoing	MCC	MCC/WG
		<ul style="list-style-type: none"> Provide continual improvement and provision of safe cycling and walking routes to schools and within communities via the Active Travel Act 	Ongoing	MCC	MCC/WG
		<ul style="list-style-type: none"> Encourage all schools to develop “school travel plans” 	Ongoing	MCC/Schools	MCC
5 Pedestrians, incl Children 8 to 15					
5.1	Consider introducing 20mph schemes where there is evidence to support them.	<ul style="list-style-type: none"> Develop countywide action plan for the implementation of 20mph speed limits in residential areas 	Ongoing/Annual	MCC	MCC/WG
5.2	Improve the facilities and environment for pedestrians to encourage people to walk as an alternative to other modes of travel.	<ul style="list-style-type: none"> Continue to bid for funding via the Active Travel Act for funding to improve walking routes. 	Ongoing/Annual	MCC	WG
		<ul style="list-style-type: none"> Support the development of Highway Maintenance 	Ongoing/Annual	MCC	MCC/WG

		<p>schemes aimed at improving the existing highway infrastructure particularly footways/footpaths.</p> <ul style="list-style-type: none"> Continue to promote “walkers are welcome” within the County 	Ongoing	MCC	MCC
5.3	Provide “safer routes in communities” schemes to promote safer walking routes.	<ul style="list-style-type: none"> Continue to bid for funding from WG to develop SRiC schemes in the County Work in partnerships with communities to identify “safer routes in communities” schemes 	Annual	MCC	MCC/WG
			Ongoing	MCC	MCC
6 Cycling					
6.1	Improve the facilities and environment for cyclists to encourage people to cycle as an alternative to other modes of travel.	<ul style="list-style-type: none"> Support Welsh Governments Active Travel Act Continue to bid for funding to improve the cycling infrastructure within the County Promote the health and wellbeing benefits of cycling Continue to promote Monmouthshire as a county 	Ongoing	MCC	N/A
			Annual	MCC	MCC/WG
			Ongoing	MCC	MCC
			Ongoing	MCC	MCC

		the welcomes cyclists			
6.2	Ensure that all children in Monmouthshire have access to cycle training	<ul style="list-style-type: none"> Offer National Standards Cycle Training to all school children 	Ongoing	MCC	MCC/WG
6.3	Ensure that the needs of all vulnerable road users are considered during any alteration to the highway network or new development.	<ul style="list-style-type: none"> Road Safety Audits to include vulnerable highway users. 	Ongoing	MCC	MCC
		<ul style="list-style-type: none"> All new developments to be Safety Audited for vulnerable road users. 	Ongoing	MCC/Developers	Developers
7 Active Travel					
7.1	Ensure active travel routes have been identified on the INMs and that ongoing evaluation/development of routes continues	<ul style="list-style-type: none"> Continue to bid to WG for infrastructure projects to improve existing routes and to identify new routes 	Ongoing	MCC	MCC/WG
7.2	Promote/influence modal shift within the county	<ul style="list-style-type: none"> Promote alternative transport methods, improve community/public transport, significant infrastructure improvements to allow change 	Ongoing	MCC	MCC/WG
		<ul style="list-style-type: none"> Continue to promote cycle to work scheme 	Ongoing	MCC	MCC
8 Deprived Communities					
8.1	Allocate greater resources to deprived communities <i>if</i> there are more casualties occurring in these areas	<ul style="list-style-type: none"> The link between areas of social deprivation and higher road casualty numbers is irrefutable. 	N/A	MCC	N/A
		<ul style="list-style-type: none"> Continue to target 	Ongoing	MCC	MCC/WG

	and/or amongst people who reside in these areas.	<p>education at a young age with ongoing training and evaluation though informative years.</p> <ul style="list-style-type: none"> • Identification of collision cluster sites linked with identified areas of social deprivation via the CSSG 	Ongoing/quarterly	MCC/All partners	MCC
9 Driving for Work					
9.1	Enhance the understanding of all drivers/riders regarding appropriate driving to/from and whilst in work.	<ul style="list-style-type: none"> • Promote the availability of advanced driving/riding courses 	Ongoing	MCC	MCC/WG
9.2	Ensure all road safety marketing, information and promotions reach all staff	<ul style="list-style-type: none"> • Use e-mail, intranet/website, roadshows to promote road safety to all staff and residents of Mon CC 	Ongoing	MCC	MCC
10 Equestrian Road Users					
10.1	Monitor equestrian road casualties (via the CSSG) and consider whether preventative and reactive road safety interventions should be introduced.	<ul style="list-style-type: none"> • Continue to attend regular (quarterly) CSSG meetings • Monitor casualty data regularly • Consider appropriate engineering solutions where necessary 	Ongoing/Quarterly	MCC	MCC
10.2	Enhance the understanding and skills of younger riders	<ul style="list-style-type: none"> • Promote courses run by the British Horse Society 	Ongoing	MCC	N/A

10.3	Improve the awareness of road users of the presence and needs of horse riders	<ul style="list-style-type: none"> • Use appropriate signing • Develop publicity where appropriate 	Ongoing	MCC	MCC
11 Road Workers					
11.1	Road workers have already been identified as being a vulnerable user group. With road workers being more at risk being killed or seriously injured whilst at work.	<ul style="list-style-type: none"> • Ensure all workers are fully trained to work within the highway • Develop a strategy targeting road worker safety • Improve driver's respect for road works minimising risk to both road workers and road users 	Ongoing	MCC	MCC
12 Drink & Drug Driving					
12.1	Continue to focus enforcement, education, training and publicity on drink and drug driving, and actively work to reduce the number of people breaking the law.	<ul style="list-style-type: none"> • Support nation and local campaigns 	Ongoing/Seasonal	MCC/Police	MCC/Police
12.2	Support the evaluation of existing practices to determine their effectiveness in preventing drink driving.	<ul style="list-style-type: none"> • Interrogation of offending statistics 	Quarterly/Annually	MCC/Police	MCC/Police
13 Speed Management					
13.1	Adopt the draft MCC Speed Management Strategy as policy, and	<ul style="list-style-type: none"> • Develop the MCC Speed Management Strategy take through the democratic 	Ongoing	MCC	MCC

	adhere to the processes/procedures within.	process for adoption by MCC.			
13.2	Enhance the understanding of young drivers/riders regarding vehicle speed	<ul style="list-style-type: none"> Continue to promote “MegaDrive” to school/college students Support & promote “Pass Plus Cymru” 	Annually, Ongoing	MCC	MCC/WG
13.3	Create widespread awareness of speed choices and issues amongst existing drivers	<ul style="list-style-type: none"> Publicity campaigns Appropriate warning/regulatory signing, supplemented with additional measures where necessary, such as VAS, SiDs 	Ongoing	MCC/Police/GoSafe	MCC/Police/GoSafe
13.4	Work in partnership with the Police to strengthen deterrence	<ul style="list-style-type: none"> Publicity campaign through all partners 	Annually/Seasonally	MCC/Police/GoSafe	MCC/Police/GoSafe
13.5	Provide a consistent and readily understandable classification & speed limit regime of roads in the County	<ul style="list-style-type: none"> Review built up and rural road hierarchy based upon highway alignment, volumes and type of road user 	2023	MCC	MCC
14 Inappropriate Driving					
14.1	Evaluate the effectiveness of existing education methods around inappropriate driving and distraction, and consider	<ul style="list-style-type: none"> Review existing education methods, compare offending levels over the last 5 years. Promote and support safer 	Ongoing	MCC/Police	MCC/Police

	whether these are fit for purpose or in need of review	driving campaigns, such as those promoted by “Think!”			
15 Mobile Phones					
15.1	Continue to draw attention to the dangers of using a mobile phone whilst driving, targeting those groups most likely to do so.	<ul style="list-style-type: none"> Promote and support safer driving campaigns, such as those promoted by “Think!” 	Ongoing/Seasonally	MCC/Police	MCC/Police
15.2	Enforce the law around mobile phones through ongoing and targeted campaigns.	<ul style="list-style-type: none"> GoSafe now undertake enforcement of drivers using mobile phones at the wheel. Support and promote GoSafe 	Ongoing	MCC/Police/GoSafe	MCC/Police/GoSafe
16 Seat Belts					
16.1	Enforce the law around seat belts through ongoing and targeted campaigns.	<ul style="list-style-type: none"> GoSafe now undertake enforcement of drivers not wearing a seatbelt. Support and promote GoSafe 	Ongoing	MCC/Police/GoSafe	MCC/Police/GoSafe
16.2	Educate and encourage drivers to wear seat belts, particularly ensuring that children are properly restrained in vehicles.	<ul style="list-style-type: none"> Promote and support GoSafe Provide up to date car seat information to interested parties, such as, mother & toddler groups 	Ongoing Ongoing	MCC/Police/GoSafe MCC	MCC/Police/GoSafe MCC

17 Collision Analysis					
17.1	Continue to analyse personal injury collisions to identify trends which may be addressed through engineering, enforcement or education.	<ul style="list-style-type: none"> Maintain effective communication through CSSG. Ensure efficient and accurate data sharing between all organisations. 	Quarterly CSSG Meetings	MCC/Police/WG/Other LA's/Capita	MCC/WG
17.2	Work together to identify locations where there is evidence of potential for an injury collision.	<ul style="list-style-type: none"> Gather and maintain anecdotal evidence of near miss incidents from Members/Community Councils/Members of public. 	Ongoing	MCC	MCC
17.3	Work together to identify and prioritise cluster site and route analysis on a regional basis and agree appropriate engineering, enforcement or education measures accordingly.	<ul style="list-style-type: none"> Continue to work closely with partners address collision cluster sites through the CSSG Submit appropriate remedial schemes to WG for funding. 	Quarterly Annually	MCC/Police/WG/Other LA's/Capita MCC	MCC/WG WG
18 Scheme Design					
18.1	Undertake Road Safety Impact Assessments as part of highway improvement schemes.	<ul style="list-style-type: none"> Ensure Designers/Engineers are fully trained to undertake safety assessments 	2019	MCC	MCC
18.2	Give due consideration to the benefits of Road Safety Audits on local	<ul style="list-style-type: none"> Ensure Designers/Engineers are fully trained in regard to 	2019	MCC	MCC

	highway schemes, and develop a policy on when they shall be undertaken.	Road Safety Audits			
18.3	Utilise guidance available on designing specifically for motorcyclists, cyclists and pedestrians.	<ul style="list-style-type: none"> Ensure all highway improvement schemes are designed with due regard to vulnerable road users. 	Ongoing	MCC	MCC
19 Rural/Country Roads					
19.1	Country roads make up a large proportion of the highway network within Monmouthshire. In the UK 59% of all collisions occur on country roads, therefore, significant works needs to be undertaken to address these statistics	<ul style="list-style-type: none"> Develop a rural/country roads strategy Continue to monitor casualty statistics to determine casualty trends 	2020 Ongoing	MCC MCC	MCC

APPENDIX C

MONMOUTHSHIRE ROAD SAFETY STRATEGY CONSULTEES

Internal

Elected Members
All departments of the Council

External

Welsh Government
Blaenau Gwent CBC
Caerphilly CBC
Newport City Council
Torfaen CBC
Hereford CC
Gloucester CC
Town & Community Councils
All Monmouthshire Schools
Local Health Board
Regeneration Partnerships
Heddlu Gwent Police
The All Wales Safety Camera Partnership
Fire Service
Welsh Ambulance Service Trust
Access Groups (CAIR, RNIB, RNID)
British Horse Society
British Motorcyclist Federation
Road Safety Wales
Sustrans Cymru
AA
RAC
Road Haulage Association
Freight Transport Association
Bus Operators
Joint Passenger Transport Unit
Trade Associations
Brecon Beacons National Park
Wye Valley AONB

APPENDIX D

MONMOUTHSHIRE ROAD SAFETY STRATEGY - CONSULTEES RESPONSES

APPENDIX E

ROAD SAFETY SCHEME SELECTION AND PRIORITISATION PROCEDURE

1. Outstanding Requests

A list has been collated on an electoral ward basis, each request has been assessed against the objectives and priorities set out in this Strategy and has been categorised according to the following criteria (a key to the acronyms is included in the list):

- CSSG – schemes proposed under the CSSG (Collision Statistics Study Group) that have been identified through analysis of the collision history of the site;
- Road Safety Schemes – road safety requests from third parties (individuals, Members, Town & Community Councils etc.) that are supported by a collision history; Schemes to be submitted to Welsh Government for funding under the Road Safety Grant.
NB Schemes are unlikely to receive support or funding if there is no record of personal injury collisions.
- Community Concern Schemes; community concern requests from third parties that are not supported by a collision history MCC to check whether there is a history of damage only collisions, resulting in call-outs for inspection/repair.
- MIR; Minor Individual Requests from third parties that will be passed to the Highways Maintenance service for consideration/action; and
- NFA; requests from third parties where no further action is proposed.

It will be appreciated from the list, that we receive more requests for works than we can hope to deliver with the resources available. Therefore, in order to achieve this, the process proposed for identifying the key priorities for inclusion in the forward programme is explained below.

2. Prioritisation Process

Top priority would be given to the CSSG schemes where the Council has a duty to meet the casualty reduction targets. These schemes would automatically be included in the forward programme with implementation being subject to available resources.

The next level of priority would be given to road safety requests where a collision history can be evidenced Those schemes considered feasible for road safety engineering interventions (traffic calming and other appropriate measures) would be

submitted to Welsh Government for funding under the Road Safety Grant. The criteria for securing funding through this source require schemes to target a continued reduction in the number of people killed and seriously injured on Welsh roads. In order to achieve this, the schemes are weighted towards criteria which targets casualty reduction for high risk groups and target locations or routes with a history of killed and seriously injured casualties.

Additionally, the Authority will consider the implementation of minor highway improvement schemes, which have a history of personal injury collisions in it's forward programme, with implementation being subject to available resources.

All road safety requests will be assessed using the Road Safety Scheme Prioritisation Toolkit which can be found at the end of this section.

3. Timescales

The approximate timetable for each year would be as follows:

1. April: commence design/implementation of schemes with approved funding;
2. Continual assessment of requests received to be ongoing throughout the year, those with merit will be added to the forward works program for the following year.
3. January: submit capital bids for approved programme of works for the following financial year.

4. Implementation

In previous years, schemes were planned to be delivered from design, consultation through to construction within the financial year. This has become increasingly difficult because of the important, but time consuming, requirement for consultation and where necessary statutory processes with fixed statutory notice/consultation periods. This has resulted in several tenders for work being put out at the year end that can cause problems e.g. lack of suitable contractors because of high demands for work, higher tender prices because there is more work required than contractors available, overruns leading to funding problems and delays to other schemes. As a result, it is proposed that schemes will be implemented over two financial years. The first year, first phase, will be for design, consultation and approval. The second year, and second phase, will be for implementation. The advantage of this approach is that only schemes that are fully supported by the local community and approved will be included in the second phase of works, thereby allowing funding to be utilised to the full and construction work more sensibly programmed throughout each year. Where possible, for small and/or simple schemes, these would be delivered within the financial year from start to finish. The limited funding and resources available can then be targeted to greatest effect according to local needs

5. Funding

There are four main sources of funding:

(i) The largest fund available is the Local Road Safety Grant received from the Welsh Government. Each year WG allocate a fixed sum of funding that must be directed towards casualty reduction schemes and road safety education, training and publicity. Generally each year the grant is increased at least by inflation. This will be used to fund the CSSG category of schemes and, subject to availability of funding, Road Safety schemes.

(ii) The next main source of funding is the Council's own capital budget. This would be sought to fund Road Safety, Community Concern Schemes and some MIR category of schemes. Allocated funding depends on pressures on the capital budget for all services. Annual allocations can vary from £40,000 to £200,000.

(iii) Third party Funding – Area Committees, Town and Community Councils may wish to directly fund requests that are not prioritised or included in the forward programme. While such proposals would be outside the prioritisation exercise, they would still have to be appropriate, relevant and be designed and implemented by the Council as the Highway Authority. Delivery would be subject to available staff resources and will be required to be programmed at least a year in advance. Such schemes should not have any significant revenue or maintenance implications for the Council.

(iv) Lastly, another source of funding is developer contributions. Where schemes have been identified and can reasonably be related to new development, contributions can be sought to deliver these schemes as part of the planning application process

**ROAD SAFETY SCHEME PRIORITISATION TOOL
(Draft I)**

SITE DESCRIPTION: [REDACTED]

COUNCIL: [REDACTED] **ASSESSOR:** [REDACTED]
DATE : [REDACTED]

COLLISION RATING (1)				
Collision Types				
PIA/KM	FATAL	SERIOUS	SLIGHT	
Vulnerable Groups	x 60	x 40	x 20	
Others	x 30	x 20	x 10	
Total Collisions		Length of Roads		
			TOTAL SCORE A	

ATTRACTIONS				
School/College	40	Playgrounds/Playfields	5	
Community/Leisure Centres	3	Nursing Home	3	
Surgeries/Hospitals	5	Nurseries	5	
Extraneous Traffic	5	PO/Shops	5	
			TOTAL SCORE B	

TRAFFIC FLOW/SPEED RATING (2)							
Speed Limit 40 MPH or Less							
85th %ile Traffic Speed Over Speed Limit		< 1mph	1 -3 mph	4 - 6 mph	7 - 9 mph	10 - 12 mph	> 12 mph
Traffic Flows (AADT)	20,000 >	20	25	40	80	120	160
	15,000-20,000	15	20	35	70	110	150
	10,000-15,000	10	15	30	60	100	140
	5,000-10,000	5	10	25	50	90	130
	< 5,000	0	5	20	40	80	120
Speed Limit Above 40 MPH							
85th %ile Traffic Speed Over Speed Limit		< 1mph	1 -3 mph	4 - 6 mph	7 - 9 mph	10 - 12 mph	> 12 mph
Traffic Flows (AADT)	20,000 >	20	25	30	60	80	120
	15,000-20,000	15	20	25	50	70	110
	10,000-15,000	10	15	20	40	60	100
	5,000-10,000	5	10	15	30	50	90
	< 5,000	0	5	10	20	40	80
Traffic Flow (AADT)		85th %ile Traffic Speed		Speed Limit			
						TOTAL SCORE C	

SUBJECTIVE FACTORS (3)				
	Very Good	Average	Very Poor	Factor
Road Layout	x 0.8	x1	x 1.3	1'
	Very Limited	Average	Very Significant	
Local Concerns/Pressure	x 0.8	x 1	x 1.2	2'

ECONOMIC ASSESSMENT (6)				
Accident Reduction (%)		Scheme Cost (£)		
Cost of Collision Prevention	£100,000	FYRR (%)		
Scheme Range		<£20K	£20K - £100K	>£100K
FYRR	>500%	x 2.5	x 2	x 1.5
	100% - 500%	x 1.75	x 1.5	x 1
	50% - 100%	x 1	x 0.75	x 0.5
	<50%	x 0.75	x 0.5	x 0.25
				3'
FACTOR D = Factor '1' x Factor '2' x Factor '3'				

PRIORITY SCORE = (SCORE A + SCORE B + SCORE C) x FACTOR D

PRIORITY SCORE



Appendix F – SIGNING STRATEGY

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Preamble

Where the context requires, references to ‘traffic signing’ and ‘signing’ should be construed as referring to traffic signs and carriageway markings.

1. INTRODUCTION

1.1 Objective

Traffic signing is provided for a variety of purposes; to assist the highway network being used efficiently and safely, to guide road users to their destination, to enable traffic regulations to be understood and enforced when necessary, and to control traffic.

To achieve these objectives traffic signing must give road users relevant information clearly and at the appropriate time. In order that road users recognise and understand signs throughout the United Kingdom it is important that all highway authorities follow the same principles when designing and installing signs, hence the types of signs and carriageway markings available for use are specified by central government. Limiting the types of sign available assists in their quick recognition, as does uniformity of shape, colour and lettering, as well as consistency in the way signs are located.

With decisions on signing issues being made at local level it is important that there is a comprehensive policy if consistency is to be achieved.

The aims of this policy are therefore to:

- promote the efficient use of the highway network
- aid road safety
- aid traffic control
- assist enforcement of traffic regulation orders
- avoid unnecessary sign clutter
- reduce visual intrusion by using signs and materials appropriate to the surroundings

Whilst this document provides a clear strategy for signing in Monmouthshire, it is not intended to be used in isolation, but rather in conjunction with central government publications.

1.2 Trunk Roads

The County Council, as Highway Authority, is generally responsible for highway signing on all roads within the county except on motorways and trunk roads. In Monmouthshire these are the M4, M48, A40, A449, A465, the A48 Wye Bridge to High Beech Roundabout and the A466 Wye Valley Link Road. Signing on these roads is the responsibility of the Welsh Government (WG), which has appointed the

South Wales Trunk Road Agency (SWTRA) to manage the motorway and trunk road network.

2. GENERAL

All signing and lining will be in accordance with 'The Traffic Signs Regulations and General Directions 2016' and its amendments, together with current Government advice, including the Traffic Signs Manual, or will have special authorisation from the Welsh Government.

All signing will be designed with respect for the surroundings, to minimise clutter, preserve local distinctiveness wherever possible and make a positive contribution to the environment.

All permanent directional, regulatory and warning signs will be manufactured in accordance with current design standards.

3. DIRECTION SIGNING

3.1 Purpose

The purpose of direction signing is as a navigational aid, to provide motorists with advice on the appropriate route to their destination, and as an aid to road safety by minimising driver hesitation at junctions. It is important to retain consistency of both destination and route number if direction signing is to achieve these objectives.

In order to maintain continuity of information, once a destination or route number has appeared on a direction sign it will continue to appear on all subsequent signs until the destination is reached or the route number terminates or changes. This includes flag signs on splitter islands at roundabouts indicating the destinations reached by that particular exit.

To enable drivers to comprehend signing legends in the short time available the desirable maximum number of text lines to be shown in any direction is four, and the absolute maximum number is six. As two text lines, one in English and one in Welsh, will be required for many destinations, the maximum number of destinations which can be signed in any direction is usually three. Exceptionally, where more than three destinations need to be signed, consideration should be given to providing the information on two signs.

There are four categories of signed destinations - primary, secondary, tertiary or local.

3.2 Primary Destinations

Primary destinations are cities and towns specified by central government and are linked by primary routes. They are indicated on road signs by a green background. The motorway network, which is indicated by signs with a blue background, forms part of the primary network. Primary destinations likely to be shown on signing in Monmouthshire are Newport, Cardiff, Merthyr Tydfil, Abergavenny, Monmouth, Chepstow, Hereford, Gloucester and Bristol. Primary destinations will predominately be shown on trunk road signs, but may also be used to a lesser extent on MCC signs.

The national list of primary destinations will be followed. On a Primary Route, the route number, the furthest primary destination and the nearest primary destination to be reached will be signed in accordance with Local Transport Note 1/94. Other primary destinations on the same route will be omitted until they become the next primary destination to be reached. Primary routes may also be signed from secondary destinations to direct visitors back to the primary route network.

3.3 Secondary Destinations

Secondary destinations are significant destinations, usually smaller towns and villages, and mostly situated on A or B roads. The network of secondary destinations and their associated routes, in conjunction with the primary network will provide a suitable navigational network for visitors.

On non-primary A roads and B roads the same principle as for primary routes will apply, with the route number, the destination of that route and the next most important destination to be reached being signed.

Secondary destinations in Monmouthshire are:-

Caldicot	Llanover
Clydach	Llansoy
Devauden	Llantilio Crossenny
Gilwern	Llanvihangel Crucorney
Govilon	Magor
Goytre	Mitchel Troy
Grosmont	Portskewett
Gwehelog	Raglan
Itton	Rockfield
Little Mill	St. Arvans
Llanelly Hill	Shirenewton
Llandogo	Skenfrith
Llanfoist	Tintern
Llangwm	Trellech
Llangybi	Undy
Llanishen	Usk

Some signs in Monmouthshire will include secondary destinations in neighbouring authorities, such as Caerleon, Crickhowell and Redbrook.

3.4 Tertiary Destinations

Tertiary destinations are communities of less navigational importance but, because of their size, may generate a reasonable level of traffic requiring direction. These destinations tend to be located on B or Unclassified roads.

Tertiary destinations will not be signed as forward destinations. If located on an unclassified road they may be signed as destinations from the junction with the nearest A or B class road.

Generally built up settlements having a minimum of 20 dwellings over a minimum length of 600 metres would be considered as tertiary destinations, as would settlements on routes which would otherwise have no signed destination (e.g. Cwmyoy).

3.5 Town and Village Nameplate Signing

It is important to make drivers aware how far they have progressed along their route, or confirm that they have reached their destination. Town and village nameplate signs serve this purpose. They should be located a short distance before the commencement of the built up community. These signs are not intended to and will not be used to denote administrative boundaries. For example, Llanbadoc Community Council contains the villages of Monkswood and Glascoed as well as Llanbadoc – each settlement has its own nameplate signing.

Nameplates naturally tend to be located near the commencement of a speed limit, and it may be appropriate to combine a nameplate sign with a speed limit sign on one assembly, providing one conspicuous sign which aids road safety.

Within larger towns it may be appropriate to sign 'town centre' to aid navigation and discourage traffic from unsuitable streets. As drivers will have already passed a town nameplate the town name should not be included on 'town centre' signs.

New signs, and existing signs when life expired, will accord with the authority's approved green on white colourway.

3.6 Local Destinations

Local destinations are public facilities, premises, etc, usually within built up areas, which may attract traffic unfamiliar with the local road network and for which localised signing may be appropriate. When assessing the provision of local direction signing particular consideration will be given to the risk of sign clutter which could detract from the local environment and be difficult for drivers to comprehend.

Local signing will not usually be provided to destinations which rarely attract strangers, e.g. schools, churches and village halls, those which qualify for white on brown tourism signing, or those which lack adequate off-street parking facilities. In the latter situation visitors will usually park in public car parks and complete their journey on foot; information points and/or pedestrian signing may assist visitors reach their final destination.

In principle transport Interchanges may be signed regardless of whether they provide parking facilities, as some travellers will arrive or depart as car passengers. The four rail stations, Abergavenny, Chepstow, Caldicot and Severn Tunnel Junction will be signed from the nearest A or B road. The three bus stations in Chepstow, Monmouth and Abergavenny are in, or on the periphery of, the relevant town centre and hence direction signing is less relevant; they may be signed from the nearest distributor road if necessary to publicise their precise location.

Within larger settlements signing will normally be provided to public car parks. The extent of signing will depend on local circumstances, particularly the location of the car park(s) vis a vis the settlement centre and main approach routes and also the extent to which visitors are attracted to the settlement. Where appropriate the capacity of car parks will be indicated, but to avoid unduly large signs car park names will not usually be stated.

Hospitals with accident and emergency facilities will be signed from the nearest primary route(s), with continuity signing. Currently the only hospital of this type in Monmouthshire is Nevill Hall Hospital, Abergavenny. Other hospitals may be signed from the nearest A or B class road depending on local circumstances.

Certain other types of destination listed below may be signed from the boundary or within the built-up area in which they are situated. However it is particularly important that signing schemes within urban areas take into consideration the need to avoid sign clutter.

- Information centres
- Public buildings, council offices and libraries.
- Leisure facilities (e.g. art galleries, concert halls, museums and theatres)
- Sports stadia
- Cemeteries (where remote from churches)
- Industrial estates, science parks, business parks, etc.

Privately owned premises will only be considered for signing if they are open to the general public without prior membership, pre-booking or other entry restrictions.

Only premises with dedicated off street parking will be considered for local signing. If parking facilities are not available consideration may be given to the provision of pedestrian signing from the nearest public car park.

The cost of providing signing to the above types of destination will be met by the site owner. Company names will not be permitted as destinations.

4. ROUNDABOUT AND JUNCTION NAMING

Advance direction signs on the approaches to roundabouts and other junctions may include the name of the junction. Locally known names will be used. The relevant town or community council will be consulted before naming a junction for the first time.

5. WELCOME TO MONMOUTHSHIRE SIGNING

'Welcome to Monmouthshire' signing will be provided at the main entry points into the county. Signs will be to a uniform design approved by the authority. Where necessary, WG approval will be sought for the installation of signs on motorways and trunk roads.

6. WARNING SIGNING

Warning signs and carriageway markings are used to alert drivers to danger or potential danger ahead. They indicate that caution and perhaps a reduction of speed or other manoeuvre may be required.

Warning signing may be provided where the Council accepts that a hazard exists which is not readily apparent, or warrants being highlighted to approaching drivers, in accordance with the Traffic Signs Manual.

Yellow backing boards will be considered for use to enhance signs that would otherwise be difficult to see against their background.

7. REGULATORY SIGNING

Most regulatory signs and carriageway markings are installed to give effect to Traffic Regulation Orders (TROs). Important exceptions are the stop, give way and keep left signs which do not require orders. Regulatory signing will be provided to give effect to traffic regulation orders and to improve safety and traffic flow.

Signs giving advance warning of regulatory requirements will be incorporated with direction signs wherever possible and will be located so that vehicles have the opportunity to turn around or divert. This is particularly important where large vehicles may need to turn.

Alternative routes avoiding a prohibition of driving will be signed where necessary, and particularly where lorry movements are restricted.

It is important that signs and markings associated with TROs are correctly sited and in good condition so as not to jeopardise prosecutions for contravention of the

relevant TRO. Hence particular importance will be given to checking and maintaining regulatory signing.

8. SPEED LIMIT AND SPEED REDUCTION SIGNING

Speed limits can be established by the highway authority making a Speed Limit Order. On roads for which no Order has been made the relevant national limit applies – 30mph on roads with street lighting, 60mph on unlit single carriageways and 70mph on unlit dual carriageways.

Advice on the setting of speed limits is published by central government, currently Circular Roads 24/2009 'Setting Local Speed Limits in Wales'.

Speed limit terminal signs will be installed in accordance with the Traffic Signs Regulations and General Directions. Where appropriate, these signs may be incorporated with town/village nameplate signs to create one conspicuous sign assembly.

Speed limit 'repeater' signs will be provided where required by the regulations and the advice in Traffic Advisory Leaflet 1/95. Where the regulations give highway authority discretion consideration will be given to providing repeater signs where the highway conditions or surrounding features might suggest to drivers that a different limit applies, or where analysis of records suggests speeds in excess of the limit is a contributory factor in accidents.

It should be noted that '30 mph' repeater signs cannot be erected on roads with street lighting.

In addition to statutory terminal signs other non-statutory signing and lining may be used to encourage drivers to curtail their speed:-

8.1 Speed Limit Count-down Markers

These will generally be implemented only where the approach environment gives no indication of the impending limit and there is inadequate visibility of the start of the limit due to environmental features such as a bend. Authorisation for these signs is required from WG and will be sought when signs are considered appropriate.

8.2 Yellow Backing Boards

Yellow backing boards will be used only to highlight a reduction in speed limit where the signs are genuinely difficult to pick out against the background.

Remove, as these signs are no longer required – However, it is not considered appropriate to remove any/all existing signs as these can often provide a visual deterrent to motorists.

9. VEHICLE ACTIVATED SIGNS

Vehicle activated signs display an electronically generated warning message for a few moments when an approaching vehicle is detected travelling in excess of a preset speed. The message displayed is usually the legend 'Araf / Slow' accompanied by an appropriate hazard warning sign, or possibly the relevant speed limit.

They are intended as an adjunct to conventional signs, not alternatives. In particular they will be considered for use at locations where there is a collision history associated with inappropriate speed that cannot be satisfactorily remedied by conventional signing and where the use of safety cameras would not be cost effective, in accordance with Traffic Advisory Leaflet 1/03.

When installed in rural areas consideration will be given to the use of solar powered panels to reduce installation costs.

10. TOURISM SIGNING

In order to strike an appropriate balance between the needs of tourists and the tourist industry, the local environment and the County Council's obligation to ensure safe and effective traffic management, the procedure detailed in the Council's separate publication 'Brown & White Tourism Signs Guidance Notes' will be used to ensure that applications for the provision of traffic signs to tourist attractions and facilities are considered consistently throughout the county.

Tourism signs will only be provided where Monmouthshire County Council criteria, contained in the guidance notes, are attained and the costs are met by the applicant.

11. TEMPORARY DIRECTION SIGNING

Temporary direction signing may be provided to development sites or special events as a navigational aid. They are not provided as advertisements. They will only be erected with the approval of the Highway Authority by an approved contractor who is suitably qualified and accredited to undertake works in the highway and has public

liability insurance to indemnify the Authority in the event of an incident. . Any signs or notices provided in the highway must be suitably fixed or attached to existing street furniture i.e. street lighting columns/posts, so as not to cause an obstruction of existing signage and/or damage upon removal.

The cost of sign provision and removal will be met by the promoter of the event/development.

11.1 For Special Events

Authorisation for temporary signing will not be given where the venue has permanent direction or tourism signs.

Where the venue is in a town or village with permanent direction signing, temporary signing will only be permitted after the town/village name is lost as a destination.

Authorisation for temporary signing to guide drivers to special events will be given only when the event has on-site or nearby parking facilities for the event.

Sign erection and removal will be within 5 days of the event unless there are special management reasons for this to be extended.

Commercial names of event sponsors will not be permitted and dates and times should only be included when there are traffic management reasons for doing so as the signs are not intended to advertise the event.

11.2 For Housing Developments

Signing for housing developments will be permitted only in accordance with Department for Transport Internal Advice Note 8/91.

11.3 For Roadworks

Signing at road works does not come within the scope of this policy, however, bodies undertaking roadworks will ensure that traffic signing meets the standards laid down in Chapter 8 of the Traffic Signs Manual and is maintained during the period of works.

Signs providing emergency telephone numbers and completion dates will be provided for maintenance or improvement works which interrupt the normal flow of traffic on the highway.

12 TRAVEL ADVICE SIGNING

Whilst signs indicating the frequency of local radio stations which provide information on traffic conditions may be erected on the highway it is anticipated that any such signs in Monmouthshire would be limited to motorways and trunk roads.

13 BUS STOP SIGNING

Bus stop signs, usually known as flags, are the prime means of identifying locations where buses stop to set down and pick up passengers.

Bus stop flags will conform to the green and white style adopted in conjunction with neighbouring authorities of Newport, Torfaen and Blaenau Gwent. Information contained on the flags will normally include the stop name, 'Naptan' stop number, Traveline logo and text number and bus service number(s). Where appropriate the stop name will be in English on one side and Welsh on the other.

In urban areas a flag will be provided at each stop unless physical constraints or neighbourly considerations dictate otherwise. In rural areas flags may be provided on one side of the road only, with supplementary text to confirm that buses stop in both directions, or omitted at stops which are rarely used.

14 PUBLICITY AND ROAD SAFETY CAMPAIGN SIGNING

Only signs authorised by WG or the Council and supporting their initiatives will be permitted, and will be provided on a temporary basis. The cost of installing and removing signs will be met by the campaign budget.

15 SIGNING FOR CYCLISTS

On public highways directional and route confirmation signing for cyclists will be provided on national and local cycle routes, and may be provided elsewhere when the desirable route for cyclists differs from the route for motorised traffic. Signing on off-highway sections of cycle routes will be at the discretion and expense of Sustrans or the promoting authority.

Leisure routes will not usually be signed as routes often overlap and a proliferation of signs would result. They will normally be promoted through leaflets/guides.

At traffic signals advance stop positions for cyclists may be delineated by carriageway markings at junctions accommodating noticeable numbers of cyclists, or in the interests of road safety.

16 PEDESTRIAN SIGNING

In towns and villages pedestrian signing may be provided from public car parks or the centre of the community to facilities which are likely to attract visitors. In order to maintain continuity of information, once a destination has appeared on a pedestrian sign it will continue to appear on all subsequent signs until the destination is reached. The need to avoid sign clutter will be taken into consideration when preparing pedestrian signing schemes.

Only the following destinations may be signed for pedestrians:-

- Shopping areas
- Libraries
- Public toilets
- Approved tourist attractions/facilities
- Theatres/cinemas
- Leisure centres
- Walks i.e. river walk
- Police stations
- Citizens' Advice Bureaux
- Tourist information Centres and information boards
- Public buildings and council offices
- Public parks
- Transport Interchanges (bus stations, rail stations etc.)

In conservation areas 'Victoriana' style fingerpost signs may be used, subject to the site specific approval of the highway authority. Elsewhere signs will comply with the Traffic Signs Regulations.

17 NEIGHBOURHOOD WATCH SIGNING

In exceptional cases, where there is no suitable off-highway site for signs which are considered to be desirable to an approved Neighbourhood Watch Scheme, the Highway Authority will select an appropriate site on the highway and may organise installation, maintenance and removal of signs as necessary at the expense of the scheme organisers, and in accordance with Highway Authority procedures. The location of the sign and duration of display will be at the discretion of the Highway Authority.

18 SPONSORSHIP SIGNING

Organisations and companies are encouraged to contribute to planting on roundabouts and other locations identified by the Council, by providing finance, plants or labour (subject to a risk assessment). In recognition of the sponsorship appropriate small signs may be placed on the planted area with the approval of the highway authority.

19 SIGNING IN SPECIAL AREAS

The highway authority will always seek to avoid sign clutter and minimise visual intrusion, whilst ensuring that signing is consistent with good practice and the requirements of national legislation. In National Parks, Areas of Outstanding National Beauty and conservation areas particular consideration will be given to the need for

any new (or renewed) sign, and, where required, to the size and precise siting of signs.

It should be noted that generally the Council has no discretion to vary or omit signs relating to TROs.

20 SIGN ERECTION AND LOCATION

Department for Transport / Welsh Government guidance contained within the Traffic Signs Manual will be followed unless otherwise authorised by the Highway Authority.

Individual signs will normally be erected on 76mm dia. tubular steel or aluminium posts and be set back a minimum of 450mm from the edge of the carriageway. In the majority of cases, there shall be 2.1m to the underside of a sign(s).

When posts larger than 89mm diameter are installed on roads with a speed limit of 50mph or greater, consideration will be given to the use of passive signposts in preference to protection with safety barrier, in accordance with TA 89/05.

In order to reduce street clutter new signs will be erected on existing poles or suitable street furniture where appropriate. Where additional or altered information is to be provided to an existing sign or sign assembly consideration will be given to supplying a new composite sign rather than 'plating over' an existing sign, or providing an additional sign.

When locating signs, account will be taken of the likely growth in vegetation to endeavour to ensure that signs will be visible at all times.

21 BILINGUAL SIGNING

Worded signs and road markings shall comply with Welsh Government's and the Council's Welsh Language Scheme. Welsh text shall precede English text. Where applicable, Welsh text shall be in accordance with the National Assembly for Wales Bilingual Sign Drawings.

In relation to place names and street names, bilingual signs will not be provided where there is not a generally accepted translation.

22 SIGN MAINTENANCE

Signs will be maintained by the Council, wherever possible, road signs and lines will be kept visible at all times. Priority will be given to roads with the highest traffic volumes and speeds.

All replacement signs and lines will be designed in accordance with the current Traffic Signs Regulations and General Directions and supplementary guidance.

23 ILLUMINATION

Signs will be illuminated in accordance with the requirements of the current Traffic Signs Regulations and General Directions.

In the interests of energy conservation and reducing electricity and maintenance costs, signs will not normally be illuminated unless there is a requirement to do so in accordance with the regulations. Exceptionally, if considered desirable in the interests of road safety, signs may be illuminated when there is no statutory requirement to do so.

Should a convenient opportunity arise, lighting units will be disconnected and removed from existing illuminated signs no longer requiring illumination.

Except where the illumination for a sign is fed and controlled from a feeder pillar with a group switching facility, all illuminated signs will be controlled by negative ratio electronic photocells designed to operate at 70 lux.

Where illuminated signs are to be installed in vulnerable locations a risk assessment will be made at the design stage in respect of the safety of electrical maintenance personnel. Where these results indicate an unsafe situation, either an alternative location or a non-illuminated sign will be used.

New illuminated signs will be erected on tubular galvanised (inside and out) large base steel posts.

24 STREET NAMEPLATES

Generally, streets in urban areas will be provided with a nameplate at each end of the street. Nameplates may also be provided in semi-rural areas depending on the disposition of houses and local circumstances.

Nameplates on cul-de-sac's will incorporate a no through road symbol to diagram 816.1 of TSRGD 2016 unless the name clearly implies the street is a cul-de-sac (e.g. Hawthorn Close) or the closed end is clearly visible from the entrance.

Additional text e.g. 'leading to

' will only be used where considered essential to enable properties to be located in complicated street patterns.

The authority will provide new nameplates on unadopted roads when requested and funded by residents. Existing nameplates on unadopted roads will be renewed as necessary at the authorities cost (subject to availability of funds).

Nameplates on new developments will be freestanding and provided at the developers expense as part of the adoption procedure.

25 TRAFFIC MIRRORS

Traffic mirrors will be used only with the approval of the Department of Environment, Transport and the Regions which will be requested only if the requirements of Department of Transport Internal Advice Note 6/79 are met. Any authorised mirror will be financed by the applicant. (MCC to finalise Policy for this and arrange for it to be considered/approved)

26 CARRIAGEWAY MARKINGS

The materials and application of road markings and studs will be accordance with the Design Manual for Roads and Bridges.

When road marking maintenance or carriageway renewal works are being undertaken markings will be renewed in accordance with the current edition of The Traffic Signs Regulations and General Directions.

26.1 Coloured Surfacing

Red coloured surfacing may be used only in the following circumstances:-

At 20, 30, or 40mph gateways for speed reduction

At sites or in accordance with criteria advised by a safety audit team on accident grounds

In existing central hatched areas where overtaking or other manoeuvres in the hatched area continue to cause accidents.

In cycle lanes in urban areas. Colour should be used only to highlight the start of the lane, points of conflict along its length and special features such as advance stop lines for cyclists at traffic signals or crossing points. The lane should not be coloured for its entire length.

In conservation or rural areas buff bauxite, or other colours to complement natural stone colour, may be used providing that skid resistance can be achieved.

Other colours may be used only with special authorisation from the highway authority.

Road markings such as roundels or 'ara/slow' can be placed on the coloured surfacing (rather than before or after it) to ensure maximum conspicuousness and to

prevent surface water accumulating around the markings or between raised areas of colour.

26.2 Conservation Areas

Where prohibitions and restrictions of waiting apply in conservation areas consideration will be given to the use of muted yellow colours and reduced width markings, where these would complement the local environment, in accordance with the current edition of the Traffic Signs Regulations and General Directions and Chapter 5 of the Traffic Signs Manual

TAL 01/96 Traffic management in historic areas

<http://webarchive.nationalarchives.gov.uk/20090505152230/http://www.dft.gov.uk/adobe/pdf>

TAL 01/13 Reducing Sign Clutter

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/43525/tal-reducing-sign-clutter.pdf

26.3 Access Protection Markings

Access protection markings may be used to denote a private vehicular access which is not conspicuous and where there has been a persistent problem of obstructive parking. They may be appropriate, for example, where there is predominately terraced housing with only an occasional vehicular access. They will not be used in residential areas where vehicular footway crossings are the norm, nor on the far side of a road opposite a driveway.

Where authorised, access protection markings will be provided at the applicant's expense.

27 UNAUTHORISED SIGNS ON THE HIGHWAY

Where unauthorised signs are erected in the highway and the owner can be identified notice will be served upon the owner to remove the signing within twenty eight days. If the owner does not remove the signing the Council will arrange removal and recharge the cost incurred. Signs will be retained for 30 days during which they may be reclaimed, otherwise they will be destroyed.

Where the owner cannot be identified the Council will remove the signs and retain them for 30 days. If reclaimed within that period they will be released upon payment of removal costs, otherwise they will be destroyed.

28 BIBLIOGRAPHY

1. Traffic Signs Regulations and General Directions 2016
2. Traffic Signs Manual Chapters 1 to 8
3. Brown and White Tourism Signs Guidance Notes – Monmouthshire CC
4. DfT/WO Circular Roads 1/93 Local Speed Limits
5. DfT Traffic Advisory Leaflets 2/93 20mph Speed Limit Zone Signs
1/95 Speed Limit Signs: A Guide to Good Practice
1/03 Vehicle Activated Signs
1/04 Speed Limit Zones
6. DfT Traffic Advisory Notes 1/94
2/94
7. DoT Internal Advice Notes 8/91
8. DoT Network Management Advisory Leaflet dated May 1993 – Provision of Temporary Traffic Signs to Special Events
9. HA/WAG Technical Advice 89/05 Use of Passively Safe Signposts, Lighting Columns and Traffic Signal Posts to BS EN 12767

Appendix G

Speed Management Policy

MONMOUTHSHIRE COUNTY COUNCIL



SPEED MANAGEMENT STRATEGY



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SPEED MANAGEMENT STRATEGY

1.0 INTRODUCTION

- 1.1 The Speed Management Strategy adopts a holistic approach to speed management measures available to the Council and provides a framework that identifies and includes policies, practices and procedures that address and respond to road traffic speed related concerns.

2.0 PURPOSE

- 2.1 The purpose of the Speed Management Strategy is to set out the Council's approach to speed management in the County in order to:
- i. Make a significant contribution to reducing inappropriate vehicle speeds within the County.
 - ii. Ensure the Council operates within the statutory requirements of Highway Authorities.
 - iii. Advise Local Members, residents and highway users in a transparent way on how concerns about speeding traffic will be considered and dealt with.
 - iv. Make best use of limited resources via evidence led decisions that are proportionate to the problem and level of risk
 - v. Increase awareness of speeding and speed related issues through Education, Training and Publicity resources.
- 2.2 The Council will make decisions that will reflect the most recent best practice guidelines relevant to speed management in Wales; and
- vii. Review and adapt the Council's Speed Management Strategy as new technology, regulations or initiatives become available.
 - viii. Manage efficiently and review sites identified for action on a regular basis, particularly before an activity is withdrawn.
 - ix. Assess representations regarding speed issues by collecting speed and collision data.
 - x. Refer to the Welsh Road Casualty Reduction Partnership sites displaying a serious traffic speeding problem that require enforcement.
 - xi. Carry out all appraisals in a fair and transparent manner.
 - xii. Implement speed management measures that are appropriate to the severity of the problem.
- 2.3 This strategy has been developed to provide a transparent approach to speed management measures and responses to speed related concerns and requests for speed reduction measures. It also compliments the Councils integrated approach to road safety policies, practices and awareness and education campaigns.

- 2.4 The strategy will manage and respond to perceived speed risks by assessing conditions and following through a set of procedures and appraisals that will identify an appropriate response or action.
- 2.5 The outcome will be a safer highway network utilising more targeted resources and the means of clarifying the extent of the issue with a reasoned response. The actions in response to identified issues will include dissemination of results and will operate in parallel and in partnership with enforcement action provided by Gwent Police's Roads Policing Unit and the Wales Road Casualty Reduction Partnership.
- 2.6 Requests for reduced speed limits, traffic calming, safety cameras or variable message signs all relate to speed management. Whilst traffic calming devices are used to improve road safety and the local environment, by attempting to modify behaviour and controlling drivers' speeds to match local conditions, depending on the location, topography and classification of the road this may not be the most appropriate response to a speeding problem.
- 2.7 Traffic calming needs to be considered where there is evidence of motorists exceeding the speed limit and a history of personal injury collisions. On rare occasions traffic calming may be used where there is evidence of traffic using an inappropriate route (rat running) or to mitigate traffic impact on local roads mostly associated with new development.

3.0 STATUTORY DUTIES

- 3.1 The Council receives many complaints about speeding traffic, which arise from concerns about personal safety along streets and roads in our towns, villages and surrounding highway network. Monmouthshire County Council has a duty of care to its residents and highway users to consider and develop policies that respond to matters of concern to the public.
- 3.2 The Council in its capacity as Highway Authority has a legal obligation to carry out duties under section 39 of the 1988 Road Traffic Act, which places a requirement to prepare and implement a programme of measures designed to promote road safety.
- 3.3 The Speed Management Strategy will also contribute to achieving casualty reduction and therefore contribute to the national targets outlined in the Road Safety Framework for Wales. The current casualty reduction target to be achieved by 2020 is based on a reduction when compared with the average casualty figures for the period 2004-2008. This target seeks to achieve:-
- a 40% reduction in the total number of people killed or seriously injured in road accidents;
 - a 25% reduction in the number of motorcyclists killed or seriously injured, and
 - a 40% reduction in the number of children killed or seriously injured; and

- 3.4 The primary legislation for traffic calming is the Highways Act 1980, sections 90A to 90F. Within this legislation it is made clear that road humps can only be constructed on roads with a speed limit of 30mph or less. This does not preclude the use of other traffic calming techniques on roads with a speed limit above 30mph, but use of any measure should be appropriate to the signed speed limit and the function of the road.
- 3.5 The relevant Highway Authority is responsible for setting local speed limits under the Road Traffic Regulation Act 1984. National speed limits apply to roads if a local limit has not been made. National limits are:-
- Built up areas with street lighting – 30mph
 - Single carriageway roads without street lighting – 60mph
 - Dual carriageway roads without street lighting – 70mph
 - Motorways – 70mph
- 3.6 These limits apply to cars. On higher speed roads lower limits sometimes apply to goods vehicles, buses and coaches.
- 3.7 For motorways and trunk roads, such as the A40, A449, A465 and A4042, Welsh Government is the relevant highway authority. For other roads in Monmouthshire the Council is the highway authority.
- 3.8 The act specifies a statutory process to be followed, including a period of consultation, before making a Traffic Regulation Order (sometimes referred to as a Speed Limit Order), to introduce a local limit. As well as the aforementioned speeds, limits can be set at 20, 40 or 50mph. Speed limits cannot be introduced by means of an Experimental Traffic Regulation Order.
- 3.9 In Wales local speed limits are set in accordance with Welsh Government guidance 'Setting Local Speed Limits'. The advice seeks to ensure that limits are set in a consistent way throughout the nation which drivers understand and which promote road safety.
- 3.10 Appendices 2 and 3 provide more detailed information on the use of different speed limits and signing requirements.

4.0 ENFORCEMENT

- 4.1 Enforcement of speed limits is an important aspect of the Speed Management Strategy. Enforcement can only be undertaken by the Police, the Council liaises closely with Gwent Police which is supported by the Welsh Road Casualty Reduction Partnership (Go Safe).

- 4.2 Enforcement of traffic law, with its objective of casualty reduction, has to take its place with other calls upon police resources and court time and the amount of police resources dedicated to traffic policing is limited. The Council's Traffic Management Section liaises with Gwent Police regarding specific local problems.
- 4.3 The Welsh Road Casualty Reduction Partnership is a partnership between Police Forces, Welsh local authorities and Welsh Government.

5.0 SPEED MANAGEMENT MEASURES

- 5.1 A variety of measures can be considered to address excessive speed concerns. These are described briefly below:-

Safety Cameras

- 5.2 The Welsh Road Casualty Reduction Partnership carries out an appraisal of all speed complaints it receives, this information is shared with the local authorities. The response will be determined by what is considered to be appropriate and the capacity of the unit to deliver it. The ultimate action is enforcement using safety camera equipment
- 5.3 Safety cameras capable of recording and facilitating prosecutions comprise fixed (static) cameras and mobile cameras. Fixed cameras tend to be located along roads with a poor accident record and must meet set criteria as directed by central Government.
- 5.4 Mobile cameras must also satisfy certain conditions. There is however some capacity to deploy safety cameras in response to complaints received from the community. These are usually rotated between three or four sites per annum. Those sites that qualify for attention will be reviewed regularly; if there has been a significant improvement or engineering measures implemented at the site then monitoring may cease. This will release capacity for the camera to be deployed elsewhere.

Gwent Police "Your Voice" Initiative

- 5.5 A police initiative to involve local communities in matters of local concern is known as Your Voice. This is a police engagement initiative labelled which embraces the ethos of Neighbourhood Policing. It is the police service's commitment to improving quality of life, by working more visibly and closely with local communities, together with partner agencies, and targeting the issues that local communities identify as those that matter most. Your Voice is intended to empower and involve communities in the decision making process with a view to reducing the fear of crime.

Signing

- 5.8 One option available to the Council is to increase driver awareness by installing signing. This can take the form of conventional warning signs and carriageway markings, or

electronic signs such as vehicle activated signs (VAS), variable message signs (VMS) or speed indicator devices (SID). These measures are most appropriate where the problem of excessive speed is less severe.

- 5.9 Vehicle activated, variable message signs and speed indicator devices are mainly used in urban areas or their immediate approaches. Studies indicate that the use of electronic signs can achieve an average reduction in mean speed of 4mph without any change in the speed limit.

Engineering Measures

- 5.10 Engineering measures designed to reduce traffic speed are generally referred to as traffic calming. These can take the form of vertical deflections (speed control humps or cushions), chicanes, carriageway narrowing's, traffic islands etc. These measures are more appropriate to urban areas - vertical deflections are not permitted on roads with a speed limit above 30mph.

Speed Limit Changes

- 5.11 Occasionally analysis of prevailing conditions may suggest that vehicles are travelling at excessive speeds but within the prevailing speed limit. In such instances the limit will be reviewed in accordance with 'Setting Local Speed Limits'. Depending on the outcome the council may propose to reduce the speed limit and undertake consultations in accordance with statutory procedures.

SPEED MANAGEMENT STRATEGY – ACTIVITY MATRIX

- 5.12 The following activity matrix shows the interrelationship in speed management between the Highway Authority, Gwent Roads Policing Unit and Welsh Road Casualty Reduction Partnership (Go Safe).

SPEED MANAGEMENT ACTIVITIES AND RESPONSIBILITIES	Monmouthshire County Council	Gwent Roads Policing Unit	Go Safe
Statutory responsibility for road safety	√		
Speed Complaints	√	√	√
Speed Data Collection	√		√
Traffic Management	√	√	
Setting Local Speed Limits	√		
Traffic Regulation Orders	√		
Enforcement		√	√
Accident remedial and traffic calming engineering measures	√		

6.0 EVALUATION PROCESS

- 6.1 The process for evaluating and responding to concerns about speed is shown in the flow chart (see Appendix 1) and described below.
- 6.2 The initial step is to obtain and analyse speed and collision data. The council has access to the personal injury collision data collated by Welsh Government . In most cases recent speed data will not be available. This will be obtained by placing electronic equipment along the relevant road(s).
- 6.3 Speed records will be collected for at least 24 hours a day over a 7 day period. If relevant, the data will be collected during school terms times.
- 6.4 The results will be analysed to indicate whether or not there is evidence of excessive or inappropriate speed. Speed is considered excessive if the mean speed exceeds the speed limit. Where the mean speed is within the limit it may be considered inappropriate if speeds seem excessive when taking local conditions into account.
- 6.5 The requestor will be informed of the assessment findings.
- 6.6 If there is no evidence of excessive or inappropriate speeds, no further action will be taken.
- 6.7 Where there is evidence of excessive or inappropriate speeds the following courses of action will be considered.
- i. Refer to Wales Road Casualty Reduction Partnership and local neighbourhood sergeant/inspector in Heddlu Gwent Police.
 - ii. Signing and Educational Measures
 - iii. Engineering Measures
 - iv. Speed Limit Review

The implementation of any measure will be subject to the availability of funding.

Welsh Road Casualty Reduction Partnership (Go Safe)

- 6.8 The Welsh Road Casualty Reduction Partnership, which is branded 'Go Safe', will be informed and requested to consider enforcement action when an excessive speed issue has been identified. The unit will consider the matter in terms of its own independent appraisal process. The action they may take will be determined according to the extent of the problem. The following is an indication of the assessment process and actions considered by the unit:
- Stage 1 – Carry out site assessment
 - Stage 2 – Appraisal of data collected

- Action 1 – No further action
- Action 2 – Consideration as an Enforcement site.

6.9 Depending on the actions taken by the unit and their effectiveness consideration may subsequently be given to other measures.

Signing (and Educational Measures)

- 6.10 Improved signing can take several forms. In its simplest form it can involve laying 'ARAF/SLOW' carriageway markings, often adjacent to warning signs if these are appropriate. Warning signs would typically inform unfamiliar motorists of a junction, bend, steep hill, pedestrian crossing or traffic signals ahead.
- 6.11 Another option available is to supplement existing speed limit signs with the provision of speed limit roundels on the carriageway where they do not currently exist.
- 6.12 On the approach to communities enhanced town/village nameplate signs combined with contrasting coloured surfacing and/or rumble strips, providing an enhanced gateway feature might be appropriate.
- 6.13 Particularly in 30mph areas vehicle activated signs (VAS) may be appropriate. These can detect the speed of approaching vehicles and be programmed to display a variety of messages, e.g. the speed limit, sometimes accompanied by 'ARAF, SLOW', or the actual vehicle speed, usually shown in red if the speed limit is being exceeded and in green if not. Parameters are generally set so that the unit stops displaying speeds over a specified value i.e. for speed limits of 30mph, the VMS may stop displaying speeds over 45mph. Such devices are considered to be good educational tools for motorists.
- 6.14 A large scale evaluation of VASs carried out in 2002 by TRL (Report TRL 548) found that there is a positive effect on speed and collision reduction. The study found that, 'the average reduction in mean speed where there had been no change in the speed limit was 4 mph'.
- 6.15 Locations will be considered for the introduction of VAS or VMS if the speed data recorded indicates a mean speed exceeding the posted speed limit and there is a history of community concern. It will also be necessary to consider the layout and topography of the road, as such devices are limited in their use as their deployment is typically dependent on their being available street furniture to attach the unit too and also good sight lines in order to allow the unit to detect vehicles.
- 6.16 VAS or VMS display units are not necessarily restricted to one site. To gain maximum benefit one unit may be deployed in rotation at two or more sites.

Engineering Measures

- 6.17 Where the speed data record in an urban area indicates an issue with excessive speed and there is a history of personal injury collisions attributable to speed and/or driver behaviour it may be necessary to consider the location for traffic calming or collision remedial treatment.

- 6.18 Traffic calming schemes can give rise to conflicting views in local communities. Proposals for traffic calming will generally be subject to public and statutory consultation procedures and the views expressed will be reported to members in accordance with the Council's procedures before reaching a final decision whether or not to proceed. The implementation of traffic calming schemes is subject to funding being available.

Speed Limit Review

- 6.19 At locations where the mean traffic speed is within the existing speed limit yet speeds appear excessive given the highway characteristics and surrounding built environment it may be appropriate to review the speed limit. The review will be undertaken in accordance with 'Setting Local Speed Limits'.
- 6.20 One of the objectives of the document is to ensure a consistent approach to setting speed limits throughout the country. The document also reinforces advice in the Highway Code that drivers should not consider speed limits as target speeds and advises against frequent changes of limits. It is not anticipated that speed limit changes would be a frequent response to excessive speed concerns.
- 6.21 If the review suggests, changes to the existing speed limit might be warranted, proposals will be advertised and consultation undertaken with local communities and interested organisations in accordance with statutory requirements. Views expressed during the consultation process will be reported to members in accordance with the Council's procedures before reaching a final decision whether or not to implement changes.

7.0 EVALUATION CRITERIA

- 7.1 The intervention criteria described in the following paragraphs applies to 30 mph speed limits unless stated otherwise.
- 7.2 It is important to note that speed limits are the legally enforceable maximum speed for the road and do not negate the driver's responsibility to travel at a speed appropriate for the prevailing conditions.
- 7.3 Locations will be considered for the introduction of VAS or VMS if the speed data recorded indicates a mean speed exceeding the posted speed limit and there is a history of community concern. It will also be necessary to consider the layout and topography of the road, as such devices are limited in their use as their deployment is typically dependent on their being available street furniture to attach the unit too and also good sight lines in order to allow the units to detect vehicles.
- 7.4 Where speeds are recorded at significantly exceeding the 30mph speed limit, the road or street will be assessed for engineering measures and enforcement.
- 7.5 In a 40 mph limit where speeds are recorded at being significantly excessive an assessment of the appropriateness of the existing limit and will be reviewed in accordance with 'Setting Local Speed Limits'. Traffic calming humps and cushions cannot be provided on a road with a speed limit above 30mph. However horizontal deflections can be considered in certain circumstances.

8.0 MONITORING AND REVIEW

- 8.1 After implementation and allowing for a suitable bedding in period, all measures will be monitored to assess their effectiveness. Where appropriate speed measurements will be repeated at the original site(s), preferably at the same time of year as the original measurements. If the measures seem to have been ineffective consideration will be given to introducing other measures.
- 8.2 At the end of a programme of VAS or VMS implementation speed data will be collected and the site reviewed. If conditions have improved then the treatment may be withdrawn or undertaken on a rotational basis in conjunction with other sites. The relevant Local Member(s) will be informed. This creates additional capacity to treat other locations which might not otherwise benefit from any initiative.

Process for a Speed-related Concern – Monmouthshire County Council, Gwent Police & GoSafe

1. **Receiving of the Initial Complaint** ~ Monmouthshire CC Highways to be nominated as the Single Point of Contact (SPOC). If a letter or e mail is received by Gwent Police, or the Safety Camera Partnership, the author should be informed that it will be referred to Monmouthshire CC Highways, for a review to be conducted.
2. **Undertaking the Initial Assessment** ~ Monmouthshire CC Highways to be responsible for “collating the information, correspondence and evidence” which will involve:
 - ✓ Notifying the Police and Go Safe that a concern has been received
 - ✓ Advising all correspondents that an assessment will be undertaken and the issue will be judged against the criteria
 - ✓ Undertaking the initial assessment
 - ✓ Gathering all existing evidence

Undertaking the initial assessment will begin by reviewing the speeding complaint and any previous complaints made and any resulting outcomes. It will involve dialogue with the Safety Camera Partnership to establish if they have received any complaints, if they have conducted any previous activity or analysis or reviewed the collision data, plus any other factors that should contribute to the review. The Local Neighbourhood Policing teams should also be contacted to identify if the issue was identified as a “Your Voice priority” and to ascertain whether they have received any concerns from residents. The initial assessment is to be undertaken by Monmouthshire CC Highways and will lead to either of the following outcomes:

- a) Gather further evidence to corroborate
 - b) Support the request and progress to design and prioritisation
3. **Corroboration of evidence** ~ requires multi-agency input from Safety Camera Partnership and the Local Neighbourhood Policing team.

Corroboration of evidence will entail gathering the following information:

- Accident statistics
- ‘Near Miss’ and minor collision statistics (members and local councils to provide this)

- Speed analysis monitoring (Go Safe to deploy equipment and undertake the analysis)
- Speed camera readings

GoSafe (AWCRP) has had an effective speed analysis method in place for several years supported by Welsh Government software, which provides detailed information to assist the decision as to whether further activity should be undertaken. This approach is applied consistently across Wales and provides a statistical underpinning to the response to justify/or otherwise whether further action is required. The proposal is that Go Safe will undertake the speed analysis and that the outcome will enable the concern being “scored” as follows:

- **Green** – Insufficient grounds/evidence to conduct further activity
- **Amber** – The “complaint” has merit and requires further work
- **Red** – A review/multi agency problem solving meeting should be held as soon as practicable to agree a response

Once a speed concern has been scored, Traffic Engineers will undertake a risk assessment, applying the evidence received.

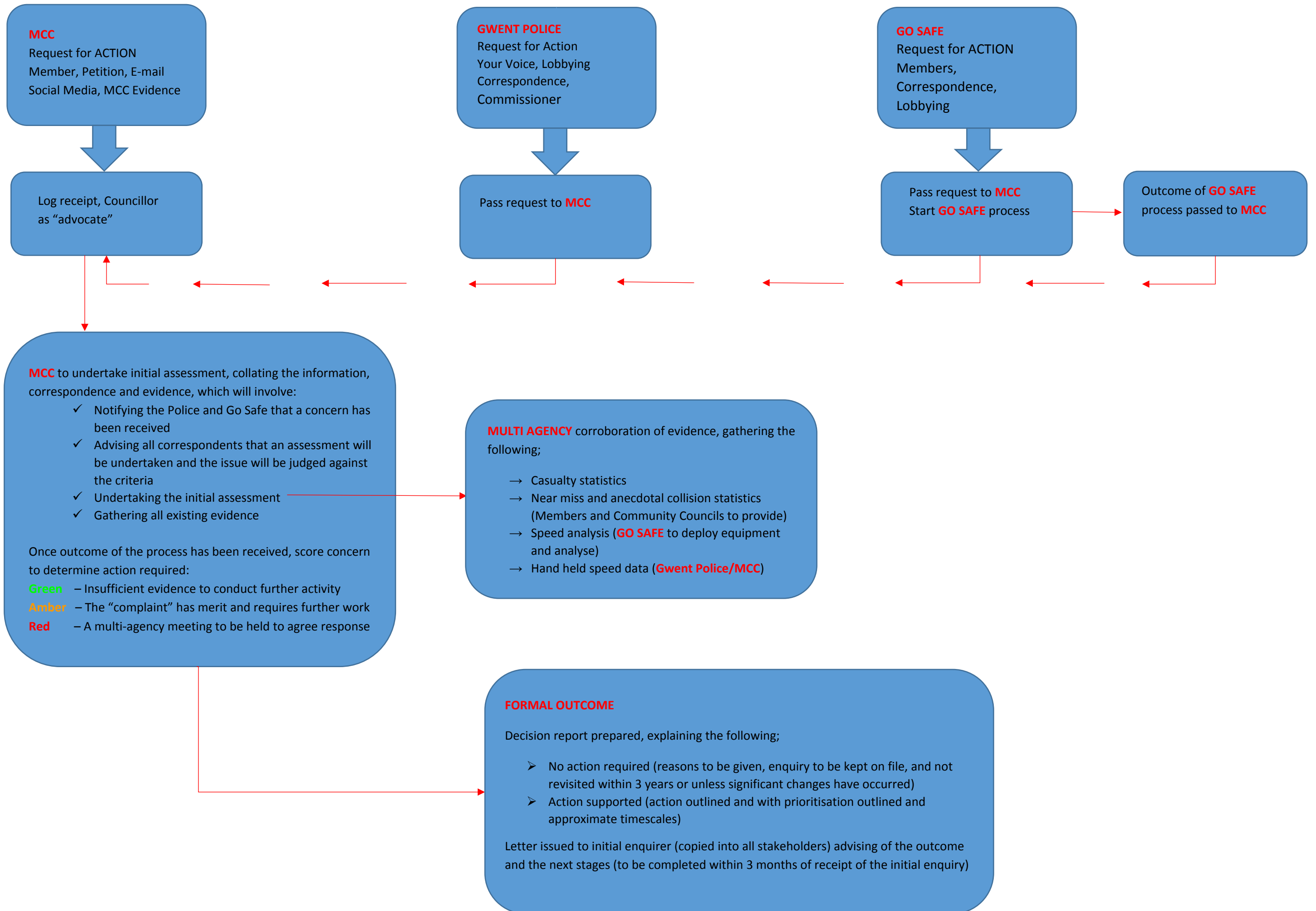
4. The Response ~ the formal response to be given by Monmouthshire CC Highways, following agreement by Go Safe and the Police. Once the information/data has been coordinated:

- If there is insufficient evidence to support that speeding is an issue and reason to conclude that it relates to the perception of residents, then this needs to be explained to the person raising the concern.
- If the analysis has supported the speeding concern, then a multi-agency meeting will be required to determine what activity will be carried out and by which organisation.
- If action is supported, an action plan should be developed and prioritisation given.
- A formal letter should be sent by Monmouthshire CC Highways to all correspondents advising them of the outcome of the review and the next stages and this should be completed within 3 months of receipt of the first correspondence.

The response process will consider ‘education’ (any covert speed analysis or Community Speed Watch should form part of ‘education’), ‘engineering’, with ‘enforcement’ as the last resort. If ‘education’ and ‘engineering’ have been implemented and analysis still evidences

that speed is a problem, then 'enforcement' will be required (the capacity for Community Safety Officers and Police, both neighbourhood and ASU, to conduct enforcement would need to be determined). Communities may feel that the only response to an issue of speeding is 'enforcement', however, unless the Safety Camera Partnership or a Police Officer is available to conduct the enforcement activity, this approach is usually only successful at the time that the activity is carried out. The response should ideally have a long-term effect on any motorist who receives penalty points, which is why 'enforcement' should be deemed the last resort in terms of response to a concern.

It may not be possible to devote the resources, or funds to reach a satisfactory conclusion and the community will need to be informed of the work undertaken and the response – which could result in an appeal or complaint being made.



THE END

SUBJECT: Operations Department – Adjustments to Staffing Establishment

MEETING: individual Cabinet Member Decision – Cllr Bryan Jones

DATE: 14th December 2018

DIVISION/WARDS AFFECTED: Not applicable

1. PURPOSE:

To approve adjustments to the staffing establishment to better reflect service demand and priorities within Highways, Transport, Waste/Street Scene and Catering/Cleaning

2. RECOMMENDATIONS:

2.1 That the new staffing structures shown in appendices 1, 2 and 3 be approved

3. KEY ISSUES:

3.1 Depending upon demands and priorities it is necessary to revise staffing structures to better reflect need and also to improve service delivery in the most cost effective manner.

3.2 HIGHWAYS

Appendix 1 lists the existing staff structure plus the proposed staff structure and the costs associated with implementing the new structure. Below the changes to the structure are described.

3.2.1 The new structure provides the staffing to undertake the new responsibilities associated with Civil Parking Enforcement by combining the role of the Off Street parking function with the new responsibilities associated with enforcing on street (static) parking violations which we expect to WG approve in time for MCC to adopt the role in April 2019. The role of the enforcement officers is also being extended to include other public order or legislative violations such as littering, dog fouling, PSPO's etc. thereby providing a team with wider expertise to ensure that the relevant acts and orders within our communities are enforced. The demand for the Civil Enforcement role is unknown as yet although the initial investigation into on street and off street parking enforcement alone suggested a staffing establishment of a manager, supervisor and five officers. To expand the team the role of cash collection (and the cash collection post) is being incorporated into the team allowing for six officers. An establishment of eight officers is being sought to adequately manage the wider enforcement role although the additional two posts will be subject to demand and funding forecasts after April '19 (i.e. when Civil parking enforcement and fines becomes an MCC role) suggesting that the posts are self financing.

- 3.2.2 The Road Safety Member/officer Group has worked on how applications for speed management features might be better organised and prioritised. The new process involves co-ordination and collaboration between Gwent Police, Go Safe and MCC to ensure that enquiries are effectively managed and as far as possible that enquiries, demands, campaigns etc. are managed, as far as possible, on an objective and quantitative basis. This brings additional workload to the authority but members are conscious that this role is a real benefit to the council in managing what many perceive as one of the highest priorities amongst residents. A post of Technical admin (Road safety co-ordinator) has been included in the new structure to handle the increased workload.
- 3.2.3 Within the design team proposed establishment are extra posts that offer career progression opportunities and seek to retain staff offering the opportunity for retention is an area where MCC pay and conditions do not match the private sector offers. It also offers extra resource which will help to reduce the demand upon consultancy support. Given the nature of how work is acquired (peaks and troughs) and the need for specialists in some areas (e.g. structural, geophysical) the use of consultants will inevitably continue but the opportunity to offer some extra in house resource helps to manage the reliance upon consultancy services.
- 3.2.4 The strategy and street works section includes new posts to provide information about the roads and structures that make up the public highway. With reducing capital funding and Welsh government demanding asset management plans based upon condition survey data the roles support the preparation of this data. This will allocate funding by condition survey coupled with other information such as usage, vehicle movements etc. and also place MCC in a better position to bid for funding should WG release funding based upon asset management information (as indicated by WG already).
- 3.2.5 In overall terms the establishment has moved from 36 staff to 48 however the new structure is cost neutral. The extra staffing reflect new roles for civil enforcement, reduced reliance upon consultants and the statutory SABs role along with income from Planning Performance agreements. All of these functions generate income through fines and fees, or by avoidance of payments to consultants often generated through WG grant funding (LTF, Active travel ,TRI). Obviously these posts are reliant upon the fees and fines being generated plus grants being secured. Should any of these prove insufficient to support the staffing levels then some of the posts will be at risk.
- 3.2.6 The affordability of the new structure is also assisted by a reduction in the number of senior managers reducing from seven to four. This releases funding to pay for additional staffing at the middle tier and provide some career grade posts.

3.3 PASSENGER TRANSPORT

- 3.3.1 The roles within the PTU are split between the commissioning function (the authority's statutory role to organise school transport and manage public transport) and the Operational function (managing the Council's in house bus fleet).

- 3.3.2 On a temporary basis the operational function is being managed by the Fleet Manager whilst the commissioning function continues to be managed by the PTU Manager (who works for both MCC and Newport City Council).
- 3.3.3 At present no staff changes are proposed in the operational arm of the PTU other than the post of booking and payroll officer is being transferred to the Commissioning unit and the job enhanced to include responsibility for financial monitoring.
- 3.3.4 Problems in the financial performance of the PTU in 2018/19 has resulted in finance staff providing interim detailed financial assessment support. This is not sustainable ongoing so the payroll and booking role is being extended to include ongoing financial monitoring within the Unit (both operational and commissioning functions).
- 3.3.5 The existing and proposed staff structures are shown in appendix 2.
- 3.3.6 The deletion of the payroll and booking officer role (Band D - £20,542) to be replaced by a wider role to include financial monitoring (Band G - £29,910) will increase the overall salary bill by £12,460 (incl oncosts @33%).
- 3.3.7 Whilst the financial performance of the PTU is of great concern at present the introduction of an officer to monitor financial performance is intended to reduce operating costs overall thereby being at least self financing.
- 3.3.8 A post is also being created titled Transport Planning Officer on a three year fixed term contract. The role will be to support the Transport and Planning Policy officer and in particular to develop a new Local Transport Plan (LTP). A revised LTP will compliment the new LDP and is fundamental aspect of how Monmouthshire grows and develops through the LDP. The post will be funded through an existing professional fees budget and grant funding (Active Travel, Local Transport Fund etc.) so is not shown as an added burden upon the revenue staffing budget but is included in Appendix 2 to offer a comprehensive staff establishment.

3.4 WASTE AND STREET SCENE

- 3.4.1 The previous Head of Waste and Street Scene left the authority in October 2017. Following internal advert the Recycling Strategy Manager was appointed to the post of Head of Waste and Street Scene on a temporary secondment basis.
- 3.4.2 The officer has proven satisfactory in the role of Head of Waste and Street Scene so it is proposed that the post of Recycling Strategy Manager be deleted and the officer at risk be interviewed for the Head of Service post.

- 3.4.3 Assuming a successful interview then the post of Recycling Strategy Manager (Band K - £44,697) will be deleted. This places pressure on the remaining staff particularly during a time of major change in service delivery but given the financial pressure upon the authority overall and Operations in particular the loss of the post seems prudent given that no staff are placed at risk as a result.
- 3.4.4 The deletion of the Waste Strategy Manager will reduce the salary bill by £59.450 (incl oncosts @ 33%).
- 3.4.5 It should be noted that a new post is being included in the waste and street scene staff establishment for a deputy supervisor (H&S and recycling). This post has been included in the budget forecast for 2019/20 so there is no additional budget implication (i.e. it has been allowed for in the waste and street scene 19/20 budget). However it is mentioned here to confirm its inclusion in the staff establishment.

3.5 CATERING AND CLEANING

- 3.5.1 The staff establishment for these services consists of:
 Catering Manager (primary sector schools and community meals)
 Healthy eating co-ordinator

Cleaning manager

Admin officer –catering and cleaning

Excluding the community meals function the catering officers manage a catering workforce of 110 staff located at the primary schools.

The Cleaning Manager is responsible for office cleaning, some public buildings, some schools and public toilets provided by a workforce currently of 95.

- 3.5.2 The existing management, technical and administration resource is extremely small and functions through the flexibility of the four officers who cover each other as much as is practicable. However there are increasing demands upon the staff arising from:
- (i) dietary and nutritional requirements, - ensuring that menus and recipes meet the WG healthy eating agenda and preparing the individual dietary requirements for and
 - (ii) 'food safety' i.e. ensuring that the processes that are used to prepare the food in each kitchen, procuring food, storing and controlling food, cleaning regimes, record keeping etc.
- 3.5.3 In discussions with officers at neighbouring authorities (Torfaen CBC and Blaenau Gwent CBC) it is clear that they do not have sufficient specialist staff to cover these duties. Therefore, subject to member approval, the three authorities intend to employ 2 Dietary/nutrition officers and 2 Food Safety Officers who will work for all three authorities. It has yet to be decided which authority might be the employer but the reason for employing four shared between the three authorities is to reduce costs and also offer some resilience with each officer providing continuity during absence.

- 3.5.4 These employees may not be MCC employees but they will be a cost to MCC for a third share so they are included in the staff establishment shown in appendix 3.
- 3.5.5 The current post of healthy eating co-ordinator does not adequately reflect the role undertaken and the post holder practically operates as a deputy to the Catering Manager. Furthermore the Catering Manager has no deputy manager within the community meals structure. Therefore a new post is being created of deputy Catering Manager and the post of healthy eating co-ordinator deleted.
- 3.5.6 Whilst not reflected in any structure changes the opportunity is taken to highlight that consideration is also being given to combining the administration support of Education Catering and cleaning and that in Community meals. This is unlikely to have any staff impact but will again offer greater resilience between the two services.

4. OPTIONS APPRAISAL

- 4.1 The proposed staffing structures scheduled in appendices 1, 2 and 3 have been developed following discussions amongst officers and are submitted as the most cost effective method by which resource demands might be covered.
- 4.2 There are numerous permutations including:
 - 4.2.1 More extensive use of consultants and agency staff although this is not the most cost effective approach.
 - 4.2.2 Externalise the civil parking enforcement in its entirety along with environmental enforcement (littering, dog fouling) is feasible but in the original report to all Gwent authorities this was addressed and a decision taken to provide front line enforcement for CPE using in house staff whilst back office role is purchased from elsewhere. Private companies that offer enforcement for 'environment crimes' have come in for criticism as they are reluctant to be prioritised by the local authority preferring to concentrate on places where fines might be optimised.
 - 4.2.3 The PTU structure is a modest change but this opportunity is taken to highlight that officers are pursuing an option where a regional arrangement might be brokered. This might be for the Gwent authorities pooling staff resources and expertise to offer greater resilience and better cohesion of a Gwent transport service. Should this be proposed then further reports will be submitted to members.
 - 4.2.4 Greater collaboration across authorities forms part of the proposals (catering and potential PTU) but at present MCC staff resources are insufficient to maintain a reasonable service level. Further collaboration will continue to form part of service delivery and the continued use of consultants is inevitable to match workloads.

5. EVALUATION CRITERIA

- 5.1 Feedback will be provided on the success in recruitment (it is fair to say that the salary levels offered may not be competitive in the current recruitment environment) should it prove difficult to appoint suitably qualified and experienced staff. Outside of this any feedback will be qualitative but the assessment of staff resources is an ongoing exercise. In the event of further staff establishment changes being proposed these will be reported as and when necessary.

6. REASONS:

The rationale behind the staff establishment adjustments are addressed in the Key issues section above.

In a wider context the demands upon staffing change regularly as rule and regulations arise that existing staff cannot absorb. It is fair to say that there is presently significant pressure upon staff to meet service demands, comply with regulations, meet timescales, manage budgets etc. and as such a revision of the structure will help to address these demands whilst remaining cost neutral within the Operations department overall.

7. RESOURCE IMPLICATIONS:

The highways structure (appendix 1) shows a reduction of **£36,371**.

The PTU structure (appendix 2) increases costs by **£18,615**

The Catering and Cleaning structure (appendix 3) increases costs by **£53,037**

The deletion of the post of Waste strategy manager saves £59,450.

However budget proposals already include £40k in anticipation of this post being vacant so net saving in this context is **£19,450**

The impact across Operations Department overall is a cost pressure of **£15,825**.

The pressure will be absorbed within the service budgets overall.

It must be emphasised that this forecast is based upon income listed in Appendix 1. Whilst the income projections are realistic they are estimates and as such there is a risk associated with the exercise. However in the event of income being insufficient the it is incumbent upon the officers to adjust staffing levels accordingly and manage within the overall budgets.

The restructure exercise will result in some redundancies. The process will be managed in accordance with the Council's employment protection policy so where feasible staff 'at risk' will be employed within the authority or voluntary redundancies taken as the first option. The cost of any redundancies will not be known until the exercise is completed.

In most instances the posts remain unchanged but new posts, and those where there has been a material change in duties, will be subject to job evaluation. The grades provided in the appendices are a reasonable estimate of the outcome of the evaluation process but it is highlighted that some grades will change as a result of job evaluation. The impact is unlikely to be significant and any such changes that impact upon budgets will be absorbed within the service budgets overall.

8. WELLBEING OF FUTURE GENERATIONS IMPLICATIONS (INCORPORATING EQUALITIES, SUSTAINABILITY, SAFEGUARDING AND CORPORATE PARENTING):

TO BE COMPLETED

9. CONSULTEES:

Enterprise DMT

Cabinet member for Operations

Informal consultation with staff affected. However following member approval a formal consultation process will be undertaken with unions and staff affected.

10. BACKGROUND PAPERS:

Nil

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HIGHWAYS (EXCL Operations, SWTRA, Street lighting) - CURRENT AND PROPOSED STRUCTURES

Current Structure (Top of Grade)				
Post Desc	Band	Grade	Hours	FTE
Traffic/Network Manager	L	49-53		1.00
Traffic & Road Safety Manager	J	41-45	37	1.00
Senior Engineer (Traffic)	I	37-41	37.0	1.00
Assistant Engineer (Traffic)	H	33-37	37	1.00
Technician (Traffic)	E	21-25	37	1.00
Road Safety Officer	I	37-41	37	1.00
U7s Co-ordinator	B	9-13	17.5	0.47
Road Safety/kerbcraft assistant - Grant Funded	D	17-21		1.0000
Road Safety/ kerbcraft Assistant - Grant Funded	B	9-13		Cas
Road Safety/ kerbcraft Assistant - Grant Funded	B	9-13		Cas
Networks Manager	J	41-45	37	1.00
TMA/RASWA Inspector	G	29-33	37	1.00
TMA/NRASWA Officer (p/t) CT old post	D	17-21	29.36	0.7935
TMA/NRASWA Officer (p/t)	D	17-21	27.12	0.7330
Traffic & Development Manager	J	41-45	37	1.00
Assistant Engineer (Development)	I	37-41	37	1.00
Assistant Engineer (Development)	H	33-37	37	1.00
Senior Technician (Hwy Dev) Fee Funded	G	29-33	37	1.00
Technical Asst Development	D	17-21	37	1.00
Project Engineer - Strategy	J	41-45	37.0	1.00
Assistant Engineer	G	29-33	37	1.00
Insurance/TMA Officer	D	17-21	37	1.00
Infrastructure Inspector (DA Old Post)	F	25-29	37	1.00
Infrastructure Inspector (AJ Old Post)	F	25-29	37	1.00
Project Engineer	J	41-45	37	1.00
Asst Engineer (Structures)	H	33-37	37	1.00
Infrastructure Inspector	G	29-33	37	1.00
Abnormal Loads/TMA Officer	D	17-21		0.4054
Technical Asst/Trainee (Unfunded)				
Project Engineer	J	41-45	37	0.60
Engineering Assistant	H	33-37	37	1.00
Technical Assistant	D	17-21	37	1.00
Technical Asst/Trainee (Unfunded)				

Flood & SUDS Manager	J	41-45	37	1.00
Asst Engineer (Flood & SUDS)	H	33-37	37	1.00
Senior Technician (Land Drainage)	G	29-33	37	1.00
Car Park Manager	H	33-37	37	1.00
Technical Assistant	D	17-21	37	1.00
Parking Officer/Town Warden (Chep)	D	17-21	37	1.00
Parking Officer/Town Warden (Aber)	D	17-21	37	1.00
Parking Officer/Town Warden (Mon)	D	17-21	37	1.00
Cash Collector	D	17-21	37	1.00

36.00

Add NI & Sup Oncosts @ 33%

Fee Funded

Senior Technician (Hwy Dev) Fee Funded
ESD Grant Flooding

Total Fee Funding

APPENDIX 1

FTE £	Proposed Structure (Top of Grade)			
	Post Desc	Band	FTE	Grade
48,519	Group Engineer	L	1	45-49
40,858	Traffic & Parking Manager (lead on CPE)	J	1	41-45
37,107	Snr Traffic Eng	I	1	37-41
33,135	Road Safety Officer	I	1	37-41
23,112	Civil Enforcement Manager (incl CPE)	I	1	37-41
37,107	Project Eng (career grade*)	H	1	33-37
8,226	Project Eng (career grade*)	H	1	33-37
0	1 x Technician (Traffic)	E	1	21-25
0	1 x Kerbcraft/ RS co-ordinator	B	0.47297	9-13
0	1 x Civil Enforcement Officer (Supervisor)	E	1	21-25
	1 x Civil Enforcement Officer	D	1	17-21
40,858	1 x Civil Enforcement Officer	D	1	17-21
29,910	1 x Civil Enforcement Officer	D	1	17-21
16,299	1 x Civil Enforcement Officer	D	1	17-21
15,057	1 x Civil Enforcement Officer	D	1	17-21
	1 x Civil Enforcement Officer (Cash Collector)	D	1	17-21
	1 x CEO - Provisional (Dependant on income)	D	1	17-21
	1 x CEO - Provisional (Dependant on income)	D	1	17-21
	1 x Tech Admin (Road Safety Co-ordinator)	D	1	17-21
40,858	1 x Tech Admin (CPE)	D	1	17-21
37,107	Kerdcraft/RS Asst - Grant Funded	D	1	17-21
33,135	Kerdcraft/RS Asst - Grant Funded	B	0.6	9-13
29,910	Kerdcraft/RS Asst - Grant Funded	B	0.6	9-13
20,541	1xTech Apprentice (Dependant on funding)	C	1	13-17
40,858	H/way Strategy & SW Manager (lead on TMA)	J	1	41-45
29,910	Snr Project Engineer (Street Works/Asset)	I	1	37-41
20,541	Project Eng (Asset Mgt) (career grade)	H	1	33-37
26,470	Project Eng (Street Works) (career grade)	H	1	33-37
26,470	Asset/SW Inspector	E	1	21-25
	Asset/SW Inspector	E	1	21-25
40,858	Asset/SW Inspector	E	1	21-25
33,135	Asset/SW Inspector	E	1	21-25
29,910	1 x Technician (SN&N)	D	1	17-21
8,327	1 x Tech Admin (Insurance Officer)	D	1	17-21
0	Tech Admin (co-ord & RW rpt.)	D	0.6	17-21
	Tech Admin (co-ord & RW rpt.)	D	0.6	17-21
24,515	1xTech Apprentice (Dependant on funding)	C	1	13-17
33,135				
20,541	H/way Design Team Manager (lead on Framework)	J	1	41-45
0	Snr Project Engineer (Design)	I	1	37-41

	Snr Project Engineer (Structures)	I	1	37-41
40,858	Project Engineer (career grade*)	H	1	33-37
33,135	Project Engineer (career grade*)	H	1	33-37
29,910	1 x Project Engineer (career grade*)	H	1	33-37
	1 x Technician (CoW)	E	1	21-25
33,136	1 x Technician (Struct)	E	1	21-25
20,542	1 x Tech Admin (Pgrm. & Abn Lds)	D	1	17-21
20,542	1xTech Apprentice (Dependant on funding)	C	1	13-17
20,542				
20,542	Flood & H/way Dev Manager (lead on SABs)	J	1	41-45
20,542	Snr Project Engineer (Flood)	I	1	37-41
	Snr Project Engineer (H/way Dev)	I	1	37-41
	Project Eng - Flooding (career grade*)	H	1	33-37
	Project Eng - Hway Dev (career grade*)	H	1	33-37
	Project Eng - Hway Dev (career grade*)	H	1	33-37
	1 x Technician (land drainage)	D	1	17-21
	1 x Technician (H/way Dev)	D	1	17-21
	1 x Tech Admin (SABs)	D	1	17-21
	1 x Tech Admin (S106)	D	1	17-21
	1xTech Apprentice (Dependant on funding)	C	1	13-17
1,066,157				54.87
1,417,988	Add NI & Sup Oncosts @ 33%			
	Less New Income			
-39,780	ESD Grant Flooding			
-65,000	CPE Income			
	SABS Income staffing			
	Planning Performance Agreements			
	LTF Funding/Active Travel/TRI			
-104,780	Total Fee Funding			
1,313,208				
				Shortfall (surplus)

£	FTE	FTE £
48,519	1.00	48,519
40858	1.00	40,858
37,107.0	1.00	37,107
37,107	1.00	37,107
37,107	1.00	37,107
33,135	1.00	33,135
33,135	1.00	33,135
23,111	1.00	23,111
17,391	1.00	8,225
23,111	1.00	23,111
20,542	1.00	20,542
20,542	1.00	20,542
20,542	1.00	20,542
20,542	1.00	20,542
20,542	1.00	20,542
20,542	1.00	20,542
0	1.00	0
0	1.00	0
20,542	1.00	20,542
20,542	1.00	20,542
0	1.00	0
0	0.60	0
0	0.60	0
0	1.00	0
40,858	1.00	40,858
37,107	1.00	37,107
33,135	1.00	33,135
33,135	1.00	33,135
23,111	1.00	23,111
23,111	1.00	23,111
23,111	1.00	23,111
23,111	1.00	23,111
20,541	1.00	20,541
20,541	1.00	20,541
20,541	0.60	12,325
20,541	0.60	12,325
0	1.00	0
40,858	1.00	40,858
37,107	1.00	37,107

37,107	1.00	37,107
33,135	1.00	33,135
33,135	1.00	33,135
33,135	1.00	33,135
23,111	1.00	23,111
23,111	1.00	23,111
20,541	1.00	20,541
0	1.00	0
40,858	1.00	40,858
37,107	1.00	37,107
37,107	1.00	37,107
33,135	1.00	33,135
33,135	1.00	33,135
33,135	1.00	33,135
20,541	1.00	20,541
20,541	1.00	20,541
20,541	1.00	20,541
20,541	1.00	20,541
0	1.00	0
1,391,641		1,366,043
		1,816,837
		-70,000
		-250,000
		-80,000
		-40,000
		-100,000
		-540,000
		1,276,837
		-36,371

PASSENGER TRANSPORT UNIT

Existing Structure	SCP Pay Band	pay (top of grade)
PTU Manager	49-53	48,519
Procurement and admin Officer	37-41	37,107
Payroll & private hire manager	21-25	23,111
Compliance officer	21-25	23,111
School Procurement officer	25-29	26,470
Public Transport Officer	29-33	29,909
admin support officer	17-21	20,541
SEN, finance and safeguarding officer	21-25	23,111
Assessment and allocation officer	21-25	23,111
Assessment and Allocation Officer	21-25	23,111
Transport Policy and Planning officer	41-45	40,858
BSSG officer (temp)	21-25	23,111
PTU Operations Manager	37-41	37,107
Traffic controller	29-33	29,909
Asst Traffic controller - temp acting	17-21	20,541
Asst Traffic controller - grass routes	21-25	23,111
		452,738
	plus on cost @33%	602141.54

Appendix 2

Proposed structure	SCP pay band	pay (top of grade)
PTU Manager	49-53	48,519
Procurement and admin manager	37-41	37,107
Finance, payroll and hire manager	37-41	37,107
Compliance officer	21-25	23,111
School Procurement officer	25-29	26,470
Public Transport Officer	29-33	29,909
Procurement and contact monitoring officer	17-21	20,541
SEN, finance and safeguarding officer	21-25	23,111
Assessment and allocation officer	21-25	23,111
Assessment and Allocation Officer	21-25	23,111
Transport Policy and Planning officer	41-45	40,858
BSSG officer (temp)	21-25	23,111
PTU Operations Manager	37-41	37,107
Traffic controller	29-33	29,909
Asst Traffic controller - temp acting	17-21	20,541
Asst Traffic controller - grass routes	21-25	23,111
		466,734
	plus on cost @33%	620756.22
	payroll increase of	18614.68

CATERING AND CLEANING STAFF ESTABLISHMENT

Existing Structure	SCP band	pay (top of grade)
Catering Manager (Education and community meals)	37-41	37,107
Healthy Eating co-ordinator	21-25	23,111
Facilities Supervisor (cleaning)	29-33	29,909
Business support officer	17-21	20,541
	total	110,668
		147188.44

APPENDIX 3

Proposed Structure	scp band	
Catering Manager (education and community meals	37-41	37,107
Deputy Catering manager/healthy eating co-ordinator	21-25	23,111
Cleaning manager	29-33	29,909
Business support officer	17-21	20,541
Food safety officer (x2) - one third of cost	29-33	19,939
Dietary/nutritional officer (x2) - one third of cost	29-33	19,939
	total	150,546
	incl oncosts @33%	200226.18
gross cost increase		53037.74

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Appendix A



Future Generations Evaluation (includes Equalities and Sustainability Impact)

Name of the Officer Roger Hoggins Phone no: 01633 644133 E-mail: rogerhoggins@monmouthshire.gov.uk	OPEARTIONS DEPARTMENT – ADJUSTMENTS TO STAFFING ESTABLISHMENT
Name of Service: Enterprise	Date: Future Generations Evaluation 3 RD December 2018



NB. Key strategies and documents that may help you identify your contribution to the wellbeing goals and sustainable development principles include: Single Integrated Plan, Continuance Agreement, Improvement Plan, Local Development Plan, People Strategy, Asset Management Plan, Green Infrastructure SPG, Welsh Language Standards, etc.




1. Does your proposal deliver any of the well-being goals below?

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	The proposed structure seeks to redistribute staff resources to best meet the service needs. It also includes some career grade posts to allow entrants the opportunity to progress as they become qualified/experienced	Service demands change particularly as central government regulations and guidelines place increasing demand upon staff during a time when funding is reducing. This makes better use of resource available

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	The structure strengthens our response to SUDs and our legislative duties.	As above.
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	The existing structure places significant pressure upon certain groups of staff and the resultant stress that occurs as they seek to cover the duties. It is recognized that any change causes transitory staff anxiety but eventually the structure will help to balance staff resources to workload demand.	
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	Not a direct outcome but the new engineering structure does allow extra staffing to contribute to infrastructure/highway development and to implement regeneration schemes.	As above
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	.No direct link	As above.
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	No direct link	Any materials produced during the consultation process will be compliant with the Welsh Language (Wales) Measure 2011 as specified in the Standards applied to Monmouthshire

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A more equal Wales People can fulfil their potential no matter what their background or circumstances	The new structure offers training opportunities to career grade staff and for other staff to seek promotion in some instances.	As above

How has your proposal embedded and prioritised the sustainable governance principles in its development? Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	<p>These proposals are all about structuring what resources we have available to meet the service needs now and looking forward.</p>	<p>The review of staff establishments is an inevitable demand as services change possibly by legislation and priorities change – maybe as WG shift the priorities (active travel is an example). As such changes in roles are inevitable but should not be too frequent as they create uncertainty and anxiety for those affected.</p>
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>Some of these changes are to reflect regulations (e.g. SAB and Healthy eating) but also to respond to changing WG priorities. This allows MCC to work better with WG and others to optimize our communities' benefits.</p>	

<p>How has your proposal embedded and prioritised the sustainable governance principles in its development? Sustainable Development Principle</p>	<p>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</p>	<p>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</p>
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>Whilst some roles are regulatory they may still require public/stakeholder consultation. Other aspects may not be regulatory (e.g. town centre development and master plans). These in particular benefit from wider stakeholder consultation (Team Abergavenny is an example)</p>	<p>Understanding how to engage with a wider audience is helpful to getting more balanced feedback and deciding what to do.</p>
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>These proposals seek to put resources where they can best support the council's role, demands and statutory responsibilities.</p>	<p>The managing of eth transition process will be in accordance with HR policies but has to be managed sensitively to reduce as far as possible the anguish caused to staff affected.</p>
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>This report proposes changes to staffing in areas such as school meals, public realm, sustainable drainage. In some instances these impact directly upon the public where in others it is through working with other bodies – e.g. welsh government.</p>	

2. **Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below. For more detailed information on the protected characteristics, the Equality Act 2010 and the Welsh Language Standards that apply to Monmouthshire Council please follow this

link:<http://hub/corporatedocs/Equalities/Forms/AllItems.aspx> or contact Alan Burkitt on 01633 644010 or alanburkitt@monmouthshire.gov.uk

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	None		
Disability	None		
Gender reassignment	None		
Marriage or civil partnership	None		
Pregnancy or maternity	None		
Race	none		
Religion or Belief	none		
Sex	none		
Sexual Orientation	none		
Welsh Language	none		

3. Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities? For more information please see the guidance <http://hub/corporatedocs/Democratic%20Services/Safeguarding%20Guidance.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

	Describe any positive impacts your proposal has on safeguarding and corporate parenting	Describe any negative impacts your proposal has on safeguarding and corporate parenting	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	<i>During the delivery of the programme of activities associated with the production of the Master Plan safeguarding will be at the forefront to ensure that any future service delivery promotes the well-being of children and vulnerable adults, preventing them from being harmed and protecting those who are at risk of abuse and neglect.</i>	No negative impacts are anticipated in relation to this particular group.	Where any negative impacts are identified the team will seek to address them by taking an inclusive approach.
Corporate Parenting	<i>During the delivery of this policy the needs of any 'looked after' children will be considered to ensure any future service delivery protects their welfare.</i>	As above	As above

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4. What evidence and data has informed the development of your proposal?

<ul style="list-style-type: none"> Welsh Government healthy eating agenda Food hygiene regulations SAB legislation Planning performance offers Active travel and local transport fund TRI funding PTU financial performance and changing service demands (increased ALN travelling demands) Civil parking enforcement Better control of parking, littering, behaviour orders etc.
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5. **SUMMARY:** As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The report seeks to place staff resources where they can have best impact. It is quite likely that this will continue to be short of the public demand in some areas but it puts the services in a better place to meet present and future demands. This will inevitably change in the future requiring more changes.

6. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible	Progress
Report for Individual Cabinet Member Decision	12 th December 2018	Roger Hoggins	Submitted

7. MONITORING: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.

The impacts of this proposal will be evaluated on:	Ongoing at an officer level
--	-----------------------------

8. VERSION CONTROL: The Future Generations Evaluation should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	Individual Cabinet Member	12 th December 2018	The structures may be changed following staff consultation

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SUBJECT: PROVISION OF SUPPORT TO PROGRESS USK (& WOODSIDE) TOWN IMPROVEMENT MASTER PLAN

MEETING: Individual Cabinet Member Decision

DATE: 12th DECEMBER 2018

DIVISION/WARDS AFFECTED: Usk, Llanbadoc

1. PURPOSE:

- 1.1 To seek approval for the Council to jointly fund, with Usk Town Council (and potentially a contribution from Llanbadoc Community Council), professional and technical support to facilitate the production of a Town Improvement Master Plan.
- 1.2 The Master Plan will serve to collate ideas and identify funding opportunities to improve the public spaces in Usk and will be informed and prioritised by feedback from the recent community questionnaire undertaken by Usk Town Council (UTC).

2. RECOMMENDATIONS:

- 2.1 That £25,000 be made available to match the financial contribution from Usk Town Council (and potentially Llanbadoc Community Council) to create a joint budget of circa £50,000 to fund the development of a Town Improvement Master Plan.

3. KEY ISSUES:

- 3.1 Some years ago Bridge Street, Usk was classed as an 'Air Quality management Area' and as a result a plan was developed to reduce emissions. The plan sought, amongst other things, to reduce the number of large vehicles using Bridge Street as a through route, unfortunately however the plan identified that reducing large vehicle journeys via Traffic Orders was fraught with problems given the volume of essential local journeys made by these vehicles.
- 3.2 In addition to the air quality issue it is acknowledged that Bridge Street is not conducive to pedestrian movement with narrow pavements and large vehicles causing concern to many people walking in the street. Therefore, after extensive analysis of Traffic Order options, the Council took a decision to investigate how large vehicles could be deterred by design rather than Order, consequently an initial workshop looking at the 'shared space' concept which generated significant interest amongst local members of Usk and Llanbadoc.
- 3.3 In addition, to the ongoing issues surrounding traffic, parking etc. UTC has recently undertaken a survey of local residents to ascertain what is important to them. Discussions have highlighted various issues that residents are interested in ranging from retail, employment and leisure opportunities as well as car parking and traffic.
- 3.4 This report identifies an opportunity for the Council to work with UTC (and potentially Llanbadoc Community Council) to develop ideas to improve the public realm thereby improving the management of traffic, parking etc. and ideally addressing the other priorities that have come forward from the UTC Town Plan questionnaire such as concerns regarding large vehicles and traffic columns generally through Usk, which have previously been well rehearsed, along with issues regarding air quality, pedestrian safety and bridge strikes. Added to this are the challenges faced by retail and commerce within the town, including

the lack of parking, employment, public transport, leisure facilities and development opportunities.

3.6 Until now the research and development of options have largely been undertaken by the Council’s Highway Officers in conjunction with Gwent Police, UTC and Llanbadoc CC along with HGV monitoring by a private company. However to prepare, organise and manage a comprehensive study (in conjunction with the Usk TC Town Plan) requires a focused resource to enable progression from ‘good ideas and feedback’ to a structured Master Plan to include an option appraisal, funding opportunity analysis, time scales, etc.

3.7 In the current economic climate, the Council does not have existing staff resources available to commit to the whole project however as UTC are indicating a willingness to contribute to costs (subject to confirmation) then a £50,000 budget would be considered sufficient to fund research, workshops, outline design options and funding opportunities and produce a Town Improvement Master Plan to enable progression.

4. EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):

4.1 Summarised below for Members’ consideration from Future Generations Evaluation located in Appendix A:

The Assessment demonstrates that the proposed Town Master Plan will comply with the well-being five ways of working and supports the well-being goals.

OPTIONS APPRAISAL

Option	Benefits	Risks
Do nothing	None identified	<ul style="list-style-type: none"> Increased risk of Usk town centre falling into further decline; Increased risk of continuing and more acute congestion and subsequently declining air quality
Support the Joint Project with UTC and potentially Llanbadoc CC	<ul style="list-style-type: none"> Production of a strategic Master Plan identifying a structured way forward for the town and all partners 	<ul style="list-style-type: none"> Master plan is produced and funding cannot be identified so issues cannot be resolved
The Council to lead the project	<ul style="list-style-type: none"> Production of a strategic Master Plan 	<ul style="list-style-type: none"> Master Plan lacks joint ownership and therefore has competing priorities; The Master Plan lies amongst other tasks within the Council’s priorities therefore leading to inevitable delays and subsequently an extended time scale ; Increased risk of further decline, congestion and pollution

5. EVALUATION CRITERIA

5.1 An evaluation assessment has been included in Appendix B for future evaluation of whether the decision has been successfully implemented. The decision will be evaluated by Stronger Communities Select Committee, which will make recommendations regarding any proposed changes to Cabinet.

6. REASONS:

- 6.1 The control of traffic through Usk and Woodside has been a contentious issue for many years. A great deal of Council Officer and Councillor time has been spent on assessing what might be feasible but no traditional traffic management scheme has been found that offers the control required to satisfactorily manage large vehicles without adversely impacting upon local businesses, retail, trade etc.
- 6.2 Increasingly local feedback demonstrates concern about the health of retail and leisure offers in the town along with parking problems, lack of facilities etc. This investment offers a way of analysing what might be achieved and what funding options might be found; without it existing staff resources would struggle to commit the time necessary to undertake a comprehensive piece of work and identify ideas and options upon which decisions might be based.

7. RESOURCE IMPLICATIONS:

- 7.1 The proposal seeks to create a budget of £50,000 which enables a Town Improvement Master Plan and subsequently a template for a regeneration scheme to be developed. It is envisaged that UTC (either with Llanbadoc Community Council or without) will fund £25,000. It will be for UTC (and potentially Llanbadoc CC) to confirm their level of investment but obviously any shortfall will curtail the extent of the project. The Council's contribution will be found from a current underspend from a reserves previously earmarked for another project.

8. CONSULTEES:

Usk TC
Llanbadoc CC
Senior Leadership Team
Cabinet

9. BACKGROUND PAPERS:

N/A

10. AUTHOR: Roger Hoggins, Head of Operations

11. CONTACT DETAILS:

Tel: 01633 644133

E-mail: rogerhoggins@monmouthshire.gov.uk

Evaluation Criteria – Cabinet, Individual Cabinet Member Decisions & Council – Appendix B

Title of Report:	Acquiring Support to develop plans and ideas to Improve Usk (and Woodside)
Date decision was made:	
Report Author:	Roger Hoggins

What will happen as a result of this decision being approved by Cabinet or Council?
 Project Management support will be used to develop ideas, schemes and funding options to deliver improvements for Usk Town (and Woodside) and a Town Improvement Master Plan created to deliver on those aspects supported by the councils involved.

What benchmarks and/or criteria will you use to determine whether the decision has been successfully implemented?
 Support from councils for the projects and funding options.
 Successful highlighting and potential acquisition of funding to support the various aspects of the project.
 The resulting Town Centre Master Plan will be presented to Stronger Communities Select for scrutiny and to consider next steps.

What is the estimate cost of implementing this decision or, if the decision is designed to save money, what is the proposed saving that the decision will achieve?
 This decision creates a modest budget to examine what further funding might be drawn in. There are no savings created but is intended to exploit alternative funding opportunities to allow parts of the project to progress.

Appendix A



Future Generations Evaluation (includes Equalities and Sustainability Impact)

Name of the Officer Roger Hoggins Phone no: 01633 644133 E-mail: rogerhoggins@monmouthshire.gov.uk	PROVISION OF SUPPORT TO PROGRESS USK (& WOODSIDE) TOWN IMPROVEMENT MASTER PLAN
Name of Service: Enterprise	Date: Future Generations Evaluation 30 th November 2018


NB. Key strategies and documents that may help you identify your contribution to the wellbeing goals and sustainable development principles include: Single Integrated Plan, Continuance Agreement, Improvement Plan, Local Development Plan, People Strategy, Asset Management Plan, Green Infrastructure SPG, Welsh Language Standards, etc.





1. Does your proposal deliver any of the well-being goals below?

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs	The proposed Master Plan will identify an opportunity for the Council to work with UTC (and potentially Llanbadoc Community Council) to develop ideas to improve the public realm thereby improving the management of traffic, parking etc. and ideally addressing the other priorities that have come forward from the UTC Town Plan questionnaire such as concerns the challenges	This report project aims to identify a structured way forward for the town and all partners.

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	faced by retail and commerce within the town, including the lack of parking, employment, public transport, leisure facilities and development opportunities.	
A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	The Master Plan will identify opportunities to address the traffic problems in the town centre which are leading to acute congestion and subsequently declining air quality.	As above.
A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood	The Master Plan will identify strategies to address the traffic congestion and subsequently improve the physical and mental well-being of the community.	
A Wales of cohesive communities Communities are attractive, viable, safe and well connected	It is anticipated that the Master Plan will be jointly funded by the Council, Usk Town Centre and potentially Llanbadoc Community Council, all working together to develop ideas to improve the public realm.	As above
A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	The Master Plan will identify opportunities to deliver sustainable economic development and growth whilst also acknowledging the Council's global responsibility.	As above.

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	The proposed Master Plan will include community consultation exercises which will encourage equality and diversity and encourage all members of the community to participate.	Any materials produced during the consultation process will be compliant with the Welsh Language (Wales) Measure 2011 as specified in the Standards applied to Monmouthshire
A more equal Wales People can fulfil their potential no matter what their background or circumstances	The proposed Master Plan will potentially identify opportunities to access employment and economic opportunities for all members of the community.	As above

How has your proposal embedded and prioritised the sustainable governance principles in its development? Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Balancing short term need with long term and planning for the future</p> <p>Long Term</p>	The production of the Master Plan will include undertaking activities that align with the Authority's purpose to 'help build sustainable and resilient communities that support the well-being of current and future generations' and principles to 'create the conditions that enable people to easily come together and develop solutions to build better communities'.	The activities supported by the funding will be reported to the Stronger Communities Committee to maximize learning opportunities.

<p>How has your proposal embedded and prioritised the sustainable governance principles in its development?</p> <p>Sustainable Development Principle</p>	<p>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</p>	<p>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</p>
 <p>Working together with other partners to deliver objectives</p> <p>Collaboration</p>	<p>It is anticipated that the Master Plan will be jointly funded by the Council, Usk Town Centre and potentially Llanbadoc Community Council, all working together to develop ideas to improve the public realm.</p>	
 <p>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>The proposed Master Plan will include community consultation exercises which will encourage equality and diversity and encourage all members of the community to participate.</p>	<p>In developing the Town Master Plan a programme of various stakeholder engagement activities will be undertaken and the results collated and considered to inform the final version.</p>
 <p>Putting resources into preventing problems occurring or getting worse</p> <p>Prevention</p>	<p>By supporting the proposal and encouraging a partnership approach will avoid the proposed Town Master Plan lying amongst other tasks within the Council's priorities therefore leading to inevitable delays and subsequently an extended time scale.</p>	<p>By investing resources the increased risk of Usk town centre falling into further decline is reduced.</p>
 <p>Considering impact on all wellbeing goals together and on other bodies</p> <p>Integration</p>	<p>The proposed Master Plan will identify greater opportunities to better connect wellbeing outcomes internally and to other partners and local community groups.</p>	<p>The proposed Master Plan aligns with the Authority's purpose to 'help build sustainable and resilient communities that support the well-being of current and future generations'.</p>

2. Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below. For more detailed information on the protected characteristics, the Equality Act 2010 and the Welsh Language Standards that apply to Monmouthshire Council please follow this link:<http://hub/corporatedocs/Equalities/Forms/AllItems.aspx> or contact Alan Burkitt on 01633 644010 or alanburkitt@monmouthshire.gov.uk

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	Older people will be engaged as part of the place based approach to producing the report where amongst other things, issues of social isolation will be addressed.	The report activities will endeavor to be inclusive to all therefore no negative impacts are anticipated in relation to this particular group.	Where any negative impacts are identified the team producing the report will seek to address them by taking an inclusive approach.
Disability	As per Age Line Above	As per Age Line above	As per Age Line Above. In addition, the proposals will take the needs of the disabled population into consideration during the development phase.
Gender reassignment	As per Age Line Above	As per Age Line above	As per Age Line Above
Marriage or civil partnership	As per Age Line Above	As per Age Line above	As per Age Line Above
Pregnancy or maternity	As per Age Line Above	As per Age Line above	As per Age Line Above
Race	As per Age Line Above	As per Age Line above	As per Age Line Above
Religion or Belief	As per Age Line Above	As per Age Line above	As per Age Line Above

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Sex	As per Age Line Above	As per Age Line above	As per Age Line Above
Sexual Orientation	As per Age Line Above	As per Age Line above	As per Age Line Above
Welsh Language	As per Age Line Above	As per Age Line above	In addition, any materials produced during the consultation process will be compliant with the Welsh Language (Wales) Measure 2011 as specified in the Standards applied to Monmouthshire

3. **Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities?** For more information please see the guidance <http://hub/corporatedocs/Democratic%20Services/Safeguarding%20Guidance.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

	Describe any positive impacts your proposal has on safeguarding and corporate parenting	Describe any negative impacts your proposal has on safeguarding and corporate parenting	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	<i>During the delivery of the programme of activities associated with the production of the Master Plan safeguarding will be at the forefront to ensure that any future service delivery promotes the well-being of children and vulnerable adults, preventing them from being harmed and protecting those who are at risk of abuse and neglect.</i>	No negative impacts are anticipated in relation to this particular group.	Where any negative impacts are identified the team will seek to address them by taking an inclusive approach.

Corporate Parenting	<i>During the delivery of this policy the needs of any 'looked after' children will be considered to ensure any future service delivery protects their welfare.</i>	As above	As above
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4. What evidence and data has informed the development of your proposal?

- The Wellbeing of Future Generations Act;
- Prosperity for All;
- Ben Hamilton Baillie 'Shared Space' workshop paper
- Equality Act 2010;
- The Social Services and Wellbeing (Wales) Act; and
- Welsh Language (Wales) Measure 2011

5. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The Assessment demonstrates that the proposed Town Master Plan will comply with the well-being five ways of working and supports the well-being goals.

6. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible	Progress
Report for Individual Cabinet Member Decision	12 th December 2018	Roger Hoggins	Submitted

7. MONITORING: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.

The impacts of this proposal will be evaluated on: Ongoing via Stronger Communities Select

8. **VERSION CONTROL:** The Future Generations Evaluation should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
<i>1</i>	<i>Individual Cabinet Member</i>	<i>12th December 2018</i>	<i>Approval sought</i>