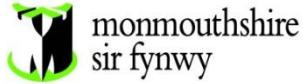


Public Document Pack



County Hall
Rhadyr
Usk
NP15 1GA

Tuesday, 26 October 2021

Dear Councillor

CABINET

You are requested to attend a **Cabinet** meeting to be held at **County Hall, Usk - Remote Attendance** on **Wednesday, 3rd November, 2021**, at **3.00 pm**.

AGENDA

1. Apologies for Absence
2. Declarations of Interest
3. To consider the following reports (Copies attached):
 - i. **PUBLIC SERVICES OMBUDSMAN FOR WALES (PSOW) ANNUAL LETTER 2020/21** 1 - 24
Division/Wards Affected: All

Purpose: The purpose is to fulfil the expectation of the Public Services Ombudsman for Wales that their report is brought to the attention of Cabinet.

Author: Annette Evans, Customer Relations Manager

Contact Details: annetteevans@monmouthshire.gov.uk
 - ii. **ACTIVE TRAVEL** 25 - 232
Division/Wards Affected: All

Purpose: To approve the proposed Active Travel Network Maps in accordance with the legal duty under the Active Travel (Wales) Act 2013.

Author: Paul Sullivan. Youth, Sport and Active Travel Manager, MonLife

Contact Details: paulsullivan@monmouthshire.gov.uk
4. To consider whether to exclude the press and public from the meeting during consideration of the following item of business in accordance with Section 100A of the Local Government Act 1972, as amended, on the grounds that it involves the likely disclosure of exempt information as defined in Paragraphs 12 and 14 of Part 4 of Schedule 12A to the Act. (Proper Officer's view attached). 233 - 236

iii. **ICT SECURITY AND RESILIENCE**

237 -
252

Division/Wards Affected: None

Purpose: This report is to approve additional investment to enhance cyber security arrangements across both the Education and Corporate networks.

Author: Sian Hayward, Head of Information Security & Technology

Contact Details: sianhayward@monmouthshire.gov.uk

Yours sincerely,

Paul Matthews
Chief Executive

CABINET PORTFOLIOS

County Councillor	Area of Responsibility	Ward
Richard John	<p>Leader Lead Officer – Paul Matthews, Matthew Gatehouse</p> <p>Whole Authority Strategy and Direction Whole authority performance review and evaluation CCR Joint Cabinet & Regional development Regional working Government relations LGA, WLGA and Public Service Board lead</p>	Mitchel Troy
Sara Jones	<p>Cabinet Member for Economy, Deputy Leader Lead Officer – Frances O’Brien</p> <p>Economic resilience and growth Place-making and Regeneration Town Centre investment and stewardship Development Management and Building Control Public relations / communications / marketing Skills and Employment Community broadband connectivity</p>	Llanover
Robert Greenland	<p>Cabinet Member for Governance & Strategic Planning, Deputy Leader Lead Officers – Frances O’Brien, Matthew Phillips, Matthew Gatehouse</p> <p>Local Development Plan and Strategic Development Plan Council and Executive decision-making Constitution review and implementation of change Law, ethics and standards Democracy promotion and citizen engagement Community Hubs and Contact Centre Whole authority customer service and experience</p>	Devauden
Philip Murphy	<p>Cabinet Member for Resources Lead Officers – Peter Davies, Frances O’Brien, Matthew Phillips, Jane Rodgers</p> <p>Finance Digital and Information technology (including SRS) Human Resources, Payroll, Health and Safety Emergency Planning Strategic Procurement Land and Buildings (including - Estate, Cemeteries, Allotments, Farms) Fleet Management</p>	Caerwent

	<p>School and Community Transport (including commissioning and delivery) Property Maintenance Facilities Management (including Building Cleaning and Catering)</p>	
Paul Pavia	<p>Cabinet Member for Education Lead Officers – Will McLean, Ian Saunders</p> <p>Early Years education All age statutory education Additional learning needs / Inclusion Post 16 entitlement / offer School Standards & Improvement (incl Education Achievement Service commissioning) Community learning 21st Century Schools Programme Youth service / Outdoor Education Service / Duke of Edinburgh Award scheme</p>	Larkfield
Lisa Dymock	<p>Cabinet Member for Community Wellbeing and Social Justice Lead Officers – Frances O’Brien, Ian Saunders, Jane Rodgers, Matt Gatehouse</p> <p>Community inequality (health, income, nutrition, disadvantage, discrimination, isolation) Advancement of the Welsh language Housing Strategy, delivery / Homelessness prevention Trading standards / Environmental Health / Animal Welfare / Public Health / Licensing Community safety (including Police liaison) Registrars Service Physical activity (including Leisure centres, Sport, Active travel, Play) Countryside, biodiversity, public rights of way Tourist Information / Museums / Theatre / Attractions</p>	The Elms
Penny Jones	<p>Cabinet Member for Social Care, Safeguarding and Health Lead Officer – Jane Rodgers</p> <p>Children’s services Fostering & adoption Youth Offending Service Adult Services Whole authority safeguarding (children and adults) Disabilities Mental Health</p>	Raglan

Jane Pratt	<p>Cabinet Member for Infrastructure and Neighbourhood Services – Jane Pratt Lead Officer – Frances O’Brien, Matthew Gatehouse</p> <p>Whole authority climate change / decarbonisation lead Strategic Integrated Transport (including transport planning) Traffic network management (including road safety, car parking & civil enforcement) Public Transport Highways – County Operations / South Wales Trunk Road Authority (SWTRA) Waste collection / Recycling / Street Cleansing / Street Lighting Grounds Maintenance, parks, open spaces and public conveniences Flood alleviation, management and recovery</p>	Llanelly Hill
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Aims and Values of Monmouthshire County Council

Our purpose

Building Sustainable and Resilient Communities

Objectives we are working towards

- Giving people the best possible start in life
- A thriving and connected county
- Maximise the Potential of the natural and built environment
- Lifelong well-being
- A future focused council

Our Values

Openness. We are open and honest. People have the chance to get involved in decisions that affect them, tell us what matters and do things for themselves/their communities. If we cannot do something to help, we'll say so; if it will take a while to get the answer we'll explain why; if we can't answer immediately we'll try to connect you to the people who can help – building trust and engagement is a key foundation.

Fairness. We provide fair chances, to help people and communities thrive. If something does not seem fair, we will listen and help explain why. We will always try to treat everyone fairly and consistently. We cannot always make everyone happy, but will commit to listening and explaining why we did what we did.

Flexibility. We will continue to change and be flexible to enable delivery of the most effective and efficient services. This means a genuine commitment to working with everyone to embrace new ways of working.

Teamwork. We will work with you and our partners to support and inspire everyone to get involved so we can achieve great things together. We don't see ourselves as the 'fixers' or problem-solvers, but we will make the best of the ideas, assets and resources available to make sure we do the things that most positively impact our people and places.

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SUBJECT: PUBLIC SERVICES OMBUDSMAN FOR WALES ANNUAL LETTER 2020/21

MEETING: CABINET

DATE: 3 NOVEMBER 2021

DIVISION/WARDS AFFECTED: ALL

1. PURPOSE:

The purpose is to fulfil the expectation of the Public Services Ombudsman for Wales that their report is brought to the attention of Cabinet.

2. RECOMMENDATIONS:

- 2.1 Cabinet note the content of the Public Sector Ombudsman for Wales (PSOW) annual letter (Appendix 1) and inform the PSOW of their considerations and any proposed actions by 15 November 2021.
- 2.2 That the authority continues to engage with the PSOW complaints standards work, access training for staff and provide the PSOW with complaints data.

3. KEY ISSUES:

- 3.1 The Public Sector Ombudsman for Wales sends every Council an annual letter which provides a summary of the complaints received and investigated. This compares the number of complaints against the local authority which were received and investigated by the PSOW during 2020/21, with the local authority average during the same period.
- 3.2 The PSOW annual letter provides:
 - a breakdown of the number of complaints about the local authority broken down into subject categories.
 - shows the complaint outcomes for the local authority and the volume and proportion that each outcome represents for the local authority.
 - the numbers and percentages of cases received in which an intervention has occurred.
 - a breakdown of all Code of Conduct complaint outcomes against councillors.
 - a breakdown of all Code of Conduct complaint outcomes against town or community councils.

3.3 The PSOW received 20 complaints about Monmouthshire County Council. This is higher than the 16 received in the previous year. One complaint was investigated by them which is the same as the previous year. Comparisons are shown below, noting that the categories used by the commissioner differ between years.

Complaints received by subject: (PSOW definition)	Complaints Received	
	20/21	19/20
Children Social Services	3	4
Complaints handling	3	2
Planning and Building Control	6	3
Roads and transport	3	1
Community Facilities, recreation and leisure	1	
Covid 19	1	
Environment and Environmental health	1	
Various other	2	6

PSOW Comparison of complaint outcomes

Local Authority	Out of Jurisdiction	Premature	Other cases closed after initial consideration	Early resolution/voluntary settlement	Discontinued	Other report – not upheld	Other report – upheld in whole or in part	Public interest reports
Monmouthshire	6	5	7	0	0	0	1	0

There was one complaint where the PSOW intervened.

Code of Conduct complaints

There was one complaint that was closed with no evidence of breach.

Town/Community Council Code of Conduct complaints

There was one complaint that was closed with no evidence of breach.

3.4 The Standards Committee has seen and discussed the PSOW's Annual letter.

4 EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):

This report provides feedback information from the Public Services Ombudsman for Wales. The report does not seek to divert from the Council's corporate priorities and the continued delivery of the wide range of services provided through the Council to the public. As the report deals solely with feedback information, a Future Generations and Equality Impact Assessment is not considered appropriate in this instance.

5 OPTIONS APPRAISAL

This section is not relevant as the work of the Public Services Ombudsman for Wales is outside of our control.

6 EVALUATION CRITERIA

We will continue to work with the Public Services Ombudsman for Wales office to resolve as many issues as possible at an early stage and monitor the number of complaints the Public Services Ombudsman for Wales receives and deals with.

7 REASONS:

- 7.1 The Public Services Ombudsman for Wales (PSOW) role is to consider complaints about public services providers in Wales and to consider complaints that members of local authorities have broken the Code of Conduct. The PSOW has requested that Cabinet considers the complaints that the PSOW has received.

8 RESOURCE IMPLICATIONS:

There are currently no extra resource costs identified.

9 CONSULTEES:

Strategic Leadership Team
Cabinet

10 BACKGROUND PAPERS:

Appendix 1: The Public Services Ombudsman for Wales Annual letter 2020/21

11 AUTHOR:

Annette Evans, Customer Relations Manager


12 CONTACT DETAILS:

Tel: 01633 644647

E-mail: annetteevans@monmouthshire.gov.uk

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Ask for: Communications

 01656 641150

Date: September 2021

 communications@ombudsman.wales

Cllr. Richard John
Monmouthshire County Council

By Email only: richardjohn@monmouthshire.gov.uk

Annual Letter 2020/21

Dear Councillor John

I am pleased to provide you with the Annual letter (2020/21) for Monmouthshire County Council.

This letter discusses information from a year unlike any other in recent memory, and as such may not be useful for establishing trends or patterns. Information received during this remarkable year will, however, bring insights on how public services reacted in the face of unprecedented demand and the most difficult of circumstances.

During the past financial year, we have intervened in (upheld, settled or resolved at an early stage) the same proportion of complaints about public bodies, 20%, compared with 2019/20.

Regarding new complaints received relating to Local Authorities, the overall number decreased by 12.5% compared with last year. This reflects the reduction in complaints being reported by Local Authorities during the Covid-19 pandemic. My office intervened in a similar proportion of the cases closed as in the previous year (13%).

However, we referred a higher proportion of Code of Conduct complaints to a Standards Committee or the Adjudication Panel for Wales: 3.4% compared to 2% in the previous year. This higher referral rate was also accompanied by a sharp increase in the number of Code of Conduct complaints received.

During 2020/21, despite challenges caused by the pandemic, my office made great strides in progressing work related to Complaints Standards and Own Initiative Investigations. The theme and consultation period of the first wider Own

Page 1 of 9

Initiative Investigation – into Local Authority Homelessness Assessments - was launched in September 2020 and the report is due in the coming months. We also commenced 4 extended Own Initiative Investigations, where we extended the scope of our work on a complaint already under investigation.

Last year, my office also pushed ahead with two new publications – ‘Our Findings’ and our first Equality Report.

‘Our Findings’ will be accessed via the PSOW website and replaces the quarterly casebooks. Our Findings will be updated more frequently and will be a more useful tool in sharing the outcomes of investigations. Our first Equality Report highlights the work done to improve equality and diversity, and to ensure that our service is available to people from all parts of society.

Local Authorities in Wales continued to submit data about the complaints they handled to the Complaints Standards Authority (CSA) during 2020/21, as well as receiving a model complaints procedure and accessing 76 virtual training sessions.

The data submitted for 2020/2021 shows:

- Nearly 12,000 complaints were recorded by Local Authorities
- This equates to 3.77 for every 1000 residents.
- Nearly half (44%) of those complaints were upheld.
- About 75% were investigated within 20 working days.
- About 9% of all complaints closed were referred to PSOW.

The CSA will publish data to the PSOW website for the first time in the coming year, marking a key achievement in the progress of this work. Training sessions have been delivered to almost all Local Authorities in Wales, and our offer of training remains open ended and will be delivered free of charge.

A summary of the complaints of maladministration/service failure received relating to your Council is attached.

Also attached is a summary of the Code of Conduct complaints relating to members of the Council and to the Town & Community Councils in your area.

I ask that the Council takes the following actions:

- Present my Annual Letter to the Cabinet to assist members in their scrutiny of the Council’s complaints performance and any actions to be taken as a result.
- Engage with my Complaints Standards work, accessing training for your staff and providing complaints data.
- Inform me of the outcome of the Council’s considerations and proposed actions on the above matters by 15 November.

This correspondence is copied to the Chief Executive of your Council and to your Contact Officer. Finally, a copy of all Annual Letters will be published on my website.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Nick Bennett', written in a cursive style.

Nick Bennett
Ombudsman

cc.Paul Matthews, Chief Executive, Monmouthshire County Council
By Email only: paulmatthews@monmouthshire.gov.uk

Factsheet

Appendix A - Complaints Received

Local Authority	Complaints Received	Received per 1000 residents
Blaenau Gwent County Borough Council	15	0.21
Bridgend County Borough Council	31	0.21
Caerphilly County Borough Council	46	0.25
Cardiff Council*	96	0.26
Carmarthenshire County Council	27	0.14
Ceredigion County Council	32	0.44
Conwy County Borough Council	32	0.27
Denbighshire County Council	32	0.33
Flintshire County Council	59	0.38
Gwynedd Council	30	0.24
Isle of Anglesey County Council	18	0.26
Merthyr Tydfil County Borough Council	15	0.25
Monmouthshire County Council	20	0.21
Neath Port Talbot Council	19	0.13
Newport City Council	31	0.20
Pembrokeshire County Council	28	0.22
Powys County Council	38	0.29
Rhondda Cynon Taf County Borough Council	40	0.17
Swansea Council	73	0.30
Torfaen County Borough Council	12	0.13
Vale of Glamorgan Council	39	0.29
Wrexham County Borough Council	43	0.32
Total	776	0.25

* inc 2 Rent Smart Wales

Appendix B - Received by Subject

Monmouthshire County Council	Complaints Received	% Share
Adult Social Services	0	0%
Benefits Administration	0	0%
Children's Social Services	3	15%
Community Facilities, Recreation and Leisure	1	5%
Complaints Handling	3	15%
Covid19	1	5%
Education	0	0%
Environment and Environmental Health	1	5%
Finance and Taxation	0	0%
Housing	0	0%
Licensing	0	0%
Planning and Building Control	6	30%
Roads and Transport	3	15%
Various Other	2	10%
Total	20	

Appendix C - Complaint Outcomes
 (* denotes intervention)

County/County Borough Councils	Out of Jurisdiction	Premature	Other cases closed after initial consideration	Early Resolution/voluntary settlement*	Discontinued	Other Reports-Not Upheld	Other Reports Upheld*	Public Interest Report*	Total
Monmouthshire County Council	6	5	7	0	0	0	1	0	19
% Share	32%	26%	37%	0%	0%	0%	5%	0%	

Appendix D - Cases with PSOW Intervention

	No. of interventions	No. of closures	% of interventions
Blaenau Gwent County Borough Council	1	17	6%
Bridgend County Borough Council	2	30	7%
Caerphilly County Borough Council	3	45	7%
Cardiff Council	26	100	26%
Cardiff Council - Rent Smart Wales	0	2	0%
Carmarthenshire County Council	6	29	21%
Ceredigion County Council	4	31	13%
Conwy County Borough Council	5	31	16%
Denbighshire County Council	2	31	6%
Flintshire County Council	11	62	18%
Gwynedd Council	5	27	19%
Isle of Anglesey County Council	1	17	6%
Merthyr Tydfil County Borough Council	0	14	0%
Monmouthshire County Council	1	19	5%
Neath Port Talbot Council	1	17	6%
Newport City Council	5	29	17%
Pembrokeshire County Council	3	26	12%
Powys County Council	4	47	9%
Rhondda Cynon Taf County Borough Council	2	43	5%
Swansea Council	9	67	13%
Torfaen County Borough Council	0	11	0%
Vale of Glamorgan Council	5	38	13%
Wrexham County Borough Council	6	48	13%
Total	102	781	13%

Appendix E - Code of Conduct Complaints

County/County Borough Councils	Discontinued	No evidence of breach	No action necessary	Refer to Adjudication Panel	Refer to Standards Committee	Withdrawn	Total
Monmouthshire County Council	0	1	0	0	0	0	1

Appendix F - Town/Community Council Code of Complaints

Town/Community Council	Discontinued	No evidence of breach	No action necessary	Refer to Adjudication Panel	Refer to Standards Committee	Withdrawn	Total
Caerwent Community Council	0	1	0	0	0	0	1

Information Sheet

Appendix A shows the number of complaints received by PSOW for all Local Authorities in 2020/2021. These complaints are contextualised by the number of people each health board reportedly serves.

Appendix B shows the categorisation of each complaint received, and what proportion of received complaints represents for the Local Authority.

Appendix C shows outcomes of the complaints which PSOW closed for the Local Authority in 2020/2021. This table shows both the volume, and the proportion that each outcome represents for the Local Authority.


Appendix D shows Intervention Rates for all Local Authorities in 2020/2021. An intervention is categorised by either an upheld complaint (either public interest or non-public interest), an early resolution, or a voluntary settlement.

Appendix E shows the outcomes of Code Of Conduct complaints closed by PSOW related to Local Authority in 2020/2021. This table shows both the volume, and the proportion that each outcome represents for the Local Authority.

Appendix F shows the outcomes of Code of Conduct complaints closed by PSOW related to Town and Community Councils in the Local Authority's area. This table shows both the volume, and the proportion that each outcome represents for each Town or Community Council.

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Gofynnwch Cyfathrebu
am:

 01656 641150

 cyfathrebu@ombwdsmon.cymru

Dyddiad: Medi 2021

Y Cyngorydd Richard John
Cyngor Sir Fynwy

Trwy Ebst yn unig: richardjohn@monmouthshire.gov.uk

Llythyrau Blynyddol 2020/21

Annwyl Gyngorydd John

Mae'n bleser gennyf ddarparu'r Llythyr Blynyddol (2020/21) i Gyngor Sir Fynwy.

Mae'r llythyr hwn yn trafod gwybodaeth o flwyddyn a fu'n wahanol i unrhyw un arall yn y cof diweddar, ac felly efallai na fydd yn ddefnyddiol ar gyfer sefydlu tueddiadau neu batrymau. Fodd bynnag, bydd gwybodaeth a dderbyniwyd yn ystod y flwyddyn ryfeddol hon yn dod â mewnwelediadau ar sut ymatebodd gwasanaethau cyhoeddus i alw digynsail a'r amgylchiadau anoddaf a fu.

Yn ystod y flwyddyn ariannol ddiwethaf, rydym wedi ymyrryd (cadarnhau, setlo neu ddatrys yn y cam cynnar) yn yr un gyfran o gwynion am gyrrff cyhoeddus, sef 20%, o gymharu â 2019/20.

O ran cwynion newydd a dderbyniwyd yn ymwneud ag Awdurdodau Lleol, mae'r cyfanswm wedi gostwng o 12.5% o gymharu â'r llynedd. Mae hyn yn adlewyrchu'r gostyngiad yn y cwynion sy'n cael eu hadrodd arnynt gan Awdurdodau Lleol yn ystod pandemig Covid-19. Ymyrrodd fy swyddfa mewn cyfran debyg o'r achosion a gaewyd ag yn y flwyddyn flaenorol (13%).

Fodd bynnag, cyfeiriasom hefyd gyfran uwch o gwynion y Cod ymddygiad at Bwyllgor Safonau neu Banel Dyfarnu Cymru: 3.4% o'i gymharu â 2% yn y flwyddyn flaenorol. Daw'r gyfradd atgyfeirio uwch hon hefyd law yn llaw â chynnydd sylweddol yn nifer y cwynion y Cod Ymddygiad a dderbyniwyd.

Yn ystod 2020/21, er gwaethaf heriau a achoswyd gan y pandemig, cymerwyd camau breision gan fy swyddfa wrth wneud cynnydd â gwaith yn ymwneud â Safonau Cwynion ac Ymchwiliadau ar ei Liwt ei Hun. Lanswyd thema a chyfnod ymgynghori'r Ymchwiliad ar ei Liwt ei Hun Ehangach cyntaf - i Asesiadau

Tudalen 1 o 9

Digartrefedd Awdurdodau Lleol - ym mis Medi 2020 a disgwylir yr adroddiad yn y misoedd nesaf. Cychwynnom hefyd 4 Ymchwiliad ar ei Liwt ei Hun estynedig, lle gwnaethom ymestyn cwmpas ein gwaith ar gŵyn sydd eisoes yn destun ymchwil.

Y llynedd, bwriodd fy swyddfa ymlaen hefyd â dau gyhoeddiad newydd - 'Ein Canfyddiadau' a'n Hadroddiad Cydraddoldeb cyntaf.

Bydd modd cyrchu 'Ein Canfyddiadau' trwy wefan OGCC a bydd yn disodli'r coflyfrau chwarterol. Bydd Ein Canfyddiadau yn cael ei ddiweddarau'n amlach, a bydd yn offer mwy defnyddiol wrth rannu canlyniadau ymchwiliadau. Mae ein Hadroddiad Cydraddoldeb cyntaf yn tynnu sylw at y gwaith a wnaed i wella cydraddoldeb ac amrywiaeth, ac i sicrhau bod ein gwasanaeth ar gael i bobl o bob rhan o'r gymdeithas.

Yn ystod 2020/21, parhaodd Awdurdodau Lleol yng Nghymru i gyflwyno data i'r Awdurdod Safonau Cwynion (CSA) am y cwynion a ymdriniwyd ganddynt. Cawsant hefyd weithdrefn gwynion enghreifftiol a mynediad at 76 sesiwn hyfforddi rithwir.

Mae'r data a gyflwynwyd ar gyfer 2020/2021 yn dangos:

- Cofnodwyd bron i 12,000 o gwynion gan Awdurdodau Lleol
- Mae hyn yn cyfateb i 3.77 ar gyfer pob 1000 o drigolion.
- Cadarnhawyd bron i hanner (44%) y cwynion hynny.
- Ymchwiliwyd i oddeutu 75% ohonynt o fewn 20 diwrnod gwaith.
- Cyfeiriwyd oddeutu 9% (6.91%) o'r holl gwynion a gaewyd at OGCC.

Bydd y CSA yn cyhoeddi data i wefan OGCC am y tro cyntaf yn y flwyddyn i ddod, gan nodi cyflawniad allweddol yng nghynnydd y gwaith hwn. Rhoddwyd sesiynau hyfforddi i bron pob Awdurdod Lleol yng Nghymru, ac mae ein cynnig o hyfforddiant yn parhau i fod yn benagored a rhad ac am ddim.

Gweler ynghlwm grynodedb o'r cwynion o gamweinyddu/methiant gwasanaeth a dderbyniwyd mewn cysylltiad â'ch Cyngor.

Hefyd ynghlwm y mae crynodeb o'r cwynion y Cod Ymddygiad mewn cysylltiad ag aelodau'r Cyngor a'r Cynghorau Tref a Chymuned yn eich ardal.

Gofynnaf i'r Cyngor gymryd y camau canlynol:

- Cyflwyno fy Llythyr Blynyddol i'r Cabinet i gynorthwyo'r aelodau i graffu ar berfformiad cwynion y Cyngor ac unrhyw gamau i'w cymryd o ganlyniad.
- Ymgysylltu â'm gwaith Safonau Cwynion, rhoi hyfforddiant i'ch staff a darparu data cwynion.
- Rhoi gwybod imi am ganlyniad ystyriaethau a chamau gweithredu arfaethedig y cyngor yng nghyswllt y materion uchod erbyn 15 Tachwedd.

Mae'r ohebiaeth hon yn cael ei chopïo i Brif Weithredwr eich Cyngor a'ch Swyddog Cyswllt. Yn olaf, bydd copi o'r holl Lythyrau Blynyddol yn cael eu cyhoeddi ar fy ngwefan.

Yn gywir,

A handwritten signature in black ink, appearing to read 'Nick Bennett', with a stylized flourish at the end.

Nick Bennett
Yr Ombwdsmon

cc.Paul Matthews, Prif Weithredwr, Cyngor Sir Fynwy
Trwy Ebst yn unig: paulmatthews@monmouthshire.gov.uk

Taflen Ffeithiau

Atodiad A - Cwynion a Gafwyd

Awdurdod Lleol	Cwynion a Gafwyd	Derbyniwyd fesul 1000 o drigolion
Cyngor Bwrfeitstref Sirol Blaenau Gwent	15	0.21
Cyngor Bwrfeitstref Sirol Pen-y-bont ar Ogwr	31	0.21
Cyngor Bwrdeistref Sirol Caerffili	46	0.25
Cyngor Caerdydd	96	0.26
Cyngor Sir Gâr	27	0.14
Cyngor Sir Ceredigion	32	0.44
Cyngor Bwrdeistref Sirol Conwy	32	0.27
Cyngor Sir Ddinbych	32	0.33
Cyngor Sir y Fflint	59	0.38
Cyngor Gwynedd	30	0.24
Cyngor Sir Ynys Môn	18	0.26
Cyngor Bwrdeistref Sirol Merthyr Tudful	15	0.25
Cyngor Bwrdeistref Sir Fynwy	20	0.21
Cyngor Castell-nedd Port Talbot	19	0.13
Cyngor Dinas Casnewydd	31	0.20
Cyngor Sir Penfro	28	0.22
Cyngor Sir Powys	38	0.29
Cyngor Bwrdeistref Sirol Rhondda Cynon Taf	40	0.17
Cyngor Abertawe	73	0.30
Cyngor Bwrdeistref Sirol Torfaen	12	0.13
Cyngor Bro Morgannwg	39	0.29
Cyngor Bwrdeistref Sirol Wrecsam	43	0.32
Cyfanswm	776	0.25

* yn cynnwys 2 Rhentu Doeth Cymru

Atodiad B - Cwynion a Gafwyd yn ôl Pwnc

Cyngor Sir Fynwy	Cwynion a Gafwyd	% rhannu
Gwasanaethau Cymdeithasol Oedolion	0	0%
Gweinyddu Budd-daliadau	0	0%
Gwasanaethau Cymdeithasol Plant	3	15%
Cyfleusterau Cymunedol. Adloniant a Hamdden	1	5%
Ymdrin â Chwynion	3	15%
Covid19	1	5%
Addysg	0	0%
Yr Amgylchedd ac Iechyd yr Amgylchedd	1	5%
Cyllid a Threthiant	0	0%
Tai	0	0%
Trwyddedu	0	0%
Cynllunio a Rheoli Adeiladu	6	30%
Ffyrdd a Thrafnidiaeth	3	15%
Amrywiol Eraill	2	10%
Cyfanswm	20	

Atodiad C - Canlyniadau Cwynion
 (* yn dynodi ymyrraeth)

	Tu hwnt i Awdurdodaeth	Cynamserol	Achosion eraill wedi'u cau ar ôl ystyriaeth gychwynnol	Datrys yn Gynnar/Setliad Gwirfoddol*	Wedi rhoi'r gorau iddi	Adroddiadau Eraill - Ni Chadarnhawyd	Adroddiadau eraill a gadarnhawyd*	Adroddiadau er Budd y Cyhoedd*	Cyfanswm
Cyngor Bwrdeistref Sir Fynwy	6	5	7	0	0	0	1	0	19

Atodiad D - Achosion lle ymyrrodd OGCC

	Nifer yr ymyriadau	Nifer y cwynion a gaewyd	% o ymyriadau
Cyngor Bwrdeistref Sirol Blaenau Gwent	1	17	6%
Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr	2	30	7%
Cyngor Bwrdeistref Sirol Caerffili	3	45	7%
Cyngor Caerdydd	26	100	26%
Cyngor Caerdydd - Rhentu Doeth Cymru	0	2	0%
Cyngor Sir Caerfyrddin	6	29	21%
Cyngor Sir Ceredigion	4	31	13%
Cyngor Bwrdeistref Sirol Conwy	5	31	16%
Cyngor Sir Ddinbych	2	31	6%
Cyngor Sir y Fflint	11	62	18%
Cyngor Gwynedd	5	27	19%
Cyngor Sir Ynys Môn	1	17	6%
Cyngor Bwrdeistref Sirol Merthyr Tudful	0	14	0%
Cyngor Sir Fynwy	1	19	5%
Cyngor Castell-nedd Port Talbot	1	17	6%
Cyngor Dinas Casnewydd	5	29	17%
Cyngor Sir Penfro	3	26	12%
Cyngor Sir Powys	4	47	9%
Cyngor Bwrdeistref Sirol Rhondda Cynon Taf	2	43	5%
Cyngor Abertawe	9	67	13%
Cyngor Bwrdeistref Sirol Torfaen	0	11	0%
Cyngor Bro Morgannwg	5	38	13%
Cyngor Bwrdeistref Sirol Wrecsam	6	48	13%
Cyfanswm	102	781	13%

Atodiad E - Cwynion Y Cod Ymddygiad

	Wedi rhoi'r gorau iddi	Dim tystiolaeth o dorri'r cod	Dim angen gweithredu	Cyfeiriwyd at y Panel Dyfarnu	Cyfeiriwyd at y Pwyllgor Safonau	Tynnwyd yn ôl	Cyfanswm
Cyngor Bwrdeistref Sir Fynwy	0	1	0	0	0	0	1

Atodiad F - Cwynion Cod Ymddygiad Cyngorau Tref/Cyngor Cymuned

	Wedi rhoi'r gorau iddi	Dim tystiolaeth o dorri'r cod	Dim angen gweithredu	Cyfeiriwyd at y Panel Dyfarnu	Cyfeiriwyd at y Pwyllgor Safonau	Tynnwyd yn ôl	Cyfanswm
Cyngor Cymuned Caerwent	0	1	0	0	0	0	1

Taflen Wybodaeth

Mae Atodiad A yn dangos nifer y cwynion a dderbyniwyd gan OGCC ar gyfer pob Awdurdod Lleol yn 2020/2021. Caiff y cwynion hyn eu rhoi mewn cyd-destun yn seiliedig ar nifer y bobl y mae pob bwrdd iechyd yn eu gwasanaethu yn ôl pob sôn.

Mae Atodiad B yn dangos categori pob cwyn a dderbyniwyd, a pha gyfran o'r cwynion a dderbyniwyd sy'n cynrychioli ar gyfer yr Awdurdod Lleol.

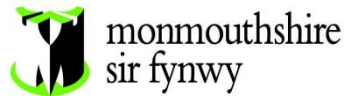
Mae Atodiad C yn dangos canlyniadau'r cwynion a gaeodd OGCC mewn cysylltiad â'r Awdurdod Lleol yn 2020/2021. Mae'r tabl hwn yn dangos y niferoedd, a'r gyfran y mae pob canlyniad yn ei chynrychioli ar gyfer yr Awdurdod Lleol.

Mae Atodiad D yn dangos Cyfraddau Ymyrru ar gyfer pob Awdurdod Lleol yn 2020/2021. Mae ymyrraeth yn cael ei gategoreiddio naill ai gan gŵyn a gadarnhawyd (naill ai cadarnhawyd er budd y cyhoedd neu cadarnhawyd nid er budd y cyhoedd), penderfyniad cynnar, neu setliad gwirfoddol.

Mae Atodiad E yn dangos canlyniadau cwynion y Cod Ymddygiad a gaewyd gan OGCC mewn perthynas ag Awdurdod Lleol yn 2020 / 2021. Mae'r tabl hwn yn dangos y niferoedd, a'r gyfran y mae pob canlyniad yn ei chynrychioli ar gyfer yr Awdurdod Lleol.

Mae Atodiad F yn dangos canlyniadau cwynion y Cod Ymddygiad a gaewyd gan OGCC mewn perthynas â Chynghorau Tref a Chynghorau Cymuned yn ardal yr Awdurdod Lleol. Mae'r tabl hwn yn dangos y niferoedd, a'r gyfran y mae pob canlyniad yn ei chynrychioli ar gyfer Cynghorau Tref a Chynghorau Cymuned.

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SUBJECT:	ACTIVE TRAVEL
MEETING:	Cabinet
DATE:	3rd November 2021
DIVISION/WARDS AFFECTED:	ALL

1. PURPOSE:

- 1.1 To approve the proposed Active Travel Network Maps in accordance with the legal duty under the Active Travel (Wales) Act 2013.

2. RECOMMENDATIONS:

- 2.1 Cabinet approves the Active Travel Network Map Consultation Report, inclusive of proposed draft ATNM, (Appendix A) and supporting documents (Appendix B – D) to enable officers to submit in line with Welsh Government December 2021 deadline.

3. KEY ISSUES:

Background

- 3.1 The Active Travel (Wales) Act came into effect in 2013 and requires local authorities to continuously improve facilities and routes for pedestrians and cyclists. There is a legal requirement to prepare Active Travel Network Maps (ATNMs) which identifies existing and potential future routes for development. Since 2021, the act also requires new road schemes to consider the needs of pedestrians and cyclists at design stage.
- 3.2 Delivering Active Travel is an identified action in the corporate plan as part of maximising the potential of the natural and built environment and is a key priority for Monmouthshire County Council. Active Travel focuses on providing the correct infrastructure to improve walking and cycling to key trip destinations, such as education or employment. Active Travel has an important part to play in the delivery of the Green Infrastructure Strategy helping to create Healthy Environments and encourage local communities to use, manage and enjoy their local areas for health, wellbeing and community cohesion. Active Travel is a key contributor to the Climate Emergency Strategy, and delivery of the Planning Policy Wales 10 Wellbeing and Place making agenda.
- 3.3 In January 2020, the responsibility of the Active Travel agenda was moved within Monmouthshire to the MonLife portfolio. Since then, progress has been made including the appointment of an Active Travel Officer, Project Support Officer and a £2.6m funding application approved by Welsh Government for financial year 2021/22 – following a £1.4m investment in 2020/21. Through an annual bidding process to Welsh Government, the aim

is to improve the current infrastructure across the 7 settlements included within the Active Travel Network Maps (Abergavenny, Monmouth, Caldicot, Chepstow, Gilwern, Usk and Magor & Undy).

- 3.4 There are significant benefits in encouraging greater levels of Active Travel, both on an individual basis and for the environment. For the individual, including walking and cycling in daily routines is an excellent way to improve health and wellbeing as identified in the Healthy Weight: Healthy Wales delivery plan. An increase in Active Travel will help reduce traffic levels, decrease air pollution, noise and climate change emissions. Active Travel has a prominent part to play across all service areas within Monmouthshire and our holistic approach has embedded this in many service areas.
- 3.5 There are strong links between Active Travel, the Green Infrastructure Strategy, and the Rights of Way Improvement Plan promoting opportunities for sustainable access and recreation that encourage healthy lifestyles and improve well-being for communities, including creating and improving safe and pleasant multipurpose routes and well-connected, multifunctional greenspaces.

Welsh Government Active Travel Guidance

- 3.6 The recently updated Active Travel guidance explains that the duties under the Act are placed on the local authority generally, rather than a specific department within the local authority. The guidance is therefore for all parts of the local authority to consider how they can support it. To ensure effective implementation of a local authority's duties under the Act, efficient and effective collaboration amongst service departments with clear understanding of its obligations will be required.
- 3.7 The guidance also provides extensive technical information for highways and planning professionals. This will need to be considered when forming local transport policies and new highways projects. In conjunction with Planning Policy Wales, the guidance supports master planning and design of development sites by ensuring that all newly planned development is fully accessible by walking and cycling (this applies to private and public sector development). The connection to the new Local Development Plan is considered crucial for Active Travel, along with existing plans referenced in 3.2.
- 3.8 One element of the guidance describes Welsh Government expectations for the legal consultation and preparation of the new Active Travel Network Maps. The maps will need to show plans for the development of the network over the next fifteen years. Active Travel Network Maps were due to be submitted to Welsh Government in February 2021 but due to the Covid-19 outbreak, the date has been extended to December 2021. Following Cabinet approval in May 2020, officers undertook a detailed consultation process, as agreed with the consultation plan proposed to members: including a three month engagement phase in 2020 and a 12 week statutory consultation phase in 2021. During this period, 3,819 individual responses were collated from children, young people, adults, businesses and key stakeholders right across Monmouthshire.
- 3.9 The consultation focused on the coherence of the network rather than simply identifying individual routes. In preparing the maps, a considerable amount of detail needs to be illustrated e.g. whether the cycle way is shared with traffic, if it's off road, if it's shared with walkers, bus stops, seating areas, bicycle facilities etc. The maps were hosted on a digital

system giving users an interactive experience to engage in the process. Each route has been independently audited at both phases of the consultation and amendments made to the network accordingly. The auditing is to understand if the route achieves a defined standard (existing route) or is a route to develop in the future (future route). The effectiveness of this overall process is an important factor in Welsh Ministers' determination of whether to approve the Active Travel Network Maps submitted.

3.10 Detailed information with regards to the process undertaken, and subsequent impact, can be seen in the following documents;

- Active Travel Network Map Consultation Report (Appendix A)
- Active Travel Network Map 2020 Engagement Phase Report. (Appendix B)
- Active Travel Network Map 2021 Statutory Consultation Commonplace Summary (Appendix C)
- Active Travel Network Map Consultation Infographic and Headline Data (Appendix D)

3.11 The data captured throughout the 2020 engagement phase and 2021 statutory consultation has shaped the development of the proposed network. Through annual funding applications, to the Welsh Government Active Travel Fund, focus will be placed on future routes that have been defined as high priority. These routes will align to Monmouthshire's agreed strategic focus for Active Travel 'developing routes up to 3.0 miles where the key destinations focus on travel to; schools, town centres, key employment sites, bus and train stations.' Following submission of the proposed network, and agreement by Welsh Government, the maps will be in place for a three year period until the statutory consultation process is undertaken again.

4 EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):

4.1 An evaluation was undertaken as part of the consultation work and agreed consultation plan by Cabinet in 2020 (Appendix E attached for reference). The consultation was delivered in a fully inclusive way throughout the whole process with an opportunity for engagement in a variety of ways (as detailed in Appendix A). There are currently no areas of concern and Active Travel contributes in a very positive way on each of the overarching strategic goals of the local authority.

5. OPTIONS APPRAISAL

Option	Benefits	Risks
Not to approve the proposed Active Travel Network Maps and supporting documentation.	None identified.	Local Authority unable to meet the deadline, as set by Welsh Government, and negatively impact on any future Active Travel related funding.
To approve the proposed Active Travel Network Maps and supporting documentation.	<p>The detailed process undertaken has provided invaluable data to inform changes to our network and form future funding applications.</p> <p>Approval of the ATNM and supporting documentation will enable officers to meet the Welsh Government deadline, and in turn deliver upon our statutory duty as a local authority.</p>	None identified.

6. EVALUATION CRITERIA

- 6.1 Progress monitored against the Active Travel Delivery Plan, MonLife Service Plan and Welsh Government Quarterly returns. Monitoring and evaluation arrangements established throughout the consultation period.

7. REASONS:

- 7.1 The Active Travel Consultation Plan identifies actions to be taken across various services to fulfil the legal requirement. Views will be required from a number of services and external stakeholders. The Consultation Plan shows a critical path, ensuring that the Welsh Government deadline can be achieved and ensure that it will not adversely affect future funding or delay Active Travel contributions to the Council's Climate Emergency Plan.

8. RESOURCE IMPLICATIONS:

- 8.1 It remains unclear whether the Active Travel Officer post, and associated posts, can be funded in the future from Welsh Government core Active Travel Funding or project development. Should grant conditions exclude then future funding of the post will need to be reconsidered by the local authority.

9. CONSULTEES:

Cabinet and SLT

Chief Operating Officer MonLife

Head of Placemaking, Housing, Highways and flooding

Head of Service – Strategic Projects

Policy Officer Equalities and Welsh Language

Sustrans

Enterprise DMT

- 9.1 A number of internal and external professional colleagues were consulted with during both the 2020 engagement phase and 2021 statutory consultation. 370 new routes were identified during the 2020 engagement phase, only 35 highlighted in the 2021 legal consultation which is strong evidence of support for the proposed network.

10. BACKGROUND PAPERS:

- ATNM Consultation Report (Appendix A)
- ATNM 2020 Engagement Phase Report. (Appendix B)
- ATNM 2021 Statutory Consultation Commonplace Summary (Appendix C)
- ATNM Consultation Infographic and Headline Data (Appendix D)
- EQIA Active Travel Consultation (Appendix E)

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Monmouthshire County Council

Active Travel Network Map - Consultation Report 2021



Paul Sullivan

Youth, Sport and Active Travel Manager

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Ar gyfer meddwl, corff ac enaid ein cymuned
For the mind, body and soul of our community

Contents:

1. Executive Summary	
2. Introduction	2.1 What is Active Travel 2.2 Active Travel Network Maps
3. Active Travel in Monmouthshire	
4. Consultation	4.1 Consultation 4.2 Engagement Phase 4.3 Statutory Phase
5. Outcomes	5.1 Engagement Levels 5.2 Strategic Focus 5.3 Expansion and Changes to The Network 5.4 Route Prioritisation
6. Conclusion	
7. Contributors	
8. Appendix	A: Route Naming Schedule B: Routes Suggested at Engagement Phase and Final consultation with responses C: Headline Information D: Key Terms Glossary E: ATNM 2021 Statutory Consultation Commonplace Summary (attached separately) F: Engagement Phase 2020 Report (attached separately) G: Proposed final ATNM

1 Executive Summary

Active Travel is a term used to describe walking and cycling for everyday journeys. The Active Travel (Wales) Act (2013) places duties on Local Authorities to:

- *produce maps of existing active travel routes and related facilities in a local authority's area (Section 3)*
- *have regard to those maps in preparing transport*
- *to take reasonable steps to enhance the provision made for walkers and cyclists and to have regard to the needs of walkers and cyclists*
- *promote active travel journeys and secure new and improved active travel routes and related facilities*

Early in 2020, Monmouthshire set a clear ambition to carry out an extensive consultation on the review of our Active Travel Network Maps. The project plan clearly determined timeframes and key stakeholders to ensure all residents had the opportunity to contribute through face to face and digital opportunities. Despite challenging circumstances placed on us throughout the COVID pandemic, we have seen a significant response. Headline information can be seen below and is also referenced in our supporting documentation provided.

Engagement Phase 2020

- 3 Month Engagement phase: August – October 2020.
- **2,713 electronic responses** received.
- Significant public support for our strategic focus, as agreed by Monmouthshire's elected members in May 2020, **93.9% in support**.
- **370 additional routes were identified** which were independently assessed and audited prior to the next phase of engagement in 2021.

Final Statutory Consultation 2021

- **618 Commonplace Contributions - 89%** in support of our proposals.
- **488 young people** took part in AT workshops, across 10 primary schools.
- **35 additional routes identified by the public**, a significant improvement on the 2020 consultation, with routes again independently assessed prior to Welsh Government submission.

Children and young people engagement 2020 & 2021

- In 2020, **80% of children and young people** want to Actively Travel More.
- By 2021, **97% of children and young people** questioned want to Actively Travel more.

- **2,328 responses from children and young people** across both consultations.
- **488 children took part in Active Travel workshops** in 2021, across 10 primary schools.
- **All four of our secondary schools** involved in detailed network modelling with Sustrans, Cardiff and Leeds Universities.
- **100% of Monmouthshire Primary and Secondary Schools** contributed to the consultation.

We are confident in the approach undertaken throughout our entire process to seek public opinion and react accordingly. The growth of our Active Travel Network Maps and subsequent prioritisation has set a clear focus for the development of a cohesive network of routes to support modal shift for our current and future generations.

Our updated ATNM's can be reviewed via this link:

[Monmouthshire - Active Travel 2020](#)

And then clicking the top 2 checkboxes in the list on the left and removing the pre checked boxes.

2 Introduction

2.1 What is Active Travel?

2.1.1. Active Travel is a term used to describe walking and cycling for everyday journeys. The Active Travel (Wales) Act (2013) places duties on Local Authorities to:

- *Produce maps of existing active travel routes and related facilities in a local authority's area (Section 3) and of the new and improved active travel routes and related facilities needed to create integrated networks for active travel in a local authority's area (Section 4) and to submit these maps to the Welsh Ministers for approval within a prescribed timetable (Sections 3(5) and 4(6)).*
- *Have regard to those maps in preparing transport policies and to ensure that there are new and improved active travel routes and related facilities (Section 6).*
- *Requiring the 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 (Section 9);*
- *Requiring the 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 (Section 10).*

2.1.2 Welsh Government's Active Travel Guidance Document describes the definition of an Active Travel journeys.

The definition of an active travel journey therefore includes travel to work, travel to school and other educational facilities, travel to the shops, travel to leisure facilities, travel to public transport interchanges and so on. The definition of an Active Travel Route excludes those for purely recreational use, such as an off-road circuit or mountain bike trail.

2.1.3 The Active Travel (Wales) Act covers both 'Walkers' and 'Cyclists', and the definition outlined within the Act is the one referred to within this report herein.

- *'Walker' includes those on foot (walking or running), as well as users of wheelchairs, mobility scooters and other mobility aids.*
- *'Cyclist' includes those using pedal cycles, as well as users of electric assist pedal cycles (more commonly known as e-bikes) and adapted cycles such as recumbents and cargo bikes.*

2.2 Active Travel Network Maps

2.2.1 The Act requires Local Authorities to map Existing and Future walking and cycling routes in built up areas within the authority area. Determination of whether a route meets the standards for an Existing Route are made using a Welsh Government Route Audit tool, which takes into account factors related to:

- *How Coherent a route is;*
- *How Attractive a route is;*
- *How Safe a route is;*
- *How Direct a route is; and*
- *How Comfortable a route is.*

2.2.2 For Future Routes, the audit focuses upon the potential a route alignment has to meet standards which would be required to achieve the 'Existing' status.

3 Active Travel in Monmouthshire

3.1 MCC Designated Localities

3.1.1 The duty to map existing and future routes applies within built up localities designated via an evidence-based assessment by the Welsh Government, which in Monmouthshire includes the settlements of:

- *Abergavenny*
- *Chepstow*
- *Gilwern*
- *Monmouth*
- *Usk*
- *Caldicot*
- *Magor and Undy*

3.1.2 The boundaries of the designated localities are set out within our GIS mapping system and used throughout the consultation for public engagement: [Monmouthshire - Active Travel 2020](#).

Whilst the focus of the Active Travel networks should be within these settlements, the boundaries should not act as barriers to the development of routes where there is evidence of demand, for example linking between localities or from a town centre to a trip attractor on the outskirts of a settlement. Alignments have therefore been included where there is enough supporting evidence to justify inclusion, though the priority routes remain within the designated settlements. Due to the rural nature of Monmouthshire it is important these connections are referenced as future desire lines with a longer term ambition to connect communities and in turn reduce the impact of social and rural isolation.

4 Consultation

4.1 Active Travel Guidance and Consultation

- 4.1.1 Amendments to the emerging draft Active Travel Guidance places an emphasis on the important role that consultation and engagement has in the development of Active Travel Network Maps.
- 4.1.2 The principles embedded within the guidance consider that Active Travel Networks developed with communities and by existing and future users, are more likely to be used and therefore the impact of any infrastructure delivered, in terms of modal shift, is likely to be greater. It states that engagement should take place at the earliest and should be an important part of the network planning process.
- 4.1.3 The guidance suggests a multi-phased approach to engagement, with the first opportunity being at route identification stage. The guidance states that in keeping with the validation of the ATNM preparation, a second opportunity for engagement should take place following completion of the outline design to provide stakeholders a further opportunity to refine the scheme design. For ATNM's developed under the Active Travel Act, there must be a 12 week public consultation. Our consultation ran two distinct periods of engagement, firstly a 3 month Engagement Phase which was run over a longer period of time than the guidance requires to ensure valuable data could be captured followed secondly by the 12 week statutory consultation.

4.2 Engagement Phase

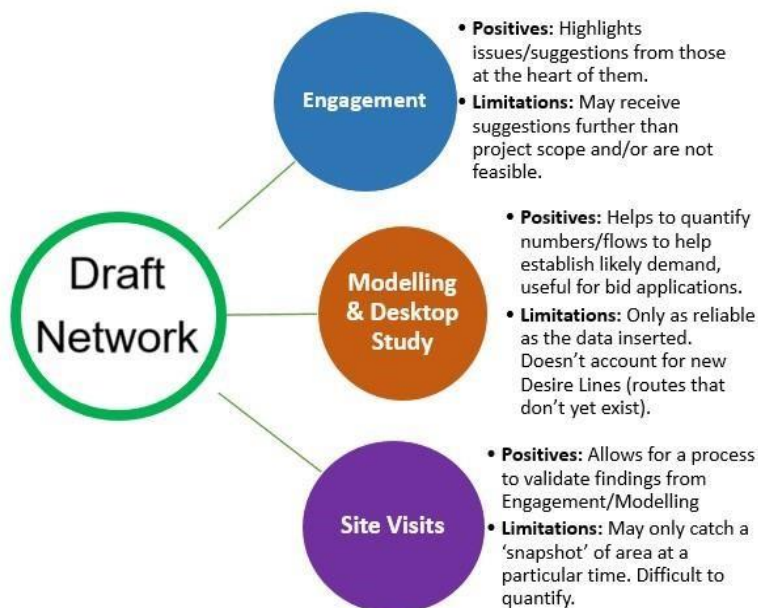


Figure 1: Bringing Together the Strands for Network Development Process (as outlined with the Guidance)

During the engagement phase in Monmouthshire:

- i) **Governance Arrangements:** The AT Governance Board was established early in 2020 and this Board oversaw the planning and developments of the Engagement exercise. The governance Board consisted of Highways, Planning, Rights of Way, Environment, Road Safety, Finance, Special Projects, Sport Development, Youth Service and Leisure Services.
- ii) **Public Consultation:** Views were gathered on the Active Travel Network Maps and draft strategic priorities between August 2020 to October 2020. The Monmouthshire Active Travel website was completely redesigned to encourage greater numbers of stakeholders to visit the site and provide their views. This redesign saw an introduction of digital maps (previously only PDF versions available for the public), greater detail on Active Travel and an explanation of strategic priorities. Various engagement approaches were used which included;
 - Online questionnaires with digitised maps. Five specific surveys were used; Primary Education, Secondary Education, Adult, Businesses and an inclusive Easy Read version (designed for individuals with additional needs).
 - Officer agreement on strategic priorities that was shared with outside stakeholders to obtain views.
 - Face to face meetings, 7 were organised (one in each settlement) for members of the public.
 - Four internal sessions were organised with different officer groups including; Highways, Countryside, Planning, Education, Climate Change and Sustainability.
 - Webinars: 7 were organised with one per settlement.
 - Lamppost and shop notices displayed widely across all settlements.
 - Face to face sessions for those identified key characteristic groups.
 - Writing out to an extensive network of stakeholders including: Primary Schools, Secondary Schools, Charities, Existing Consultees, all Monmouthshire County Council Employees, Councillors, Businesses, Monmouthshire's Climate Change Champions (including their vast mailing list), Local Cycling / Sports Groups, Leisure Centre members and Civic Societies.
 - Full media campaign including all social media platforms, written press releases, use of 'My Monmouthshire App' for public awareness and internal / external presentations.

iii) Modelling and Desktop Study Phase (in liaison with Cardiff and Leeds Universities) analysed travel patterns and the existing networks within the settlements to determine the routes with the highest potential for increasing levels of walking and cycling. On behalf of MCC, Cardiff and Leeds Universities undertook a modelling exercise to aid the focus for network development in Monmouthshire. The process utilised both Spatial Design Network Analysis (SDNA) and Propensity to Cycle (PCT) methodologies. To ensure an accurate representation of potential travel patterns across the county data such as; anonymised pupil postcode, Leisure membership data and other travel pattern data available to MCC was utilised. This data allowed the models to map this against the existing networks of routes available to walkers and/or cyclists.

A manual explaining the process behind SDNA modelling can be found here: https://sdna.cardiff.ac.uk/sdna/wpcontent/downloads/documentation/manual/sDNA_manual_v4_1_0/.

The modelling results have been key in the process to determine the routes with the highest potential for modal shift in MCC settlements but have not been relied upon entirely due to limitations associated with the datasets, for example, the model results will only take into account routes already available for walkers and/or cyclists. As a result, data captured from the other strands (engagement and site visits) have also been utilised to provide the overall evaluation and re alignment of the proposed network.

Alongside the modelling data, a desktop study of the settlements was also undertaken, with an aim to ensure all aspects as required and recommended within the Active Travel (Wales) Act Guidance were adhered to. This mainly comprised of overlaying various datasets onto a GIS mapping system against the network proposals to ensure all major trip attractors were connected.

Different models including varying scenarios were considered. The datasets which the routes considered included:

- Collision Data
- Demographic Statistics (such as the Welsh Index of Multiple Deprivation)
- Department for Transport Traffic Count Data
- Employment Sites
- Features of Severance (e.g. Rivers, Railway Lines)
- Local Development Plan Sites
- Population Density
- Previous (2017) iteration of the Network Maps
- Public Transport Interchanges and Bus Stops
- Schools
- Trunk Road network

- Destinations as listed within the Active Travel (Wales) Guidance, e.g. retail, parks, sports pitches, places of worship, healthcare attractors (not extensive)

iv) **Site visits were conducted** - reviewing the routes suggested through the modelling and engagement results and determining the potential for improvements.

The audit exercises involved visiting the proposed route locations and scoring the route experience using the Welsh Government Audit Tools, which assess a route based on its Safety, Directness, Coherence, Attractiveness and Comfort. The pass/fail classification is shown in Table 1.

Table 1: Route Pass/Fail

Route Score	Result
Score below 60% and no deliverable options identified	Removed from network
Score between 60 and 70%, but narrowly misses acceptable score for reasons that are unlikely to be overcome by design intervention	Proposed for addition with associated statement
Score below 70% and potential for improvements identified	Added to network as Future Route
Score above 70%	Added to network as Existing Route (though potential for further improvements)
Score that includes a 'Critical Fail' ¹	Added to network as Future Route or if unable to be overcome removed from network
Route unable to be audited, or requires audit (e.g. desire lines)	Decided on a case by case basis depending on the context (See notes associated with route for reasoning)

¹ Critical Fail elements for pedestrians relate to missing drop kerbs. For cyclists they relate to safety and comfort factors.

Routes were considered as whole 'end to end' alignments based on trip origin and destination locations. To improve clarity for scoring and future locating/referencing

of sections, routes were given new references and split into A/B/C sections, though the number reference refers to the route alignment based on likely end to end flows (e.g. 6A, 6B). Where possible route improvements should consider the whole alignment (though if required in stages). This has been important to provide clarity on aspects that need development for future improvements in a more targeted approach.

- v) **An officer review** was undertaken to discuss each of the routes in each settlement. Detailed conversations took place on a settlement by settlement basis to ensure that officers provided input on future Active Travel schemes and alignment to wider highways projects.
- vi) **Cabinet approval** of a proposed strategic focus for the phase 1 engagement plan took place on 27th May 2020 demonstrating the engagement plan and schedule for public engagement.

4.3 Statutory Consultation

4.3.1 On 4th June 2021, the statutory phase of the consultation was launched. The process for development of the walking and cycling networks for each of the localities has considered a variety of information sources to produce an evidence-based walking and cycling network for MCC. The key strands were considered together to form a draft network for statutory consultation in each of the designated localities (and outside of these localities where there is enough supporting evidence). Figure 1 in 4.2 provides a summary of those strands and more detail is provided in 4.3.2.

4.3.2

- i) **Commonplace** was utilised to obtain responses to the draft digital Active Travel maps during 2021. In line with Active Travel Guidance, each route was classified primary and secondary to provide clarity to residents we engaged with. A detailed project plan was produced which clearly illustrated the need to launch the consultation in June to allow subsequent work to be completed to meet Welsh Government deadlines and ensure any subsequent feedback could be evaluated accordingly.

The Commonplace platform was promoted to various stakeholders. Letters were written to a comprehensive range of organisations (as per the 2020 engagement phase referenced in 4.2 ii). This also included Town Councils, Neighbouring Local Authorities, stakeholders who stated they would like to be kept informed following the 2020 engagement phase. Promotion of the consultation was used in a variety of formats including;

- Written press releases.
- 13,500 Monmouthshire residents emailed direct.
- 4,500 MonLife App push notifications.

- All Staff Emails to Monmouthshire County Council Employees.
- 7 Face to face consultations across the 7 settlements.
- 3 webinars focused on how to navigate through the digital platform.
- Lamppost notices across all 7 settlements.
- We also adapted our approach for young people and created Active Travel workshops which involved 488 young people across 10 primary schools.

ii) **Revised Strategic Focus.** Whilst MCC developed, agreed and validated via public engagement a strategic focus which will inform the high, medium and low priorities (agreed or partly agreed by 93.9% of respondents in 2020) a further refinement for the statutory engagement took place. For those who partly agreed the strategic focus key themes emerged which were;

- The number of miles should be increased.
- The number of priorities presented was too confusing.
- A simpler strategic focus should be presented.

This feedback was acted on and during the statutory consultation stakeholders were asked if they agree with the following strategic approach;

‘To develop routes up to 3.0 miles where the key destinations focus on travel to; schools, town centres, key employment sites, bus and train stations’

In determining priority routes, other cross cutting factors will be taken into consideration, such as the impact on air quality, traffic congestion and safety. Practical considerations such as funding, deliverability, links to the Climate Change agenda, Local Development Plan and other projects / leisure resources will also be taken into account.

iii) **New maps were produced and digitised.** New maps were made available on the Commonplace website which illustrated the proposed priorities for cycling and walking within Monmouthshire. In line with the Active Travel Wales Act Design Guidance, the identified routes have been classified into primary, secondary and future routes. These classifications are based upon the outcomes of a modelling exercise undertaken via use of school postcode data and evidence associated with journey flows across the settlements, as detailed earlier in this report.

iv) **An analysis of views were undertaken.** These included the general public, businesses, interest groups and Welsh Government.

- v) **Site visits.** As per the 2020 engagement phase further site visits were carried out to validate the proposals and ensure the network proposed was coherent.
- vi) **An officer review** was undertaken to discuss each of the routes, route classification and priorities within each settlement. As part of this prioritisation work the following departments were involved to discuss the high, medium and low prioritisation to help shape the future direction of Active Travel network development in Monmouthshire;
- Highways
 - Road Safety
 - Regeneration
 - Countryside
 - Rights of Way
 - Green Infrastructure
 - Strategic Projects
 - Planning
 - Leisure
 - Tourism
 - Education
 - Sport Development and Youth Service
- vii) **Council approval (Final section of the report to be confirmed pending approval of process in 3rd November meeting)**

5 Outcomes

5.1 Engagement Levels

Travel modes across Monmouthshire are predominantly car based, with 44% of respondents to the engagement phase citing their main travel mode is via a car, however, in terms of what respondents wanted, a clear mandate for investment in walking and cycling was received both for adults and children/young people:

Table 2 - Want to Walk/Cycle More Justification from 2020 engagement survey

Survey Respondent Group	Want to Walk More?	Want to Cycle More?
Adults	74%	73%
Children and Young People	80%	63%

Table 3 - Want to Walk/Cycle More Justification from 2021 Final Consultation survey

Survey Respondent Group	
Adults	84% - Want to AT More
Children and Young People	98% - Want to AT to School More

5.2 Strategic Focus

At the start of the process it was agreed that a clear, localised strategic focus is important to ensure residents know what priorities are important to the network development hear in Monmouthshire. This does not detract away from the national guidance and requirements of the Act, it simply enables us to rely this information back on a localised level. During the 12 week statutory consultation our strategic focus (as referenced in 4.3.2 ii) received further significant support with **92%** of responses in support of the proposal.

Table 4 – Monmouthshire County Councils' Strategic Focus 2021

Priority	Length of Route	Destination Points				Other Destinations e.g. Local Chemist
		Schools	Key Employment Sites (inc town centres)	Bus/Train Stations	Leisure/Tourism Facilities	
High Walking & Cycling	Under 2.5 miles	✓	✓	✓		
High to Medium Walking & Cycling	Between 2.5 - 5 miles	✓	✓	✓		
Medium Walking & Cycling	Under 2.5 miles				✓	✓
Medium to Low Walking & Cycling	Between 2.5 - 5 miles				✓	✓

5.3 Changes to the network

5.3.1 There have been considerable changes to the MCC proposed networks compared to the previous iteration submitted to Welsh Government. This is as a result of undertaking:

- Extensive engagement and consultation.
- On the ground analysis of routes by independent contractors
- A modelling exercise in conjunction with Cardiff and Leeds Universities to focus proposals.
- A detailed operational review of the referencing system of network and its usefulness when applying for funding.
- A whole authority approach brought to Active Travel and engagement across many internal departments.

5.3.2 The result of all the work undertaken has been an improved understanding of investment into routes that are most likely to benefit Monmouthshire residents, and provide the highest modal shift. The revisions of the network scores have been completed in the context of the new walking and cycling audit tools (2020 version).

5.3.3 As a result of the scale of the changes, and the opportunities this has presented to create a coherent base for ongoing improvements and tracking, the route names have been revised into A/B/C (though the number code references remain the same to ensure the route is considered as a whole end-to-end journey rather than as separate unconnected elements).

5.3.4 Whilst the scale of change is considerable, a comparison has been made between the old network (uploaded at 2017) and the proposed new network (correct as of pre-statutory consultation), which has resulted in the following routes being removed as 'Existing' and reclassified or part-reclassified as future alignments.

Table 5: Changes to the network:

Settlement	Previous Route (2017) Iteration	Change
Abergavenny	MCC-A1	This route has been split and re-aligned to account for the proposed Llanfoist Bridge route. The current route over the Llanfoist Bridge A4143 was not deemed suitable for to pass as an Existing Route in 2021.
	MCC-A2 & A3	This route has scored a critical fail under the new audit tool as it is inaccessible for users of mobility scooters/wheelchairs (due to kerb heights to access bridge, for example). The route also fails using the new cycling audit tool due to the widths. The route is a potential quick win to bring back up to standard, with sections currently at concept design stage.
Gilwern	MCC-G1	This route has not been included at the 2021 version of the Existing Route map for cycling due to the widths available alongside the canal being less than the recommended for more than 50% of the route.
Chepstow	MCC-C1	This route has been re-audited and failed on the basis that carriageway widths were within the Critical range for cyclists, and traffic levels were observed to be busy enough for vehicles not to be able to easily overtake. For pedestrians, the footway narrowing's contributed to a reduced score. This route has been earmarked as a priority Future Route within Chepstow.
	MCC-C3	Elements of this route have failed the re-audit as a result of missing drop kerbs along the route (though the High St section remains as a useful connection between the Bus Station and key town trip attractors). This is a potential quick win to rectify.
	MCC-C4	The section of this route between the Chepstow Walls and the start of the Wye Valley Path has failed the re-audit, mainly as a result of the crossing point over the A48 Hardwick Hill. The route has been earmarked as a priority Future Route within Chepstow.
Monmouth	MCC-M1	This route was previously included as an ER, but has since been re-audited and not passed the audit at the time of visit. Contributing factors were the proximity of the reens adjacent to the route (for cyclists), missing footway

		and the likely percentage of HGVs accessing the industrial estate at the end of the road.
Severnside	MCC-S28	Extend the route into the Crick settlement.
	MCC-S10D	Realignment of route closer to railway line.
	MCC-S15B	Church Road extension for cycling.
	MCC -S28A	Route to be realigned as part of Caldicot links. The route would then end on Symondscliff Way.
Usk	MCC-U12A	Usk Athletic Club have created a proposal to divert a public footpath on their land, realign route to match this.

5.3.5 A number of routes were also added in response to suggestions received during the Engagement Phase and Final Consultation of the process. The public, external organisations and professionals within Monmouthshire County Council made these suggestions for inclusion on the final maps. A detailed investigation was undertaken of the Desire Lines and that analysis. As such new routes/sections of routes were added as detailed below.

Table 6 – New routes and sections of a route

Settlement	Engagement	Consultation
Undy/Magor	10	3
Caldicot	18	4
Chepstow	39	0
Usk	7	2
Monmouth	34	3
Abergavenny	50	3
Gilwern	7	5
TOTAL	165	20

5.4 Route Prioritisation

5.4.1 Further work was undertaken to ensuring each route had a specific priority for investment and clarity for the future network that is looking to be developed across Monmouthshire.

- 5.4.2 These were ranked High (investment within 1-5 years) medium (5-10 years) and long (10-15 years). In line with Welsh Government guidance a number of factors were taken into account to focus on the prioritisation and a meeting with officers (as referenced in 4.3.2 vi) focused on the final prioritisation list to present back to Welsh Government. This clarity will be essential moving forwards to develop a cohesive network and support modal shift. It also provides detailed evidence for key communication such as pre application advice and any potential Section 106 funding to support the network outside of the Active Travel Fund.
- 5.4.3 Further information around the justification of the route alignments and priorities are detailed in the tables below.

Table 7 - Network Development Process (Walking)

Network Development: Walking Routes			
Stage (As outlined in AT Design Guidance)	Achieved Primarily via:	Checked via:	Example
1. Understanding Travel Patterns and Barriers to Walking	Engagement Phase	Modelling Results, Desktop Study and Site Visits	Modelling walking outputs have largely overlapped with comments received through engagement exercise.
2A. Identifying Key Attractors	Desktop Study	Site Visits and Engagement feedback	Desktop study locations confirmed whilst on site, and match with suggestions from engagement exercises about key location requests
2B: Identifying Funnel Routes	Modelling Results	Site Visits, Engagement and Desktop Study	Model results have highlighted where users feed into pinch points, such as bridges and over features of severance. Desktop study, site visit and engagement feedback have helped to mitigate against modelling limitations (e.g. where no route yet exists and a desire line is mapped)
2C: Identifying Footway Maintenance Classification	Modelling Results	Engagement feedback and site visits	The modelling results have allowed for a categorisation based upon likely walking flows.
2D: Overlay Mapped Results	Digitising and uploading of all data into GIS platform for comparison		
2E: Plot new Pedestrian Routes	Combination of all results that have been overlaid		
3: Audit the Routes	Site Visit and/or desktop study	Peer Review	Detailed audit results for Existing Routes are attached to this report.

Table 8 - Network Development Process (Cycling)

Network Development: Cycling Routes			
Stage (As outlined in AT Design Guidance)	Achieved Primarily via:	Checked via:	Example
Establishing network aims and requirements	Early stakeholder engagement (during April 2020)	Public engagement phase (April – October 2020)	Monmouthshire’s Phase 1 Engagement Report (Attached to this report) details the process and results of this phase.
Information Gathering	Combination of data from the three strands of engagement, desktop/modelling and site visits	Comparison of results against other sources	An online GIS system was utilised to compare various datasets, as well as add the modelling results and compare against the previous iteration of the networks.
Mapping	Combination of information received at Stage 2 onto GIS system		
Assessment	Site Visit and/or desktop study	Peer review	Detailed audit results for Existing Routes are attached to this report.

6 Conclusion

Right at the beginning of the Active Travel Network Map Consultation a commitment was made to provide the most extensive piece of engagement that we have ever seen in Monmouthshire through Active Travel, we are confident that this has been achieved. The ATNM review has come at an excellent time for Monmouthshire with a re-focus on Active Travel as a significant priority right across the Local Authority, this has been noted in our recent funding awards and increased level of resource in this important area.

The 3 month engagement phase during 2020 gave us the time to capture detailed baseline information to shape the future network. Without this level of detail and time invested we do not believe the network proposed following the 12 week statutory consultation would have been as detailed.

A key focus has been placed on children and young people throughout the consultation process. I strongly believe for us to make a really positive impact towards climate change and for us to achieve local, regional and national targets set our future generations have a significant role to play. The desire to Actively Travel more is clear from the conversations we have had and data captured, our role is to provide the future network to enable this to happen. By inspiring our current children and young people they will act as advocates for their family to make small but significant changes to their lifestyle.

Despite a challenging time for all during the Covid-19 pandemic it has been really encouraging to see such a high level of engagement from children, young people, adults and businesses right across Monmouthshire. The supporting documentation and infographics provided (see Appendix C) demonstrate some of the headline data and now the challenge for us it to act on public response and work towards developing connections to support modal shift.

Thank you for taking the time to read through the process undertaken throughout our ATNM consultation.

P M Sullivan

Youth, Sport and Active Travel Manager

7 Contributors

Monmouthshire County Council Professionals
Sustrans
Capita
Welsh Government
Neighbouring Authorities
Monmouthshire Residents
Community Working Groups
Leeds and Cardiff University

8 Appendix

A: Route Naming Schedule

**B: Routes Suggested at Engagement Phase
and Final consultation with responses**

C: Headline Information

D: Key Terms Glossary

**E: ATNM 2021 Statutory Consultation
Commonplace Summary (attached separately)**

**F: Engagement Phase 2020 Report (attached
separately)**

G: Proposed final ATNM

A: Route Naming Schedule

Route	Location	Sections	Score (Walk)	Score (Cycle)
Abergavenny			<p><i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit.</i></p> <p><i>Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i></p>	
A01	NCN46 to Llanfoist Bridge	A/B/C	A –Unable to Audit B – 32% (Future) C – 83% (Existing)	A –Unable to Audit B – 46% (Future) C – 60% (Future)
A02	Llanfoist Bridge to Town Centre	A/B/C/D	A – 41% Critical (Future) B – 92% (Existing) C – n/a (Future) D – n/a (Future)	A – 33% (Future) B – 72% Critical (Future) C – n/a (Future) D- n/a (Future)
A03	Llanfoist Bridge to Station Road	A/B/C/D	A – 68% Critical (Future) B – n/a (Future) C – n/a (Future) D – n/a (Future)	A – 53% (Future) B – n/a (Future) C – n/a (Future) D – n/a (Future)

A04	Neville Hall Hospital to Town (via Tudor St and Castle St)	A/B/C/D	A – 78% (Existing) B – 37% (Future) C – n/a (Future) D – n/a (Future)	A – 72% (Existing) B – 63% (Future) C – n/a (Future) D – n/a (Future)
A05	Castle (Rear) to Meadows and Mill St	A/B/C/D/E	A – 22% (Future) B – n/a (Future) C – 42% Critical (Future) D – 75% (Existing) E – n/a (Future)	A – 31% (Future) B – n/a (Future) C – n/a (Future) D – 73% (Existing) E – n/a (Future)
A06	Lower Monk St to Bus Station and A40	A/B/C	A – 78% (Existing) B – n/a (Cycle Only) C – n/a (Future)	A – n/a (Walk Only) B – 72% (Existing) C – n/a (Future)
A07	Station to Town Links	A/B/C	A – 44% (Future) B – 61% (Future) C – 67% (Future)	A – 68% Critical (Future) B – 65% (Future) C – 68% (Future)
A08	King Henry VIII School to Town Centre	A/B/C	A – 85% (Existing) B – 70% (Existing) C – 75% (Existing)	A – 66% (Future) B – 70% (Existing) C – 70% (Existing)
A09	King Henry School to Cantref Ward	A/B/C	A – 50% (Future)	A – n/a (Walk Only)

			B – 81% (Existing) C – 65% Critical (Future)	B – 57% (Future) C – 68% (Future)
A10	Bailey Park to Coed Glas Lane Residential area	A/B/C/D	A – 58% Critical (Future) B – 64% (Future) C – 33% Critical (Future) D – 85% (Existing)	A – n/a (Walk Only) B – n/a (Walk Only) C – n/a (Walk Only) D – n/a (Walk Only)
A11	Ross Road to Tredilion/Maindiff Court Hospital	A/B/C/D	A – 72% (Existing) B – n/a (Future) C – n/a (Cycle Only) D – n/a (Cycle Only)	A – 70% (Existing) B – 60% (Future) C – 50% (Future) D – n/a (Future)
A12	Rear of Croesonen Park Route	A	A – 78% (Existing)	A – n/a (Walk Only)
A13	St David's Road	A	A – 78% Critical (Future)	A – 68% (Future)
A14	Deri View Primary to Ross Road	A/B/C	A – 78% (Existing) B – 65% (Future) C – 61% (Future)	A – 60% (Future) B – 64% (Future) C – 63% (Future)
A15	Llantilio Pertholey (new development)	A/B/C	A – n/a (Future) B – 53% Critical (Future)	A – n/a (Future) B – n/a (Walk Only)

			C – n/a (Future)	C – n/a (Future)
A16	Neville Hall Hospital to Town Centre (via A40)	A/B	A – 65% (Future) B – 45% (Future)	A – 56% (Future) B – 60% (Future)
A17	Desire Line Gilwern to Abergavenny	A	A – n/a (Cycle Only)	A – n/a (Future)
A18	Llanfoist (East)	A/B	A – 70% (Existing) B – 82% (Existing)	A – 46% (Future) B – 58% (Future)
A19	Morrison's to Mardy	A/B	A – 89% (Existing) B – 74% Critical (Future)	A – 56% (Future) B – 48% (Future)
A20	Castle to Mardy	A/B/C/D/E	A – 55% (Future) B – 63% (Future) C – 61% (Future) D – 63% (Future) E – 14% (Future)	A – 58% (Future) B – 50% (Future) C – 42% (Future) D – 63% Critical (Future) E – 54% (Future)
A21	Town Centre East/West	A/B/C	A – 71% (Existing) B – 92% (Existing) C – 94% (Existing)	A – 48% (Future) B – 66% (Future) C – n/a (Walk Only)
A22	Town Centre Links	A/B	A – 88% (Existing) B – 85% (Existing)	A – 66% (Future) B – n/a (Walk Only)
A23	Pen-y-Pound to Eastern Residential Areas	A/B/C/D/E/F	A – 79% (Existing)	A – 64% (Future)

			B – 92% (Existing) C – 97% (Existing) D – 62% Critical (Future) E – n/a (Future) F – n/a (Future)	B – 83% (Existing) C – 85% (Existing) D – 50% (Future) E – n/a (Future) F – n/a (Future)
A24	Town Centre West Links	A/B/C/D/E/F	A – 75% Critical (Future) B – 82% (Existing) C – 65% (Future) D – 32% (Future) E – n/a (Future) F – n/a (Future)	A – n/a (Walk Only) B – n/a (Future) C – n/a (Walk Only) D – n/a (Walk Only) E – n/a (Walk Only) F – n/a (Future)
A25	Merthyr Road and Cantref North/South Links	A/B/	A – 58% Critical (Future) B – n/a (Future)	A – 59% (Future) B – n/a (Future)
A26	Sycamore Ave Links	A	A – 46% (Future)	A – n/a (Walk Only)
A27	Northern LDP Links	A/B/C	A – n/a (Future) B – n/a (Future) C – n/a (Future)	A – n/a (Future) B – n/a (Future) C – n/a (Future)
A29	Bus Station to Market Links	A	A – 71% (Existing)	A – n/a (Walk Only)

A30	Cantref East/West Links	A/B/C/D	A – n/a (Future) B – 82% (Existing) C – n/a (Future) D – 70% Critical (Future)	A – n/a (Future) B – n/a (Future) C – n/a (Walk Only) D – n/a (Walk Only)
A31	King Henry to Mardy Links	A	A – 59% Critical (Future)	A – n/a (Future)
A32	Pen-y-Pound East/West Links	A/B/C/D	A – n/a (Future) B – n/a (Future) C – 61%(Future) D – n/a (Cycle Only)	A –n/a (Future) B – n/a (Future) C – 67% (Future) D – 52% (Future)
A34	Mardy East/West Links	A	A – 32% (Future)	A – n/a (Walk Only)
A36	Gwent Road Area Links	A/B/C	A – 38% (Future) B – 80% (Existing) C – 68% (Future)	A – n/a (Walk Only) B – n/a (Walk Only) C – n/a (Walk Only)
A38	Hardwick Roundabout to Llanellen (Desire Line)	A	A – n/a (Cycle Only)	A – n/a (Future)
A39	Llanfoist LDP Routes	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Future)
A40	Llanfoist New School	A	A – 65% (Future)	A – n/a (Walk Only)
A41	Llanfoist Network Connection	A	A – 82% (Existing)	A – 65% (Future)

A43	Merthyr Road to Union Rd Connection	A	A – n/a (Future)	A – 28% Critical (Future)
A44	Cresta Road	A	A – 47% (Future)	A – n/a (Walk Only)
A45	Cantref East/West (Northern)	A/B/C	A – n/a (Future) B – 82% (Existing) C – 70% Critical (Future)	A – n/a (Future) B – n/a (Future) C – 70% (Existing)
A46	East/West to Old Hereford Road	A/B/C	A – n/a (Future) B – n/a (Future) C – n/a (Future)	A – n/a (Walk Only) B – n/a (Future) C – n/a (Future)
A47	Desire Line Links to LDP (East)	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Future)
TBC	Zinnia Way – Merthyr Rd to Premier Inn/McD's	TBC		
TBC	Gwent Road	TBC		
TBC	Cemetery side	TBC		
Chepstow			<p><i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit.</i></p> <p><i>Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i></p>	

C01	Welsh St and through Town	A/B	A – 68% (Future) B – 78% (Existing)	A – 60% Critical (Future) B – 67% Critical (Future)
C02	Route to rear of Castle	A/B	A – 92% (Existing) B – 64% (Future)	A – n/a (Future) B – 43% (Future)
C03	Chepstow Town Centre (East/West)	A/B/C/D/E	A – 83% (Existing) B – 50% (Future) C – 53% (Future) D – n/a (Cycle Only) E – n/a (Future)	A – n/a (Future) B – 60% (Future) C – 50% (Future) D – n/a (Future) E – n/a (Walk Only)
C04	Bulwark to Town Centre	A/B/C/D/E	A – 42% (Future) B – n/a (Cycle Only) C – 64% (Future) D – 81% (Existing) E – n/a (Future)	A – n/a (Walk Only) B – 34% (Future) C – 58% (Future) D – 71% (Existing) E – n/a (Walk Only)
C05	Bulwark to Mathern	A/B	A – 86% (Existing) B – n/a (Cycle Only)	A – 78% (Existing) B – 50% (Future)
C06	Chepstow Station to Town Centre	A/B	A – 72% (Existing) B – n/a (Cycle Only)	A – n/a (Walk Only) B – 34% (Future)
C07	Newhouse Farm Industrial Estate to Welsh St Roundabout (North/South Link along Wye Valley Link Rd)	A/B/C/D	A – 42% Critical (Future)	A – 35% (Future) B – 73% (Future)

			B – 58% (Future) C – 55% (Future) D – 60% (Future)	C – 50% (Future) D – 39% Critical (Future)
C08	Town Centre to Mounon (Direct)	A/B/C	A – 53% Critical (Future) B – n/a (Future) C – 31% (Future)	A – n/a (Future) B – n/a (Future) C – 65% (Future)
C09	Bulwark to Town Centre (Direct)	A/B/C/D	A – 66% (Future) B – 75% (Future) C – n/a (Future) D – n/a (Future)	A – 58% (Future) B – n/a (Walk Only) C – n/a (Future) D – n/a (Future)
C10	Chepstow Riverside to Rockwood Rd	A/B/C/D	A – 83% (Existing) B – n/a (Future) C – n/a (Future) D – n/a (Future)	A – 56% (Future) B – n/a (Future) C – n/a (Future) D – n/a (Future)
C11	Chepstow to Pwllmeyric/Mounon via High Beech	A/B/C	A – n/a (Future) B – n/a (Future) C – n/a (Future)	A – n/a (Walk Only) B – n/a (Future) C – n/a (Future)
C12	Kingsmark North/South Route	A	A – n/a (Future)	A – n/a (Walk Only)
C13	Chepstow Riverside	A	A – 72% (Existing)	A – 52% Critical (Future)

C14	Mathern Village to Newhouse Farm Industrial Estate	A/B/C	A – n/a (Cycle Only) B – n/a (Cycle Only) C - n/a (Cycle Only)	A – 57% (Future) B – 13% (Future) C – 43% (Future)
C15	Welsh St Roundabout to St Arvans	A/B	A – 79% (Existing) B – n/a (Cycle Only)	A – 70% (Existing) B – 55% (Future)
C16	Kingsmark Lane to Chepstow Hospital	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Walk Only)
C17	Meadow Walk to A466	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Future)
C19	Bridge Link to Sedbury	A/B	A – 29% (Future) B – n/a (Future)	A – 45% Critical (Future) B – n/a (Future)
C20	Bridge Link to Sedbury	A	A – n/a (Future)	A – n/a (Future)
C21	Welsh St to King Edmund Locart Development	A	A – 44% (Future)	A – 32% (Future)
C22	Chepstow Comprehensive School & Leisure Centre to Mounton	A/B/C	A – n/a (Future) B – n/a (Future) C- 91% (Existing)	A – n/a (Future) B – n/a (Future) C – 65% (Future)
C23	Mounton to Pwllmeyric	A	A – n/a (Cycle Only)	A – n/a (Future)
C24	Pwllmeyric to Mathern	A	A – n/a (Cycle Only)	A – n/a (Future)
C26	Link into Pembroke Primary	A	A – n/a (Future)	A – n/a (Future)
C27	Bulwark Avenue to High Beech	A/B/C	A – n/a (Future)	A – n/a (Walk Only)

			B – n/a (Future) C – n/a (Future)	B – n/a (Future) C – n/a (Walk Only)
C28	Link from St Kingsmark Avenue to School/Leisure Centre	A	A – n/a (Future)	A – n/a (Walk Only)
C29	St Mary's RC School to Mounton Rd	A	A – n/a (Future)	A – n/a (Walk Only)
C30	Welsh St to Rockwood Rd via Bus Station	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Walk Only) B – n/a (Walk Only)
C31	Newhouse Roundabout to Denbigh Drive	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Walk Only)
C32	Burnt Barn Road Link	A	A – n/a (Future)	A – n/a (Walk Only)
C33	Desire Line Link to Shirenewton	A	n/a (Cycle Only)	A – n/a (Future)
C34	Desire Line Link to LDP Site	A	n/a (Future)	A – n/a (Future)
C35	Desire Line (Proposed Chepstow Bypass)	A	n/a (Future)	A – n/a (Future)
Gilwern (and links into Llanfoist)			<p><i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit.</i></p> <p><i>Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i></p>	

G01	Canalside route	A	A – 64% (Future)	A – n/a (Walk Only)
TBC	Canal ext	TBC		
G02	Dan-Y-Bryn to School through Park	A/B	A – 81% (Existing) B – n/a (Future)	A – 59% (Future) B – n/a (Future)
G03	Crickhowell Road to Gilwern Village Centre	A	A – 62% (Future)	A – 65% (Future)
G04	Common Road	A	A – 61% (Future)	A – 56% (Future)
G05	Gilwern Cae Meldon and link to Education Centre	A/B	A – 59% (Future) B – 73% Critical (Future)	A – 46% (Future) B – 68% (Future)
G06	Gilwern to Govilon	A/B/C	A – 65% (Future) B – n/a (Cycle Only) C – n/a (Cycle Only)	A – 65% (Future) B – 46% (Future) C – 52% (Future)
G07	Gilwern to Clydach (over A465)	A/B	A – 55% (Future) B – n/a (Cycle Only)	A – 46% (Future) B – 40% (Future)
G08 (DL)	Gilwern to Maesygartha (Desire Line)	A	A – n/a (Cycle Only)	A – 35% (Future*) assuming via on-road route.
G09	Gilwern to Powys Border (Add walk - TBC)	A/B	A – n/a (Cycle Only) B – n/a (Cycle Only)	A – n/a (Future) B – n/a (Future)
G10	NCN46 (Clydach to Llanfoist)	A/B/C/D/E	A – n/a (Cycle Only) B – n/a (Cycle Only)	A – 76% (Existing) B – 71% (Existing)

			C – n/a (Cycle Only) C – n/a (Future) D – n/a (Cycle Only) D – 38% (Future) E – n/a (Cycle Only) E – 60% (Future)
TBC	Church Road	TBC	
Monmouth			<p><i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit.</i></p> <p><i>Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i></p>
M01	Monnow Bridge to Wonastow Industrial Estate	A/B/C	A – 0% (Future) A – 62% (Future) B – 60% (Future) B – 62% (Future) C – n/a (Future) C – n/a (Walk Only)
M02	Portal Road to Wyesham	A/B/C (TBC)	A – 33% (Future) A – 46% (Future) B – n/a (Future) B – 62% (Walk Only) C – n/a (Future)(TBC) C – n/a (Future) (TBC)
M03	Shire Hall and Vauxhall Field Links	A/B	A – 60% (Future) A – 62% (Future) B – n/a (Future) B – 68% (Future)
M04	Wye Bridge and links	A/B/C/D	A – 55% (Future) A – 62% (Future)

			B – 60% (Future) C – n/a (Future) D – n/a (Future)	B – 62% (Walk Only) C – n/a (Future) D – n/a (Walk Only)
M05	River Wye Western Bank (Desire Line to Herefordshire Border)	A/B	A – 80% (Existing) B – n/a (Future)	A – 58% (Future) B – n/a (Cycle Only)
M06	Rockfield Road to Health Centre and Overmonnow Estate	A/B/C	A – 83% (Existing) B – 88% (Existing) C – 58% (Future)	A – 70% (Existing) B – 80% (Existing) C – 52% (Future)
M07	Overmonnow Estate (South) Links	A/B/C	A – 80% (Existing) B – n/a (Future) C – 80% (Existing)	A – 64% (Future) B – 62% (Future) C – 44% (Future)
M08	Kingswood Road to Monnow Bridge via Williamsfield Lane	A/B/C	A – 55% (Future) B – 65% (Future) C – 78% (Future)	A – 52% (Future) B – 46% (Future) C – 70% (Existing)
M09	Monnow St to Wonastow Road	A/B	A – 85% (Existing) B – n/a (Future)	A – 82% (Existing) B – n/a (Future)
M10	Dixton Road/Priory Street to Monmouth Comprehensive	A/B	A – n/a (Cycle Only) B – n/a (Cycle Only)	A – 82% (Existing) B – 80% (Existing)
M11	Monmouth Comprehensive to Osbaston (West)	A/B	A – 80% (Existing) B – n/a (Future)	A – 74% (Existing) B – n/a (Future)

M12	Monmouth to Osbaston (East)	A	A – 63% (Future)	A – 66% (Future)
M13	A466 North/South Link	A/B/C	A – 90% (Existing) B – 78% (Existing) C – 46% (Future)	A – 78% (Existing) B – 78% (Existing) C – 68% (Future)
M14	Wye Bridge (East) to Wyesham	A/B/C/D	A – 70% (Existing) B – n/a (Future) C – n/a (Future) D – n/a (Cycle Only)	A – 70% (Existing) B – 54% (Future) C – n/a (Future) D – 56% (Future)
M15	Town Centre links	A/B	A – 70% (Existing) B – 73% (Existing)	A – n/a (Walk Only) B – n/a (Walk Only)
M16	Hadcock Road Industrial Estate Links	A	A – 60% (Future)	A – 56% (Future)
M17	Watery Lane and Overmonnow Connections (including LDP Links)	A/B/C/D/E	A – 55% (Future) B – 55% (Future) C – n/a (Future) D – n/a (Future) E – n/a (Future)	A – 76% (Existing) B – 56% (Future) C – n/a (Future) D – n/a (Future) E – n/a (Future)
M18	Town Centre to Dixton (via Old Dixton Rd)	A/B	A – 68% (Future) B – n/a (Future)	A – 62% (Future) B – n/a (Future)
M19	Rockfield Road to Monmouth Bus Station	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Future)

M20	Rockfield Road to Vauxhall Fields	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Walk Only) B – n/a (Walk Only)
M22 (DL)	Rockfield Rd (LDP Site)	A	A – n/a (Future)	A – n/a (Walk Only)
M23	Monnow St to Cinderhill St	A/B/C	A – n/a (Future) B – n/a (Future) C – n/a (Future)	A – n/a (Future) B – n/a (Future) C – 68% (Future)
M24	Chippenham Fields Link	A/B/C	A – n/a (Future) B – n/a (Future) C – n/a (Future)	A - n/a (Future) B – n/a (Future) C – n/a (Future)
M25 (DL)	LDP North Site	A	A – n/a (Future)	A – n/a (Future)
M26	Mitchel Troy Connection	A/B	A – 53% (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Future)
M28	Trefynwy Links	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Walk Only) B – n/a (Walk Only)
M29	Overmonnow Estate Links	A/B/C/D	A – n/a (Future) B – n/a (Future) C – n/a (Future) D – n/a (Future)	A – n/a (Walk Only) B – n/a (Future) C – n/a (Walk Only) D – n/a (Walk Only)

TBC	Osbaston – Lancaster Way, Beaufort Road, Highfield Way	TBC	
TBC	Glendower St – Walking Only	TBC	
Goytre/Penperlleni			<p><i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit.</i></p> <p><i>Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i></p>
P01	Primary School to Residential Area	A	A – n/a (Future) A – n/a (Future)
Raglan			<p><i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit.</i></p> <p><i>Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i></p>
R01	High St/Monmouth Rd	A	n/a - Future
R02	High St to Enterprise Centre	A	
R03	Northern Residential Link	A	

R04	Usk Road	A		
R05	Station Road (via Primary School)	A		
R06	Fayre Oaks Residential Links	A		
R07	LDP Link	A		
Severnside (Caldicot/Undy/Magor)			<p><i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit.</i></p> <p><i>Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i></p>	
S01	Town Centre East/West	A/B/C/D	A – 75% (Existing) A – 62% (Future) B – 75% (Existing) B – 68% (Future) C – 85% (Existing) C – 70% (Existing) D – n/a (Future) D – 66% (Future)	
S02	Town Centre and North Links	A/B/C/D/E	A – 80% (Existing) A – 74% (Existing) B – 80% (Existing) B – 74% (Existing) C – 76% (Existing) C – 54% (Future) D – 73% (Existing) D – 74% (Existing) E – 90% (Existing) E – 90% (Existing)	

S03	Links from Caldicot to Caerwent	A/B/C/D/E/F/G/H/I	A – n/a (Future) B – n/a (Future) C – 73% (Existing) D – 65% (Future) E – 78% (Existing) F – 95% (Existing) G – 63% (Future) H – 95% (Existing) I – 75% (Existing)	A – n/a (Future) B – n/a (Future) C – 76% (Existing) D – 64% (Future) E – 68% (Future) F – 90% (Existing) G – 68% (Future) H – 90% (Walk Only)(TBC) I – 74% (Existing)
S04	Caldicot Greenway	A/B/C	A – 95% (Existing) B – 70% (Existing) C – n/a (Future)	A – 90% (Existing) B – 74% (Existing) C – n/a (Future)
S05	Severn Bridge Industrial Estate	A	A – 53% (Future)	A – 50% (Future)
S06	Caldicot to Rogiet (North)	A/B/C	A – 65% (Future) B – 73% (Existing) C – 90% (Existing)	A – 66% (Future) B – n/a (Future) C – 86% (Existing)
S07	Rogiet to Sudbrook (South)	A/B/C	A – 53% (Future) B – n/a (Future) C – n/a (Cycle Only)	A – 56% (Future) B – n/a (Future) C – n/a (Future)

S09	Magor Village to Residential	A	A – 78% (Existing)	A – 68% (Future)
S10	Meadow Rise to Wider Network Connections	A/B	A – 53% (Future) B – 55% (Future)	A – 40% (Future) B – 40% (Future)
S11	Magor School to Residential Area	A	A – 78% (Existing)	A – 68% (Future)
S12	East/West Undy School Link	A	A – 56% (Future)	A – 52% (Future)
S13	Undy School to Quarry Rise	A	A – 53% (Future)	A – 52% (Future)
S14	Undy School to South of the Railway	A/B	A – 53% (Future) B – n/a (Future)	A – 50% (Future) B – 58% (Walk Only)
S15	Railway (South) Links	A/B/C	A – n/a (Cycle Only) B – n/a (Cycle Only) C – n/a (Future)	A – 78% (Existing) B – 70% (Existing) C – n/a (Walk Only)
S16	B4245	A	A – 35% (Future)	A – 60% (Future)
S17	Undy to Wales 1 Business Park	A/B/C	A – 53% (Future) B – n/a (Future) C – n/a (Future)	A – 68% (Future) B – n/a (Future) C – 52% (Future)
S18	Magor Southern Residential Connections	A/B	A – 80% (Existing) B – n/a (Cycle Only)	A – 76% (Existing) B – 60% (Future)
S19	Newport Rd, Caldicot	A	A – 68% (Future)	A – 76% (Existing)
S20	Caldicot School/Leisure Centre to Network (South)	A/B/C	A – 78% (Existing) B – 85% (Existing)	A – 76% (Existing) B – 76% (Existing)

			C – 90% (Existing)	C – 66% (Future)
S21	Caldicot School/Leisure Centre to Network (East)	A/B	A – 85% (Existing) B – 60% (Future)	A – 80% (Existing) B – 60% (Future)
S22	North/South Link (Dewstow Primary)	A	A – 73% (Existing)	A – 74% (Future)
S23	South of Railway to LDP	A	A – n/a (Future)	A – 54% (Walk Only)
S24	Caldicot to Chepstow Strategic	A/B	A – n/a (Cycle Only) B – n/a (Cycle Only)	A – 52% (Future) B – n/a (Future)
S25	Country Park to Crick Rd (Archbishop Rowan Williams)	A	A – 53% (Future) B – n/a (Future)	A – 48% (Future) B – n/a (Future)
S26	Portskewett to Sudbrook	A	A – 58% (Future)	A – 70% (Existing)
S27 (DL)	LDP Site Desire Line	A/B	A - n/a (Future) B - n/a (Future)	A – n/a (Future) B – n/a (Future)
S28	Crick to Sudbrook via Old Railway Line	A/B/C	A – n/a (Future) B – 60% (A48) (Future) C – n/a (Future)	A – n/a (Future) B – n/a (Future) C- n/a (Future)
S29 (DL)	LDP Site North of Undy	A/B/C/D	A – 58% (Future) B – n/a (Future) C – n/a (Future) D – n/a (Future)	A – 48% (Future) B – n/a (Future) C – n/a (Future) D – n/a (Future)

S30 (DL)	A4810 Link into Newport	A	A – n/a (Cycle Only)	A – n/a (Future)
S31	Dewstow Primary to Residential Link	A	A – 75% (Existing)	A – 76% (Existing)
S32	Severn Tunnel Junction Links	A/B/C	A – 60% (Future) B – n/a (Future) C – 63% (Future)	A – 64% (Future) B – n/a (Future) C – n/a (Future)
S33	Gwndy North to Residential Area	A	A – n/a (Future)	A – n/a (Future)
S34	Links from Residential to Castle Park Primary	A/B	A – 68% (Future) B – 78% (Existing)	A – 60% (Future) B – 78% (Existing)
S35	Woodstock Way Links to School	A/B	A – 80% (Existing) B – 80% (Existing)	A – 82% (Existing) B – 70% (Existing)
S36	Cobb Crescent Residential Area to Network	A/B	A – n/a (Future) B – n/a (Fail)	A – 66% (Future) B – n/a (Fail)
S37	Green Lane to Park Rd	A	A – 78% (Existing)	A – 74% (Existing)
S40	New Road and Fernleigh Rd	A	A – n/a (Future)	A – n/a (Future)
S42	Pennyfarthing Lane	A	A – n/a (Future)	A – n/a (Future)
TBC	Church Rd – Caldicot Moore (NCN 4)	TBC		
TBC	The Ramp	TBC		
TBC	Pill Row -Moorlands View - Denny View - Lapwing Ave - Blackbird Lane - Kestrel Close - B4345 - link onto Primary school (existing) - Goldfinch Close.	TBC		

TBC	Mitel Roundabout	TBC		
Usk			<p><i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit.</i></p> <p><i>Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i></p>	
U01	Usk Bridge to Usk College/MCC Offices via A472	A	A – 75% (Existing)	A - 54% (Future)
U02	Llanbadoc to Usk Bridge	A	A – 45% (Future)	A – 56% (Future)
U03	Porthycarne Street / Abergavenny Road	A	A – 60% (Future)	A – 58% (Future)
U04	Usk Town East/West	A/B	A – 57% (Future) B – 63% (Future)	A – 60% (Future) B – 56% (Future)
U05	Usk Town South	A/B	A – 95% (Existing) B – 48% (Future)	A – 84% (Existing) B – 64% (Future)
U06	Usk Town North	A	A – 80% (Existing)	A – 58% (Future)
U07	Usk Campus (Rear)	A/B	A – 53% (Future) B – n/a (Future)	A – 56% (Future) B – 20% (Future)
U08	Old Railway Line (through Usk)	A/B	A – 40% (Future)	A – 6% (Future)

			B – n/a (Future)	B – n/a (Future)
U10	Usk to Little Mill	A	A – n/a (Cycle Only)	A – n/a (Future)
U11	Usk Town Eastern Links	A/B/C	A – 57% (Future) B – n/a (Future) C – n/a (Future)	A – 48% (Future) B – n/a (Future) C – n/a (Future)
U12	Usk Riverside Route	A	A – n/a (Future)	A – n/a (Future)
TBC	Lady Hill & Castle Oak	TBC		
TBC	New/Old Market Street Mill Street	TBC		
Settlement Links			<p><i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit.</i></p> <p><i>Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i></p>	
LDC01	LLanellen to Goytre to Little Mill	A/B	A – n/a (Cycle Only) B – n/a (Cycle Only)	A – n/a (Future) B – n/a (Future)
LDC02	Abergavenny to Raglan	A	A – n/a (Cycle Only)	A – n/a (Future)
LDC03	Raglan to Monmouth	A	A – n/a (Cycle Only)	A – n/a (Future)

LDC04	Raglan to Usk	A	A – n/a (Cycle Only)	A – n/a (Future)
LDC05	Chepstow to Tintern	A	A – n/a (Cycle Only)	A – n/a (Future)
LDC06	Tintern to Monmouth	A	A – n/a (Cycle Only)	A – n/a (Future)
LDC07	Caerwent to Newport	A	A – n/a (Cycle Only)	A – n/a (Future)
LDC08	Usk to Newport	A	A – n/a (Cycle Only)	A – n/a (Future)
LDC09	Usk to Shirenewton	A	A – n/a (Cycle Only)	A – n/a (Future)
LDC10	Shirenewton to Caerwent	A	A – n/a (Cycle Only)	A – n/a (Future)

B: Routes Suggested at Engagement Phase and Final consultation with responses

Locality (Nearest)	Engagement/ Consultation	Description	Outcome
Abergavenny	Engagement	Countryside - inspirational link from Ffordd Sain Ffwyst to Llanfoist Primary School	Include on proposals as desire line (Route ref. MCC-A39A/B). PROW Path Code 363/73/1
Abergavenny	Engagement	Countryside desire line to link new housing estate	Include on proposals as desire line (Route ref. MCC-A39A/B). PROW Path Code 363/70/1 and on-highway.
Abergavenny	Engagement	Countryside Desire Line extension to proposed velodrome	Included via new housing estate. Also potential to provide connection to/from new school site if access to rear.
Abergavenny	Engagement	Link to Merthyr Rd	Include on proposals to link in with Meadow Routes and complement proposed Llanfoist Bridge
Abergavenny	Engagement	Desire Line- Planning, Option C Within the preferred strategy for the replacement LDP	Include on maps if landowner agreement obtained (liaise with planning?)
Abergavenny	Engagement	Desire Line- Planning, potential leisure development	Include on maps if landowner agreement obtained (liaise with planning?)
Abergavenny	Engagement	Desire line from Strategic Growth Option B to nearest road to access services and employment	Not included due to higher likely propensity to town centre and train station and reliant upon additional longer term connections along A40 and to the South (e.g. Llanellen). Recommended for review at 3 year cycle.
Abergavenny	Engagement	Desire line from Strategic Growth Option B to nearest road to access services and employment. includes bridge	Included as key connection to wider network via most direct route into town, reliant on development.
Abergavenny	Engagement	Desire line from Strategic Growth Option B to nearest road to access services and employment	Included as key connection to station and wider network, reliant on development.
Abergavenny	Engagement	Desire Line Planning Serve Potential Strategic Growth Area A of Replacement LDP	Included (reliant on development)
Abergavenny	Engagement	Desire Line Planning - potential strategic growth area A	Included (reliant on development)
Abergavenny	Engagement	Desire line to Maindiff Hospital	Included as secondary link into wider network via Ross Rd.

Abergavenny	Engagement	desire line (planning)	Nearby alignment to connect through new housing development included, likely will also form part of basic network.
Abergavenny	Engagement	desire line (planning)	Nearby alignment to connect through new housing development included, likely will also form part of basic network.
Abergavenny	Engagement	Desire line potential town centre link	Nearby alignment proposed via Ave Rd, but potential to also include (to determine on site)
Abergavenny	Engagement	Link between MCC-INM-A8 and MCC-INM-A19 to increase access to school	Nearby alignment proposed for inclusion as part of MCC-A31A, based on modelling and site visit results.
Abergavenny	Engagement	Link from MCC-INM-A9 to Avenue Rd via Cricket Grounds	Nearby desire line alignment proposed. Recommend to add onto the map as a Desire Line for further investigation (unless landowner already identified as willing for route to cross).
Abergavenny	Engagement	Link along Poplars Rd to St David's Rd	Part included to provide for link between St David's Rd and Gwent Rd (link to north requiring further investigation)
Abergavenny	Engagement	Link along St David's Road between MCCINM-A20 and MCC-INM-A14A. Perfect for contraflow cyclists.	Included and recommended as primary connection to/from King Henry Site.
Abergavenny	Engagement	Link from Town Centre to Hospital	Included and recommended as primary east west connection.
Abergavenny	Engagement	Link from Town Centre to Hospital	Include on maps using slight realignment via Hatherleigh Place to connect across the A4143.
Abergavenny	Engagement	Link from potential new development to Llanfoist School	Not included at this stage due to more direct alignment identified east/west from Llanfoist School, development and housing estate. Potential to revisit at 3-year review if development identified to South.
Abergavenny	Engagement	Additional link from housing estate to school	Nearby alignment included through new housing development.
Abergavenny	Engagement	Link A15 to A20 via different routes	Nearby alignment included through new housing development. Likely would form part of basic network.

Abergavenny	Engagement	Link to A18 south of the Bridge Inn to avoid narrow section of footpath	Nearby alignment included and recommended for wider study as part of Llanfoist bridge development (exact routing to be determined as part of the output of the bridge study).
Abergavenny	Engagement	Addition link from DLP34 to MCCINMA20	Nearby alignment included, as secondary route, though this would form part of basic network.
Abergavenny	Engagement	Poplars Rd	Nearby alignment included, as secondary route, though this would form part of basic network.
Abergavenny	Engagement	Hardwick Roundabout	Included, though reliant on development of longer term links to connect settlements to South (unlikely to be justified as standalone scheme due to lack of safe onward connections).
Abergavenny	Engagement	Brewery Yard Car Park	Included as extension of proposed future route connection to the Bus Station.
Abergavenny	Engagement	Park Crescent	Included and recommended as primary cycling route.
Abergavenny	Engagement	Coed y Brenin to Hereford Rd	Not included as primary or secondary route as limited propensity, but would form part of basic network.
Abergavenny	Engagement	Access to river from Nantgavenny Lane	Not included as primary or secondary route as limited propensity, but would form part of basic network.
Abergavenny	Engagement	Firs Rd	Included as part of link to new housing development, and potential link into LDP site.
Abergavenny	Engagement	Baker St Contraflow Suggestion	Included to improve mesh network density and reduce deviation around one-way flows.
Abergavenny	Engagement	Llanfoist Roundabout needs to be traffic controlled	Alignment included on maps as part of primary route to school and key connection from Llanfoist towards Abergavenny.
Abergavenny	Engagement	B4246 Widen Path and Provide Cycle Infrastructure	Recommended for addition as secondary route to improve connections between Gilwern routes and destinations to the East of Llanfoist (e.g. new velodrome)

Abergavenny	Engagement	Link from A3 to A40 Trunk Rd via Mill Close	Recommended for addition as secondary route, providing a route between the east of Abergavenny (including train station) to Llanfoist bridge via the Meadows
Abergavenny	Engagement	Link from A27 to A7 via Belmont Rd and Belmont Close	Recommended to include on maps, will likely be more deliverable than the A40 option, but will require appropriate signage to alert unfamiliar users to route and appropriate crossings over the A40 on desire lines.
Abergavenny	Engagement	Link from A1 to the road A40 - Footpath widened reduced to 20mph and shared use.	Recommended route via St Helens Road and crossing over A4143 to Industrial Estate in response to modelled flows evidence.
Abergavenny	Engagement	Park Avenue Link to A20 as alternative to Hillcrest Avenue to avoid steep hill	Recommended for addition as Primary Walking Route (Secondary Cycling Route) to increase network mesh density
Abergavenny	Engagement	Suggested Link/Alternative Route - narrow metal barriers	Recommended for addition as walking route due to available widths.
Abergavenny	Engagement	Oxford St - Link A20 to A11	Not included as primary or secondary route as limited propensity, but would form part of basic network.
Abergavenny	Engagement	Link from Chapel Rd to Tudor St	Recommended for addition to improve network mesh density and provide north west to south east route
Abergavenny	Engagement	Raglan to Abergavenny	Included as longer term desire line link between settlements (forming part of wider Monmouth to Abergavenny link)
Abergavenny	Engagement	Harold Rd link to Cantref School	Recommended for addition, potential school street alignment
Abergavenny	Engagement	Link between desire lines around School	Recommended for addition to provide coherent network
Abergavenny	Engagement	A465 towards Hereford	Not included at this stage to distance of nearest major settlement being outside of likely active travel distances and reliance on the priority sections into Abergavenny town
Abergavenny	Engagement	Church Lane	Not included at this stage due to reliance upon connection to link to/from nearest AT settlement.
Abergavenny	Engagement	A4042 Llanellen to Abergavenny	Included as proposal to connect Llanellen with wider Abergavenny network (will also form leg of longer term aspiration to South)

Abergavenny	Engagement	Usk to Abergavenny via Chainbridge	Long term desire line connection proposed to connect Abergavenny with Little Mill, to connect into proposed Usk to Little Mill connection
Abergavenny	Engagement	Link along Merthyr Rd from A40 to A4143	Proposal included as primary route to/from King Henry school site to/from Llanfoist.
Abergavenny	Engagement	B4598	Direct proposal not included, though potential to consider as part of longer term proposal between Raglan/Monmouth and Abergavenny as route option.
Abergavenny	Engagement	Church Rd to Canal	Not included as standalone route due to lack of active travel destination, though considered as part of the basic network. Potential to investigate option of using the canal side route (subject to widths) as an option for the longer term connection from Abergavenny South towards Little Mill (though possibly more so as a leisure route)
Abergavenny	Consultation	Cycle Route 46 - New court lane cycle route.. very poor road surface as a Sustrans cycle route. Also speed controls from Llantilio pertholey church to wern du golf	Valid concerns and recommended for comments to be passed to relevant highway department (for surfacing and traffic calming elements), though limited propensity evidence to support Active Travel funding and reliant on wider connections in place to connect route to trip attractors. Recommended to review at 3 year iteration.
Abergavenny	Consultation	Gwent Road	Cycling only
Abergavenny	Consultation	Zinnia Way	Road off A4143 Merthyr Rd towards Premier Inn etc to be added. Identified by WG
Abergavenny	Consultation	Merthyr Road Bridge / Cemetery	From Merthyr Road bridge, put in a crossing to take cyclists and walkers up the road past the cemetery then down under the bridge towards the garden centre. Could be an alternative to MCC-A01C and would be part of the Llanfoist welTAG currently being carried out.
Chepstow	Engagement	Countryside Desire Line to connect Meadow Walk to Hospital	Included as connects cul de sac housing estate to wider network and primary route. Land ownership status unknown (added as Desire Line)

Chepstow	Engagement	Countryside Desire Line to Hospital	Included, though provided as a Desire Line connection to rear of Tudor Drive (possibly more deliverable due to informal route in place). Requires further land ownership confirmation.
Chepstow	Engagement	Countryside desire line to join ERM C2 to Bridge St	Included as connects to castle route. At time of audit temporary covid measures blocking route, but alternatives available via car park.
Chepstow	Engagement	Countryside desire line to proposed development	Included and justified via connections to trip attractors and new development to the South. Also leisure route as forms part of Wales Coast Path
Chepstow	Engagement	Desire line for Chepstow Racecourse	Included as primary route as key connection north from Chepstow towards St Arvans
Chepstow	Engagement	Desire line potential growth area D in the preferred strategy for the RLDP	Included (reliant on development)
Chepstow	Engagement	Desire line for potential growth area E within the preferred strategy for the RLDP	Nearby alignment included via Mounon Road to connect into wider network and most direct route into town.
Chepstow	Engagement	Desire line for potential growth area F in the preferred strategy of the RLDP	Included as potential to link into development site as well as provide direct connection from Mathern to Chepstow.
Chepstow	Engagement	Desire line for potential growth area F in the preferred strategy of the RLDP	Not included at this stage as reliant on other long term connections and development. Recommended to review status at 3 year review cycle.
Chepstow	Engagement	Desire line cross boundary link	Included to connect across to Sedbury. Reliant on Trunk Road liaison as road managed by Welsh Government.
Chepstow	Engagement	Desire Line Potential Chepstow Bypass includes Bridge	Not included at this stage as bypass alignment not confirmed as progressing. If developed, will be required to cater for active travel under Section 9 of the Act.
Chepstow	Engagement	B435	Desire line included to link into closest network location (Chepstow)
Chepstow	Engagement	Portskewett to Chepstow along river	Desire line included to connect Chepstow and Severnside, recommended to be considered as part of any shortlisting of route alignments.
Chepstow	Engagement	Leechpool Holdings	Proposal not included at this stage due to lack of propensity evidence, and route reliance on onward connections to destinations in Caldicot.

			Recommended for consideration at 3 year review.
Chepstow	Engagement	Footpath between Burnt Barn Rd and Cromwell Rd	Proposed for inclusion as secondary north/south walking route
Chepstow	Consultation	Bulwark to Garden City	Leisure route and already more suitable variations.
Gilwern	Engagement	Desire line shared use from housing to main town centre	Include on proposals as Desire Line (as preferred routing requires further investigation)
Gilwern	Engagement	Countryside Desire line to improve signage, review road where could be shared use	Included on route, acceptable for shared usage but requires significant deviation.
Gilwern	Engagement	Station Road	Not recommended for inclusion due to gradients. Whilst e-bikes are becoming more common, it is proposed that the alternative link proposed via Old Trap Rd and NCN46 are likely to be the primary flows in the area (as evidenced via modelling outputs). Check with MCC if we are able to show 'missing link' section (requires landowner permission)
Gilwern	Engagement	Brunant Road	Recommended for addition to connect outlying settlement to nearest services within acceptable walk/cycle distance (Clydach to Gilwern)
Gilwern	Engagement	A40 Towards Crickhowell	Overall alignment proposed for inclusion, but unlikely to achieve funding grant based on flows from Crickhowell to Abergavenny, so have therefore combined with proposals linking to Gilwern to connect into the East of Abergavenny to increase overall chance of route funding.
Gilwern	Engagement	Abergavenny to Clydach Gorge	Proposed for inclusion via upgrades along existing NCN46 route, including investigation of missing link section.
Gilwern	Consultation	Station Rd	Identified by WG. However, is an extremely steep road with fairly limited forward visibility at points - would not recommend for walking and cycling.
Gilwern	Consultation	Maesygartha Rd	Convert MCC-G08A (DL) onto Maesygartha Rd.

Gilwern	Consultation	Canal route for walking. (Re-instate G1-G5)	Add canal for walking - already well used by pedestrians and reasonably accessible.
Gilwern	Consultation	Church Road	Would not be very well used as the density of residential properties is very low / gradients are pretty severe. The lower section of church road could provide a useful link between village / canal / Maesygartha and proposed routes towards Glangrwyney. (From Orchard Close East to Crickhowell Road to add)
Gilwern	Consultation	Glangrwyney	Road has to be re-built so AT should be considered. Links to Crickhowell which is within 3 miles.
Gilwern	Consultation	Llanely Hill	Extend MCC-G10 all the way to Bryn Mawr border via route NCN46
Goylon*	Engagement	Canal Towpath Llanfoist to Govilon	Not included as alignment in place via NCN46 to connect trip origin/destination points.
Monmouth	Engagement	Desire Line Potential growth area G in preferred strategy for RLDP	Included (reliant on development)
Monmouth	Engagement	Ma5 - Countryside link to Industrial	Not included directly as alignment potentially covered via Wonastow and Williamsfield Lane routes. If potential would more likely form part of basic network.
Monmouth	Engagement	Link to Redbrook	Proposed for inclusion as part of likely long term aspiration between Redbrook and Monmouth. Potential for routing via old railway line.
Monmouth	Engagement	Link to School through community woodland/Claypatch wood from lower Wyesham Avenue, Chapel Close and surround streets. This will be a way of avoiding the section of road by the church at the top of Wyesham Avenue which has no footway.	Included with slight realignment to follow existing PROW.

Monmouth	Engagement	Desire Line to link School and Wye Bridge to Town Centre	Included as provides a shortcut (compared to the highway) for pedestrians and cyclists between Overmonnow and the Comp School.
Monmouth	Engagement	Desire Line Link to Wyesham to Town Centre. Ped Only improvements.	Included as pedestrian only (likely to be critical for cyclists due to flows)
Monmouth	Engagement	Goldwire Lane to Fitzroy Close via Victoria Court . Link into Town	Included as pedestrian link (Overmonnow bridge connection unlikely to be able to meet cycling standards so alternative recommended via B4233). Site visit confirmed high pedestrian usage along this route.
Monmouth	Engagement	Footpath in Chippenham Fields	Included as secondary route, reducing deviation required between north of park and connections towards Mitchel Troy
Monmouth	Engagement	Link from desire line DL-C17 to bridge	Included as secondary route to provide connection between Chippenham Fields more directly to residential area to South.
Monmouth	Engagement	Link from desire line DL-C17 along Blestium St to connect to Monnow St	Included as secondary route.
Monmouth	Engagement	Link from two desire lines up Chippenham St to meet INM-M10	Included as key link between wider network routes
Monmouth	Engagement	Link from proposed bridge to to underpass and school	Included as will complement proposed Wye River crossing.
Monmouth	Engagement	Desire Line for potential development in preferred strategy for the RLDP Area G	Included (reliant on development)
Monmouth	Engagement	Desire line for growth area H of the preferred strategy for the RLDP	Included (reliant on development)
Monmouth	Engagement	Desire line for potential leisure/recreational facility and access to heritage asset	Included along alignment of nearest road. Also forms part of wider proposed connection towards Mitchell Troy
Monmouth	Engagement	Desire Line for potential growth are I in referred strategy for the RLDP	Included (reliant on development)
Monmouth	Engagement	Desire Line for potential growth area G in the preferred strategy for RLDP	Included (reliant on development)

Monmouth	Engagement	Wyesham Ave	Included as walking link to connect into wider network proposals (not connected by cycling)
Monmouth	Engagement	Common Rd	Proposed for inclusion as part of likely long term aspiration between Mitchel Troy and Monmouth.
Monmouth	Engagement	Link to Centre of Village (Pentwyn)	Not included as this stage due to lack of wider links which would enable modal shift. Potential to review at 3 year stage dependent on progress of aspirational Monmouth to Chepstow link
Monmouth	Engagement	A40	A40 not included as part of trunk road alignment and critical traffic flows, routes adjacent included.
Monmouth	Engagement	Llydart Bends	Not included at this stage as not part of AT settlement and reliant on links to connect into Monmouth as a priority.
Monmouth	Engagement	B4293	Included as part of secondary link (longer term) between Mitchel Troy and Monmouth
Monmouth	Engagement	Rockfield Rd	Recommended for addition in response to feedback and model flow evidence, providing a direct connection towards the Town Centre from the Rockfield area.
Monmouth	Engagement	Link from A4136 to Lidl	Recommended as inclusion as a walking route to connect to development at top of hill (extended from DL). Also forms part of Offa's Dyke.
Monmouth	Engagement	Link to Cycle Route	Not added to maps as forms part of basic network rather than primary or secondary route.
Monmouth	Engagement	Monmouth to Tintern via Trellech	Included as part of long term connection between Monmouth and Chepstow
Monmouth	Engagement	St Mary's Link to Osbaston Rd	Recommended for addition as secondary route (reliant on Osbaston Road primary link to connect to destinations)
Monmouth	Engagement	Duchess Rd link to Osbaston Rd	Not included on map as limited propensity evidence to support a primary or secondary flow, though would form part of the basic network
Monmouth	Engagement	Vauxhall Fields Additions	Not included on ATNM due to lack of destination point, though a key leisure route.

Monmouth	Engagement	New pedestrian bridge and route - a pedestrian and cycling bridge over the Monnow from Vauxhall to the bus station area, with a route to Rockfield Rd	Included as would reduce deviation required between the Rockfield area and Monmouth Town Centre, though likely a longer term proposition due to river crossing.
Monmouth	Consultation	Lancaster Way, Beaufort Road, Highfield Road	Osbaston - . Walking only to increase mesh density. Likely to be too steep for cycling. Feedback from WG.
Monmouth	Consultation	Glendower Street	Walking only
Monmouth	Consultation	The gardens through to Dixton Rd	This is a longer alternative, Monkswell Road more direct alternative and already identified on map for shared use.
Monmouth	Consultation	Extend to Rockfield Village for cycling	Outside of BUA. Likely to have low use and would be expensive because land would be required.
Monmouth	Consultation	Kymin Road	Not viable.
Penperlleni*	Engagement	Little Mill to Goytre	Included as part of wider desire line link between Abergavenny and Little Mill to connect into Usk Route
Penperlleni*	Engagement	Star Rd	Not included at this stage as not an AT settlement and lack of destination at northern end to help achieve modal shift
Penperlleni*	Engagement	A4042	Not an AT settlement, but incorporated as part of wider desire line link between Little Mill and Abergavenny
Penperlleni*	Engagement	Housing to School via Railway Bridge	Not an AT settlement, but recommended to be part included as part of school link (eastern section)
Penperlleni*	Engagement	Newtown Rd	Whilst not an AT settlement, has been included as a walking link due to proximity to Goytre school as a potential local link to a rural primary.
Raglan*	Engagement	Desire Line- Improved link to NCN	Included via alternative alignment through Raglan village to connect also to key trip attractors (not AT settlement)
Raglan*	Engagement	Potential Desire line for potential development in the RLDP	Included via Monmouth Road connection (not AT settlement)

Raglan*	Engagement	Desire Line for active travel route	Included via Chepstow Road as secondary connection (not AT settlement)
Raglan*	Engagement	Raglan and Bryngwyn	Part included as part of wider Abergavenny to Raglan aspirational link (longer term)
Raglan*	Engagement	Warrange Rd to Raglan	Part included as part of wider Monmouth to Raglan aspirational link (longer term)
Raglan*	Engagement	Llansoy to Star on the hill Pub	Not included due to lack of connecting AT routes and distance from nearest AT settlement or proposed connection between settlements.
Raglan*	Engagement	Route along Monmouth to Raglan	Included as part of Desire Line connection between Raglan and Monmouth
Raglan*	Engagement	Llansoy to Raglan	Not included as not part of AT designated settlement and lack of supporting propensity evidence.
Raglan*	Engagement	Usk Rd Raglan	Part included to connect to Usk Road bus stop (destination point)
Raglan*	Engagement	Station road taking children to school - no pavement	Not an AT settlement, but recommended for inclusion due to link between village and primary school/Raglan FC and MCC Depot meaning potential high proportion of HGVs
Raglan*	Engagement	Old Monmouth Rd	Included as secondary route to provide connection from residential area to village centre and school
Raglan*	Engagement	Castle Hill	Included as secondary route to provide connection from residential area to village centre and school
Severnside	Engagement	Countryside desire line to Magor services - ref S6A	Included as existing informal routes in place connecting to lane (evidencing demand). Potential to provide as car share pickup location for long distance commuters over the Severn Bridge.
Severnside	Engagement	Link from S18 to Brewery	Included as would reduce deviation required between Magor and Newport Desire Line routes, especially useful in the context of new Llanwern development.
Severnside	Engagement	Countryside route to Magor Marsh Education Centre ref S1	Included as walking connection (as requires traversing over railway line).

Severnside	Engagement	Desire Line Countryside	Included as walking connection (as requires traversing over railway line), with nearby cycling connection via alternative route.
Severnside	Engagement	Countryside Desire Line to link INM S15 to INM S16 ref S4A	Included as walking only due to railway bridge and narrow access to north (unlikely to meet cycling standards).
Severnside	Engagement	Countryside Desire Line ref S4a	Included as Secondary Route.
Severnside	Engagement	Desire Line for potential growth area J in preferred strategy in the RLDP	Included, but incorporated as part of wider Caldicot to Chepstow Desire Line proposal.
Severnside	Engagement	Desire link for connection to Crick ro Caerwent -upgrade	Included as secondary connection as north/south links priority to connect to services.
Severnside	Engagement	Desire line from Strategic Growth Option K to nearest road to access services and employment	Included (reliant on development)
Severnside	Engagement	Desire Line if growth is identified between Rogiet and Caldicot	Included (reliant on development)
Severnside	Engagement	Desire line for potential development	Included (reliant on development)
Severnside	Engagement	Development Rockfield Farm LDP	Included (reliant on development)
Severnside	Engagement	Development in existing LDP	Included (reliant on development)
Severnside	Engagement	Desire Line link to Penhow	Not included at this state due to limited propensity evidence and reliance on southern sections (e.g. link to rear of service station) to connect into wider network. Recommended to revisit at 3 year review.
Severnside	Engagement	The Ramp	Nearby alignment included to connect to school and trip attractors in Magor village as limited scope to improve link over network rail bridge at this location.

Severnside	Engagement	Magor to Redwick	Not included as unlikely to be deliverable to Active Travel standards due to reens adjacent to carriageway, however forms part of NCN4 so well used for recreational cycling (recommended to be passed onto relevant teams for possible resurfacing).
Severnside	Engagement	Magor to Llanmartin	Proposal within Newport City Council boundaries, though recommended that aspiration is forwarded to NCC colleagues for cross-border consideration.
Severnside	Engagement	Pennyfarthing Lane past School	Recommended for addition to provide improved mesh network density and connect to Undy Primary School
Severnside	Engagement	Sudbrook Road	Not included as limited scope for improvement from existing 20mph provision due to widths and adjacent railway. Links to destinations reliant upon provision of routes to/from Sudbrook as the priorities. Recommended to review at 3 year iteration dependent on progress of sections to connect.
Severnside	Engagement	Prince of Wales Bridge	Not added as unlikely to meet AT standards (potential leisure route)
Severnside	Engagement	Main Road through Undy and Magor	Recommended for inclusion as Primary route
Severnside	Engagement	Main Road through Undy and Magor	Recommended for inclusion as Primary route
Severnside	Engagement	Main Road through Undy and Magor	Recommended for inclusion as Primary route
Severnside	Engagement	Crick Rd Link to Caldicot	Nearby north-south alignment proposed to account for likely journey flows
Severnside	Engagement	Crick Rd	Direct proposal not included as nearby North-South alignment included along old railway line
Severnside	Engagement	Severn Tunnel Junction to Caldicot Train Station	Recommended for addition as alternative routing between Undy/Magor and Caldicot.
Severnside	Engagement	Dewstone Hill	Not included at this stage due to lack of propensity evidence.

Severnside	Engagement	Caerwent to Langstone	Included as longer term aspirational route in Newport (dependent on outcome of Newport's ATNM process)
Severnside	Engagement	Caerwent to Caldicot	Alignment included via nearest on-road routing in response to propensity flows and to connect Caerwent to nearest services and railway station.
Severnside	Engagement	Woodstock Way by School	Included as link to school (part of route primary to account for modelling flows)
Severnside	Consultation	The Ramp	Add for walking and cycling.
Severnside	Consultation	Church Road	Extend on INM to cross railway, cycling only.
Severnside	Consultation	MCC -S28A – amendments, part 1	MCC-S07B is in the wrong place and should be aligned as shown below and is part of Caldicot links. The route would then end on Symondscliff Way.
Severnside	Consultation	MCC -S28A – amendments, part 2	An additional route could then take in Pill Row, cut through into Moorlands View then Denny View. Then Lapwing Ave (possible land required, MCC owned? Social housing?) Then Blackbird Lane, Kestrel Close, short section on the bypass B4345 including link onto Primary school (existing) then onto Goldfinch Close.
Severnside	Consultation	Mitel Roundabout	Add route extending from the end of MCC-S20C to MCC-S28A.
Severnside	Consultation	Extension to MCC S28A-B	Extend route into Crick settlement to end at Crick Road outside Brooklyn Cottages. No need to audit.
Severnside	Consultation	MCC-SO3A Extension	Not included as outside of the designated locality.
Severnside	Consultation	Sandy Lane/Brockwell	Not appropriate as an AT route.
Severnside	Consultation	Moorlands view	Not appropriate as an AT route.
Severnside	Consultation	NCN4 as an alternative to A48	This would avoid the wrought section between ST junction and Undy and could connect to routes developed by NCC from Langstone. The A48 as it

			stands would not be recommended by Sustrans because of the speeds and volumes of traffic and would likely to be a critical fail as part of the audit for cycling.
Severnside	Consultation	Church Rd - Caldicot Moore to ST junction. NCN4	Can add as secondary cycling route, may be isolating, however.
Tintern	Engagement	Footpath along Tintern River	Not included as reliant on wider improvements to connect to key trip attractors, and unlikely to be able to generate enough propensity evidence for ATF funding. Nearby longer term alignment proposed to connect Chepstow with Monmouth (desire line).
Tintern	Engagement	Tintern to Tidenham tunnel	As above.
Trellech	Engagement	Main St Trellech	Not included as not part of AT designated settlement and lack of supporting propensity evidence.
Usk	Engagement	Link to connect College and County Hall to Usk Town	Included as secondary as would provide useful connection between County Hall/College and north/south alignments adjacent.
Usk	Engagement	Usk to Cricket Club via River Path	Included as secondary route.
Usk	Engagement	Usk to Llantrisant	Not recommended for addition at this stage due to lack of supporting propensity evidence and focus upon Primary and Secondary routes.
Usk	Engagement	Usk to Gwernesney	Not recommended for addition at this stage due to lack of supporting propensity evidence and focus upon Primary and Secondary routes.
Usk	Engagement	Llangibby access to River	Not recommended for addition at this stage due to lack of supporting propensity evidence and focus upon Primary and Secondary routes.
Usk	Engagement	Link to Cefn Lane	Not recommended for addition at this stage due to lack of supporting propensity evidence and focus upon Primary and Secondary routes.
Usk	Engagement	Extent to Garden Centre	Not included as dedicated connection, but incorporated into wider desire line to connect Usk with Newport county boundary (likely longer term)
Usk	Engagement	Llangybi to Tredunnoch	Not included due to lack of modal shift propensity evidence and reliance upon long term connection into nearest settlement (Usk)

Usk	Engagement	Little Mill to INM linking Usk	Included as route proposed via college and old rail line
Usk	Engagement	Usk to Llangybi	Included as part of longer term connection proposal to link between Usk and Newport.
Usk	Engagement	Old Market St	Proposed not included as primary or secondary flow, but would form part of the basic network
Usk	Engagement	Four Ash Four	Proposal included as link between Primary School (rear) and Town Centre
Usk	Consultation	Lady Hill to Castle Oak	Suggested by Welsh Government to increase mesh density. Should be possible on existing pavements and traffic levels on estate roads should be at cycle friendly levels.
Usk	Consultation	New/Old Market/Mill Street	Will need dropped kerbs in order to pass audit. Probably secondary route, adds mesh density and an alternative to main road through the town. Streets should be low enough traffic for cycling but parking is an issue.

C: Headline Information

Engagement Phase 2020

This phase of the consultation has successfully captured thousands of responses and hundreds of suggested routes. Additionally, over 500 comments on the strategic focus of Active Travel in Monmouthshire were received. All of these suggestions were independently assessed to produce a revised Active Travel Network Map for the 2021 statutory consultation.



2,713

electronic responses received



772 hours

was given by children, young people, adults and local businesses



370

routes were identified and used to create Monmouthshire's first draft of updated ATNM'S



93.9%

of responses were in support of the proposed strategic focus'

80%
of primary
age children



63%
of young
people

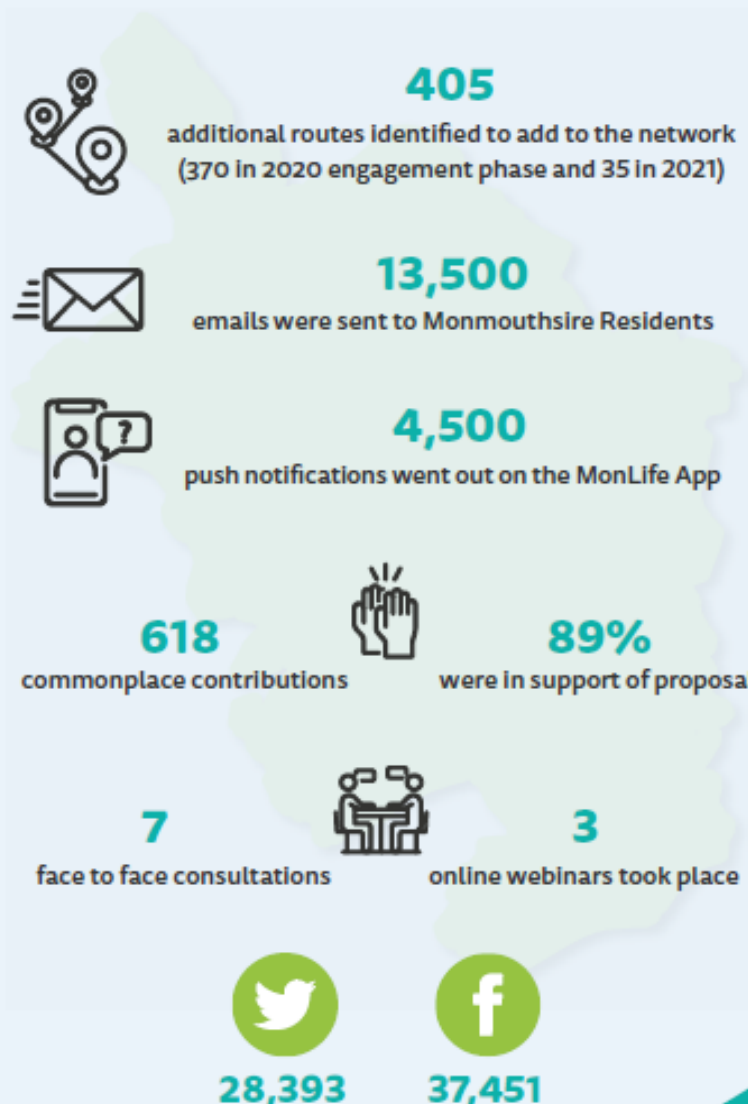


73%
of adults

**Wanted to Actively Travel
MORE ...**

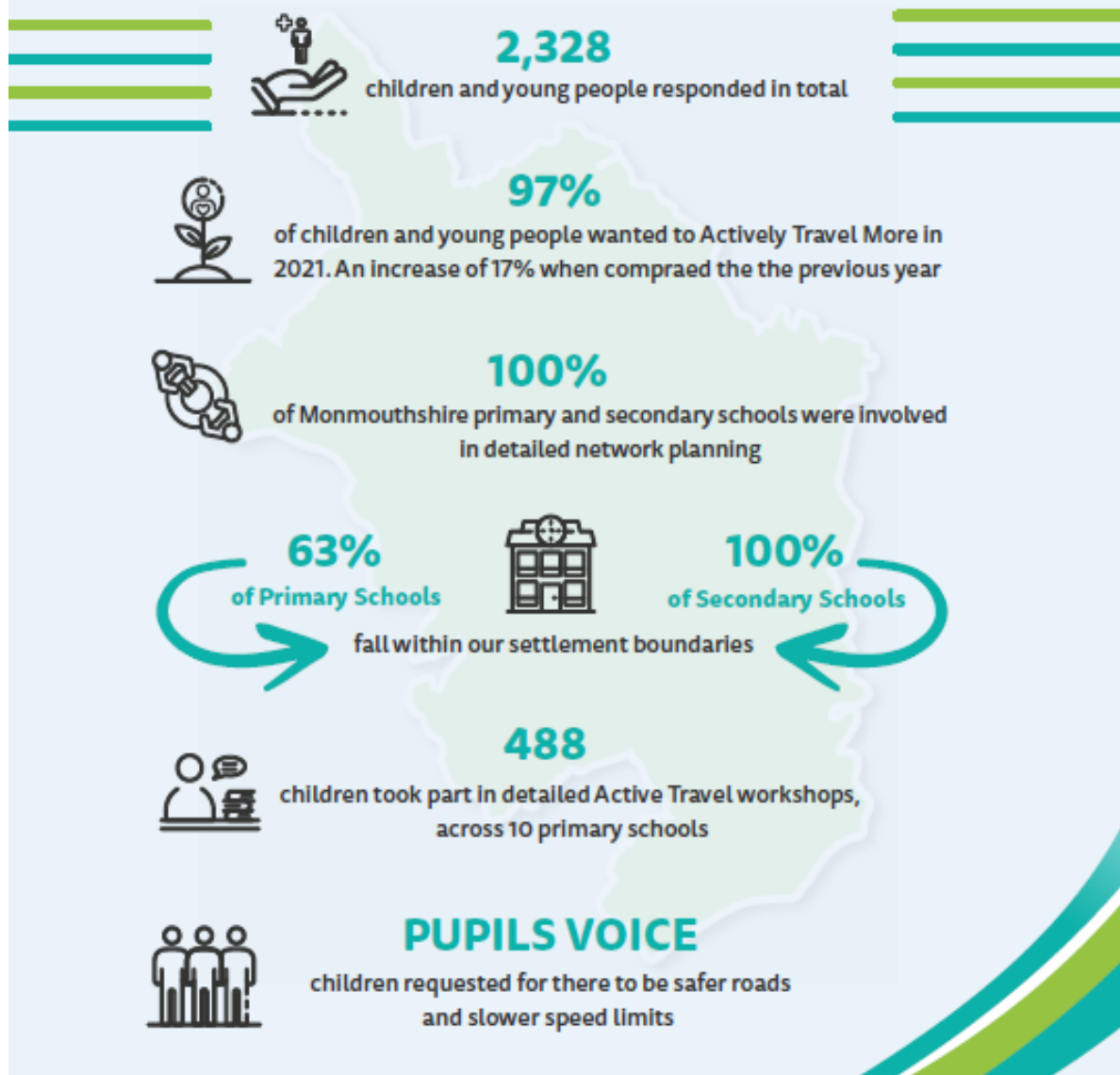
Final Statutory Consultation 2021

Throughout both the engagement phase and statutory consultation we have seen such a positive response from all ages, the data captured will help us inform future funding bids and enhancements to our network. Thank you to everyone involved in the process for taking the time to contribute and to help shape the future of Active Travel right across Monmouthshire.



Children and Young People Engagement 2020 & 2021

We wanted as many people involved as we could in order to better reflect the needs of the whole community. Therefore, we particularly wanted to encourage children and young people to share their own views so that their voices were heard, and so that they had a say in the development of their communities.



D: Key Terms Glossary

Key Term	Description
Active Travel	Active travel is a term used to describe walking and cycling for purposeful journeys.
Active Travel Network Maps (ATNMs)	Under the Active Travel Act, Local Authorities have a duty to map Existing and Future routes for walking and cycling within localities specified by Welsh Government.
Basic Network	A term used to describe all routes within an area available to walkers and/or cyclists.
Designated Localities/Towns	Built up areas defined by Welsh Government for which the mapping duty applies.
Existing Route	Refers to a route that has been audited against a set of Welsh Government specified criteria and deemed suitable for walking, cycling or both.
Future Route	Previously referred to as Integrated Network Routes (at 2017) and now referred to as 'Future Routes'. These refer to routes that either do not yet meet the threshold of the Welsh Government specified criteria, do not yet exist, or have not yet been audited.
Mesh Network Density	Welsh Government outline an aim for 'comprehensive' networks within the designated towns within 15 years. If a town is imagined as a grid, comprehensive is described by the Welsh Government as an Active Travel Standard route for every 250m (in addition to the Basic Network of available routes).

G: Proposed Final ATNM

Our updated ATNM's can be reviewed via this link: [Monmouthshire - Active Travel 2020](#)

And then clicking the top 2 checkboxes in the list on the left and removing the pre checked boxes.

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1. Introduction

Amendments to the emerging draft Active Travel delivery Guidance put an emphasis on the important role that consultation and engagement has in the development of Active Travel Network Maps.

The principles embedded within the guidance consider that Active Travel Networks developed with communities and by existing and future users, are more likely to be used and therefore the impact of any infrastructure delivered, in terms of modal shift, is likely to be greater. It states that engagement should take place at the earliest and should be an important part of the network planning process.

The guidance suggests a multi-phased approach to engagement, with the first opportunity being at route identification stage. The guidance states that in keeping with the validation of the ATNM preparation, a second opportunity for engagement should take place following completion of the outline design to provide stakeholders a further opportunity to refine the scheme design. For ATNM's developed under the Active Travel Act, there should be a 12 week public consultation.

Being determined to deliver a rigorous and meaningful engagement process and going beyond minimum requirements of the emerging design guidance, Monmouthshire County Council began delivery of engagement early August 2020.

To date over 2,700 people within Monmouthshire were being engaged:

- 38 of 38 Primary Schools were engaged and a total of 1,238 Primary School pupils,
- 7 out of 9 schools in Secondary Education and a total of 602 Secondary School pupils,
- 825 Adults across Monmouthshire County,
- 20 Businesses,
- and 29 people engaged through the Learners Assistant support survey.

Across the 7 Active Travel settlements, the following numbers of people were being engaged (respondents from *all* stakeholder groups):

- Abergavenny: 328 individuals (15% of all respondents)
- Caldicot: 513 (23%)
- Chepstow: 397 (18%)
- Gilwern: 36 (2%)
- Magor and Undy: 243 (10%)
- Monmouth: 502 (22%)

— Usk: 234 (10%)

This engagement will continue throughout the stages of the ATNM development process, with network validation beginning in the New Year.

Methodology

This chapter provides detail of the initial phase of public consultation and stakeholder engagement for the development of the Monmouthshire County Council ATNM.

Once data collected during this initial engagement process has been fully incorporated and reflected within the emerging network plan, an initial draft ATNM will be developed for further stakeholder comment. It is envisaged that an informal validation process allowing stakeholders to comment and refine the scheme, prior to the formal 12 week consultation, will begin in the New Year.

The following paragraphs outline a summary of the different engagement exercises as well as the findings of the surveys in the first stage of the ATNM consultation for the future Active Travel provision of Monmouthshire County Borough's Council.

ATNM Consultation and Engagement – Phase I

Phase I of the ATNM engagement and consultation process ran from the 1st April to the 31st October 2020 for seven months:

- Initial pre-engagement with key stakeholders, both in internal and external to MCC, started in April 2020.
- Cabinet approval of the strategic focus and of the phase I engagement plan took place on 27th May.
- Followed by a three month public engagement phase and digital consultation from 1th August to 31st October.

For an accessible, broad and meaningful engagement of the public on network planning and scheme design, a variety of engagement exercises were offered:

- **4 different online surveys**, which were live for 12 weeks from 1st August to 31st October 2020. Copies of the surveys can be found in the Appendix. They were specifically targeted at:
 - Primary Education
 - Secondary Education
 - Adults
 - Businesses
- **Webinars** on the ATNM consultation process and ways to engage digitally, with one session offered per settlement (Abergavenny, Caldicot, Chepstow, Gilwern, Magor and Undy, Monmouth, Usk).

- **Drop-in sessions** for face to face consultation, offered in all 7 areas (Abergavenny, Caldicot, Chepstow, Gilwern, Magor and Undy, Monmouth, Usk)
- **Phone calls**, offered individually as an alternative to the drop-in sessions.

2. Strategy

To ensure a wide impact of the overall consultation a variety of local authority departments and internal stakeholders were involved in the initial planning of the consultation process as well as the more detailed individual engagement activities:

Table 1: MCC departments involved and input to initial planning

Service area	Involvement
Planning Policy, Highways, Transport Policy, Special Projects; countryside,	<ul style="list-style-type: none"> • Assessing the project plan • Assessing and agreeing the strategic focus • Agreeing INMs • Distribution list
Sports development, youth service, Healthy Schools network.	<ul style="list-style-type: none"> • Assisting with questionnaire
Enterprise Team, Partnerships	<ul style="list-style-type: none"> • Providing details and contacts of consultees
Equalities Officers	<ul style="list-style-type: none"> • Providing details and contacts of consultees
Sustainability Policy	<ul style="list-style-type: none"> • Agreeing circulation • Questionnaires# • distribution


The departments listed above were involved in creating a stakeholder list, covering all audiences required by the Welsh Government Active Travel Delivery Guidance (Sections 6.1.6 -6.1.9). In line with expectations of the emerging guidance, groups and spoke persons for children and young people, seldom heard groups, groups with protected characteristics, people who do not travel actively now, as well as key stakeholders, delivery partners, wider public and all persons that had requested to be consulted, have been target stakeholders

In order to reach as many people as possible, multipliers such as major employers, hospitals and all schools were reached out to from the very beginning. A complete list of stakeholders can be found in appendix.

All information on the nature and scope of the consultation process, on methodology, time scales, the different surveys and expected outputs, as well as options for individuals to get

involved and voice their opinions, was made accessible through the MCC Active Travel web pages: <https://www.monmouthshire.gov.uk/monmouthshire-active-travel/>

This also provides general information and promotion for Active Travel within Monmouthshire, as well as signposting additional services linked to Active Travel.



Monmouthshire County Council

ACTIVE TRAVEL CONSULTATION

Image courtesy of Sustrans

What are we trying to achieve in the consultation during 1st August – 31st October 2020

- Identify new routes that need to improve to get more people to walk & cycle more and not use their car to get to a destination. These routes will then be put on Maps referred to as [Integrated Network Maps \(INMs\)](#)
- Agreement on the future [strategic focus](#) for Active Travel routes and facilities
- Agree those routes that already meet an agreed standard for walking and cycling – these are called [Existing Route Maps \(ERMs\)](#).
- Greater Visibility and participation on the Active Travel agenda
- Greater intelligence on stakeholder modal travel
- Identify any policy issues that require consideration and make links to key initiatives and strategies such as the Local Development Plan.

How can you help shape the future of Active Travel (walking and cycling)

We are keen for your views. Within the consultation period there are a number of ways that you can participate and let us know where you think improvements need to be made to encourage more walking and cycling. Please see below options for how to get involved.

Equality and Accessibility

All communication and consultation material (such as the website, surveys, webinars) were offered in both languages, English and Welsh, in line with the MCC Welsh Language Policy.

To make the consultation accessible for all people, regardless their abilities or level of knowledge, the survey was offered in an Easy Read/ Learners Support Assistant version through the main website.

For additional audiences who do not wish to engage online face to face meetings / drop-in sessions in all 7 Active Travel settlements were offered.

The Royal Institute for the Blind, Guide Dogs Cymru and the Welsh Council for the Blind were consulted with on several occasions to provide opportunities for visually impaired people to give their feedback.

An Equality Impact Assessment was also completed before the consultation process began.

How was the engagement delivered?

Online Surveys

Core to the initial phase was a 13-week online engagement and consultation process. A combination of 4 different surveys, targeted specifically at Primary Education, Secondary Education, general public and businesses, as an opportunity to give feedback on the existing network at the earliest stage, in line with Chapter 6.1.2 of the Welsh Government Active Travel Guidance. The surveys were accessible through the MCC Active Travel website (shown above) and were handed out as paper copies on request.

The surveys were aimed at getting feedback on the existing routes and helping to identify where improvements and new routes are needed. Further, they were targeted at raising awareness around Active Travel in general and to find out about people's travel behaviour.

Face-to-Face Meetings/Drop-in Sessions

These sessions, for which participants had to register in advance, saw 27 registrations across 7 sessions. 3 were delivered prior to tighter COVID-19 restrictions coming into place.

Community Engagement Webinars

Webinars were offered for each of the 7 designated areas in August 2020 to provide guidance for the digital consultation. One session was offered per settlement and was scheduled to take place via Microsoft Teams. No attendees registered, but as the purpose was to focus on how to navigate the digital consultation, the uptake suggests the process for those wishing to engage online was clear.

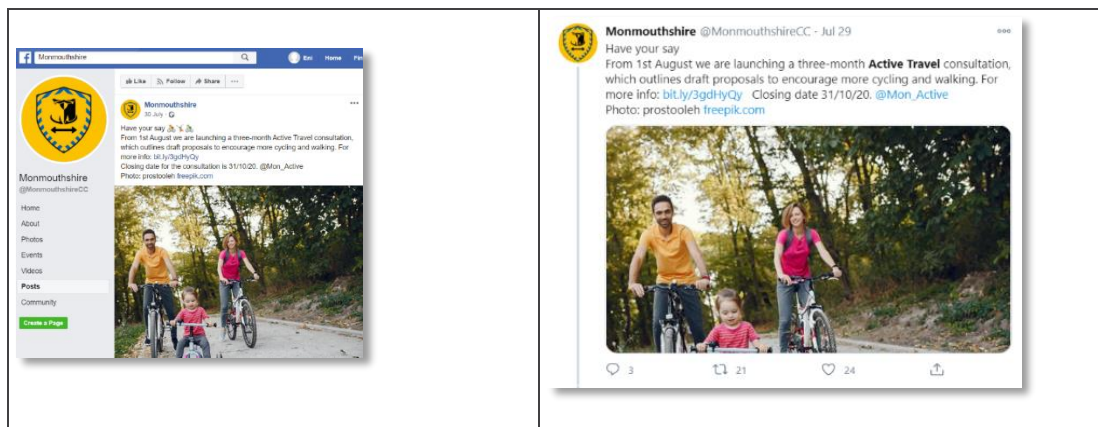
Phone calls (requested by people)

As an alternative to the drop-in sessions that had to be cancelled due to Covid-19 restrictions, follow up phone calls were offered individually.

How was the consultation publicised?

Social media campaigns:

The consultation was also publicised via MCC social media channels, including a Facebook post reaching potentially 13,600 followers, and a post on Twitter to potentially 17,600 followers (which was retweeted a number of times increasing this potential audience).



Posters:

Posters were delivered to Post Offices, Community Centres and Leisure Centres. Posters were also erected in locations throughout the designated settlements.

Press Release:

A Press release was distributed through social media channels, MonLife channels, local press and regional press, for example, via the Monmouthshire Beacon.



Existing MCC Relationships

Existing relationships between MCC and staff at the schools within the county were utilised to help promote the consultations, particularly the Primary and Secondary specific surveys. MCC's Youth Equality Officer also assisted in administering the Learner Support Surveys.

Direct Contact

Members of Leisure Centres were contacted with details of the consultation. MCC also directly contacted a number of businesses in the county, as well as Chambers of Commerce within the designated settlements.

An identified stakeholder list were also sent details of the consultation via e-mail, with literature also available on request. This included persons/groups who had previously asked to be notified of the consultation.

A full consultation list can be found in appendix.

3. Survey results

This section first gives an overview of aggregated survey results across the county. The following sections will consider these results against specific settlements.

3.1 Aggregated Survey Results

The first stage of public consultation has received broad feedback and has seen a large number of participants, especially from Primary and also Secondary Schools.

In total, 2,713 responses to the 4 online surveys were received during the 13-weeks period the surveys were open to the public.

Table 2: Total Survey Responses

Survey Type	Responses
Primary Education Survey	1,238
Secondary Education Survey	601
Adults Survey	825
Businesses Survey	20
Easy Read Survey	29
Total	2,713

Participation varies between the different settlements as can be seen on the map below (Fig 1), suggesting areas that could be targeted in a more focussed way during the next phase of engagement.

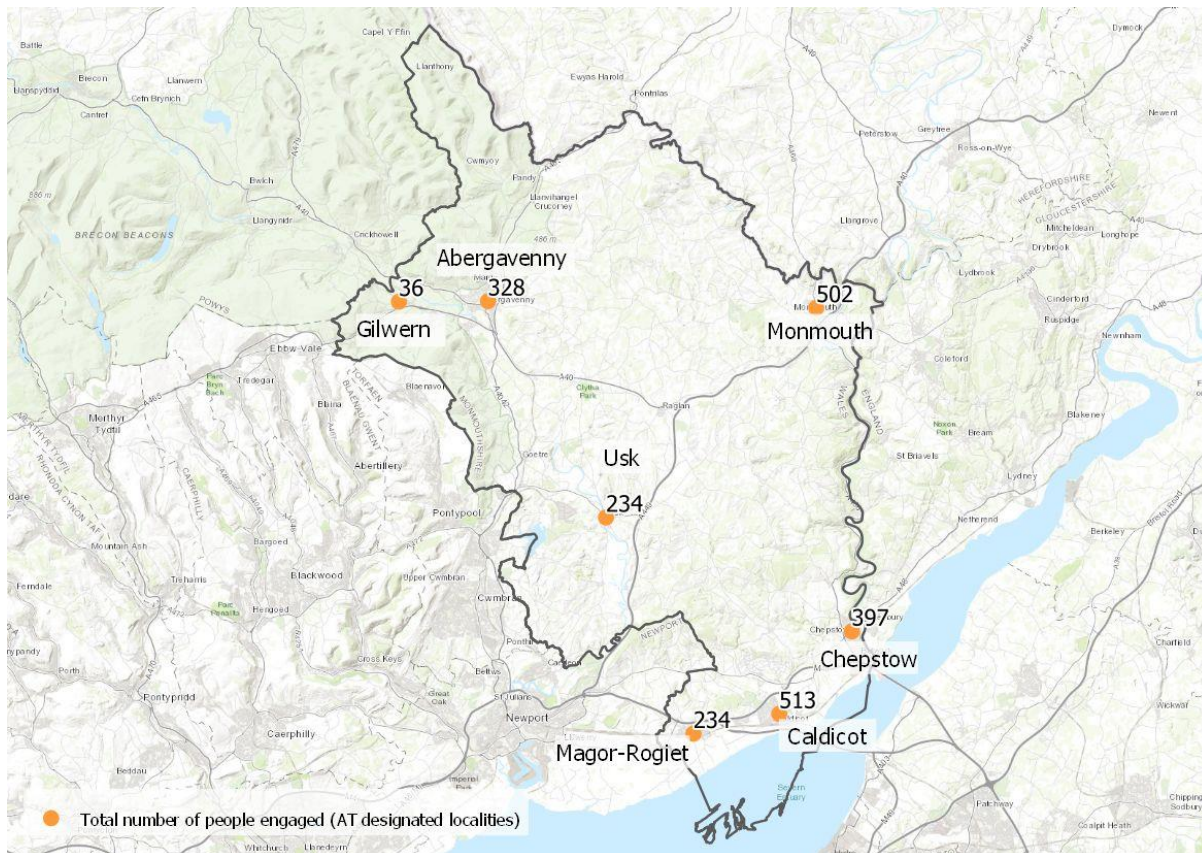


Figure 1: Total numbers of participants in all 7 designated settlements (excl. people engaged outside settlements).

The chart below is based on postcode data (i.e. adults and business survey data combined, excluding schools) and highlights the proportions of participation from the different settlements. The highest level of engagement with 20% was reached in Monmouth, followed by Magor-Rogiet (17%) and Caldicot (14%), Abergavenny (11%) and Chepstow (7%). Both, Usk (6%) and Gilwern (3%), show a low proportion of respondents but both settlement are relatively small compared to the others. 22% “other” indicate respondents who do not live directly in a designated settlement.

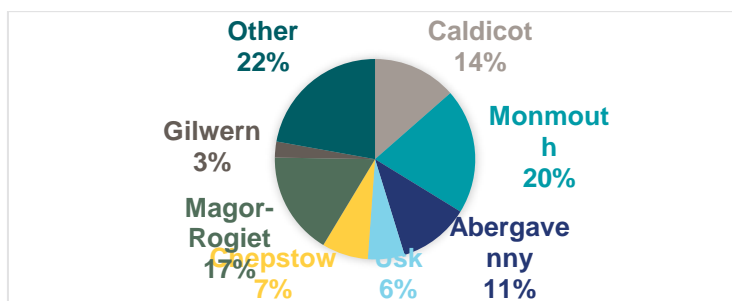


Figure 2: Proportions of respondents across different settlements (based on postcode data for adults and businesses).

The following heat maps give an overview of the areas and locations that were commented on the most and gives an indication where the biggest issues around Active Travel are perceived on the current walking and cycling network.

The responses were grouped in 5 different sizes, with the largest circle showing more than 31 and up to 112 comments, the smallest circle indicating up to 2 comments.

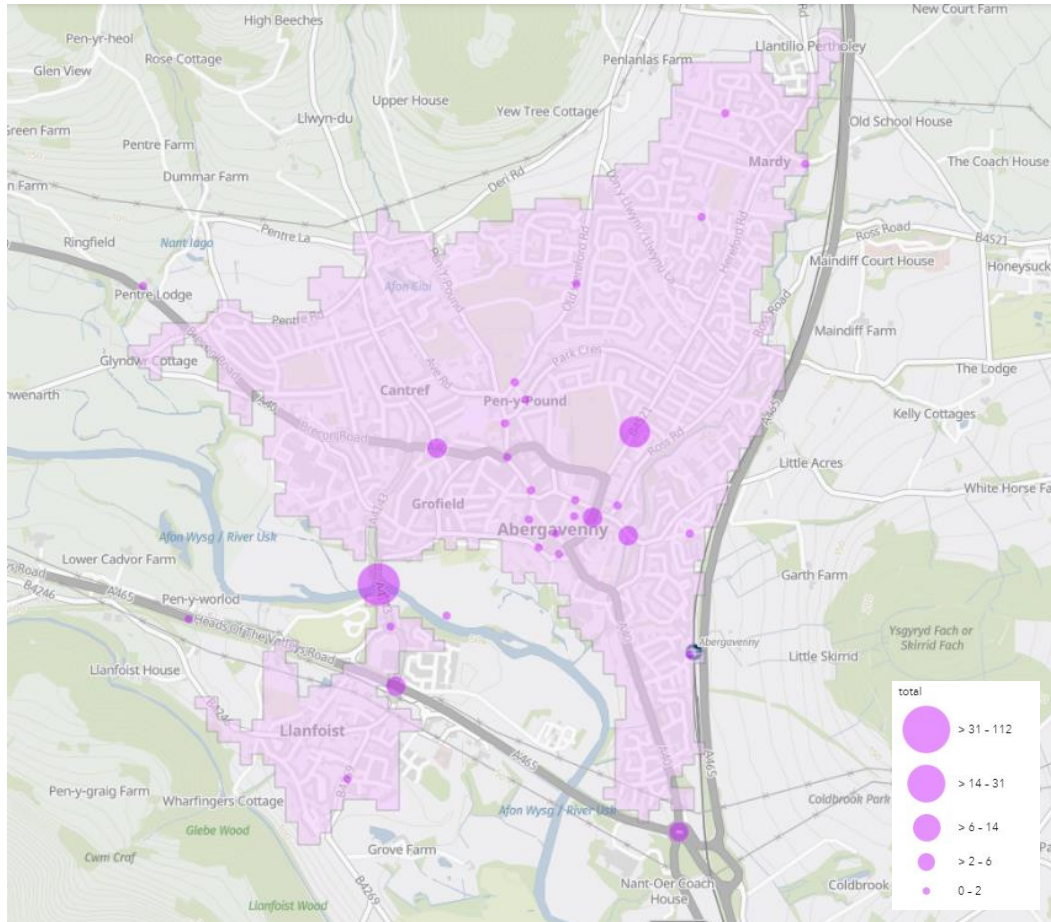


Figure 3: Heat map, Number of Survey responses in Abergavenny

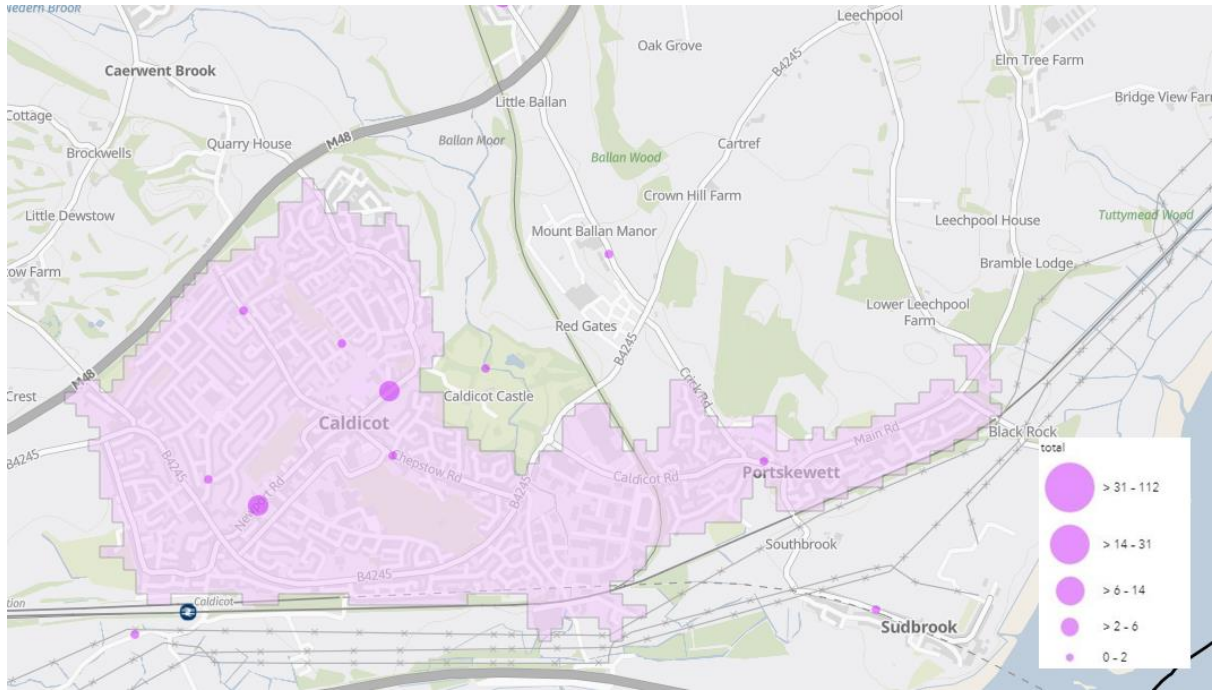


Figure 4: Heat map: Number of Survey Responses Caldicot

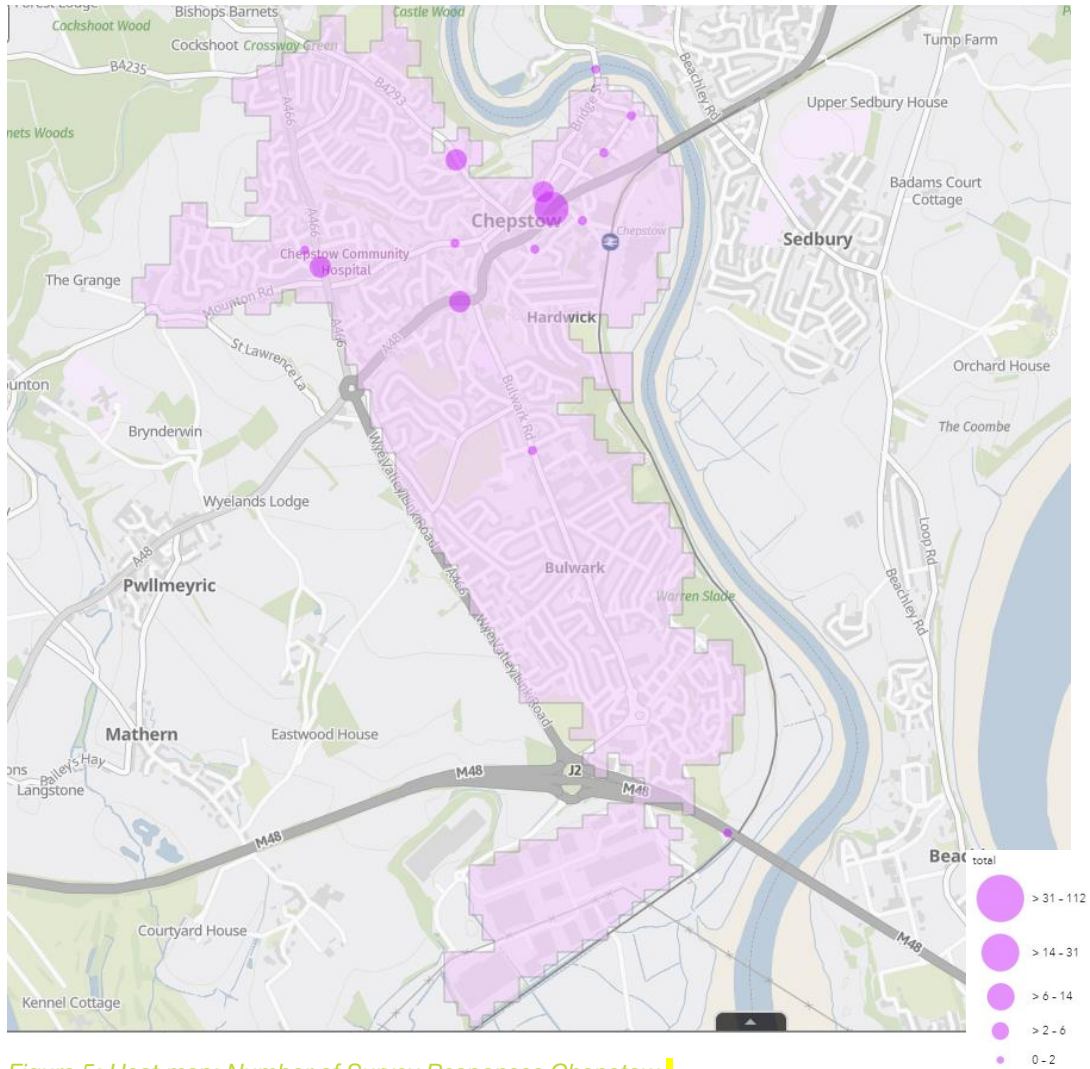


Figure 5: Heat map: Number of Survey Responses Chepstow.

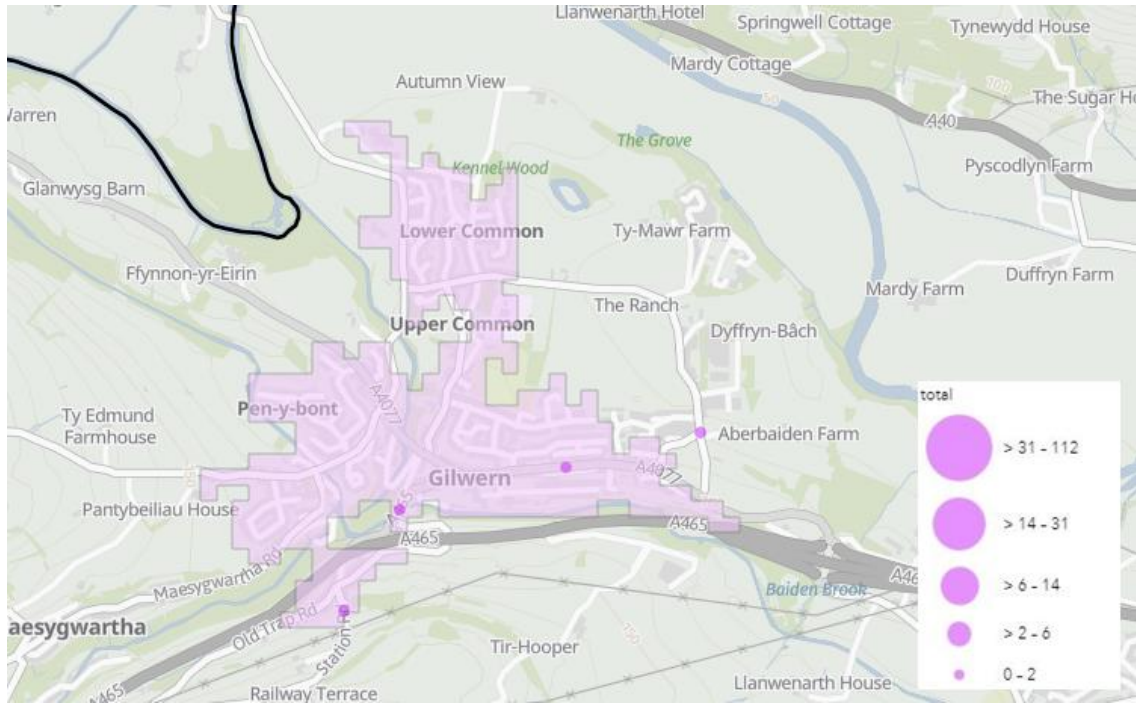


Figure 6: Heat map: Number of Survey Responses Gilwern

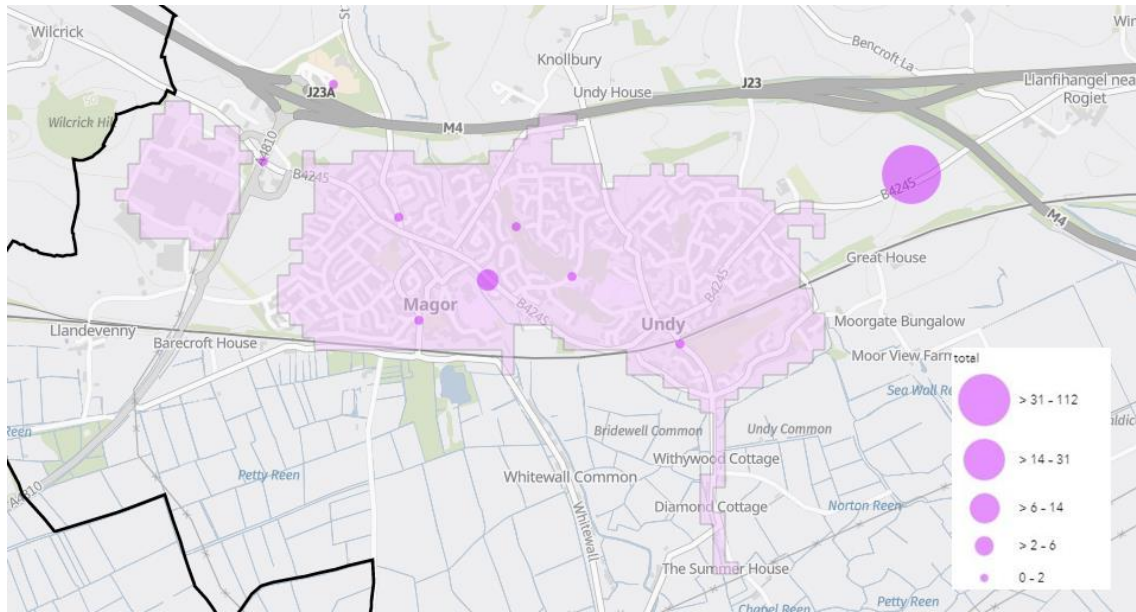


Figure 7: Heat map: Number of Survey Responses Magor-Rogiet

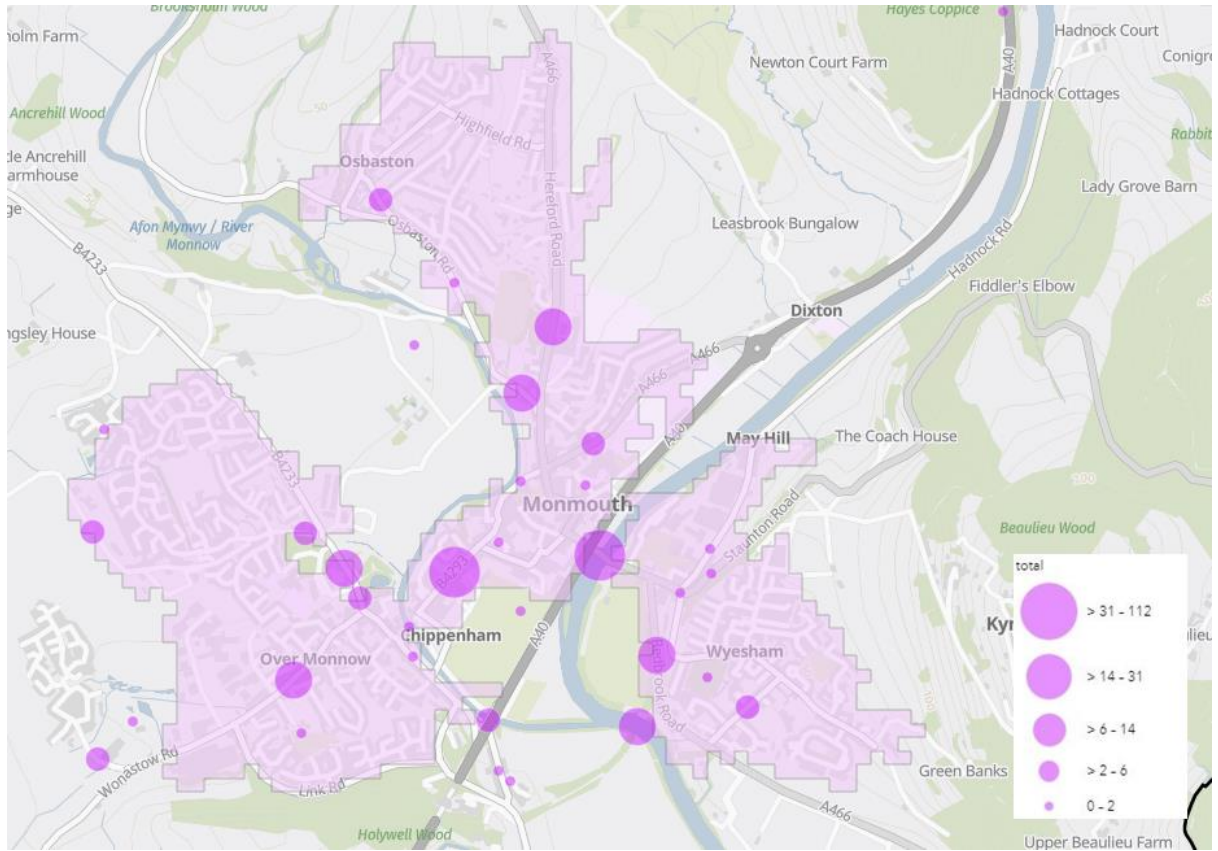


Figure 8: Heat map: Number of Survey Responses Monmouth

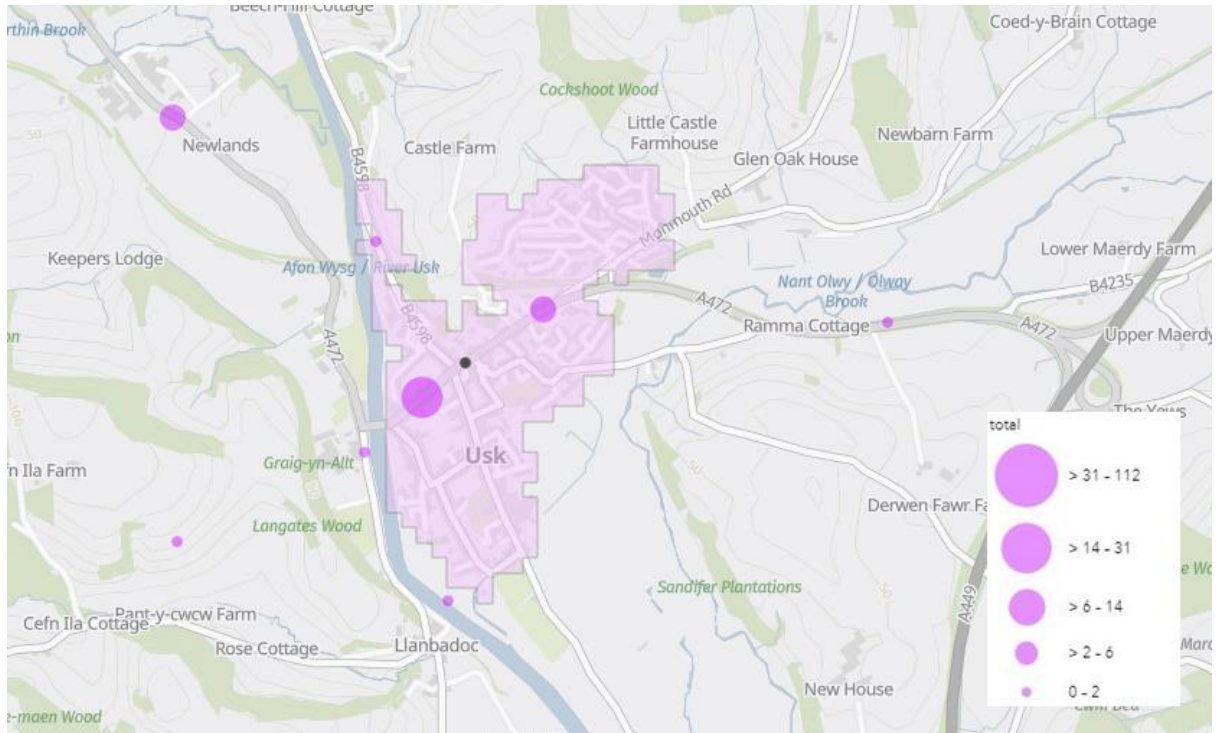


Figure 9: Heat map: Number of Survey Responses Usk

Schools

The survey has received very good feedback from both, Primary and Secondary schools. The heat map below shows the locations of all schools that engaged in the process, with a total of 30 Primary Schools and 7 Secondary Schools. Each circle indicate a look location, the bigger the size of the circle the more individual pupils were engaged.

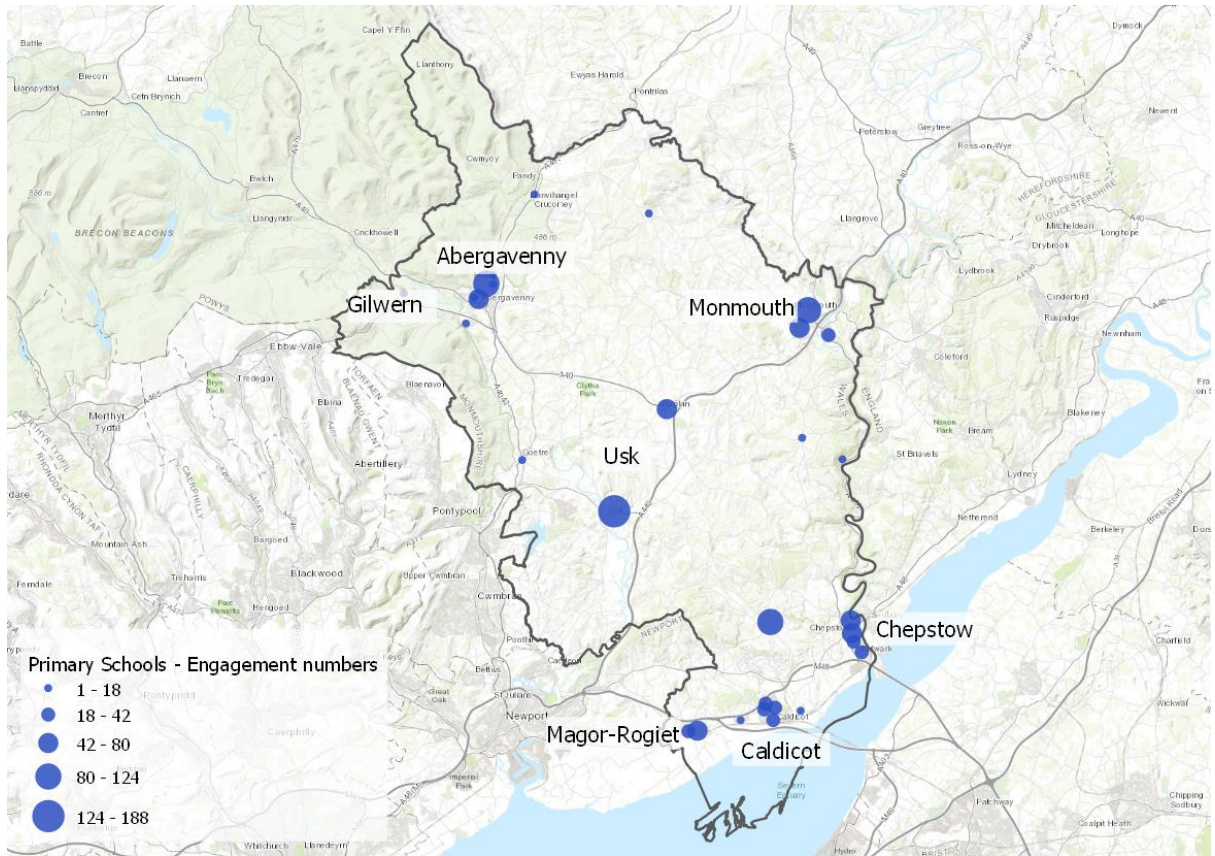


Figure 10: Heat map: Numbers of pupils engaged in Primary Schools across Monmouthshire

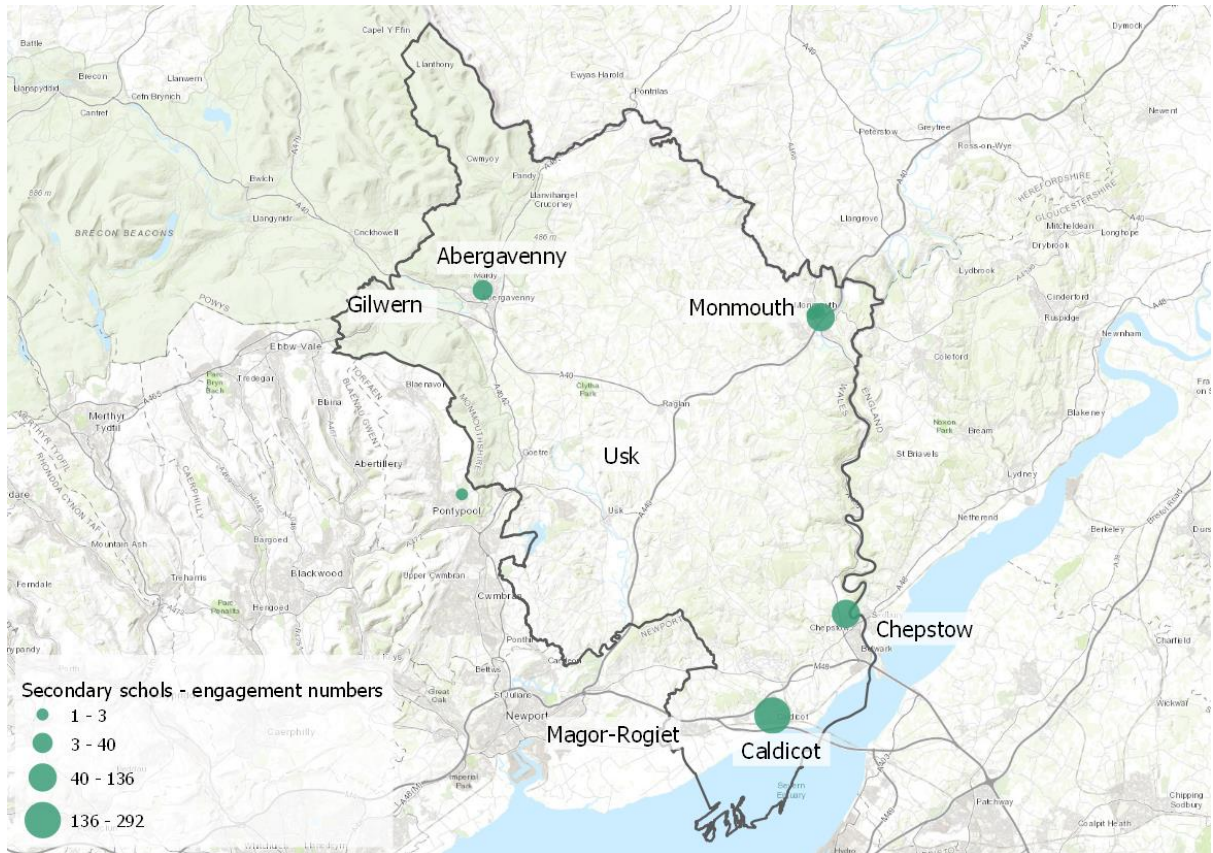


Figure 11: Heat map: Numbers of pupils engaged in Secondary Schools across Monmouthshire

Demography

The 4 surveys showed different questions for each target group, e.g. the surveys for adults and businesses were asking more detailed about specific locations that need improvements, the survey for Primary Education was kept shorter and did not ask about specific locations. All surveys contained the same questions regarding age, gender, disability and current mode of travel to school or work which are summarised below.

Gender

Aggregated data shows a participation level of 57% for women and 42% men. 1% of people who preferred not to say or indicated “other”. In total numbers, these were 1522 women, compared to 1141 men, 24 preferred not to say and 6 participants for “other”.

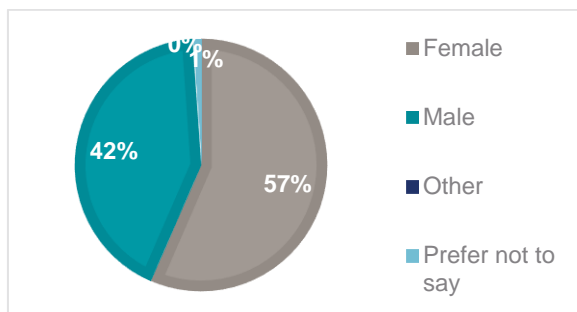


Figure 12: Q1: Are you a male/ female/ other/ prefer not to say?

Age

The success of the engagement with schools has resulted in particularly high numbers between the 4 to 16 year old cohorts. Lower number of the 16 to 34 year old cohorts might indicate some more targeted engagement during forthcoming engagement,

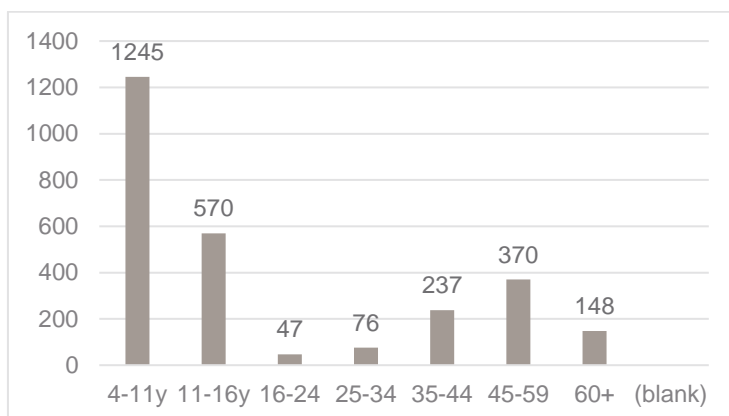


Figure 13: Age groups and total numbers of participants.

Disability

The surveys have seen a good response rate for the question whether participants consider themselves to have a disability. 181 people (7%) of all participants answered yes, compared to 93% or a total of 2512 participant who do not consider themselves to have a disability.

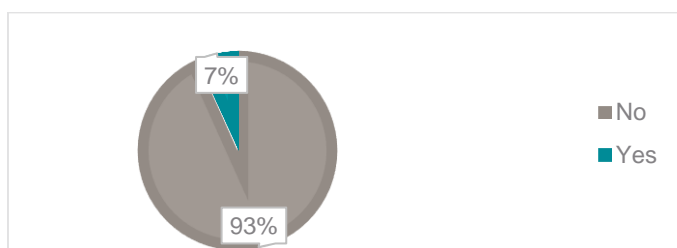


Figure 14: Figure 6: Do you consider yourself to have a disability?

Mode of Travel

All participants were asked the question, “In the main: How do you currently travel to work?” or, in the case of Primary and Secondary School children: “For most of the time – how do you travel to school?”.

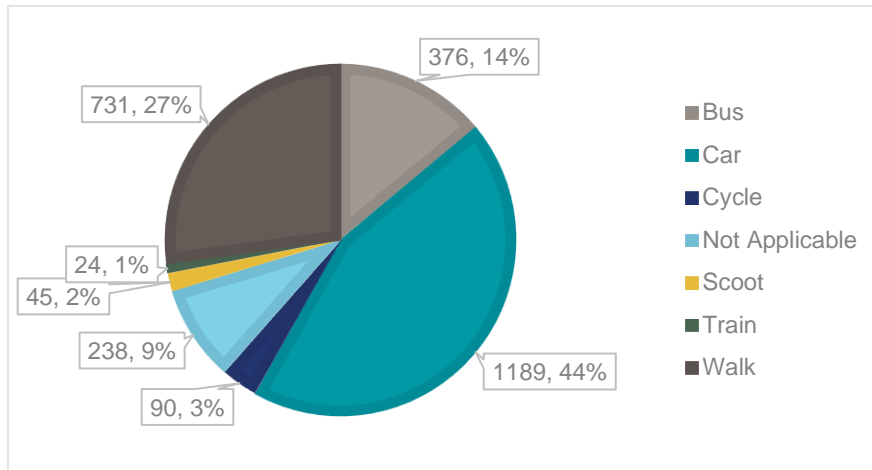


Figure 15: How do you currently travel to work/school? (Total numbers and percentage, all groups combined).

In MCC, the most common method to travel on everyday journeys is by car, which represents 44% of all journeys to school or work. 15% of participants choose to travel by public transport, 14% by bus and 1% by train. It should be noted, that the majority of bus journeys are taken by Secondary School pupils and only a small percentage by adults on their way to work. Please see section 3.3. Secondary Education Survey: Travel Mode).

32% of total journeys amongst children and adults are travelled actively, made by foot, cycle or scooter. A noticeable factor is the relatively small proportion of journeys made by bicycle, which represents only 3% of the total journeys, compared to 27% of journeys made by foot. The low percentage of cyclists can mostly be explained through the lack of safe cycling infrastructure and that most people do not feel safe when cycling. But these numbers will be discussed in more detail in the following sections for the individual user groups.

Prioritisation Matrix

The Active Travel Guidance requires that future routes identified on an ATNM, are listed in terms of priority. In order to support the prioritisation of routes, Monmouthshire County Council have developed a matrix that considers routes in terms of distance and destination type. for the objective of the matrix is to ensure priority is given to routes that will support everyday journeys, particularly those that are less than 2.5 miles or around 10-15 minutes, as required by the Active Travel Act. Additional factors, including deliverability, acceptability

and potential future schemes are also considered in the prioritisation of routes considered at the 2020/1 iteration.

Table 3: Strategic Priorities for Monmouthshire

Priority	Length of Route	Destination Points				Other Destinations e.g. Local Chemist
		Schools	Key Employment Sites	Bus/Train Stations	Leisure/Tourism Facilities	
High Walking & Cycling	Under 2.5 miles	✓	✓	✓		
High to Medium Walking & Cycling	Between 2.5 - 5 miles	✓	✓	✓		
Medium Walking & Cycling	Under 2.5 miles				✓	✓
Medium to Low Walking & Cycling	Between 2.5 - 5 miles				✓	✓

In the consultation exercise, adult and businesses were asked their opinions on the suggested strategic focus for Active Travel in Monmouthshire, to get feedback for the early draft network on which routes to prioritise.

The results show a broad approval of the strategic focus with 94% or a total of 771 respondents in full (55%/ 423 respondents) or partial agreement (39%/299 respondents).

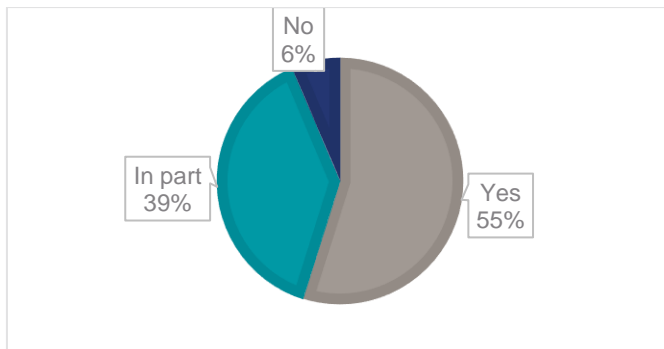


Figure 16:Q39: In order to prioritise funding for Active Travel do you agree with the priorities as set out in the MCC strategic focus?”, Results of Adults Survey and Business Survey combined.

The following maps for all designated settlements indicate the areas and locations where people are in agreement or disagreement with the strategic priorities. The maps only show the combined results of the surveys for adults and businesses, the question did not form part of the surveys for Primary or Secondary Education.

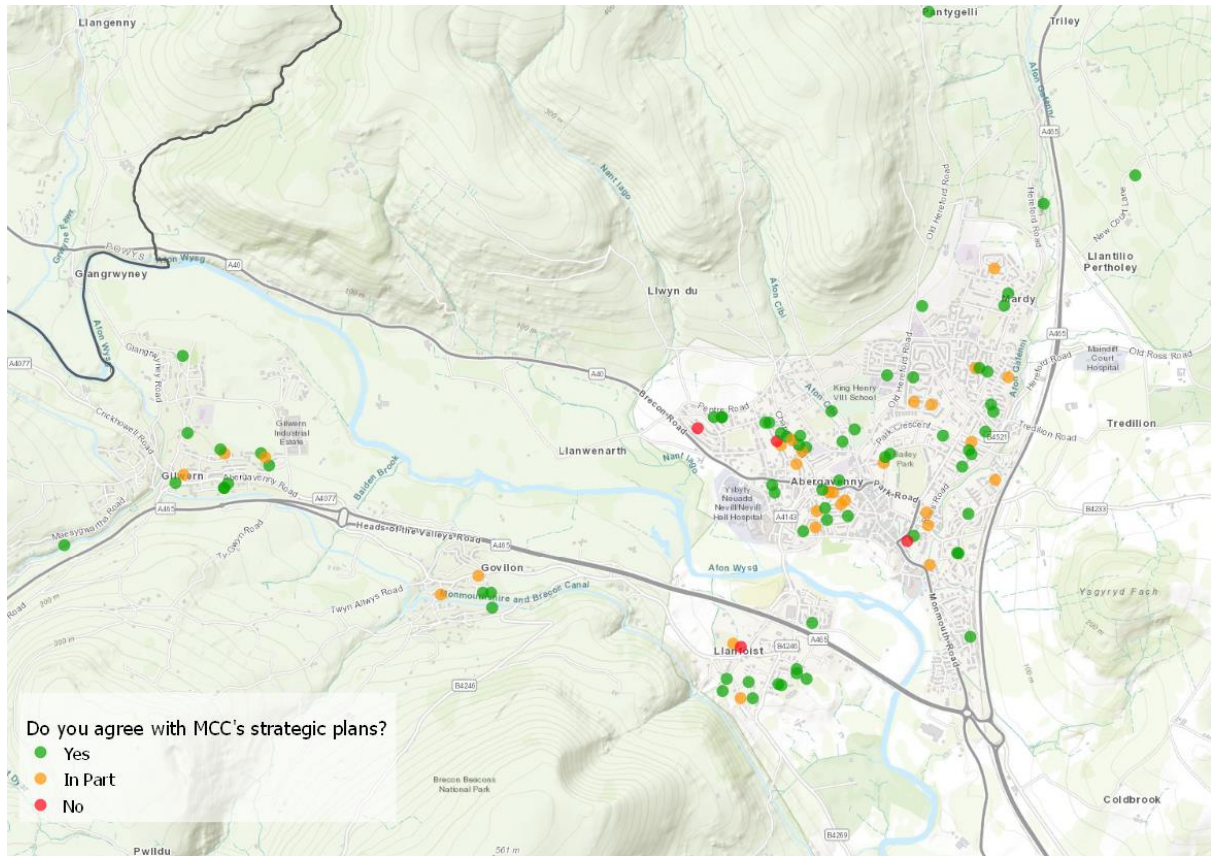


Figure 17: Q39: Do you agree with the priorities as set out in the MCC strategic focus?", Results of Adults Survey and Business Survey combined for Abergavenny and Gilwern.

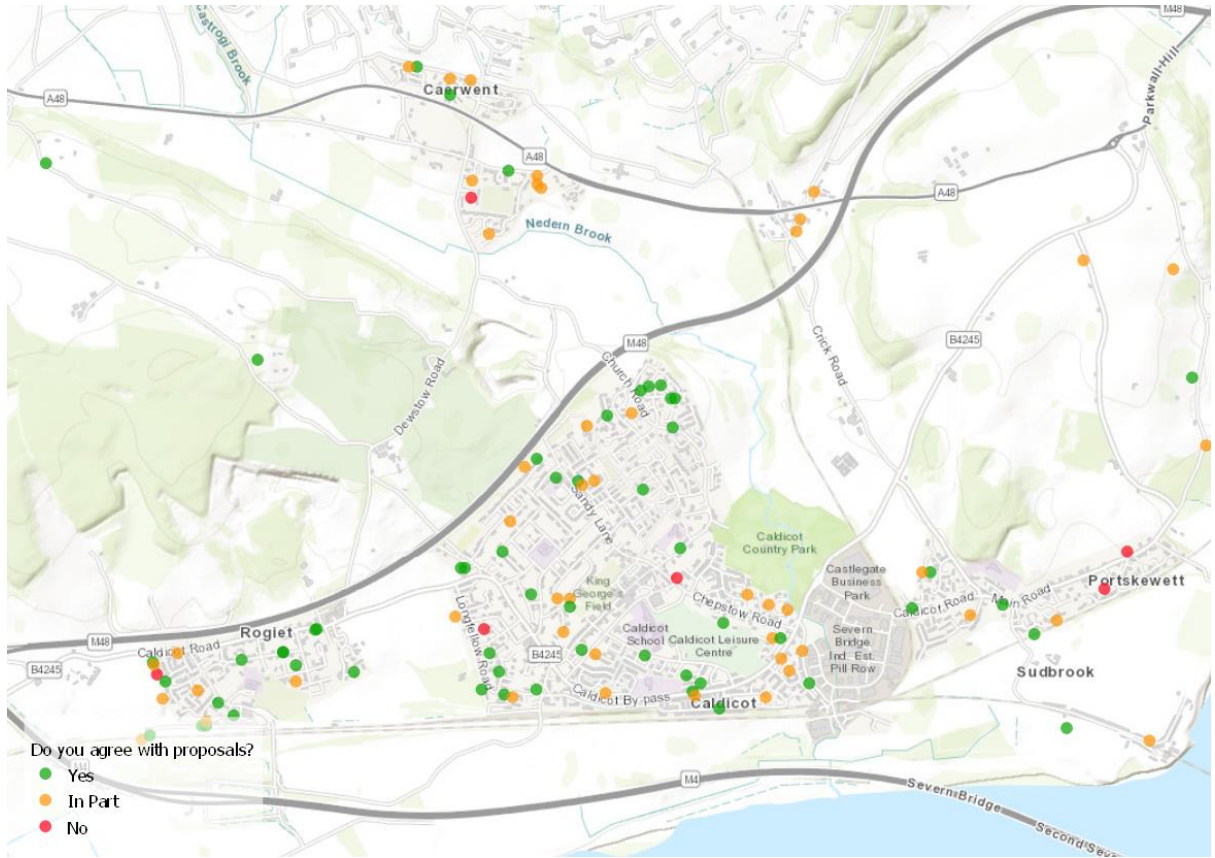


Figure 18: Q39: Do you agree with the priorities as set out in the MCC strategic focus?", Results of Adults Survey and Business Survey combined for Caldicot.

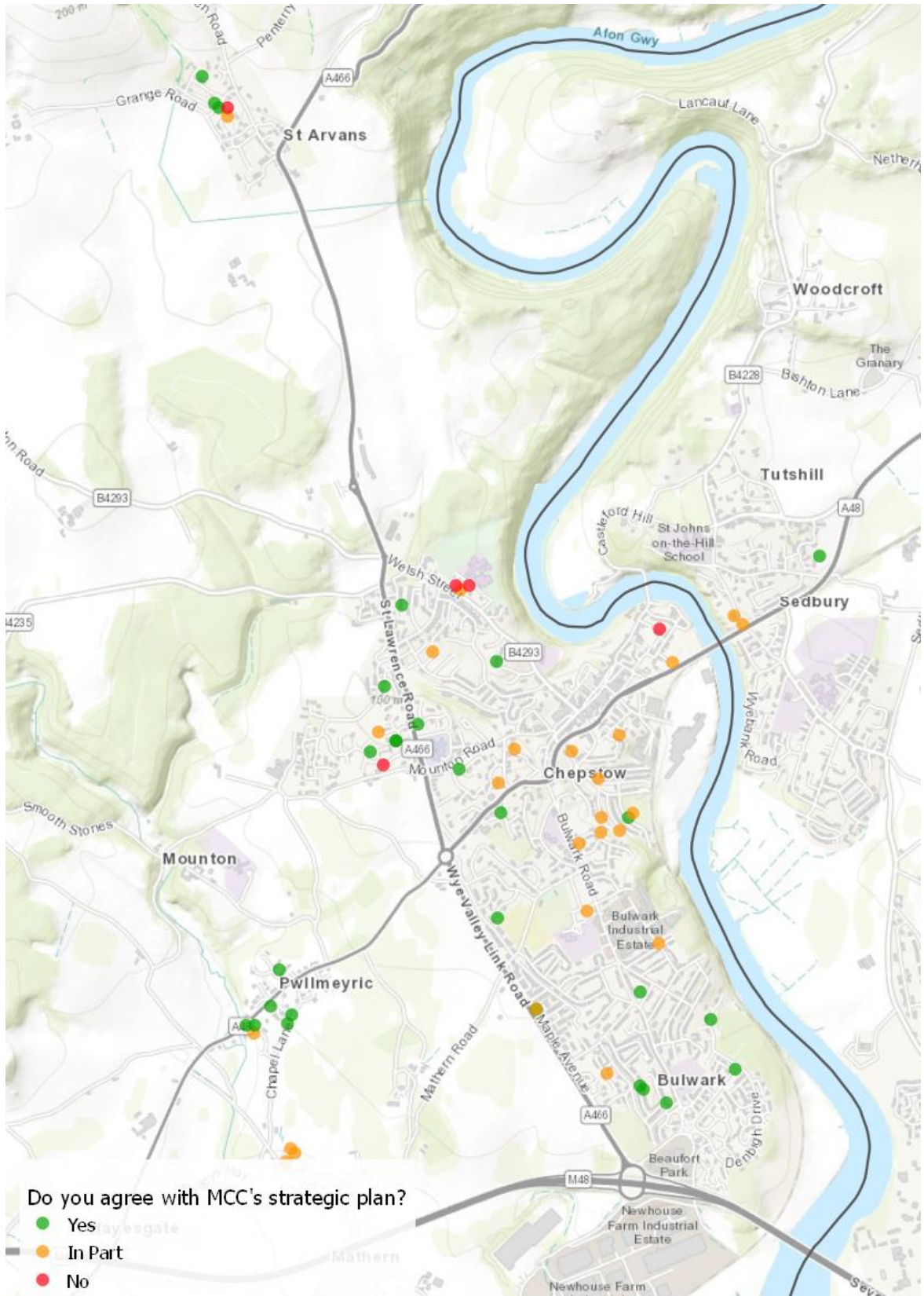


Figure 21: Q39: Do you agree with the priorities as set out in the MCC strategic focus?, Results of Adults Survey and Business Survey combined for Chepstow.

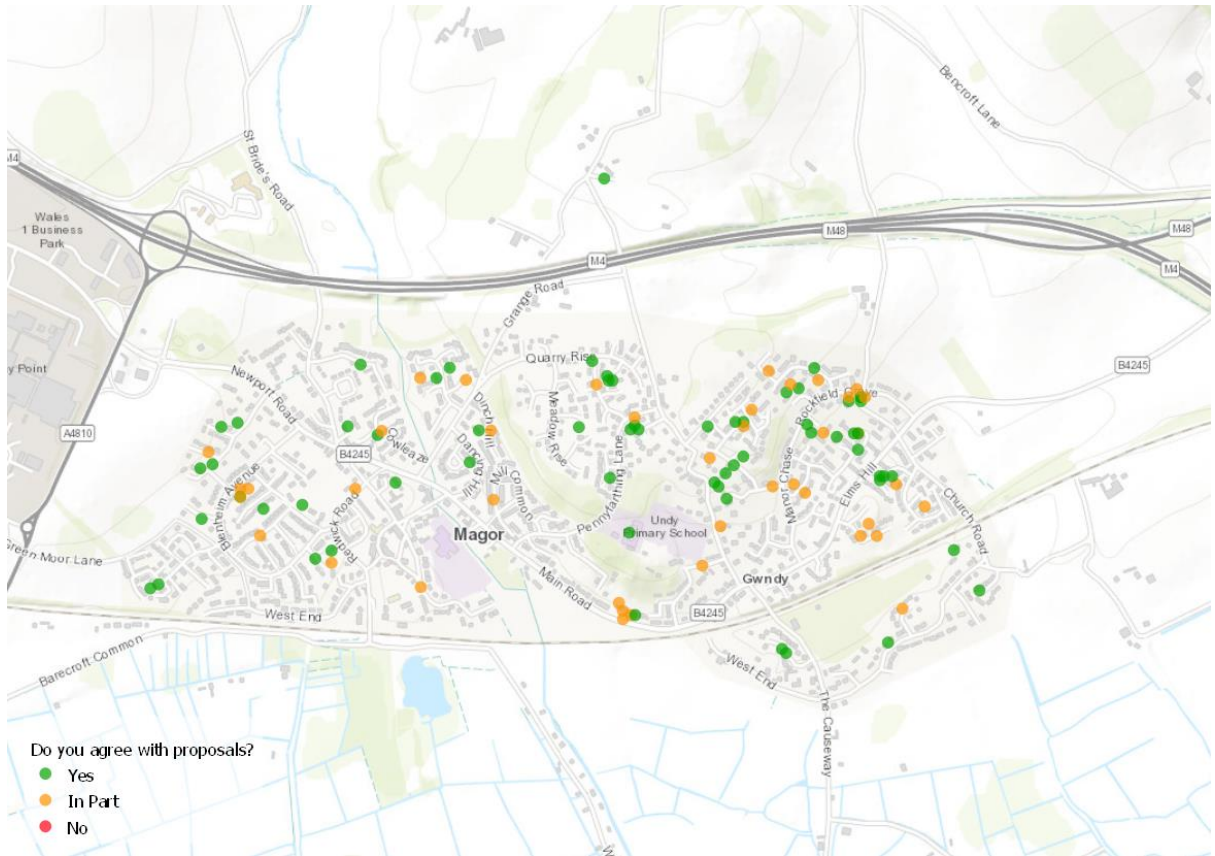


Figure 22: Q39: Do you agree with the priorities as set out in the MCC strategic focus?", Results of Adults Survey and Business Survey combined for Magor-Rogiet.

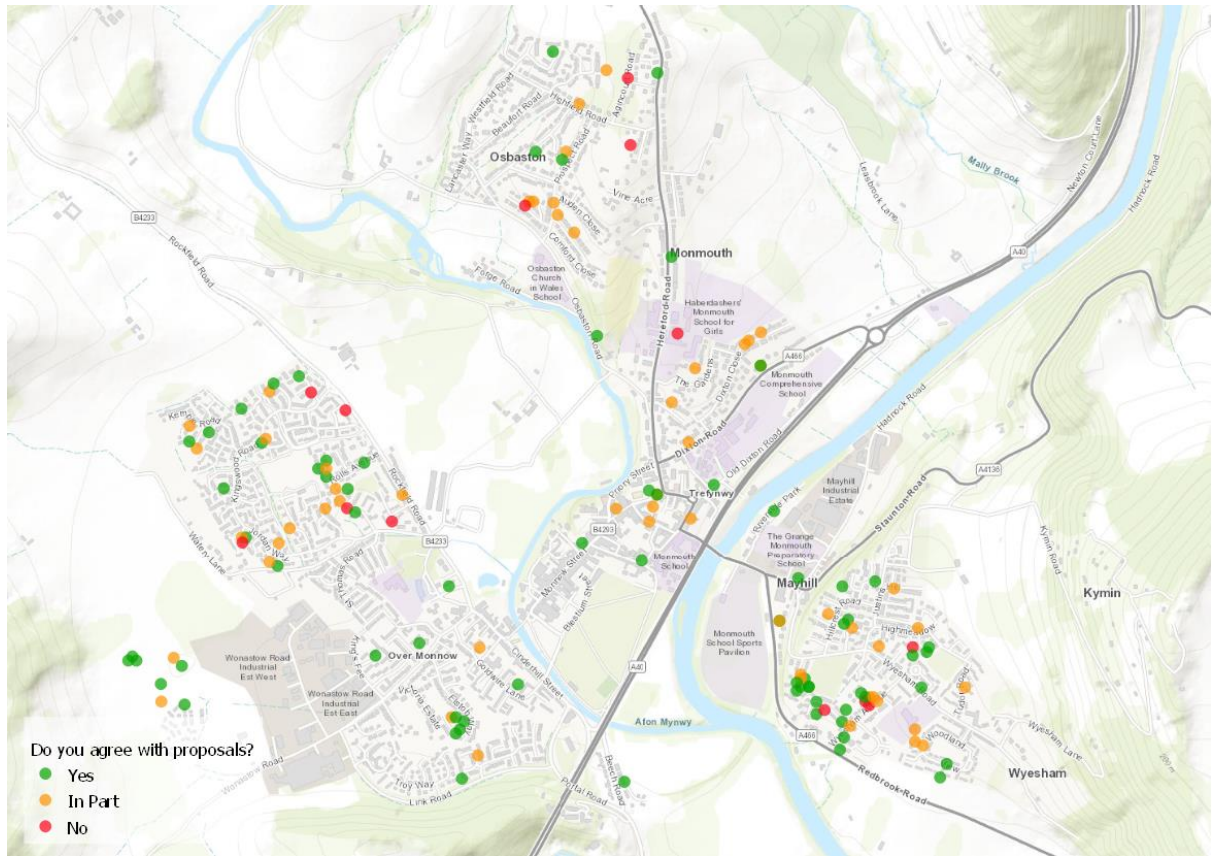


Figure 24: Q39: Do you agree with the priorities as set out in the MCC strategic focus?", Results of Adults Survey and Business Survey combined for Monmouth.

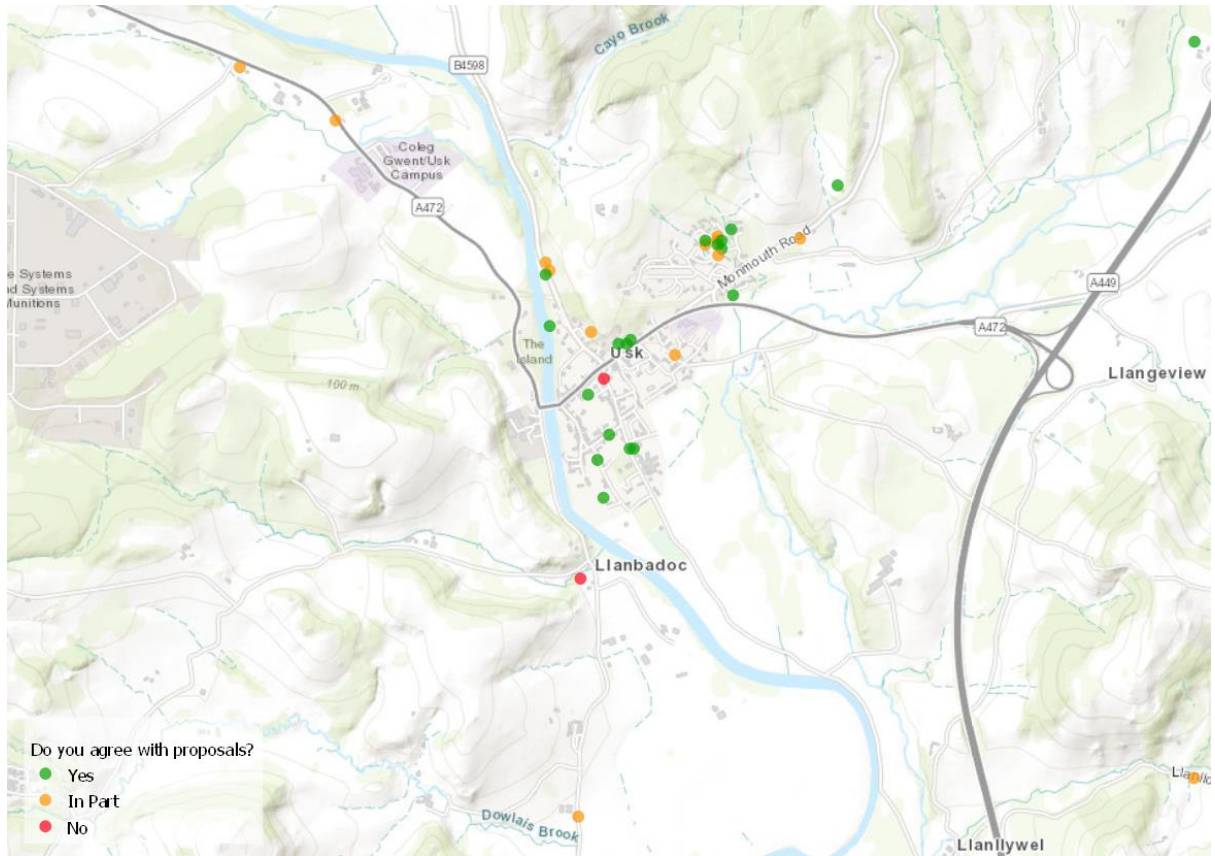


Figure 25: Q39: Do you agree with the priorities as set out in the MCC strategic focus?", Results of Adults Survey and Business Survey combined for Usk.

3.2 Primary Education Survey

All schools across Monmouthshire (both Primary and Secondary schools) were contacted by MCC, mainly through emails to the head teachers and with help of the MCC schools and wellbeing teams and asked to pass on the link to the online survey to their pupils.

The survey targeted at Primary School education comprised 23 questions (see annex for full detailed results), focussing on travel modes, journey times, safety and main reasons for (not) walking, cycling or scooting for everyday journeys.

The following graphs present the combined results of all Primary Schools in Monmouthshire.

The survey has received feedback from 100% of the 30 Primary Schools contacted with 1238 Primary School children participating in total. The most respondents with 188 in total were from Usk Church in Wales Primary School, 124 respondents from Osbaston Church in Wales Primary School and 120 respondents from Deri View Primary School, to name the highest numbers.

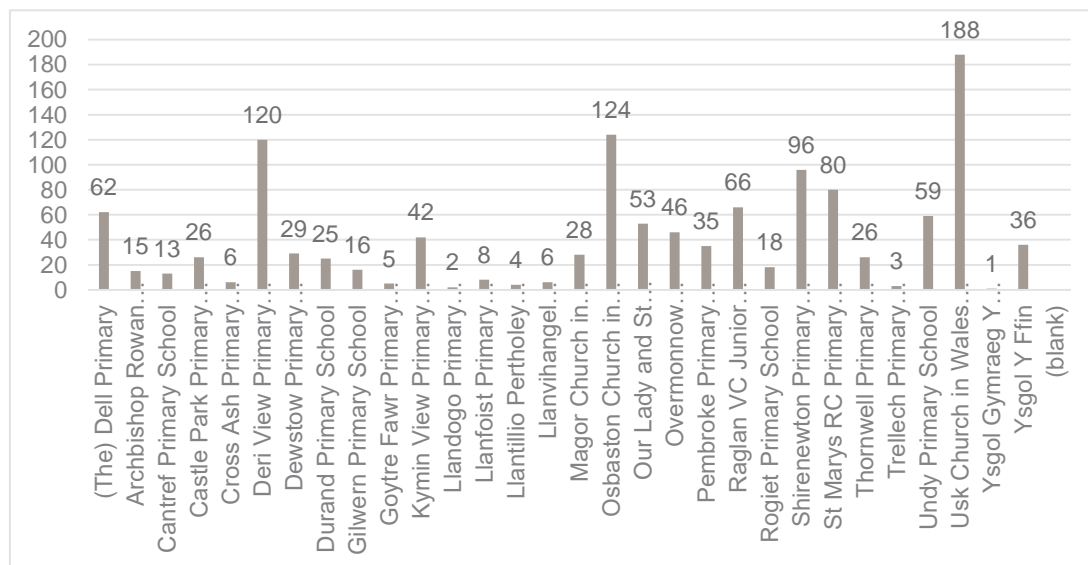


Figure 19: Q5: “What school do you attend?” Total Responses for all Primary Schools (total responses)..

Travel mode

When asked about their travel mode to school, 46% percent of respondents arrived by car (571 individuals), 13% come mostly by bus (156 individuals), 34% stated to walk (420 individuals), 4% cycle (48 individuals) and only 3% scoot (43 individuals).

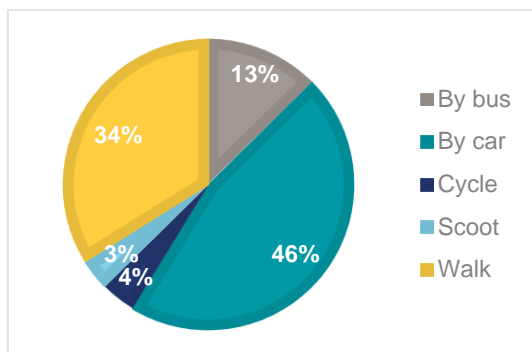


Figure 20: Q6: "For most of the time – how do you travel to school?"

Propensity

When asked whether they would like to walk, cycle, or scoot to school or the shops more often, 80% of the Primary school children answered yes (or a total of 992 children). 20% (or 246 children) stated they did not wish to walk, cycle or scoot more often.

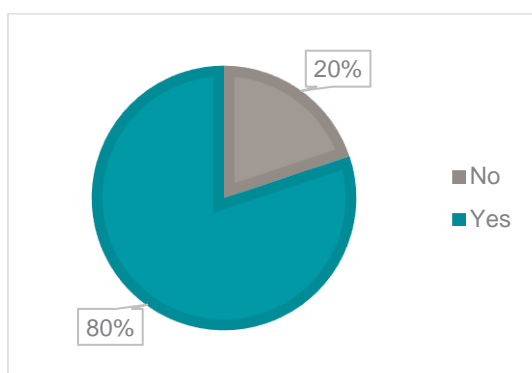


Figure 21: Q23: Would you like to walk, cycle, or scoot to school or the shops more often?

Comparatively, only 41% of Primary school children currently travel actively to school, compared to the 80% wishing do so.

Distance and Time

7% (83 children) travel over 25 minutes to school, 11% (134 children) travel between 16 and 25 minutes, 47% (586 children) 6 to 15 minutes, and a substantial 35% (435 children) travel less than 5 minutes to get to school.

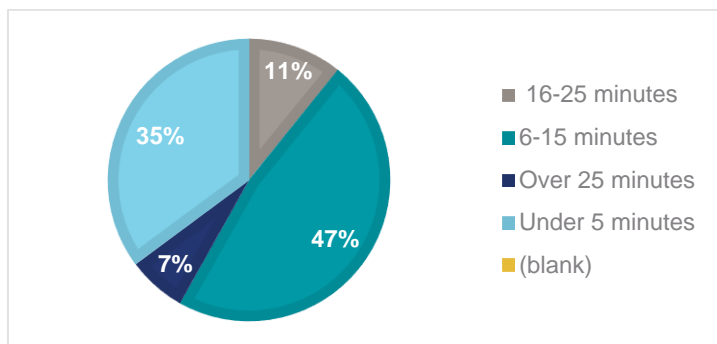


Figure 22: Q7: Based on how you usually travel to school, how long does it take you?

The Active Travel (Wales) Act 2013 states in 12.1.4 that “Walking predominates for journeys of less than two miles whilst cycling is more convenient for longer journeys, typically up to five miles for regular utility journeys. [...] Walking rates are relatively high, particularly for journeys of less than two miles, although there has been a long-term decline in walking rates across most of Wales. Cycle use is coming from a very low base but take up is growing, and the challenge is to increase and extend that rate of growth.”

This statement of the Active Travel guidance is evidenced by survey questions 6 and 12 relating to travel mode and safety perception: While question 6 asked about current travel modes and showed that only 4% of pupils cycle to school, 50% of the pupils stated in question 12 that their favourite way to travel to school is, in fact, by bicycle.

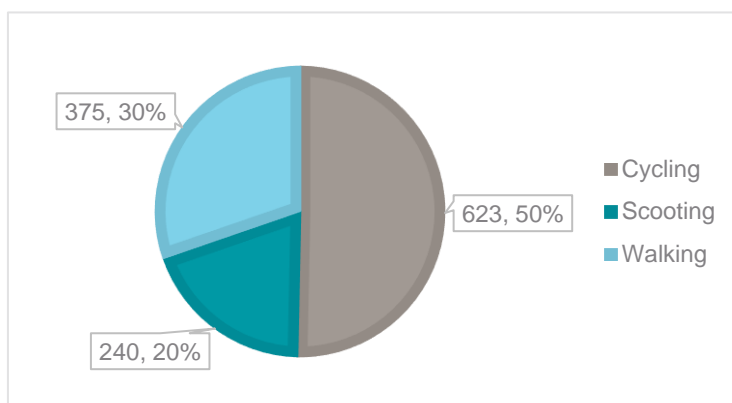


Figure 23: Q9: Think of all the different ways you can travel to school or to the shops. Out of the three below, which is your favourite? Please pick only one. Total numbers of pupils and percentage.

These numbers point to an opportunity to promote Active Travel with a particular focus on cycling around Primary Schools, with relatively low numbers of children cycling to school today but half of the children showing an interest in cycling for their everyday journeys. And, according to the guidance, take up on cycle use is most likely to grow in the future.

Safety

Safety is a key consideration and an important known barrier to walking and cycling. Primary School students were asked whether they feel safe when walking, cycling or scooting to school or the shops:

- a significant proportion of 59% (730 individuals) reported they feel very safe,
- one third (408 individuals) feel safe, but not all the time, and
- 8% (100 individuals) reported they do not feel safe,

The above findings indicate that safety perhaps, is not perceived as a key barrier by Primary school pupils themselves, however, a Living Streets report outlines that parents often do not feel confident about allowing their child to walk to school

(http://blackfordsaferoutes.co.uk/wp-content/uploads/2018/05/lis_school_run_report_web.pdf)

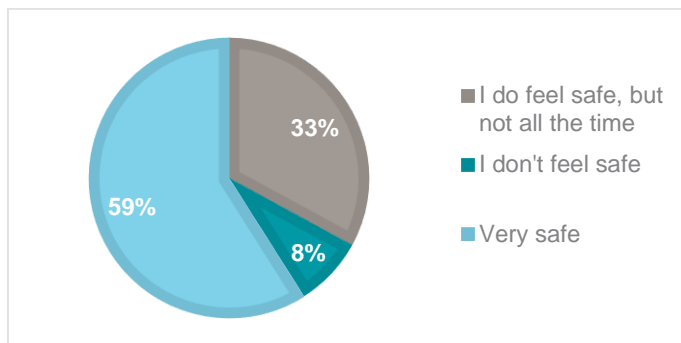


Figure 24: Q11: When you are walking, cycling or scooting to school or the shops, do you feel safe?

Students were then asked a question relating to the perceived safety of routes in their area: “On a scale from 1 to 10, how safe you think the current WALKING / CYCLING/ SCOOTER routes are in your area?”

The figures show similar results for walking, cycling and scooting, with children walking feeling slightly safer (average rating 7.1) than cycling or scooting (average rating 6.3 and 6.33).

Table 4: Q 18-20: “On a scale from 1 to 10, how safe you think the current WALKING / CYCLING/ SCOOTER routes are in your area?”. Scale from 1 (not safe) to 10 (very safe).

Safety of...	Average rating
WALKING routes (Q18)	7.1
CYCLING routes (Q19)	6.3

Reasons for not walking and cycling to school

The survey considers reasons that Primary school students might not currently travel to school. These range from inconvenience through to issues around safety.

When asking for reasons why they do not walk, cycle, or scoot to school or to the shops, the most common reasons were:

- distance (409 answers: “I live too far away”), followed by
- time (285 answers: “not enough time”) and
- convenience (272 answers: “My parents drop me off and drive straight to work”).

This could be considered to be commensurate with the rural nature and large school catchments that Monmouthshire has.

Further, the set of the following 3 answers directly relates to safety which adds a fourth main common reason the three listed above, adding up to a total of 411 answers:

- “It is not safe” (231 answers)
- “The people that look after me are worried” (105 answers)
- “I am not confident enough on my bike or scooter” (75 answers)

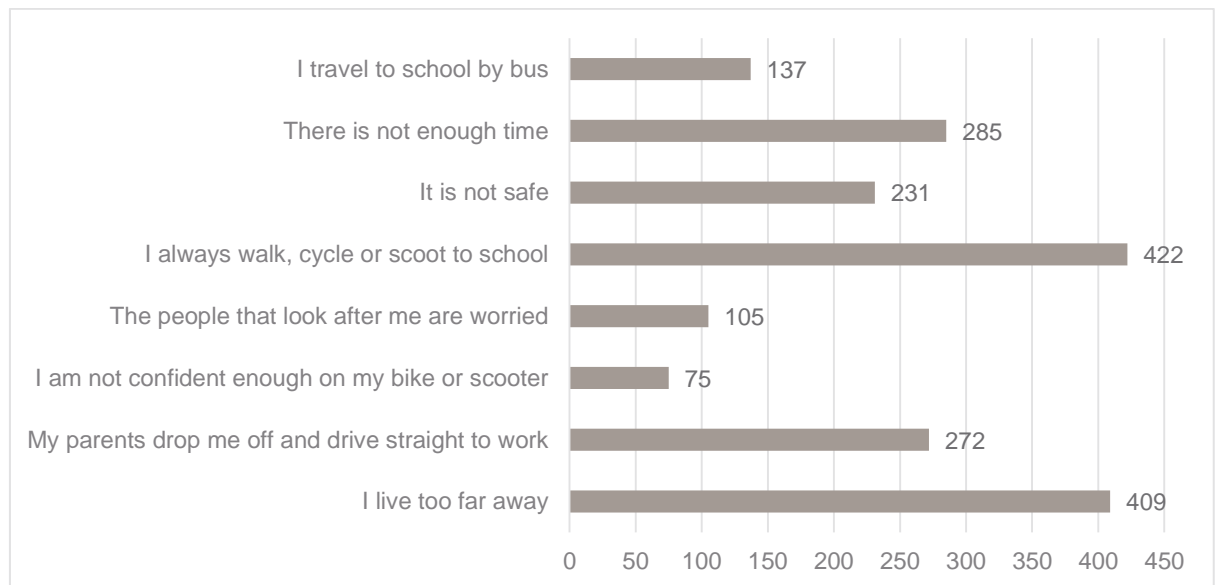


Figure 25: Q16: If you don't walk, cycle, or scoot to school or the shops, what are the reasons why? Please tick all that apply. (Total of 2211 answers)).

Challenges related to the rural nature of Monmouthshire are unlikely to be overcome via promotion of Active Travel means alone, and that multi-modal improvements may also be justified in this case.

Initial priorities should focus upon delivering routes to schools that are, and that parents view as, safe, attractive, comfortable, cohesive and direct for those living within an acceptable distance to walk or cycle to school. Opportunities may exist via delivery of schemes such as School Street closures at start/finish times.

For those living further than an acceptable distance for the whole journey to be undertaken via active modes (e.g. further than the distances set out within the Learner Travel Measure (Wales) Act, improvements may be justified outside of the designated localities via improved access to strategic school bus stops – this would have the added benefit of potentially making the school bus routes more efficient via reduced deviation from the main routes.

3.3. Secondary Education Survey

The Secondary Education survey contained five additional questions (28 in total, compared to 22 in the Primary School Surveys), with the option to leave open comments on the existing 2017 iterations of the route maps and to give feedback on Active Travel across Monmouthshire in general.

Pupils from seven out of nine Secondary Schools across Monmouthshire participated in the survey, with a total of 602 responding. The table below gives an overview of the schools engaged and the overall level of engagement.

Table 5: Q5: What school do you attend?

School name	Individual responses	Percentage
Caldicot School	292	48%
Chepstow School	136	23%
King Henry VIII Comprehensive	40	7%
Monmouth Comprehensive School	130	22%
Monmouth School for Boys	1	0%
Monmouth Schools for Girls	2	0%

Ysgol Gyfun Gwynllyw	1	0%
Gyfun Gwent Is Coed	0	0%
Coleg Gwent Usk Campus	0	0%
Total	602	

Travel mode

For Secondary School pupils in the seven schools surveyed, the most frequently used mode is walking (41%, or 246 individuals). Followed by bus (34%, or 205 individuals) and car (23%, or 139 individuals). Only 2% (10 individuals) stated to travel by bicycle and 2 individuals scoot.-.

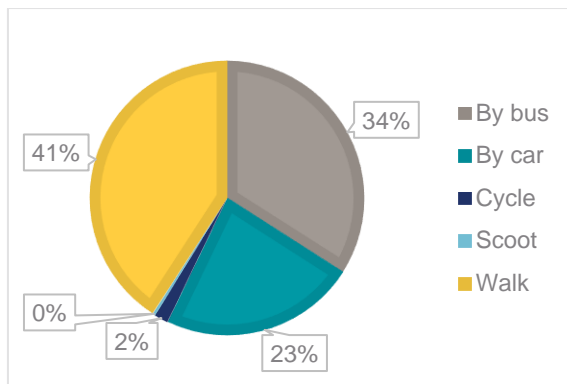


Figure 26: Q6. For most of the time – how do you travel to school? Total numbers and percentage.

This finding correlates with findings from Question nine, which asked for the pupil’s favourite mode of active transport (including scooting). 62% of the respondents (372 individuals) stated that walking was their favourite way of travel to school or the shops, with one third (33%, or 200 individuals) stating they prefer to cycle and 5% (30 individuals) scooting.

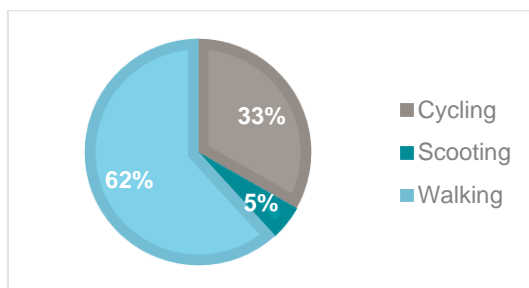
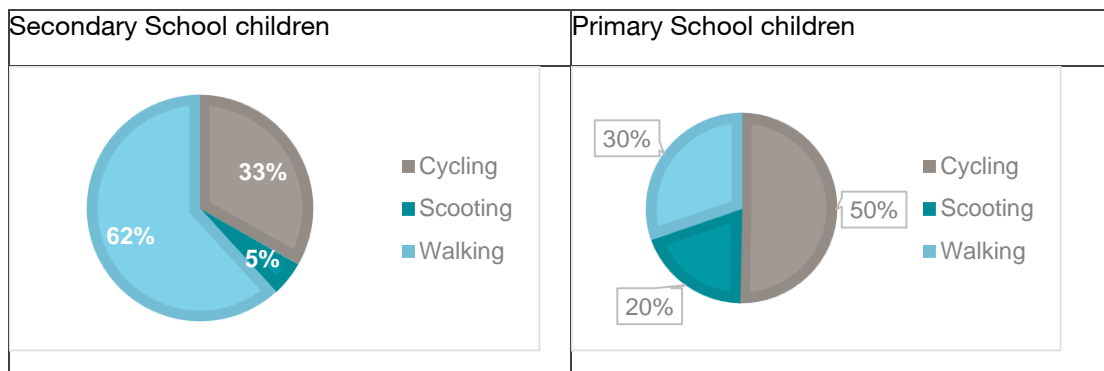


Figure 27: Think of all the different ways you can travel to school or to the shops. Out of the three below, which is your favourite? Please pick only one.

Interestingly, in comparison with the same question asked to Primary School pupils, there seems to be a propensity from cycling to walking that correlates with pupil's ages (e.g. the older the pupil, the more likely they are to prefer walking over cycling). This is evidenced in the results, as the Primary School responses found 30% of respondents who stated walking as their favourite way to travel for everyday journeys, this percentage is doubled for the Secondary school children (62% of respondents). Equally, only 33% of Secondary School children stated they prefer to cycle, which still ranked at 50% for Primary school children. A comparison seen in the two charts below:

Fig 20: Favourite mode to travel, Secondary and Primary Schools compared.



Journey times

Question seven on travel times to school highlights that the biggest proportion of students, 42% or a total of 252 students, take between six and 15 minutes to get to school. 31% (or 187 individuals) take 16-25 minutes, 16% (or 96 individuals) stated that they travel for longer than 25 minutes, and 11% of students (or 67 individuals) live less than 5 minutes away from their school.

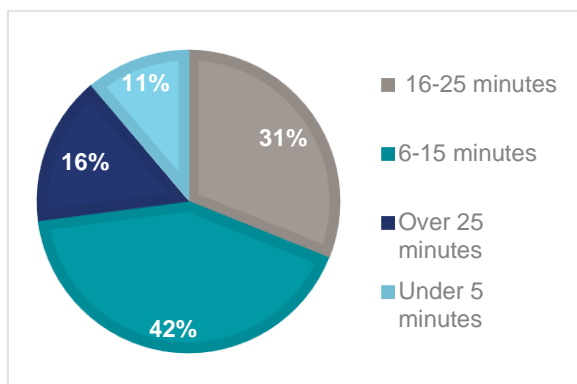


Figure 28: Q7. Based on how you usually travel to school, how long does it take you?

It should be noted that, even though the shortest journey time with less than 5 minutes make the smallest proportion out of the total numbers for 602 students, journey times can be reduced by the promotion of cycling amongst pupils of Secondary Schools, both for students who live in a short distance and travel by car or students who live close to the school and tend to walk.

The longer travel times associated with travel to school are perhaps best understood in the context of Monmouthshire's predominantly rural Geography. Across the 850km of the county, there are four state English-Medium Secondary Schools and two Private Schools (with Welsh Secondary provision across the county borders). This is broadly in line with the Welsh average of 13 minutes¹.

These journey times and distributions are reflective of concerns found across Wales, with the 2014 National Travel Survey stating that:

“For older children (11 to 13 years old), reasons most commonly cited were that it is convenient to accompany the child, and that the school is too far away, both reasons being cited by about a third of parents whose children are accompanied to school by an adult.”

Question 17 highlights the reasons why students do not travel actively to school or the shops and the results correspond with the answers from Primary School children to the same question, except for a larger proportion of Secondary School pupils travelling by bus. The four most common answers were:

- Distance (232 answers: “I live too far away”),
- Travelling by bus (161 answers: “I travel to school by bus”)
- Time (151 answers: “not enough time”) and
- Convenience (77 answers: “My parents drop me off and drive straight to work”).

With the following 3 answers related to safety: “It is not safe”: 91 answers

- “I am not confident enough on my bike or scooter”: 33 answers
- The people that look after me are worried: 31 answers

¹

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf

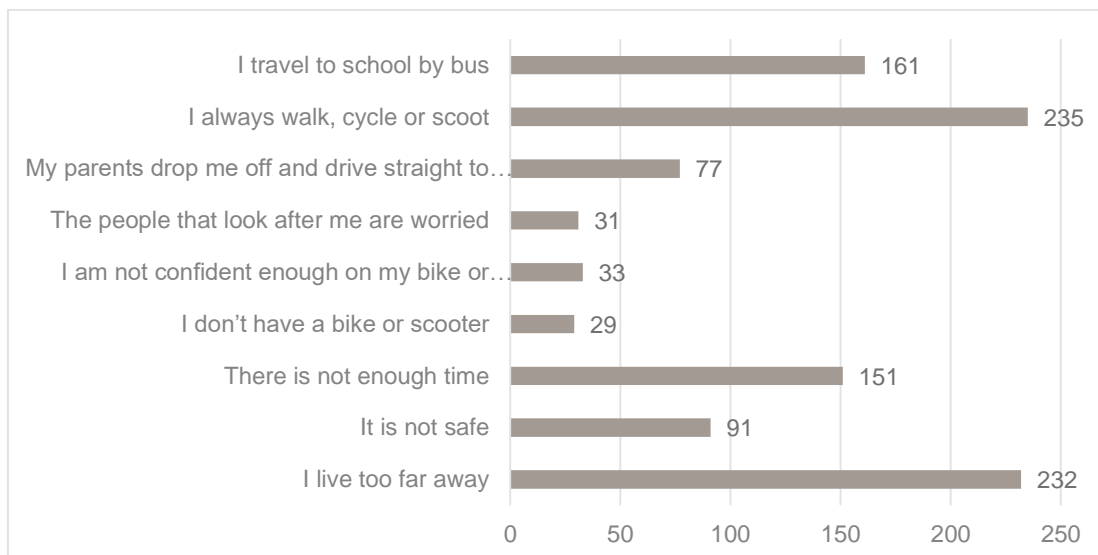


Figure 29: If you don't walk, cycle, or scoot to school or the shops, what are the reasons why? Please tick all that apply. (Total of 824 answers)

The Learner Travel (Wales) Measure 2008, outlines an acceptable (walking) distance to/from school of three miles, though free home to school transport is available in Monmouthshire to pupils who live over 2 miles from their nearest Secondary school. Based upon the survey feedback and rural nature of the county, for many pupils, distance is likely to be a barrier for uptake of active modes to destinations. However, opportunities are still presented both in the locality of the School, to enable those living within a reasonable distance to use active modes to school, and for pupil's living further afield in enabling them to access strategic bus corridors within a reasonable walking/cycling distance (both encouraging an active mode for the first/last mile of a journey, and potentially reducing costs associated with school travel).

The potential for focusing upon Secondary School pupils for uptake of active modes is substantiated by the answers to Question 26, asking whether students would like to walk, cycle, or scoot to school or the shops more often with 63% (378 individuals) of students showing an interest in travel via active modes more often, compared to 37% (274 individuals) who do not wish to travel via active modes more often..

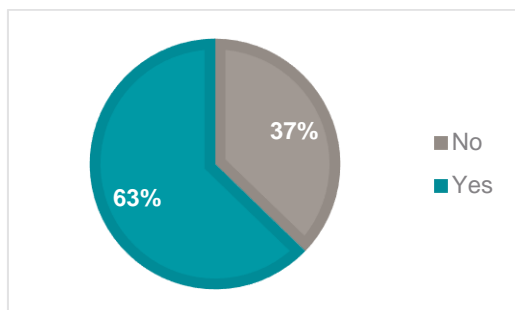


Figure 30: Q26: Would you like to walk, cycle, or scoot to school or the shops more often?

With only 2% of Secondary School pupils cycling to school/to the shops on a regular basis (as stated in Question 18), there is great potential for modal shift within Secondary School pupils based on almost two thirds of pupils who express that they would like to use active modes more often to undertake everyday journeys (Q26). Improved routes within the 3 mile radius of the school and routes between rural settlements and strategically located bus stops, where possible sited close to other facilities (e.g. shops) would further improve the potential for active travel uptake.

Whilst many of these route will fall out of the boundaries of the Active Travel (Wales) Act designations, opportunities may still exist under alternative legislation (e.g. Learner Travel Wales Measure, or local/regional policy documents). Where propensity can be evidenced, the Active Travel Wales Guidance may be suitable for such routes away from the designated settlements, under section 5.4.1:

“The isolated nature of communities, sparsity of services and the increased length of journeys will often mean that enabling active travel in rural areas requires a different approach to that for larger towns and cities. Longer journeys may be more achievable by a combination of active travel and public transport than by active travel alone. Local authorities may therefore want to prioritise walking and cycling links to public transport hubs (bus stops and rail stations).” (p32)

As well as section 3.3.2 and 3.3.3, respectively:

“It is important to note that duties relating to promotion of active travel and making provision for walkers and cyclists in exercise of certain functions apply to the whole of the local authority area.” (p26)

“Local authorities must ensure that they are meeting the duties specified within their designated localities. However, local authorities are encouraged to map and make improvements in other areas where there is demand.” (p26)

Safety

Questions 11, on how safe pupils feel when *walking* for everyday journeys, suggests that almost half of the 602 respondents (48%, or 290 individuals) feel safe, where as 44% (265 individuals) state they feel safe but not fully and 8% (47 individuals) reported they do not feel safe when walking.

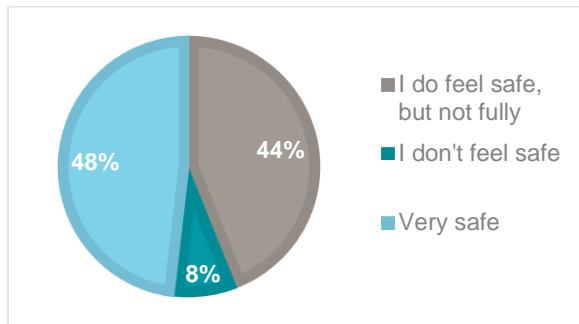


Figure 31: Q11: When you are WALKING to school or the shops, do you feel safe? (Total of 602 respondents)

Question 12, on how safe they feel when *cycling* to school or the shops, states that the majority of students (62%, or 194 individuals) only feel safe partially when cycling to school. While 25% (77 individuals) do not feel safe cycling to school, only the smallest proportion of 13% (41 individuals) feel very safe.

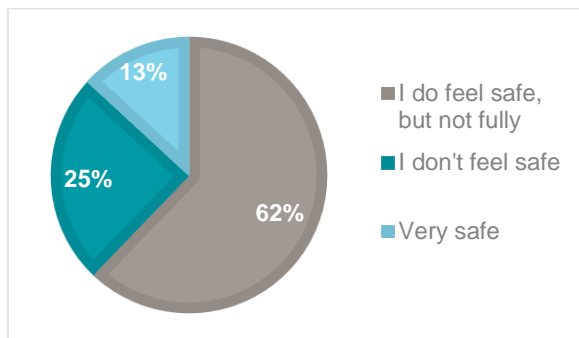


Figure 32: Q11: When you are CYCLING to school or the shops, do you feel safe? (Total of 312 respondents)

Question 13 allowed for open comments on how safe Secondary School pupils feel when walking or cycling. A total of 108 responses were received. The answers could be grouped into the following 6 main categories (the remaining responses did not express any concerns or received less than 3 comments):

1. Traffic speed and volume too high: responses	36
2. Pavement missing or too narrow: responses	16
3. No cycling infrastructure: responses	13
4. Feeling exposed, fear of being alone or that "something might happen":	11 responses
5. No crossing:	7 responses
6. No street lights/ too dark:	6 responses

While fear of road danger (1.) and missing walking/ cycling infrastructure (2. and 3.) are the main concerns around safety, fear over personal safety (4.) with missing street lighting/ too dark streets (6.) adding to it, can be identified as a main barrier to walking and cycling amongst Secondary School pupils.

Questions 19 and 20 highlights the safety perception of the pupils in regard to the routes for walking and cycling on a scale from 1 to 10. As can be seen in the table below, walking routes are perceived as slightly safer (average rating 6.92) as the existing cycling routes (average rating 6.06).

Table 6: Safety of WALKING/CYCLING routes on a scale from 1 (not safe) to 10 (very safe)

Safety of...	Average rating (out of 10)
WALKING routes (Q19)	6.92
CYCLING routes (Q20)	6.06

Reasons for traveling actively

Question 16 asked about the main reasons pupils would walk/cycle/scoot at least 10-15 minutes. Out of 6 predefined answers, the highest response was "to keep healthy and to exercise" (384 responses), followed by "to get somewhere" (296), "It's fun and enjoyable" (279) and "I like doing it with my friends" (281).

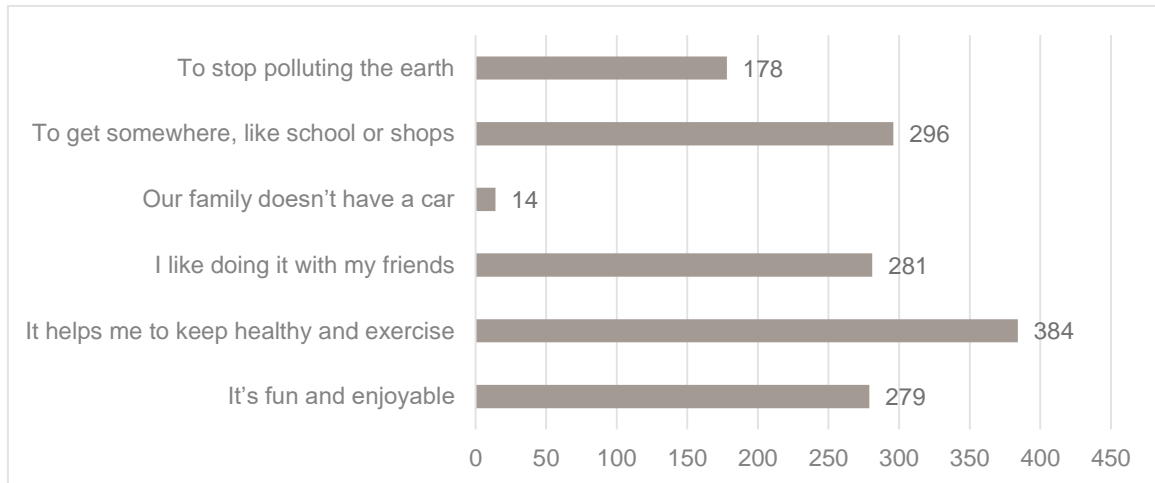


Figure 33: Q 16: What are the main reasons you would walk/cycle/scoot at least 10-15minutes? Please tick all that apply. (Total responses).

Suggestions for Improvements and Open Comments

The pupils were then asked to take a look at the 2017 Iterations of the Route Maps for alking and cycling for their areas and encouraged to give more precise feedback on the routes in open comments, to help prioritise future funding (Questions 21-23). Comments were received from 125 pupils and filtered. The chart below groups the answers into 5 main categories:

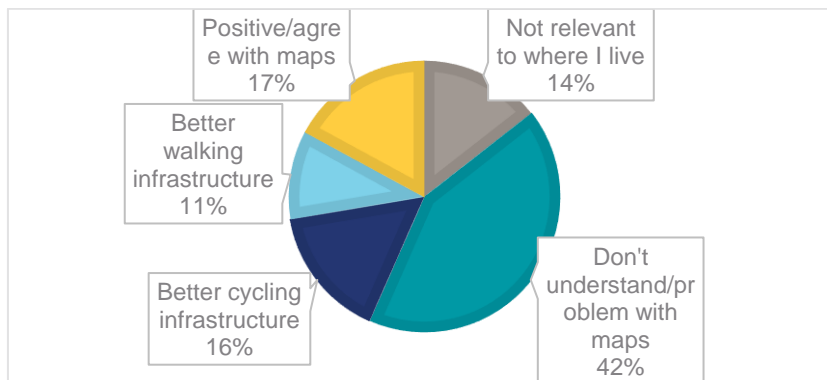


Figure 34: Q23: Please leave your comments regarding any of the maps reviewed. Please be as specific as possible including what area/s and route reference (the INM number) you are referring too.

The list below shows the extract of the most relevant of the 125 comments:

Table 7: Q13: Comments regarding ERM's. 16 most relevant comments.

1	Add infrastructure from Caldicot to Caerwent
2	Improve signage
3	Make Llanfoist bridge safer
4	A48 at Pwllmeyric not safe
5	MCC-INM-13 (the coastal path through Bulwark and Thornwell) is beautiful but doesn't feel safe as there are always dodgy people hanging around, gas canisters and broken glass lying about. A cycle lane on Hardwick Hill in Chepstow would be good. It's very hard work cycling up that hill and being overtaken by lorries on the bends is scary.
6	The route linking Undy to Rogiet is not safe for walking or cycling. A shared space along this road I believe would encourage far more walking and cycling between the two areas.
7	want to be able to cycle from magor and undy to caldicot safely
8	You should improve the path from Undy to Caldicot to allow people to walk and cycle on a path and not be forced to walk/cycle along the road.
9	I have to get a bus from Undy to Caldicot because there is not a safe route for the one mile between Undy and Rogiet. A simple bike path between Undy and Rogiet would allow me and every child that travels from magor and Undy to get to Caldicot school without a bus. During Covid this is essential.
10	I would like a path / cycle path between Rogiet and Undy where the 60mph part is. But obviously put that to 40mph or 30mph.
11	there should be cycle path from magor to caldicot along the main road
12	I'm pleased to see the Kingswood Gate estate off Wonastow road is a priority - the walking route isn't always safe because of main road crossing/mad drivers/dark coming home in winter.
13	INM-M8 route would make my life much easier, I use this route all the time but it needs light and a proper surface as it's muddy in winter
14	It would be nice if the town was totally pedestrianised.
15	The Link Road is not at all safe for children to cross as vehicles approaching quickly do not have enough time to stop if there is a pedestrian in the road - blind corner due to where the crossing points are - an accident waiting to happen!!!
16	There needs to be safe cycling from Monmouth up the Wye Valley, it would be quick and easy to cycle to school from Redbrook if the railway track had a proper surface on it.

Question 24 offered the opportunity to share general thoughts and ideas on how paths and roads could be improved to help them walk, cycle or scoot more. 321 responses were received and grouped into 6 main categories:

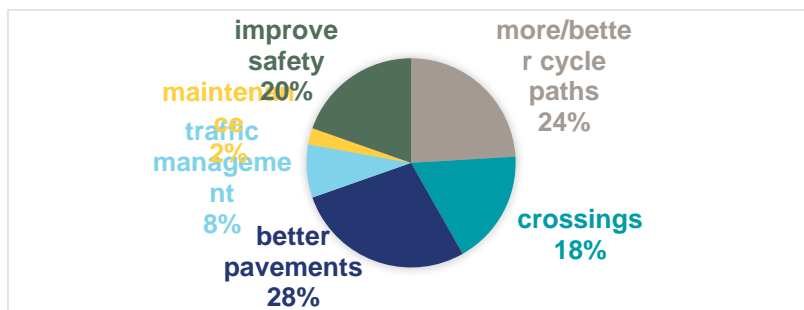


Figure 35: Q24: Now that you have reviewed the maps, how do you think the paths and roads could be improved to help you walk, cycle or scoot more?

Question 27 allowed for further open comments on maps and routes and the Active Travel scheme in general and received a total of 172 responses. The list below gives an overview of the 32 most relevant responses:

Table 8: Q27: Do you have any further comments on any maps, routes or general feedback on the Active Travel scheme?

- 1 Bike racks are in public areas at school so worried about my bike.
- 2 Bus stop on corner of woodstock way/mill lane makes visibility at school time very dangerous. Please move bus stop away from junction.
Lots of children cross there and there have been some near misses.
- 3 caldicot paths seem safe
- 4 Can't afford a bike
- 5 Active travel routes in the Undy and Magor area are on the whole very good. I think work in the area would encourage others to walk and cycle.
- 6 And i think that there should be bigger roads so that people with bikes and scooters to fit on as well.
- 7 could abergavenny have a park and ride?
- 8 cycle paths from undy to caldicot
- 9 Cycleway/walkway along the main road from undy to rogiel would make me want to cycle to school
- 10 I can't cycle to town from wyesham because it's very dangerous.
- 11 Path between Undy and Caldicot is required
- 12 please make the routes more efficient
- 13 Put in more bike racks for locking up bikes in the high street and around the town.
- 14 You need to give options for those who travel by more than one means of travel.
- 15 There needs to be a cycle track from Monmouth up the valley road. It would be great for countryside kids to be able to get out and see their friends without being driven everywhere and also for tourists.
- 16 there should be a cycle path from magor to caldicot along the main road

- 17 We live about 3 miles from school but over the border in Tidenham.
There are no safe routes to Chepstow school either from here or even once in Chepstow itself.
- 18 I need to use the bus for school. I don't ride on my own and my dad would not have time to cycle with me and then cycle to work.
- 19 i think that there should be moe things to do for scooters, bikes and skateboards
- 20 No provision for Caerwent
- 21 I wish I would walk but I'm to far away
- 22 I would also like to cycle around my village (Mathern) but a lot of cars race through through the village.
- 23 I'm not sure the one way but works at the moment because it causes queues of traffic. I'd love to cycle to school but it isn't safe without cycle lanes and all the crazy drivers!
- 24 It is a dangerous road from my home to school
- 25 It would be great to have some safe cycle routes around Usk so I can exercise and ride without being on country lanes.
- 26 It would encourage more people to ride there bikes or scooters if it was safe.i have seen some students on the main road and they are not safe
- 27 make a bold step. Get rid of cars from the town. Eliminate pollution and make a safe and enjoyable environment for shopping and sitting in the cafes and restaurants.
- 28 make them safe
- 29 makes sense but not for people who live rurally and away from towns.
- 30 maybe cycle aswell as walk
- 31 More cycle routes. Make the maps more understandable.
- 32 need seperate cycle paths

Question 28 invited respondents to comment on anything further. Again, this question received a good response rate with 164 responses, indicating a wide interest among pupils to share their thoughts and ideas regarding the Active Travel network. The questions were filtered and the most relevant answers extracted and listed below:

Table 9: Q28: Would you like to leave any further comments?

- 1 I like going for bike rides at the weekend with my dad; I would like cycle routes so that we feel safe.
- 2 I ride my bike around Usk often with friends for fun or to go to the shops.
I walk to the bus stop and then get the bus to school because it would be too far to cycle or walk.
- 3 I think walking would pollute the world less and would be a great way to stop climate change and global warming and increase Peoples awareness of it
- 4 I can only go on the bus

- 5 I would like to ride a bike to school but the thing is, I live too far away and if I were to ride a bike it would also mean riding on the road.
- 6 If I lived closer I would walk to school as it is so much better for the environment but I can't as it would take me a long time as to where I live
- 7 You could offer us money off buying a bike and lock to cycle to school like they do at my mums work to encourage more people to cycle. there aren't enough scooter places to leave mine safely at school I don't think, and I wouldn't cycle until you put in cycle lanes.
- 8 It is complicated to go the short route over the iron bridge and difficult to do so in the winter and autumn
- 9 It would be good to reduce the speed limit on the Dixton Road even if only at beginning and end of the day and to get the buses to slow down. I wouldn't want to cycle along the Dixton Road with all the traffic and speeding vehicles.
- 10 Make the rest of Caldicot like down by the new road in the village.
- 11 Maybe in school they could do a walking, cycling, scootering to school safety lesson
- 12 Monmouthshire is a rural county. A large proportion of pupils live too far from their schools to use Active Travel, so what's the point of this exercise?
- 13 More electric charging points. All electric delivery vehicles.
- 14 Young people should have more options available to them. When lockdown happened it was far safer riding a bike on roads.
- 15 Path between Undy and Caldicot is required.
- 16 We need a bus route from langstone to caldicot so I can get to school
- 17 Provide better speed humps that cars can't drive fast over and traffic light crossings by the schools.
- 18 Put more stop signs by play areas children go to play
- 19 we need a local skatepark that is good for all levels. i like to go skateboarding too, but to go anywhere, i need smooth roads so that i dont flip over anything such as a pot hole.
- 20 Roads and drivers too dangerous to cycle.
- 21 School needs to ensure my bike is not vandalised. Needs to be in a safer spot with cameras
- 22 School transport from Caerwent is the only way I can get to and from school. As I am not guaranteed a place on the school bus for Sixth Form I am actively considering not attending Caldicot Sixth Form and going elsewhere where Transport is assured. There is not even a service bus from Caerwent to Caldicot.
- 23 the school could have better facilities like a bigger gym like the old school which was big. the one inside the school is too small personally we are forced to use the leisure centre.
- 24 There should be a pavement or cycle path between Undy and Rogiet as the road is national speed limit and it's very dangerous to walk or cycle along there.
- 25 To get more cycling on the road you have to get cycling tracks so it is safer
- 26 Walking is really important for health. If there were less cars around the school then more young people would walk.

The variety and in-depth feedback provided as part of the Secondary School survey exercise evidences a clear interest in improving active travel routes to/from Schools in Monmouthshire.

The 602 respondents to this survey have provided useful insights into where priorities for active travel improvement should be focused, and have identified the key barriers to existing uptake. The respondents have also highlighted the potential route improvements may have upon modal shift, with up to 66% of respondents indicating they would like to travel more often via active modes, but currently do not.

Route improvements may have particular potential if they can work to alleviate cited concerns of fear associated with road danger, missing infrastructure and personal safety.

A number of improvements have been suggested by Secondary School pupils within the designated localities that would help to address these main concerns, for example, 'a path between Undy and Caldicot' and 'make Llanfoist Bridge safer'.

The most commonly cited reason for not travelling actively by Secondary Pupils is distance, which can be understood in the context of the rural nature of the county and location of Secondary provision, a different focus for pupils who live too far away to realistically use active modes to travel to school may be to improve the provision of 'available' (as cited within the Learner Travel Wales Measure 2008) routes to and from strategically located bus stops, ideally close to other facilities.

In summary:

- Efforts should be made to improve safety along potential routes to school within a reasonable distance of the schools within the designated localities (with priority to those cited in the engagement feedback and that can be evidenced with high propensity prioritised).
- Outside of this distance boundary, efforts should be made to improve routes to and from strategically located bus stops/facilities, upgrading where necessary 'available' routes under the Learner Travel (Wales) Measure, or under the Active Travel duties where propensity/demand can be evidenced.

3.4 Adult Survey

The survey for adults comprised of 46 questions. In addition to core questions regarding demographic information and existing travel behaviours, this survey asked for feedback on specific locations, routes and the previous iterations of the network maps. The survey also offered opportunities for further feedback via open comment questions on both Active Travel in general and ways to improve the Active Travel network.

With a total of 825 respondents, the Adults survey saw good engagement, with 227 respondents expressing their interest in being consulted with on Active Travel in the future. As can be seen on the map below, engagement was spread all across Monmouthshire and people participated not only within the designated settlements:

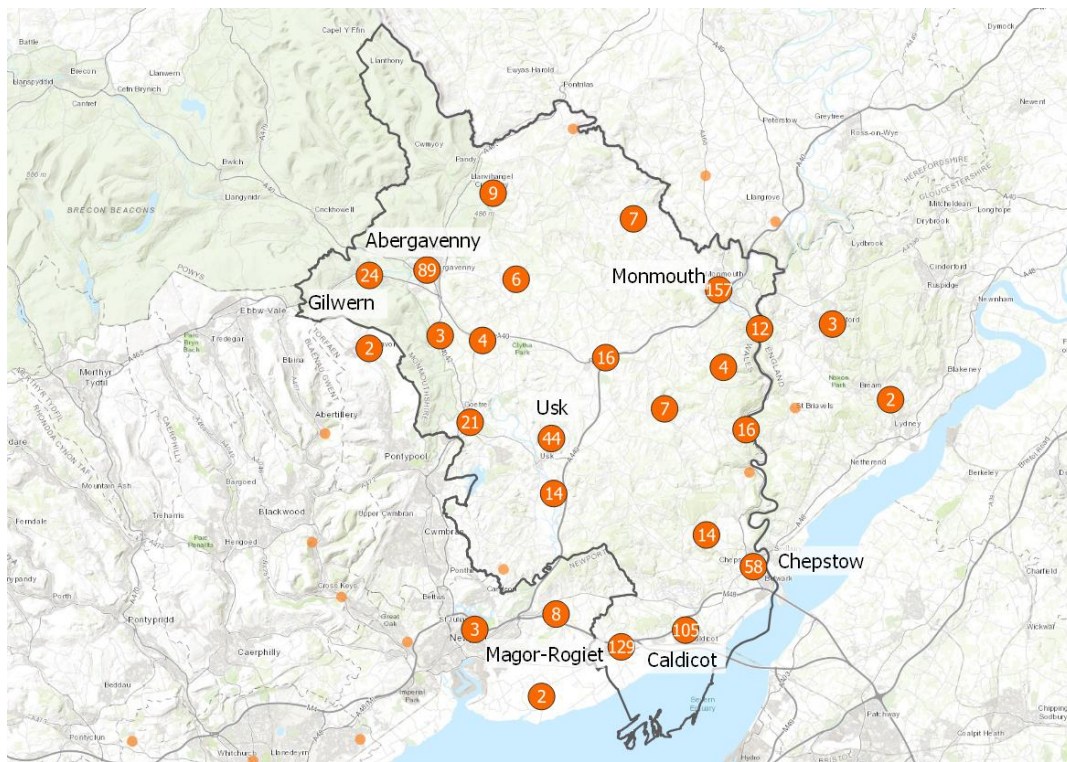


Figure 36: Where do adult respondents come from? (Based on postcode data, Q4)

The adults' survey has seen the highest percentage of female respondents, with 67% women participating (or 551 individuals) compared to 32% men (261 individuals) and 1% preferring not to say or other (12 individuals).

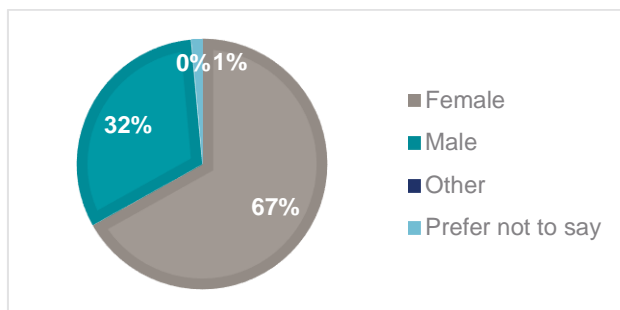


Figure 37: Q1: How do you identify your gender?

With twice as many women than men engaging, these results stand out, especially when considering the disparity between woman and men in cycling. With far fewer women than men making active travel journeys by bike. The Active Travel guidance highlights this in paragraph 2.6.11: “It is therefore important that women are well represented in decision making processes around active travel and are given particular consideration when targeting promotional activities.”

Almost a quarter of all respondents (227 out of 825 individuals) specified that they would like to be kept informed and contacted in the future indicating a high level of general interest in Active Travel and the Active Travel network mapping consultation. (Question 46: *If you would be prepared to answer additional questions in the future about your walking and cycling habits, please insert your email address*).

Travel mode and distance

Amongst adults in MCC, the main mode of travel to work is by car with 57% (468 individuals), followed by 6% who walk (54 individuals), 4% who cycle (30 individuals), 3% who travel by train (24 individuals) and only 1% traveling by bus (10 individuals). Out of the 824 respondents, 238 answered with “not applicable”, indicating that not all people need to travel to work or work at all.

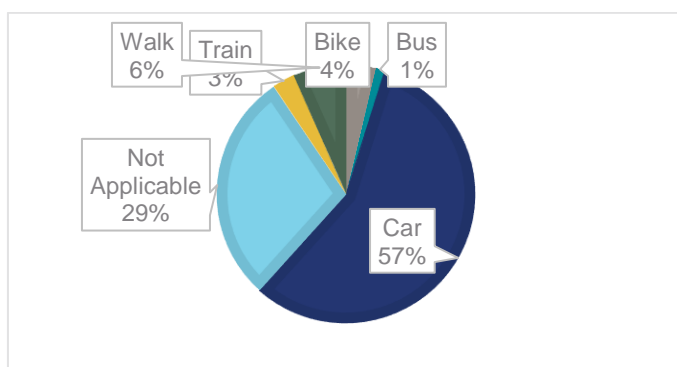


Figure 38: Q5: In the main, how do you currently travel to work?

As can be seen from Question 6, “If applicable, how many miles is it to your main place of employment or college?”, the largest proportion (31%, or 255 individuals) travel over 15 miles to work. Combined with 10% of respondents (86 individuals) traveling between 10 and 15 miles, it can be stated that 41% (or a total of 341 individuals) live too far away from their work to be considered for Active Travel journeys, however, as with the findings from the other surveys, opportunities may still exist to improve active travel access for the first/last mile of journeys, for example via improving links from rural settlements to strategic bus corridors within an acceptable walking or cycling distance.

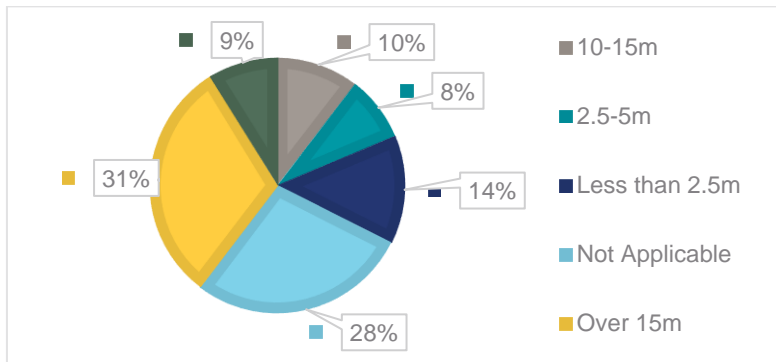


Figure 39: Q6: If applicable, how many miles is it to your main place of employment or college?

Reasons for not traveling actively

Although a large amount of respondents marked n/a to this question, 56% of respondents cited issues around safety (unsuitable or busy path) as the key reason for not actively travelling more frequently.

Concerns relating to safety are even more pronounced as reasons for not cycling, with 69% of respondents citing safety issues as their main reason for not cycling regularly.

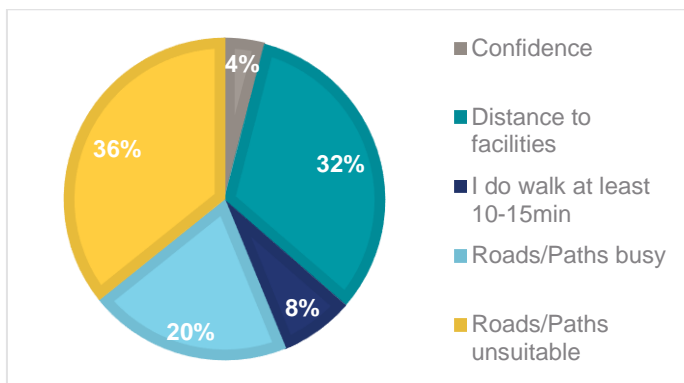


Figure 40: Q11: If you DO NOT WALK at least 10 - 15 minutes to get to a destination for at least twice a week, please specify the reason why.

The four main reasons for not WALKING on a regular basis result in the following order:

1. Roads/Paths unsuitable: 36%, 177 responses
2. Distance to facilities: 32%, 160 responses
3. Roads/Paths busy: 20%, 101 responses
4. Confidence: 4%, 20 responses

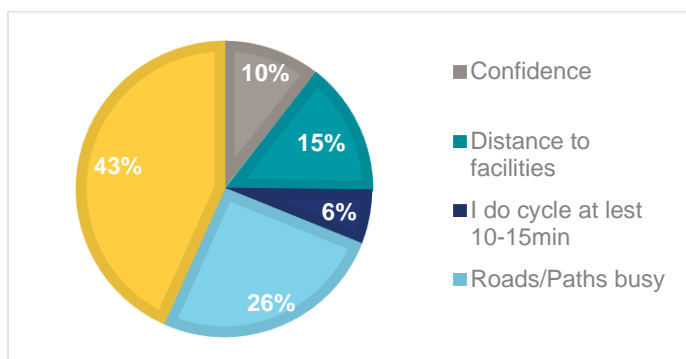


Figure 41: Q11: If you DO NOT CYCLE at least 10 - 15 minutes to get to a destination for at least twice a week, please specify the reason why.

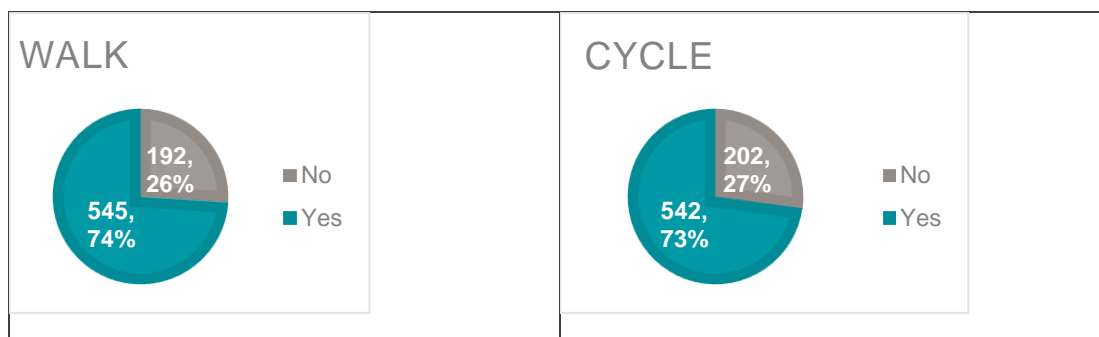
The responses in regards to reasons for NOT CYCLING show a different order:

1. Roads/ Paths unsuitable: 43%, 184 responses
2. Roads/ Paths busy: 26%, 109 responses
3. Distance to facilities: 15%, 62 responses
4. Confidence: 10%, 45 responses

Improvements of routes and facilities

Reinforcing concerns around safety as being the key barrier to a wider uptake of walking and cycling, when asked whether improving routes would encourage higher levels of active travel, almost 3 quarters of respondents for both walking and cycling, replied yes.

Table 10: Q13. Would improving certain routes encourage you to WALK or CYCLE more often to key destinations? (Percentage and total numbers).



Questions 14-38 encouraged respondents to comment on specific routes and areas which need improvements. A total of 780 open comments were received on suggestions for route improvements all across Monmouthshire. The chart below shows results for all designated settlements. Additional comments were also received for areas outside of these settlements, where multiple comments were received they are also included on this chart, for example, Raglan.

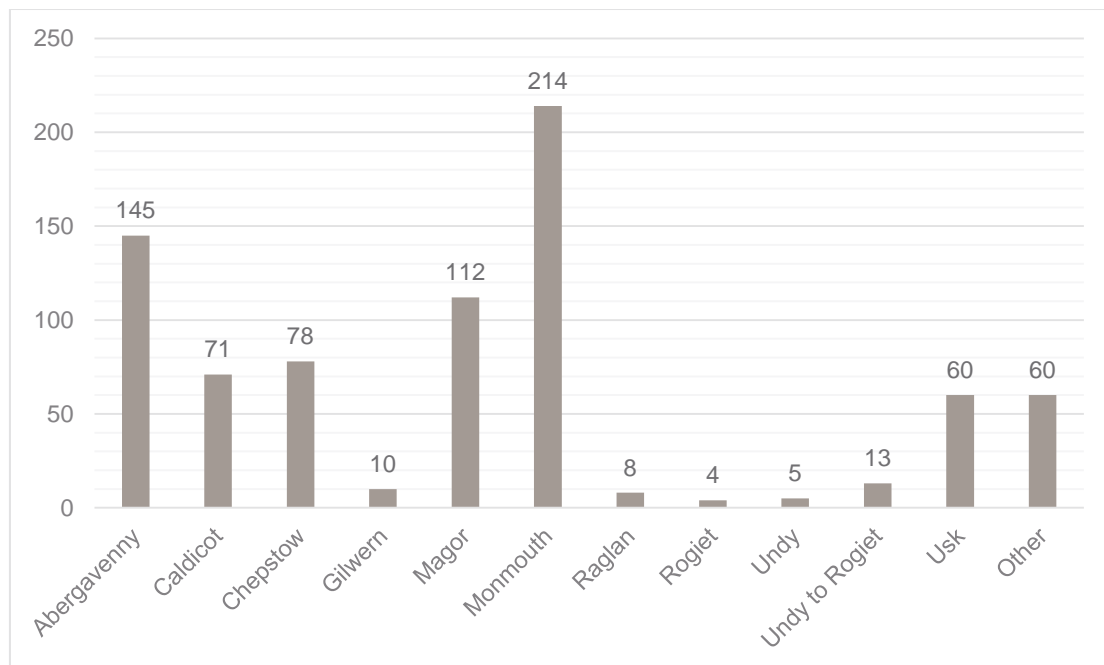


Figure 42: Q14-38: Please name the settlement where you would like to see improvement. .

Question 43 asked about the improving of facilities: *Are there any facilities you feel need to be improved to encourage others to walk/ cycle more?* Whilst 400 respondents stated their general agreement by confirming the question, 276 out of these left an open comment.

The approach taken for analysing these comments was the extraction of key words that appeared frequently and, by applying a combination of word/phrase count analysis, key phrase grouping and a sense-checking of sample comments, grouping them in relevant categories.

For 43, the comments could be grouped into five main categories:

1. Better/safer cycle lanes: 88 comments
2. Better/more cycle parking: 71 comments
3. Better/wider pavements: 55 comments

- 4. Better cycling infrastructure in town centres: 48 comments
- 5. Better traffic management: 17 comments

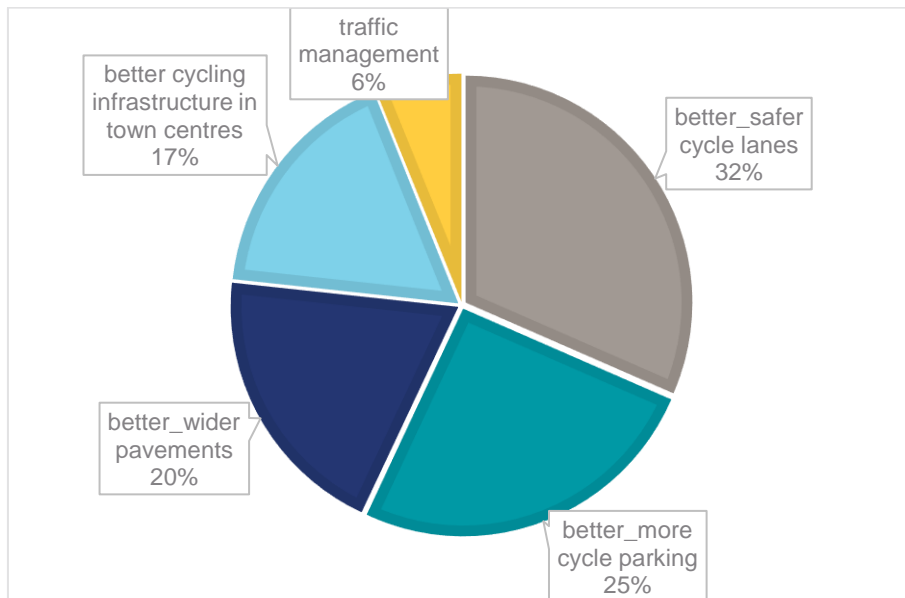


Figure 43: Q43: Are there any facilities you feel need to be improved to encourage others to walk/ cycle more?

These findings are heavily weighted towards cycling infrastructure in particular, suggesting an opportunity for improvement via improved infrastructure and related facilities (noted via 71 comments suggesting improved cycle parking). Better/wider pavements were also mentioned often, with 55 respondents providing feedback related to this.

Adult Surveys: Conclusion

825 respondents to the adult survey have provided key information that aids the network development process. The gender gap seen within the respondents of this survey is particularly interesting, and perhaps helps to evidence that whilst the gender split for cycling is predominantly male, it is not due to a lack of interest or desire from women to partake in active modes.

Although distance within a rural county such as Monmouthshire is always going to be a challenge for many, for the many people living within the population centres, safety and the quality of active travel infrastructure is clearly a significant barrier to modal shift.

3.5 Business Survey

The Business Survey combined 46 question and offered numerous opportunities for the businesses to share their views and suggestions in open comments. Feedback was received from 20 Monmouthshire businesses. Amongst the respondents were 10 business owners, five Managers, three Directors, one Chief Executive and one Operational Officer.

The majority of businesses (16) employ 10 people or less. Three businesses count less than 50 employees and one business employs over 250 people.

Promotion of traveling actively in businesses

Almost half of the businesses (nine out of 20) state that their business actively promotes walking and cycling (Q5) through the following measures:

Table 11: 6. How does your organisation promote walking and cycling to work? (Individual responses).

- 1 Via website and FB pages. Also discuss with residents during community consultations. Worked with Mon CC officers in the past to progress and put in place a cycle/foot-way between Undy & Rogiet.
- 2 We provide shower facilities and covered bike parking. Flexible working hours.
- 3 I've already written this once before I got thrown it of the survey. Can you please try and recover the draft
- 4 We rather walking / cycling to do some of our business such as small delivery, post office, meetings in Abergavenny town. Our staff live and work in Abergavenny.
- 5 Space to store bikes.
- 6 cycle to work scheme
- 7 Our work is about keeping people fit and healthy.
- 8 I walk to collect dog clients
- 9 We offer a monthly commute package for rental of ebikes from Gilwern & Crickhowell.

When asked whether improving certain routes would encourage them to WALK more often to key destinations (Q13), 54% confirmed, whilst 46% answered with a “no”.

When asked the same question with regards to CYCLING, 69% stated they would feel encouraged to cycle more often whilst only 31% would not feel encouraged to change their behaviour with the addition of route improvements.

Feedback on routes and areas

Questions 14-38 encouraged businesses to give feedback on particular streets and routes they want to see improved in order to encourage them and others to travel actively more often. In total, 25 suggestions for route improvements were made, with most comments made applicable to Abergavenny (9), followed by Monmouth (5) and Chepstow (4). The suggestions were relating to walking in 4 cases, to cycling in 6 cases, and 15 comments related to both, walking and cycling.

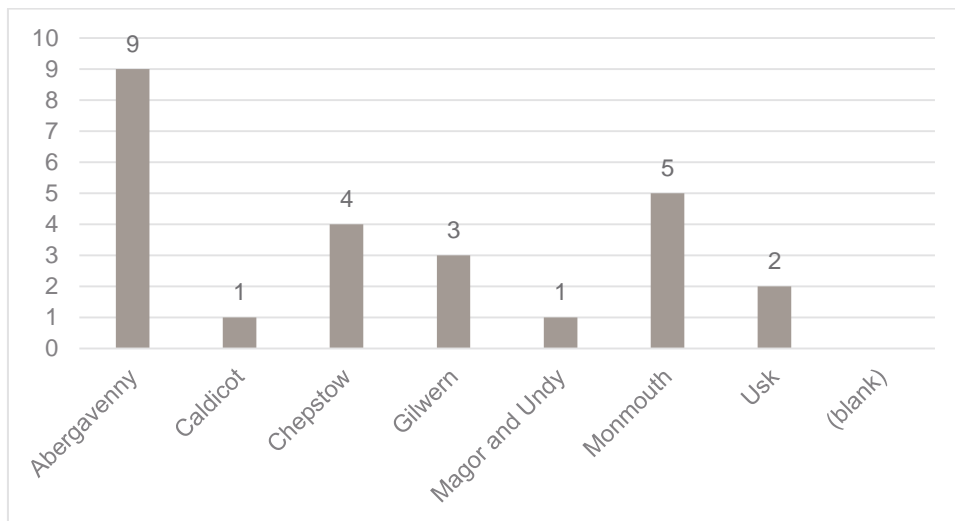


Figure 44: Q15: Please name the settlement where you would like to see improvement.(Count of responses)

The following paragraphs lists the relevant comments, grouped for each settlement (comments without further detail on locations are not included):

Table 12: Q14-38: What is the particular street name/road reference you want to see improved?

Abergavenny	“From Abergavenny town to Llanfoist. A pedestrian/cycle bridge needs to be installed.”
	“Merthyr Road”
	“Llanfoist bridge. “
	“Merthyr Road Bridge at Llanfoist over Usk river needs one way system “

	<p>“Everywhere”</p> <hr/> <p>“Pen y pound to Park Crescent to Morrison’s car park. “</p> <hr/> <p>“Abergavenny town centre pedestrianisation “</p> <hr/> <p>“More free parking further out of town”</p> <hr/> <p>“Cycle lane on a40 from Crickhowell (Powys) to Abergavenny”</p>
Caldicot	<p>“a48 newport to Chepstow”</p>
Chepstow	<p>“a48 newport to chepstow”</p> <hr/> <p>“Link up to tintern”</p> <hr/> <p>“A48/Wye bridge”</p> <hr/> <p>“upgrade path leading to bulwark community centre via burnt barn road into cromwell road”</p> <hr/> <p>“Hardwick Hill/A48”</p>
Gilwern	<p>“Canal section off route to Abergavenny.”</p> <hr/> <p>“Glangrwny closed road become part of official cycle network.”</p> <hr/> <p>“Connecting cycling and walking path from Abergavenny to Gilwern.”</p>
Magor and Undy	<p>“B4245 - Undy to Rogiet”</p>
Monmouth	<p>“Cycle path on Drybridge Street does not work.”</p> <hr/> <p>“Monnow Street”</p> <hr/> <p>“A449/Wye bridge crossing - no easy way to get from Town to Wyesham side of the river”</p> <hr/> <p>“Wye Bridge and Wyebridge Street”</p> <hr/> <p>“Wonastow Road”</p>
Usk	<p>“the old railway line between Usk and Little Mill”</p>

MCC strategic focus for future funding

Question 39 asked about the strategic focus set by MCC to prioritise funding for Active Travel in the future, with 12 businesses in support of it, 2 in disagreement and 6 businesses agreeing partially. The table below lists the 6 relevant responses out of 9 in total.

Table 13: Q40: Please provide any comments on the strategic focus for future funding. Relevant answers.

- 1 I think you need to place seating along any proposed routes for elderly to remain active, but able to rest now and then whilst out walking/cycling.
- 2 Focus on tourism
- 3 The in part means the priorities talk about significant work areas. I would like to think that my office would be included in the priorities.
- 4 There should be no separation between walking and cycling for work or leisure. These activities benefits the individual and communities regardless. The priority should be to allow cyclist and walkers to walk and cycle for what ever reason or purpose. Make cycling and walking paths safe with streetlights and cctv if possible. Council should work with schools to create walking and cycling bus whereby led by a an employed person or volunteers that pass a certain path and children can just in on their bicycles or on foot.
- 5 I and many of the people who travel to the gym club live too far away to cycle or walk. Also we have to carry paperwork and equipment so it's a completely impractical idea. The geography of this area does NOT make this a good idea. Lots of us live in rural settings where there are not even pavements to walk on. This is just a complete waste of the councils money. Whoever thought up this idea obviously lives in the town or has too much time on their hands.
- 6 Recreational cycling should be seen as a gateway to changing habits so routes and marketing surrounding these activities should take priority over commute based activities.

Comments on improvements and Active Travel consultation

Question 43 asked respondents to comment on any facilities they feel require improvement to encourage others to walk and cycle more. Listed in the two tables below are the 15 relevant answers out of 20 in total, grouped into *location specific suggestions* to be considered for the updated draft network and general ideas on improvements of facilities:

Table 14: Q43: General ideas on facility improvements.

- 1 More cycle lanes. Widening of pavements. Creation of pavements

- 2 Yes, educating motorists to be more mindful of cyclists and pedestrians with lower speed and allow a good distance before passing
- 3 bike hire bays
- 4 Removal of short stay parking in town centre. Replace this with disabled and loading together with enforcement
- 5 Subsidise bikes, promote walking/cycling locally, educate motor vehicle drivers, better signage and enforcement. Better cycle routes.
- 6 We have never been asked for a bike shed but we could ask our staff and clients if it would help
- 7 Water fountains, breakout areas ie a small stop by area with sitting and bicycle racks and even self contained, self cleaning toilets like they have in some European countries.
- 8 Stop cars parking on pavements. Pedestrianisation of High Street.
- 9 Wider pavements, more pavements cycle lanes so as not to interfere with the flow of traffic, AND MOST IMPORTANTLY CYCLISTS EDUCATION TO CORRECTLY UNDERSTAND THE RULES OF THE ROAD.
- 10 Foot paths
- 11 Access to equipment.

Table 15: Q43: Location specific suggestions.

- 1 Integrated transport cardiff to Usk.
- 2 Put in place the foot/cycle way from Undy to Rogiet as a matter of urgency
- 3 Footpaths/Cycle ways across Chippeham Mead and possible Vauxhall as well.
- 4 Clarify the cyclists right of way through Abergavenny town.

Finally, in Question 45 businesses were invited to comment on the Active Travel consultation:

Q45: If you have any further comments regarding the Active Travel consultation, please enter them below. Four relevant responses were received:

- *“Please encourage those undertaking Active Travel consultation and decision making to walk and cycle the routes they propose.”*

- *“A totally impractical idea. There are many more ways to spend tax payers money and I am completely against these plans”*
- *“I’d like to be engaged and involved.”*
- *“Active travel should be just that regardless what the purpose is for ie work or leisure. It should be both walkers and cyclist and not prioritise one above the other. By only promoting cycling, you are discriminating against those who can't cycle for whatever reason. Be fair, be inclusive. Active Travel for everyone. And make them safe.”*

3.6 Easy Read Survey/ Learning Support Assistant

The Easy Read survey was created specifically for people with additional needs, with support facilitated via Learning Support Assistants. The survey comprised of 19 questions and was filled in by 29 people.

Travel mode

When asked about their travel mode for everyday journeys, the modes “walking” and “by car” made-up the highest proportion of respondents, both with 38% (or 11 individuals). 17% of respondents (five individuals) stated they travel by bus and 7% (two individuals) travel by bicycle.

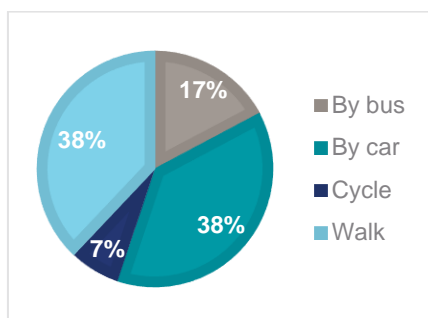


Figure 45: Q6: For most of the time – how do you travel to school/College/Local Hub/Work or the shops?

These results contrast to the answers to Question 19, asking whether respondents would like to walk, cycle, or scoot more often. A majority of 79% (23 individuals) expressed a wish to travel more actively, whilst only 21% (6 individuals) stated that they would not like to walk, cycle, or scoot more often.

Once again, these results point to the opportunity to encourage people to travel actively.

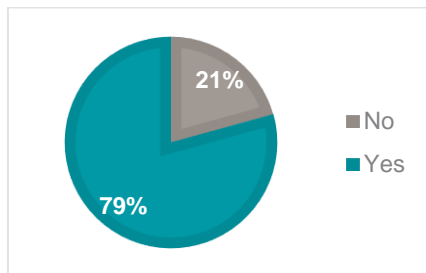


Figure 46: Q19: Would you like to walk, cycle, or scoot to school/College/Local Hub/Work or the shops more often?

Asked about their favourite mode of travel out of walking, cycling and scooting, Question nine stated that a majority of 52% (15 individuals) favour cycling, with 34% (10 individuals) expressing their wish to walk and 14% (four individuals) to scoot.

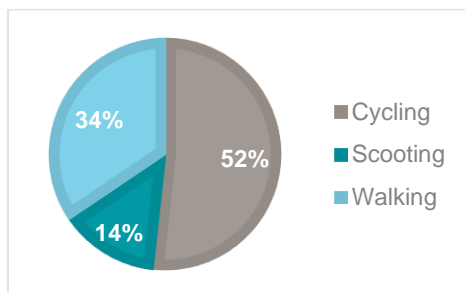


Figure 47: Q9: Think of all the different ways you can travel to school/College/Local Hub/Work or the shops. Out of the three below, which is your favourite?

Safety

The results of Question 32, whether participants feel safe when travelling actively, are in line with the answers also seen for the Primary School, Secondary School and Adults' surveys:

Most participants reported that they do not feel safe, or feel only partially safe (38% in both cases/11 individuals each), only 24% (seven individuals) stated that they feel very safe walking, cycling or scooting for everyday journeys.

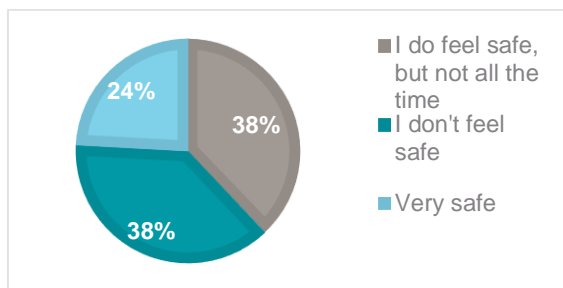


Figure 48: Q11: When you are walking, cycling or scooting to school/College/Local Hub/Work or the shops, do you feel safe?

Question 12 encouraged participants to explain the reasons why they do not feel safe. The question was answered by 28 of the 29 participants and highlights that, by far, the main concerns arise around:

- Traffic speed and volumes,
- Lack of walking/cycling infrastructure.

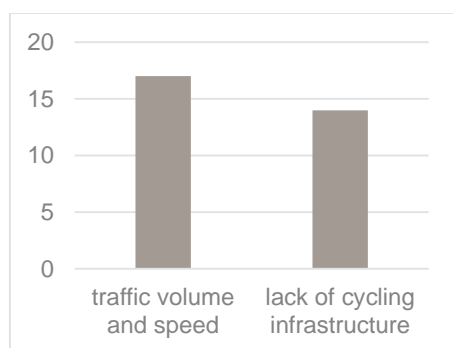


Figure 49: Q12: Please explain why you do or do not feel safe.

Further concerns included “missing pavement”, “potholes”, “lack of local police”, “aggressive drivers” or antisocial behaviour - expressed once each.

When asked about the reasons for not walking, cycling or scooting on everyday journeys in Question 15, the main reasons for not traveling actively were found to be related to safety:

Table 16: Q15: If you don't walk, cycle, or scoot to school/College/Local Hub/Work or the shops, what are the reasons why? Please tick all that apply.

Answer	Category	Count of answers
It is not safe	Safety	11
There is not enough time	Time	6

The people that look after me are worried	Safety	3
I live too far away	Distance	2
I am not confident enough on my bike or scooter	Safety	2
I travel to school/college/local shops by bus or taxi	Other	2
My parents/carers drop me off and drive straight to work	Convenience	1
I don't have a bike or scooter	Other	1

Suggestions for improvements

Question 17 encouraged participants to share their thoughts and ideas on how paths and roads could be improved to help them walk, cycle, or scoot more. The 23 responses were grouped into the following suggestions:

- | | |
|--|--------------|
| 1. More dedicated space for cyclists: | 14 responses |
| 2. Better maintenance of walking/cycling infrastructure: | 8 |
| 3. Make cyclists and pedestrians the priority: | 4 |
| 4. More footpaths: | 3 |
| 5. Safe paths for both pedestrians and cyclists: | 2 |
| Other | 6 |

Respondents to the Easy Read/Learner Support surveys provided key information in identifying future priority focuses for the network across Monmouthshire. Findings related to the existing barriers to the uptake of Active Travel included similar findings to the other surveys administered and promoted, helping to validate a focus upon improving active travel infrastructure, and reducing actual and perceived dangers posed by traffic speeds and volume.

Interestingly, notable differences between the Easy Read survey and the other surveys were related to distance being less of an issue to uptake of active modes, with safety the overwhelming barrier in this instance. The survey results, therefore, supporting prioritising focuses within the designated localities as opposed to interventions further afield (e.g. to local bus stops).

APPENDICES

MCC Active Travel Consultation List

Stakeholder	Group
Newport CC	Other local government and public bodies
Torfaen CBC	Other local government and public bodies
Blaenau Gwent CBC	Other local government and public bodies
Powys CC	Other local government and public bodies
Brecon Beacon National Park Authority	Other local government and public bodies
Herefordshire CC	Other local government and public bodies
Herefordshire CC	Other local government and public bodies
Gloucestershire CC	Other local government and public bodies
Forest of Dean DC	Other local government and public bodies
Cardiff City Region	Other local government and public bodies
Cadw	Other local government and public bodies
Natural Resources Wales	Other local government and public
Natural Resources Wales	Other local government
Welsh Water	Other local government and public bodies
South Wales Trunk Road Agency	Other local government and public bodies
National Parks	
One Voice	
The crown Estate	
transport for Wales	
Welsh Government	Other local government and public bodies
Welsh Government	Other local government and public bodies
PSB Members	Other local government and public bodies
Coleg Gwent	Education
All primary and secondary schools (Heads)	Education
Caldicot Town Council	Town councils
Chepstow Town Council	Town councils
Monmouth Town Council	Town councils
Abergavenny Town Council	Town councils
Usk Town Council	Town councils
Magor & Undy	Town councils
Sustrans	Walking & Cycling
Cyclists Touring Club (Cymru)	Walking & Cycling

Ramblers Cymru	Walking & Cycling
Abergavenny Cycle Group	Walking & Cycling
Abergavenny Cycle Group	Walking & Cycling
Transition Chepstow	Walking & Cycling
Abergavenny Transition Town	Walking & Cycling
Abergavenny Transition Town	Walking & Cycling
Usk Trail Access Group	Walking & Cycling
Monmouth Cycling Group	Walking & Cycling
Welsh Cycling	Walking & Cycling
Arriva Trains Wales	Bus\Rail
First Great Western	Bus\Rail
Cross Country Trains	Bus\Rail
Network Rail	Bus\Rail
Newport Bus	Bus\Rail
Stagecoach	Bus\Rail
Community Transport Association (Wales)	Bus\Rail
Bus Users Cymru	Bus\Rail
Confederation of Passenger Transport (Wales)	Bus\Rail
Passenger Focus	Bus\Rail
Magor Action Group on Rail	Bus\Rail
Magor Action Group on Rail	Bus\Rail
National Express	Bus\Rail
Severn Tunnel Junction Action Group	Bus\Rail
Better transport	Bus\Rail
Aneurin Bevan University Health Board	Health
Aneurin Bevan University Health Board	Health
Aneurin Bevan University Health Board	Health
Aneurin Bevan University Health Board, Environmental Manager	Health
Health Challenge Wales	Health
Health	health
Planet Health Cymru	Health
Coleg Gwent	Education
Federation of Small Businesses (Wales)	Business
South Wales Chamber of Commerce	Chamber of commerce
Usk Chamber of Commerce	Chamber of commerce
Abergavenny Chamber of commerce	Chamber of commerce
Monmouth & District Chamber of Commerce & Trade	Chamber of commerce

	Chamber of commerce
Chepstow Chamber of Commerce	Chamber of commerce
Chepstow chamber	Chamber of commerce
Chepstow Business Club f.a.0 Mr Ray Lewis	Business Club
Fire & Rescue Service,	Fire & Rescue
Fire & Rescue Service,	Fire & Rescue
Fire & Rescue	Fire & Rescue
police	Police
police	Police
police	Police
police	Police
police	Police
Police	Police
Gwent Police	Police
social housing	Social housing
social housing	Social housing
Monmouthshire Housing Association	Social housing
Hanover Housing Association	Social housing
MS Society	Equalities
Action on Hearing Loss Cymru	Equalities
Age Cymru	Equalities
Bi Cymru	Equalities
Bridges Into Work	Equalities
Deafblind Cymru	Equalities
Disability Can Do	Equalities
Disability Wales	Equalities
National Bureau for Students with Disabilities	Equalities
Race Council Cymru	Equalities
Royal National Institute of Blind People Cymru	Equalities
Royal National Institute of Blind People Cymru	Equalities
Snap Cymru	Equalities
Stonewall Cymru	Equalities
Wales Council for Deaf People	Equalities
Wales Council for Voluntary Action	Equalities
Yr Urdd	Equalities
Yr Urdd	Equalities

South East Wales Regional Equality Council (SEWREC)	Equalities
autism support	Equalities
Monmouthshire visually impaired	Equalities
Monmouthshire Peoples first	Equalities
Stroke Association	Equalities
Disability advice project	Equalities
Site Cymru	Equalities
Deaf Blind	Equalities
RNIB	Equalities
Gwent Association of Voluntary Organisations	Voluntary
Gwent Wildlife Trust	Voluntary
The Wildlife Trust of South & West Wales	Voluntary
Bryn y Cym Community Forum	Voluntary
Usk Civic Society	Voluntary
Womens Institute	Voluntary
Abergavenny 50+	Voluntary
Abergavenny 50+	Voluntary
Jeremy Callard	Other
Phillip Inskip	Other
Woodland Trust	
British Motorcyclists Federation	Other
Freight Transport Association (Wales)	Other
RAC Foundation	Other
Canal and River Trust	Other
Living Streets	Other
Open Spaces Society	Other
Woodland Trust	Other
The National Trust	Other
Railway Paths	Other
Campaign for Better Transport	Other
Wales TUC	Other
Woodland trust	
Chepstow Racecourse,	Local business
Homemakers community recycling The Chapel, Old Workhouse, Union Road West, Abergavenny, NP7 7RL	Local business
National Diving and Activity Centre	Sports
Protected Characteristic	

Children with Disabilities	
ASD Specific Group	
8 – 14 Year olds with Disabilities	
8 – 12 Year olds with Disabilities	
14 – 25 Year Olds with Disabilities	
14 – 25 Year Olds with Disabilities	
14 – 25 Year Olds with Disabilities	
Downs Syndrome Group	
Adults with Disabilities Service	
Adults with Disabilities Service	
Adults with Disabilities Service	
Multiple Sclerosis Group	
Multiple Sclerosis Group	
ABUHB	
ABUHB	

Public engagement – Survey Questions

Primary Education Survey

QUESTION	POSSIBLE ANSWERS
Are you a...	-Boy -Girl
Do you consider yourself to have a disability?	-Yes -No
How old are you?	-4-6 -7-8 -9-11
In what area/street do you live in?	
What school do you attend?	
For most of the time – how do you travel to school?	-Walk -Cycle -Scoot -By car -By bus
Based on how you usually travel to school, how long does it take you?	-Under 5 min -6-15 min -16-25 min -Over 25 min
If you walk, cycle or scoot to school, who do you do it with?	-I don't walk, cycle or scoot to school -On my own -With my friends -With by brother/sister -With an adult
Think of all the different ways you can travel to school or to the shops. Out of	-Cycling -Walking

the three below, which is your favourite? Please pick only one.	-Scooting
At your school, is there a place you can safely store your bike or scooter?	-Yes -No -Not sure
When you are walking, cycling or scooting to school or the shops, do you feel safe?	-Very safe -I do feel safe, but not all the time -I don't feel safe
Please explain why you do or do not feel safe	
Do you feel that your school encourages you to walk / cycle / scoot to school?	-All the time -Sometimes -Not very often
Do you feel that the people who look after you encourage you to walk, cycle or scoot to school or the shops?	-All the time -Sometimes -Not very often
What are the main reasons you would walk/cycle/scoot at least 10-15 minutes? Please tick all that apply.	-It's fun and enjoyable -It helps me to keep healthy -I like doing it with my friends -To stop polluting the earth -Our family doesn't have a car -To get somewhere, like school and shops
If you don't walk, cycle, or scoot to school or the shops, what are the reasons why? Please tick all that apply.	-I always walk/cycle to school -I always walk/cycle to shops -I live too far -It's not safe -There is not enough time -I don't have a bike or scooter -My parents drop me off on their way to work -I am not confident enough -The people that look after me are worried -I travel to school by bus
Do you own a bike or a scooter? Tick all that apply	-Bike -Scooter -I don't own a bike or a scooter
On the scale below, please select how safe you think the current WALKING routes are in your area.	
On the scale below, please select how safe you think the current CYCLING routes are in your area.	
On the scale below, please select how safe you think the current SCOOTER routes are in your area.	
How do you think the paths and roads could be improved to help you walk, cycle or scoot more?	
Would you like to see more bike and scooter racks at your school?	-We have plenty -I'm unsure -We need more bike and scooter racks

Would you like to walk, cycle, or scoot to school or the shops more often?	-Yes -No
---	-------------

Secondary Education Survey

QUESTIONS	POSSIBLE ANSWERS
Are you a...	-Male -Female -Other -Prefer not to say
Do you consider yourself to have a disability?	-Yes -No
How old are you?	11-13 14-16 17+
In what area/street do you live in?	
What school do you attend?	-Caldicot School -Chepstow School -King Henry VIII Comperhensive -Monmouth Comperhensive -Ysgol Gyfun Gwynllyw -Ysgol Gyfun Gwent Is Coed -Coleg Gwent Usk Campus -Monmouth School for Boys -Monmouth School for Girls
For most of the time – how do you travel to school?	-Walk -Cycle -Scoot -By car -By bus
Based on how you usually travel to school, how long does it take you?	-Under 5 min -6-15 min -16-25 min -Over 25 min
If you walk, cycle or scoot to school, who do you do it with?	-I don't walk, cycle or scoot to school -On my own -With my friends -With my brother/sister -With an adult
Think of all the different ways you can travel to school or to the shops. Out of the three below, which is your favourite? Please pick only one.	-Cycling -Walking -Scooting
At your school, is there a place you can safely store your bike or scooter?	-Yes -No
When you are WALKING to school or the shops, do you feel safe?	-Very safe -I do feel safe, but not fully -I don't feel safe

When you are CYCLING to school or the shops, do you feel safe?	<ul style="list-style-type: none"> -All the time -Sometimes -Not very often
If you would you like to comment on how safe you feel when WALKING or CYCLING, please enter it below.	
Do you feel that the teachers encourage you to walk, cycle or scoot to school or the school?	<ul style="list-style-type: none"> -All the time -Sometimes -Not very often
Do you feel that the people who look after you encourage you to walk, cycle or scoot to school or the shops?	<ul style="list-style-type: none"> -All the time -Sometimes -Not very often
What are the main reasons you would walk/cycle/scoot at least 10-15 minutes? Please tick all that apply.	<ul style="list-style-type: none"> -It's fun and enjoyable -It helps me to keep healthy -I like doing it with my friends -To stop polluting the earth -Our family doesn't have a car -To get somewhere, like school or shops
If you don't walk, cycle, or scoot to school or the shops, what are the reasons why? Please tick all that apply.	<ul style="list-style-type: none"> -I always walk/cycle to school -I always walk/cycle to shops -I live too far -It's not safe -There is not enough time -I don't have a bike or scooter -My parents drop me off on their way to work -I am not confident enough -The people that look after me are worried -I travel to school by bus
Do you own a bike or a scooter? Tick all that apply	<ul style="list-style-type: none"> -Bike -Scooter -I don't own a bike or a scooter
On the scale below, please select how safe you think the current WALKING routes are in your area.	
On the scale below, please select how safe you think the current CYCLING routes are in your area.	
There are 7 draft Active Travel Network Route Maps for Monmouthshire to help prioritise funding. Click on any map(s) that you feel is/are relevant to you. Where a route has a number it means that...	<ul style="list-style-type: none"> -Magor and Undy -Abergavenny -Monmouth -Chepstow -Caldicot -Gilwern -Usk -Other
There are 7 draft Active Travel Network Route Maps for Monmouthshire to help prioritise funding. Click on any map(s) that you feel is/are relevant to you. Where a route has a number it means that...2	<ul style="list-style-type: none"> -Magor and Undy -Abergavenny -Monmouth -Chepstow -Caldicot -Gilwern -Usk -Other

Please leave your comments below regarding any of the maps reviewed. Please be as specific as possible including what area/s and route reference (the INM number) you are referring too.	
Now that you have reviewed the maps, how do you think the paths and roads could be improved to help you walk, cycle or scoot more?	
Would you like to see more bike and scooter racks at your school?	-We have plenty -I'm unsure -We need more bike and scooter racks
Would you like to walk, cycle, or scoot to school or the shops more often?	-Yes -No
Do you have any further comments on any maps, routes or general feedback on the Active Travel scheme?	
Would you like to leave any further comments?	

Adult Survey

QUESTION	POSSIBLE ANSWERS
How do you identify your gender?	-Male -Female -Other -Prefer not to say
Do you consider yourself to have a disability?	-Yes -No
Age group	-Under 16 -16-24 -25-34 -35-44 -45-59 -60+
Please provide your home post code:	
In the main, How do you currently travel to work	-Car -Bus -Train -Bike -Walk -Not Applicable
If applicable, how many miles is it to your main place of employment or college	-Less than 2.5m -2.5-5m -Over 5, less than 10m -10-15m -Over 15m -Not Applicable

During the spring and summer months do you CYCLE (at least 10-15 minutes) on the highway/roads at least once a month to get to a destination (work, shop, leisure centre)?	-Yes -No
Please state any comments on your walking or cycling routine below	
What are the main reasons you would WALK at least 10 - 15 minutes to a destination?	-School run -Work -Shopping -Library/Post office -Visit family/Friends -Other
What are the main reasons you would CYCLE at least 10 - 15 minutes to a destination?	-School run -Work -Shopping -Library/Post office -Visit family/Friends -I don't cycle -Other
If you DO NOT WALK at least 10 - 15 minutes to get to a destination for at least twice a week, please specify the reason why:	-No time -Roads/Paths busy -Distance to facilities -Roads/paths unsuitable -Confidence -Not Applicable -Other
If you DO NOT CYCLE at least 10 - 15 minutes to get to a destination for at least twice a week, please specify the reason why:	-No time -Roads/Paths busy -Distance to facilities -Roads/paths unsuitable -Confidence -Not Applicable -Other
Walking	-Yes -No
Cycling	-Yes -No
Can you identify any routes you feel need to be improved in order to encourage you and others to walk/ cycle more?	-Yes -No
If yes, please add your comments in the following questions and please be specific	
Route – Please name the settlement where you would like to see improvement	-Chepstow -Monmouth -Caldicot -Abergavenny -Gilwern -Usk -Magor and Undy
What is the particular street name/road reference you want to see improved?	
Is your suggestion for	-Walking -Cycling -Both

Why would you be making this trip eg dentist, school, work? and what needs to be improved?	
Would you like to make another suggestion?	-Yes -No
In order to prioritise funding for Active Travel do you agree with the priorities as set out in the https://www.monmouthshire.gov.uk/app/uploads/2020/06/Strategic-Focus.jpg	-Yes -No -In part
Please provide any comments on the previous question	
There are 7 draft Active Travel Network Route Maps for Monmouthshire to help prioritise funding. Click on any map(s) that you feel is/are relevant to you. Where a route has a number it means that...	-Magor and Undy -Abergavenny -Monmouth -Chepstow -Caldicot -Gilwern -Usk -Other
Please leave your comments below regarding any of the maps reviewed. Please be as specific as possible including what area/s and route reference (the INM number) you are referring too.	
Are there any facilities you feel need to be improved to encourage others to walk/ cycle more? Some routes are already deemed suitable for making Active Travel journeys – these are called Existing Route Maps (ERMs)	
Would you like to comment on any of the routes already identified as suitab...	
If you have any further comments regarding the Active Travel consultation, please enter them below	

Business Survey

QUESTION	POSSIBLE ANSWERS
Please state your business/organisations name	
Enter organisations post code	
How do you identify your position within the organisation:	-Operational -Management -Executive or Director -ChiefExecutive -Owner
How many employees are within your organisation?	-10 and under -Less than 50 -Between 50 -250 More than 250
Does your organisation promote walking and cycling to work?	-Yes -No
If Yes, please provide details	

Do you have a place to ensure bikes can be stored safely?	-Yes -No
If Yes, please provide details	
Do you have facilities for employees to shower?	-Yes -No
If Yes, please provide details	
Are you aware of how many employees, on average, cycle or walk to work	-Yes -No
Numbers who walk on average	-Less than 5% -6-10% -11-15% 16-20% -Over 20% -Do not know
Numbers who cycle on average	-Less than 5% -6-10% -11-15% 16-20% -Over 20% -Do not know
Walking	-Yes -No
Cycling	-Yes -No
Can you identify any routes you feel need to be improved in order to encourage you and others to walk/ cycle more?	-Yes -No
If yes, please add your comments in the following questions and please be specific	
Route – Please name the settlement where you would like to see improvement	-Chepstow -Monmouth -Caldicot -Abergavenny -Gilwern -Usk -Magor and Undy
What is the particular street name/road reference you want to see improved?	
Is your suggestion for	-Walking -Cycling -Both
Why would you be making this trip eg dentist, school, work? and what needs to be improved?	
Would you like to make another suggestion?	-Yes -No

<p>In order to prioritise funding for Active Travel do you agree with the priorities as set out in the https://www.monmouthshire.gov.uk/app/uploads/2020/06/Strategic-Focus.jpg</p>	<p>-Yes -No -In part</p>
<p>Please provide any comments on the previous question</p>	
<p>There are 7 draft Active Travel Network Route Maps for Monmouthshire to help prioritise funding. Click on any map(s) that you feel is/are relevant to you. Where a route has a number it means that...</p>	<p>-Magor and Undy -Abergavenny -Monmouth -Chepstow -Caldicot -Gilwern -Usk -Other</p>
<p>Please leave your comments below regarding any of the maps reviewed. Please be as specific as possible including what area/s and route reference (the INM number) you are referring too.</p>	
<p>Are there any facilities you feel need to be improved to encourage others to walk/ cycle more? Some routes are already deemed suitable for making Active Travel journeys – these are called Existing Route Maps (ERMs)</p>	
<p>Would you like to comment on any of the routes already identified as suitab...</p>	
<p>If you have any further comments regarding the Active Travel consultation, please enter them below</p>	

Easy read – Learners Support Assistant Survey

QUESTION	POSSIBLE ANSWERS
<p>Are you a...</p>	<p>-Boy -Girl</p>
<p>Do you consider yourself to have a disability?</p>	<p>-Yes -No</p>
<p>How old are you?</p>	<p>-4-10 -11-15 -16-24 -25-34 -35-44 -45+</p>
<p>In what area/street do you live in?</p>	
<p>What school do you attend?</p>	

For most of the time – how do you travel to school?	<ul style="list-style-type: none"> -Walk -Cycle -Scoot -By car -By bus
Based on how you usually travel to school, how long does it take you?	<ul style="list-style-type: none"> -Under 5 min -6-15 min -16-25 min -Over 25 min
If you walk, cycle or scoot to school, who do you do it with?	<ul style="list-style-type: none"> -I don't walk, cycle or scoot to school -On my own -With my friends -With by brother/sister -With an adult
Think of all the different ways you can travel to school or to the shops. Out of the three below, which is your favourite? Please pick only one.	<ul style="list-style-type: none"> -Cycling -Walking -Scooting
At your school, is there a place you can safely store your bike or scooter?	<ul style="list-style-type: none"> -Yes -No -Not sure
When you are walking, cycling or scooting to school or the shops, do you feel safe?	<ul style="list-style-type: none"> -Very safe -I do feel safe, but not all the time -I don't feel safe
Please explain why you do or do not feel safe	
Do you feel that your school encourages you to walk / cycle / scoot to school?	<ul style="list-style-type: none"> -All the time -Sometimes -Not very often
Do you feel that the people who look after you encourage you to walk, cycle or scoot to school or the shops?	<ul style="list-style-type: none"> -All the time -Sometimes -Not very often
What are the main reasons you would walk/cycle/scoot at least 10-15 minutes? Please tick all that apply.	<ul style="list-style-type: none"> -It's fun and enjoyable -It helps me to keep healthy -I like doing it with my friends -To stop polluting the earth -Our family doesn't have a car -To get somewhere, like school and shops
If you don't walk, cycle, or scoot to school or the shops, what are the reasons why? Please tick all that apply.	<ul style="list-style-type: none"> -I always walk/cycle to school -I always walk/cycle to shops -I live too far -It's not safe -There is not enough time -I don't have a bike or scooter -My parents drop me off on their way to work -I am not confident enough -The people that look after me are worried -I travel to school by bus
Do you own a bike or a scooter? Tick all that apply	<ul style="list-style-type: none"> -Bike -Scooter -I don't own a bike or a scooter
How do you think the paths and roads could be improved to help you walk and cycle	

<p>Would you like to see more bike and scooter racks at your school/college/local hub or the shops?</p>	<p>-We have plenty -I'm unsure -We need more bike and scooter racks</p>
<p>Would you like to walk, cycle or scoot to school/college/local hub/work or to the shops more often?</p>	<p>-Yes -No</p>

Abergavenny and District Civic Society

Response to MCC Active Travel Consultation 2020

About 100 members were advised of this consultation, with a link to the consultation on the MCC website. Few have responded to help me put forward a Society view, though some may have replied direct to the Council or taken advantage of the face-to-face or webinar opportunities. A few members told me that they found the on-line mapping etc difficult to handle, though once mastered it is very informative (if difficult to keep up-to-date). The following observations are therefore largely mine as Vice Chair and leader of our planning sub-group (and a founder member of the Abergavenny Cycle Group)

Strategy

We note the short summary of AT strategy and would not argue with this, though it would also be good to see a wider town strategy for traffic calming, traffic management, travel to school (especially the opportunity presented by the new King Henry VIII school), etc. We understand that a 20mph limit may be introduced throughout the residential areas of the town. If so, many lightly trafficked roads will be much safer for AT and can form part of the network.

We generally agree with the selection of High Priority routes except:

- A1 – While the new bridge and the Merthyr Road roundabout area (A18) are undoubtedly high priority, the Llanfoist village section is of limited use for residents (except of villages to the west), the majority of whom live to the east, either side of Gypsy Lane (A18 – medium priority). Our **Plan A** shows options in this area.
- A12 is surprising, especially as A11, giving access to the town centre, is Low.
- A16 will be challenging to improve for AT – we do not disagree with the high priority, but suggest that a route following Tudor Street and Union Road East and West should be part of the strategy for this part of the town.
- A21 – Upper Cross Street deserves a high priority, together with Lower Castle Street (not shown)

The High Priority list is extensive and likely to take many years to achieve unless progress accelerates. It would seem vital to detail a list of potential bids to Welsh Government and for other anticipated opportunities over the next five years. Assuming that the Usk crossing issue is resolved, we would suggest the highest priority is that the connecting routes to the town centre and the rail and bus stations should be in good condition to promote use of the bridge. Should the new bridge be shelved, short term priorities would need rethinking.

Missing Routes?

Tudor Street, Union Road East and West – see above – a safer alternative to A16?

KHS-related east-west routes – A19 to A8 via Bishop Crescent; Avenue Road to A9 via cricket field by negotiation.

Poplars Road to St David's Road to A14; would need to safeguard link via a potential development site between Poplars Road and Midway Lane. **See Plan B**

Other Comments

While I am sure that the Council is aware of this, several members wish to stress the importance of doing your best to meet the very varied needs of the range of disability in the community. They may have the impression that Active Travel is mainly for the young and sometimes inconsiderate. Any strategy that encourages AT must seek to make behavioural change considerate of all route users.

The Civic Society is likely at present to oppose all or most of the strategic development sites referred to in the consultation. However, we would attach a high importance to the connection to the network of any that are finally allocated and support anticipation of connections that may one day be needed.

Comments on the Routes

A1 – The section between the A465 and the proposed new bridge requires detailing. An alternative route from A4143 to the new bridge might be negotiated to the south of the Bridge Inn building rather than to the north, avoiding the narrowest section of footway. A Cambridge-style Waitrose roundabout would make cycling here much safer for the less confident.

A2 – Somewhat mystified by selection of this route for short term attention (but low priority) as the NCN route to the town centre, where A3/A5 is short-medium/high priority

A3 – Agreed – welcome high priority – dependence on link via private land to Monmouth Road – importance of safe crossing to Station Road (A7)

A5 – Summary mentions Lower Castle Street, but not shown on plan – vehicular traffic probably cannot be excluded, but should be a high priority for calming and shared use; apart from Castle Street, remainder of A5 a lower priority

A7 – Agreed

A8 – Agreed – welcome high priority – MCC should have a scheme prepared by Capita 15-20 years ago for widening former railway footpath

A9 – Making the southern section of Pen y Pound a safe AT route will be challenging; reference to Stanhope Street (already a rat run) is unclear – the railway path section of A8 makes more sense; the forthcoming redevelopment of KHS may present opportunities in this area, especially as AT to the school must be encouraged

A10 – Existing footpath link to A7 at Holywell Crescent not followed on map

A11 – Priority might be higher in view of relatively low vehicular traffic volumes and connecting routes

A14 - Agreed

A15 – As I am sure you realise, the route shown within the housing area under construction is meaningless. Unfortunately the approved housing layout made little off-road provision for AT, though there is to be speed calming on the roads; the accompanying **Plan B** shows options for detailing A15 and P34. The planning case officer is Kate Bingham. Elsewhere on A15, presumably the link between Gwent Road and Dan y Deri will have to be 'cyclists dismount'; there is also a case for a route connecting to A14a and A19 via Vale View (or the track r/o Vale View)

A16 – While safety improvements are possible, we are not sure that Brecon Road can ever be a suitable radial shared route connecting key employment centres unless relieved of trunk road traffic

A18 – Agreed but the link to the riverside via Riverside Drive is imprecise and likely to be difficult for cyclists. Perhaps unnecessary if an alternative route at the Bridge Inn is negotiated (see A1)

A19 – A key radial route, but needs considerable work for cycling – narrow sections (cyclists dismount?) and road crossings; scope for northward extension (see A15)

A20 – Clearly an important radial route for all modes, needing traffic calming, but safer radial routes potentially available for less confident cyclists – A11, A19 (which has higher priority, but see notes); trunk road section junctions need particular attention

A21 – Agreed but should refer to Lower Cross Street, not Castle Street, and Monmouth Road

A22 – Agreed

A23 – Agreed

A25 – Questionable whether the A4143 bridge can ever be suitable for cycling or walking. Unclear what is intended on Link Road – cycle lanes on carriageway or shared use of footway? References to St Helen's Road and Commercial Street presumably relate to an alternative – connection between A4143 and Union Road is the perhaps the weakest link in this alternative

A26 - Agreed

A27 – Consider alternative/extra route via Glyndwr Gardens and near river to join A3

P20 – No comment

P21 – What leisure development?

P22, 23, 24 – These desire lines are only relevant if all or part(s) of this strategic LDP development option is in the adopted plan

P25 – why duplicate A7?

P26 – The extent of desire to use this route seems questionable; Pentre Road and Chain Road probably meet that desire (mainly leisure) at present, despite their narrow width, unsuitable for vehicular through traffic; adoption of the relevant part of strategic LDP development option would require a review of AT needs in this area. The Pen y Pound section is only valid as a significant AT desire line if LDP development options are adopted, and the provision of footways and enclosing of an open drain would detract from the character of this part of the Conservation Area.

P27 – Much the same applies as the references to Pentre Road and Chain Road under P26

P28 – Agreed, especially if the Maindiff Court site becomes a general employment site

P33 - The connection with the housing area under construction should now be defined (see accompanying **Plan B**)

P34 – It should be possible to define this route as Greystones Crescent plus Greystones Avenue/Poplars Road

P39 – The congested section near Stanhope Street certainly needs attention as it is unsatisfactory for all modes; otherwise, Chapel Road is one of several AT options in this part of the town for town centre access and does not merit desire line status (with or without the allocation of more development land to the north)

C1, 2 – see accompanying **Plan A**

Existing Route Map

If the ERM is intended to show only routes that meet or exceed the criteria suitable for Active Travel, we would question the following:

A1 – unsuitable for pedestrians or cyclists where crossing the River Usk; showing it as suitable undermines the case for the new bridge.

A2 – High Street pedestrian zone could be added, and possibly Upper Cross Street and Market Street, connecting via Morrisons site to Bailey Park. Lion Street connection to Hereford Road/Monk Street if completed before map finalised. (We note that these are shown on INM as part of A22)

A14 – shared use of footway?

Is there any reason why useful lengths of lightly trafficked residential roads with wide footways cannot be shown – especially if 20mph limit is operative?

DC/240920

Abergavenny Town Council



Abergavenny Town Council

Comments on INM (Integrated Network Map) Consultation October 2020

Active Travel is about purposeful journeys to school, workplaces, shops, leisure centres etc. The Integrated Network Map identifies routes that need improvement to reach Active Travel standards within the defined boundary of a specified town or village. The routes should form a coherent active travel network.

The INM for Abergavenny details active travel routes to Deri View School, King Henry and Our Lady & St Michaels however there are no active travel routes detailed on the INM directly to Cantref School. This seems to be an omission and should be addressed.

There is also a lack of active travel routes for people accessing Abergavenny from the west including from Crickhowell and wishing to avoid the A40. There are no suggested routes from the western side of Abergavenny into the town or to King Henry VIII School. KHS has pupils from across Abergavenny. Conversely there are no routes from the eastern side of Abergavenny and the town centre to the hospital and the industrial estate on Union Road West. The hospital is a key trip attractor not just for employees but also visitors and some patients. The car park is inadequate for the number of users which results in on road parking within the hospital site which can cause problems for buses routed through the site. Improving active travel access to the hospital should be a priority as should the installation of cycle parking in locations within the hospital site. The lack of routes on the western side should be re-examined.

The Hardwick roundabout is a significant deterrent for people wishing to access Abergavenny by bike from nearby villages such as Llanellen. The roundabout can sometimes prove difficult in a vehicle as motorists are often unsure which lane to be in despite lane markings. To tackle this junction on a bike is not for the faint hearted. An increase in active travel infrastructure would encourage active travel journeys from the south and east thereby reducing the level of vehicle traffic coming into Abergavenny. Improvements to active travel routes in this part of town could also be beneficial to commuters cycling to the station thereby reducing the demand for parking at the station which is already under significant strain. Funding has already been earmarked by TfW and Network Rail for improvements at the railway station including

access routes. How do these station improvements link with the INM and project implementation?

Cyclists accessing from the south also face an unpleasant ride along the A40 Monmouth Road into the town centre recorded as INM-A27. How realistic is an active travel route (on or off carriageway) along the A40 which is bounded by residential properties? Would it be better to find a route through the residential streets to the station and then into the town centre or will the [WG aim for a default 20mph speed limit on all restricted roads by April 2023](#) influence the INM routes on trunk roads and within the town generally?

The Town Council has previously supported MCC plans for an active travel bridge over the river Usk at Llanfoist as the current bridge is inadequate for pedestrians and cyclists and motorists. The Town Council is keen that a solution is found for the construction of a bridge together with associated junctions that allow safe access onto the bridge from Abergavenny and from Llanfoist. Access on and off the bridge on the Llanfoist side will be challenging given the lack of highway space and the need to cross the carriageway when travelling from Llanfoist but a safe access solution is vital otherwise the bridge will not bring about the increase in active travel journeys anticipated. The current road bridge acts as a bottleneck and is a massive deterrent against active travel journeys to Abergavenny from Llanfoist, Govilon and Gilwern.

In addition to commenting on the integrated network map for Abergavenny, Abergavenny Town Council would be interested in exploring with MCC whether the provision of on route training for young people and their families is desirable and achievable. Such training could assist with behaviour change and increasing the number of active journeys in Abergavenny. It is understood that Welsh Government makes available funding for capital schemes with little accompanying revenue funding for behaviour change programmes so the Town Council may be able to offer some funding.

Abergavenny Cycle Group

Response to Active Travel Consultation for Abergavenny

October 2020

Abergavenny Cycle Group is a group of around 30 paid up members who have been working since 1995 for safe cycling in the Abergavenny area. Registered Charity, no. 1070816. Abergavenny Cycle Group is open to all local people and our mailing list and Facebook Group has over 200 members.

This consultation response was prepared by the group committee following discussions at group meetings.

This response contains some general comments about measures to improve active travel routes in the town, such as reducing speed limits, tackling rat-running and cycle contraflows on one-way streets. We then list our priority improvements and there follows a detailed response to each of the routes in the INM and some routes that we believe should be added to the INM.

General comments

Abergavenny is a small market town, it is not a vast urban metropolis. It should not be a scary place to ride a bike. Yet the every increasing volume and speed of motor traffic and the legacy of almost a century of car-oriented highways policy have combined to make cycling an unpalatable choice for the majority of people who might consider riding a bike as an alternative to driving for journeys in the town.

The Covid lockdown of spring and early summer 2020 and the resulting evaporation of most motor traffic showed just how many people in town own bicycles and are keen to use them, if only it is safe to do so. During the lockdown there were more people cycling in Abergavenny than any time within living memory. Now that motor traffic - and road danger - has returned to pre-lockdown levels cycling is back down to previous low levels.

Both cycling and walking could contribute to reduction in congestion, shorter journey times, cheaper transport and more active, healthier living.

The single most powerful intervention to improve active travel in Abergavenny is **a 20mph speed limit on all roads in the town, including all main roads where cycling is permitted.** Signs and enforcement can go some of the way, but design

interventions such as narrowing carriageway widths and widening footways, introducing cycle-permeable chicanes, planting trees and reducing sightlines can all contribute to reducing traffic speeds and thus cutting road danger at source.

Some residential streets are hostile to cycling due to the volume of **rat-running** (eg. Park Crescent and Ross Road) Measures to discourage rat-running not only enhances the quality of a street as a place to live, but increases its attractiveness for active travel journeys. Modal filters (technical term for bollards) can transform a residential street cheaply and immediately.

One way streets were introduced to the Abergavenny to discourage motor traffic from the town centre. But they are a significant impediment to cycling by forcing cyclists onto more hostile distributor roads. Cycle contraflows on one-way streets are the answer. Among these problem one-way streets are Lion Street, Upper Cross Street, Frogmore Street, Lower Castle Street, Market Street, Commercial Street and Union Road West. The eastern end of Baker Street was recently made one way (ironically, as part of public realm works funded as 'active travel improvements'). This has cut off what was previously an important cycling route in the town.

The Welsh Government has recently announced draft legislation for blanket 20mph limits in residential streets and to tackle widespread pavement parking. These are both critical measures for active travel, and Monmouthshire should get ahead of the curve on introducing 20mph zones and combatting pavement parking.

New developments (residential and commercial) must be 'active travel proofed' at the earliest possible pre-planning stage. It must be made clear to prospective developers that no planning applications will be approved without the provision of high quality active travel routes.

We welcomed the draft cycling strategy for the county but believe that a meaningful strategy needs measureable targets for the outcomes it seeks, not just vague, unspecific aspirations, and a clear framework for delivering those outcomes through policy.

Top priorities

All measures to improve active travel in the town are welcome. However we realise that not everything can be done at once. Beside a blanket 20mph limits on all streets which remains the highest priority of all, these are our priorities for improvement right now:

* Cycle proof the recent town centre public realm improvement schemes (Frogmore Street / Cross Street). This scheme had the unfortunate and unintended effect of closing key town centre streets to cycling. This needs to be addressed through clarity on where cycling is allowed and signage to indicate cycles are permitted on Frogmore Street and upper Cross Street. This includes a west-bound cycle contraflow Lion Street and a smaller contraflow on Baker Street. We would like to see cycling permitted on Nevill Street (part of MCC-A2) and High Street.

* MCC-A1. New walking/cycling bridge to Llanfoist. We support the idea of a new bridge as it will provide a safer and more pleasant (though possibly slower and less direct) alternative cycling route between Abergavenny and Llanfoist. Approaches to the Llanfoist bridge(s), especially on the Llanfoist side. The roundabout outside Waitrose is more hazardous and hostile for cycling than the present bridge over the Usk. Building the new bridge must be accompanied by measures to provide safe, attractive and direct journeys onward journeys through this junction and into Llanfoist. We believe a new traffic-light controlled junction with cycle phases is the best solution. Beyond the roundabout, the B4246 through Llanfoist is excessively wide and fast. There is scope for narrowing the carriageway and providing wider footways and / or dedicated cycle infrastructure here.

* MCC-A19. The spine route from Mardy to the town centre should be a safe, accessible, direct, well-defined and continuous route.

* MCC-A3. A new and enhanced riverside route from Llanfoist bridge to the railway station. With nothing more than resurfacing, a high quality route is possible as far as Mill Close (and onwards to the station via Belmont Road, Belmont Close and an alleyway linking to Station Road). A better route would emerge onto the A40 directly opposite Station Road, but this may require a small amount of land acquisition. In either case, a new crossing point on the A40 would be required. A traffic light controlled junction at Station Road / A40 would benefit traffic flow to and from the station, and reduce speeding on the A40 which is a recognised problem by Community Speed Watch.

* MCC-A5. Castle Street to Mill Street link upgrade (MCC-A5). This is a very quick win. The route is part of NCR 42 but is a very poor surface and there is a dangerous junction with Lower Castle Street. Paint and resurfacing (and even better, works to even out the gradient) is all that is required.

* MCC-A21. The Junction of A40 / Upper Cross Street / Lower Castle Street. This is primarily a pedestrian benefit but it would also benefit cyclists travelling southbound on A40 and looking to go up Lower Castle Street or Cross Street. At present this manoeuvre requires cyclists to wait in the middle of a junction with bad sight lines and heavy traffic - not safe or inviting at all. We propose relocating the traffic lights from outside St Mary's Church to this junction. Lower Castle Street is dangerous for pedestrians with very narrow footways, despite being a key pedestrian linking route with no alternatives. Traffic calming measures (e.g. width restrictions & bollards) are badly needed.

Detailed comments on the ERM and INM routes:

MCC-A1

We regret the continued delay to the long promised new cycling and walking bridge.

Given the level of road danger on the present bridge, and the fact that Sustrans recently removed the bridge from the National Cycle Network due to the level of road danger, we are surprised it features on the Existing Routes Map as it clearly doesn't meet the standard required by the Active Travel Act.

Even if the bridge is built, without cycle safety improvements to the A4143 and, in particular, the roundabout by Waitrose, the risk is that there will be little or no increase in cycling, as crossing the roundabout by cycle is more dangerous and intimidating than cycling on the old road bridge.

We propose this roundabout either be converted into a traffic-light controlled junction or a cycling and walking friendly roundabout (Dutch style), with priority for cycles. The most dangerous part of the current roundabout is where traffic is exiting the A465 at speed, and coming around the corner towards the bridge.

Another option is to create new crossing point of the A4143 between the bridge and the roundabout to connect with the cycle route south to The Cutting.

At the northern end of MCC-A1 the route should continue on north all the way to the roundabout junction with A40. It is an important link within the town and there are no alternatives anywhere near as direct. It is a wide road so there is plenty of space to make improvements. At times motor traffic is fast and intimidating. We would propose a lower speed limit (20mph), narrowing of the carriageway and segregated or soft-segregated cycle lane. If the footways were widened this could be a shared use footway/cycleway, though it should have priority at junctions with side roads.

Though it looks on the map as if MCC-A1 connects with Union Road West/East and this is an essential linking route from Llanfoist bridge to Western Abergavenny including King Henry VIII school (via MCC A8), but lacks speed reductions / cycle infrastructure. As a result it's not an especially pleasant or safe road to cycle on. The road needs a 20mph speed limit or dedicated, separate safe space for cycling (with priority over side turnings).

MCC-A2

Nevill Street (part of MCC-A2) and Frogmore Street is indicated on the ERM and INM as a cycle route. However, there are signs on Nevill Street which show cycling is prohibited. Likewise for upper Cross Street following the recent daytime restrictions of motor traffic.

The Cycle Group was repeatedly assured that the recent public realm improvements would not prohibit cycling in the town centre. Unfortunately that is exactly what has happened. Clarity is required on whether cycling is permitted on these town centre streets. We propose that responsible, courteous cycling should be permitted. On sunny days when there is a lot of pedestrian traffic, cyclists will naturally get off and walk. Most of the time there is plenty of space, and cyclists should be permitted to cycle here. Sorting this out should be a top priority.

The route up through the car park is very steep and convoluted with many conflict points with motor vehicles and pedestrians. It needs attention, as well as consideration of Merthyr Road as a faster and more direct alternative.

MCC-A3

A new link between Llanfoist and the Railway Station is a very good idea. Needs to be continuous all the way to the railway station via Station Road (i.e. not via a link to MCC-A6). We acknowledge that this is aspirational due to land ownership issues but it has great potential. Needs to be tarmac or, at least, very good clean gravel, not mud as at present in many places.

The present timber kissing gates around Castle Meadows are just about usable for normal cycles but are difficult or impossible for cargo bikes, trikes, handcycles or cycles with trailers. The gates could be improved to reduce journey times.

MCC-A5

The cycle/footway from Castle Street west towards Mill Street and south into Castle Meadows is a key route but in dire need of upgrading. This is a potentially very powerful route within the town centre, and much needed as Upper Cross Street is one-way so it's not possible to cycle down it. The off-road cycle/walking route from Castle Street to Mill Street is very rough and steep. It needs a better surface. Though the gradient is steep in places, this

has the potential to be a very useful route, and is already part of the National Cycle Network. We regard this as a high priority and a quick win.

MCC-A6

A useful route. Is there a need for improved signage too, as this route is little known?

MCC-A7

This route is essentially sound, but signage could be improved. There is sometimes conflict with pedestrians at the narrow 'cyclists dismount' section. The new cycle parking at the station is welcomed.

MCC-A8

Old Hereford Road needs its 20mph speed limit enforced - especially for downhill traffic which is often speeding. The road is wider than it needs to be, which contributes to the speeding problem. The illuminated and speed reactive 20mph sign on the downhill direction (outside Deri View primary school) has been out of order for at least 5 years.

MCC A9

This route needs to be two-way for cycles on the lane from Pen-y-Pound to the leisure centre & King Henry VIII school.

MCC-A11

The problem with Ross Road is speeding motor traffic and a lack of a footway for pedestrians at the upper end. At the very least a 20mph speed limit is required. The road is wide and narrowing the carriageway would reduce speeds. There are sections of this road frequently used by pedestrians, despite no footways at all. Why not consider making the top of this road one way (uphill only). Southbound traffic should use the B4521 Grosvenor Road and join the Hereford Road.

MCC-A12

This is a good walking route and a potentially good cycling route, however it is narrow and the metal barriers are placed too close for many cycles, especially bikes with trailers, cargo bikes, trikes and hand-cycles. Widening the tarmac strip and removing/replacing the cycle-unfriendly barriers would help.

MCC-A14a +b

This is a useful route but pavement parking and congestion during school pick up times is a problem, especially outside Deri View school. St David's Road is a good candidate for a cycle route contraflow between Llwynu Lane and Old Hereford Road.

This is a potentially very useful route. There is a barrier chicane on one footpath section here that stops use by cycle trailers, cargo bikes, trikes and hand cycles etc and overgrown hedges. There is a lack of signage, and dropped kerbs for cycles. We believe it is a high priority to get a good safe route between the town centre and Mardy, a relatively deprived area where not everyone has access to car. This route is popular with children going to and from schools.

MCC-A16

Brecon Road / A40 is the only direct route into the town centre for all the residents on the western edge of town. There is a need for more pedestrian crossing points and speed reduction to reduce road danger for cyclists using the road (20mph limit). The junction of MCC-A16 with MCC-A9 is problematic for cyclists - this busy junction needs a redesign to make it safer and more attractive for walking and cycling.

MCC-A19

It is a top priority of our group to get a safe, direct, attractive and visible route between the town centre, Morrisons supermarket, Bailey Park and the Mardy. The links from this route to King Henry VIII school could be improved, e.g. via between MCC-A19 and MCC-A8 via Bishops Crescent and/or Rholben Way and footpaths to Old Hereford Road.

Going north on this route, there is a steep hill (Hillcrest Avenue) and so anyone heading to the north/east of the town, may wish to avoid it take Park Crescent or Park Avenue in an easterly direction and either taking the Hereford Road (MCC-A20) or Ross Road (MCC-A11) north.

The Llwynu Lane footpath has a narrow metal barrier which prevents non-standard cycles from using this route. This should be removed. The hedges are also overgrown which narrows the footway.

MCC-A20

Hereford Road is a clear desire line for cycles as it is straight and avoids the worst of the hills that rise to the west of the road. It is currently a busy road for motor traffic and narrow in places. The northern section (north of the junction with Croesonon Road / MCC-A24) has sufficient width to provide safe, segregated cycle infrastructure on the road. As there is new development in the north of the town, and more coming in future years (at the Deri Farm site), this link is important to the future active travel needs of the town. Where the road is too narrow to provide safe cycling, the focus should be on speed reduction with a 20mph speed limit and accompanying cycle friendly traffic calming (e.g. cycle permeable chicanes and cycle permeable speed humps).

MCC-A21

Likewise for MCC-A20 above, this should be a cycling/walking route as it's the most direct route into the town centre from the south and south-east end of the town including the railway station.

The junction between Upper Cross Street and the A40 (outside the Angel Hotel) is in urgent need of improvement to enable safer use pedestrians, and cyclists. This is probably the most dangerous junction in Abergavenny for pedestrians and should be a priority for active travel improvements. For cyclists, the most dangerous route is when coming southbound on the A40 and turning right or going 'straight on' up Lower Castle Street.

Lower Castle Street is not pedestrian friendly, yet is an important walking route in the town. The footways are very narrow. It needs a single surface, a speed table and/or a width restriction at the entrance (and possibly occasional bollards to contain traffic).

MCC-A23

This is an important town centre route. The cycle contraflow on Lion Street, announced as part of the recent Covid-related active travel measures, is welcomed.

MCC-A26

This is an interesting proposal but the surfaces need to be improved.

MCC - A27

Motor traffic on the Monmouth Road is fast and busy at times. It is too narrow to provide for cycle lane so speed reduction is the best solution. 20mph.

Cycling routes missing from INM:

1. Merthyr Road from A40 to A4143 - this is a key linking road, and no matter whether there are good links across Castle Meadow, this will always be faster and more direct, therefore a popular choice for cyclists travelling between Llanfoist and Abergavenny town centre, especially the western side of town including King Henry VIII school. Also, when Castle Meadows floods, there will need to have an alternative route. It should be part of the INM.

2. Baker Street (in both directions). This is a key linking route between Frogmore Street and Tudor Street. It needs a cycle contraflow (paint and signage would suffice) at the Frogmore Street end, where Baker Street has newly been made one way.

3. East-west links from MCC-A11 to MCC-A19. These are already there, on residential streets, but depend on suitable crossing points on Hereford Road. Oxford Road - Park Avenue is one possibility. There are elevation differences on the western side of MCC-A11 that need careful consideration.

4. Commercial Street - Pant Lane is a useful quiet and direct desire line route from the foot of Chapel Road to Tudor Street and the town centre. It is fine southbound but northbound it's not useable due to Commercial Street being a one way street.

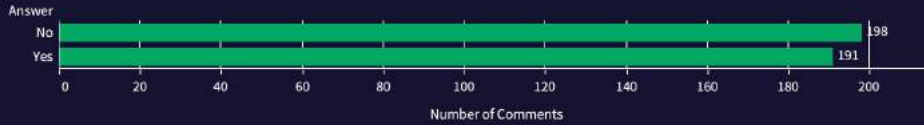
Abergavenny Cycle Group
October 2020

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Monmouthshire ATNM 2021 Statutory Consultation - Commonplace Summary



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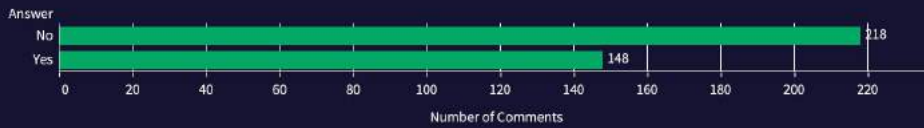
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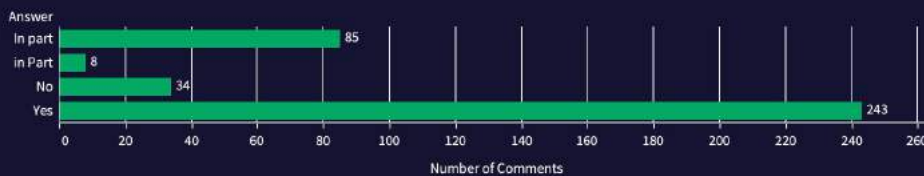
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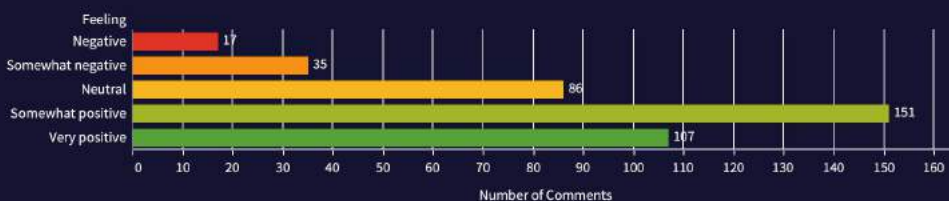
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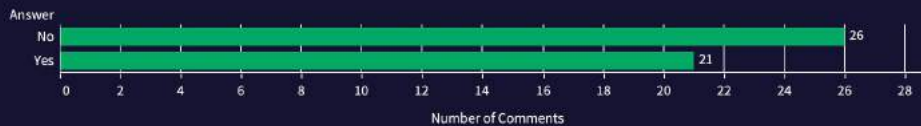


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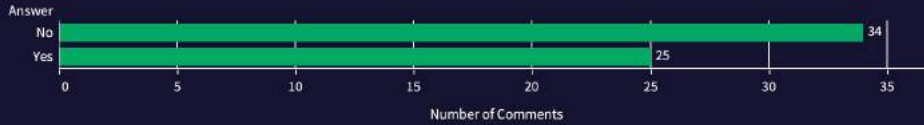
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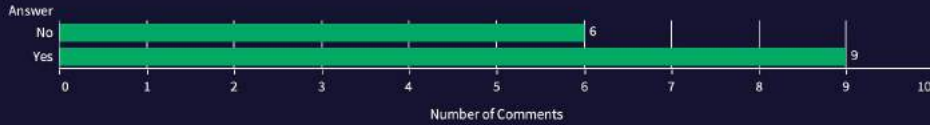
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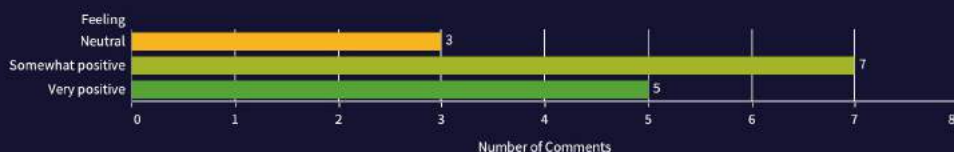
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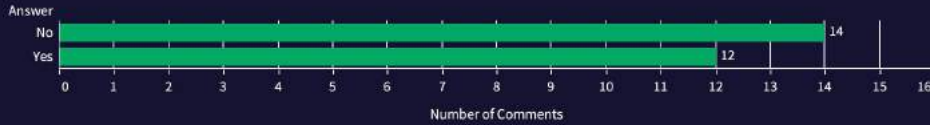


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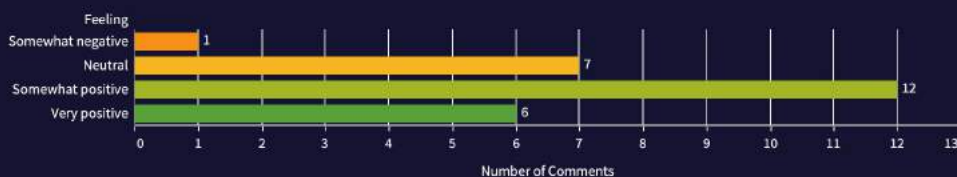
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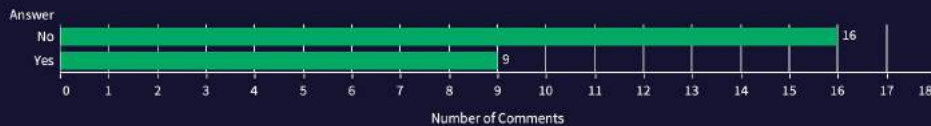


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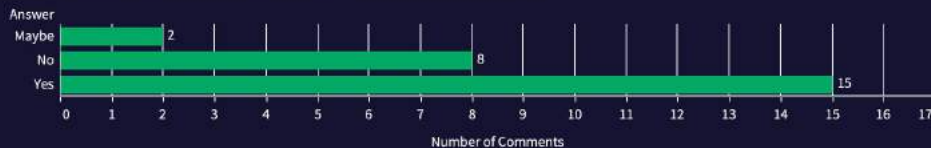
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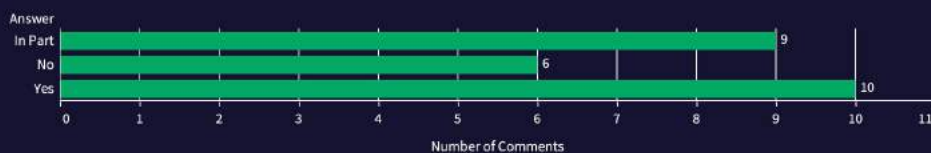
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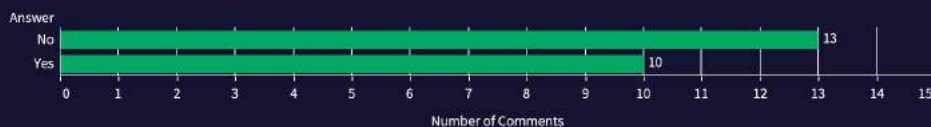
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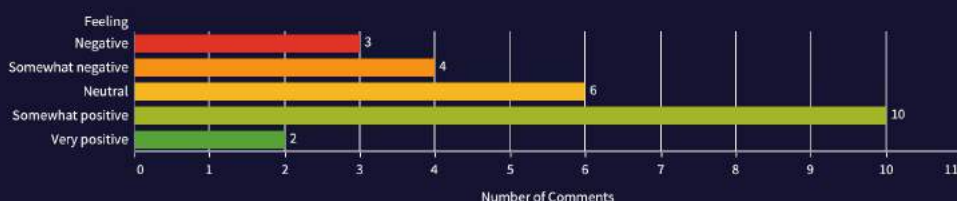
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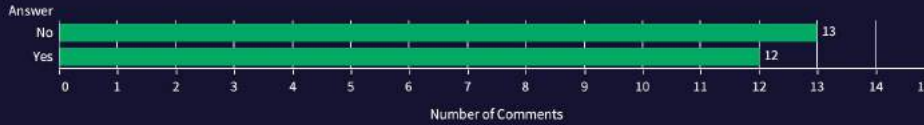


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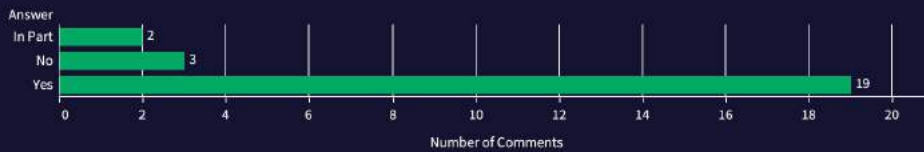
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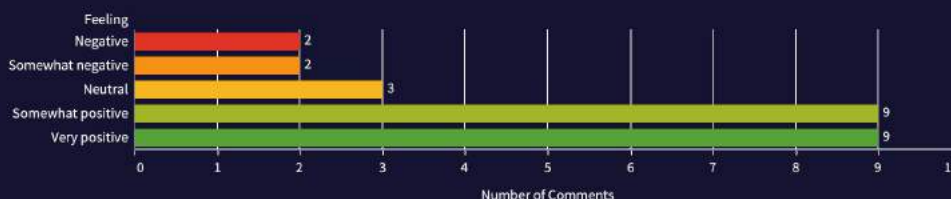
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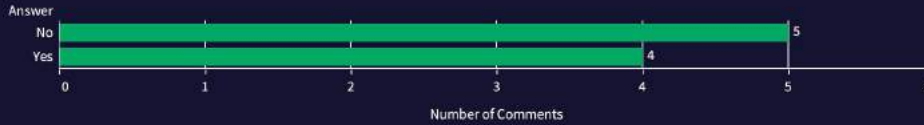


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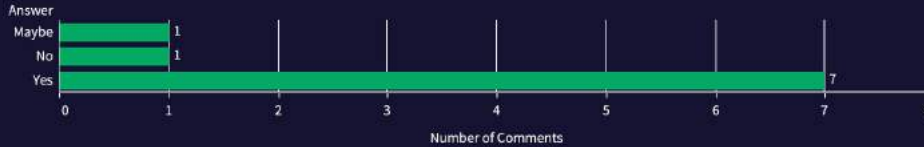
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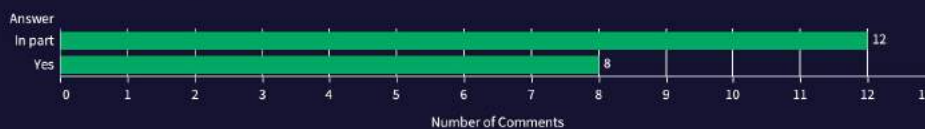
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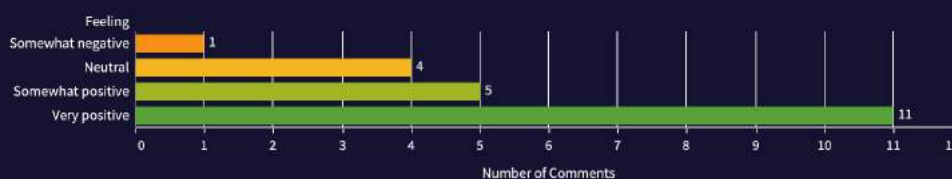
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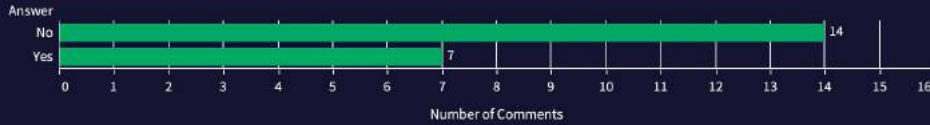


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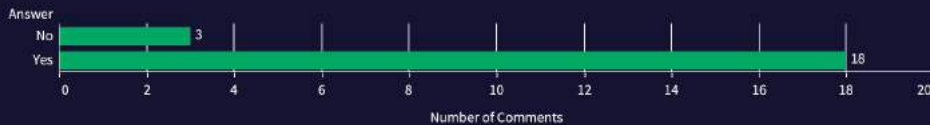
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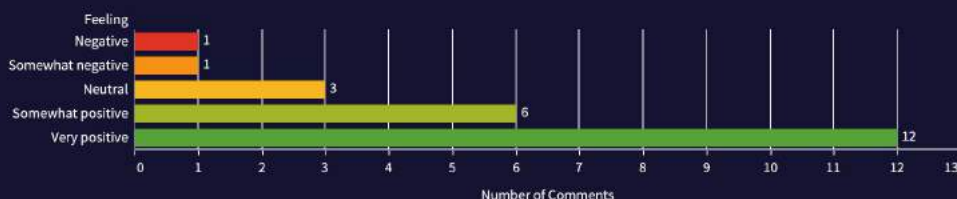
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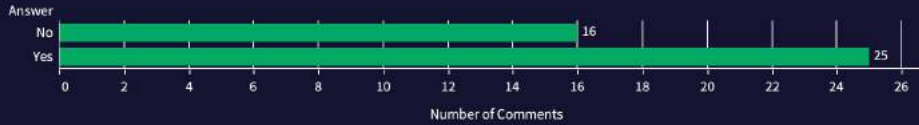


Monmouthshire Active Travel - Data Report

Produced by Commonplace for Welsh Government/Monmouthshire County Council

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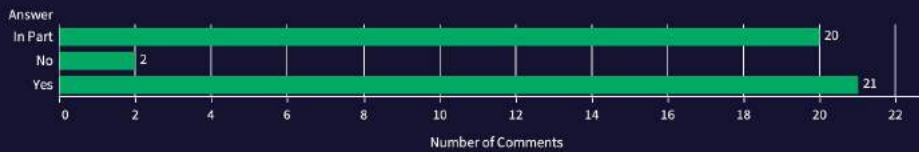
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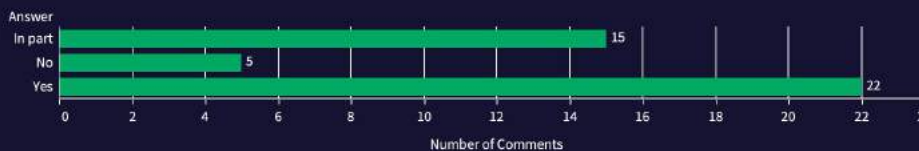
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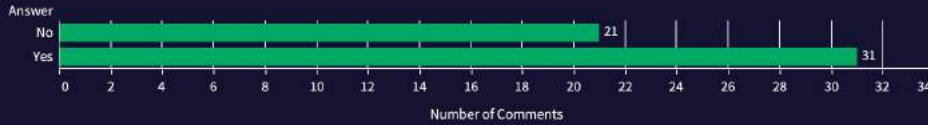


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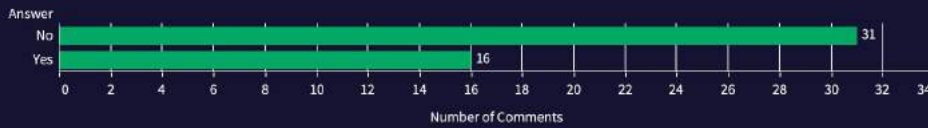
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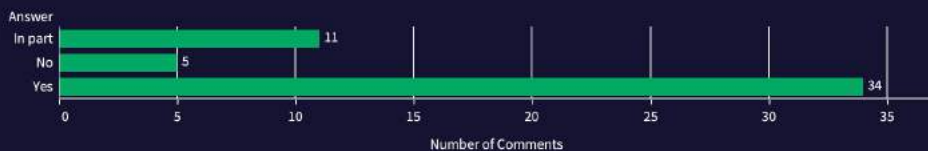
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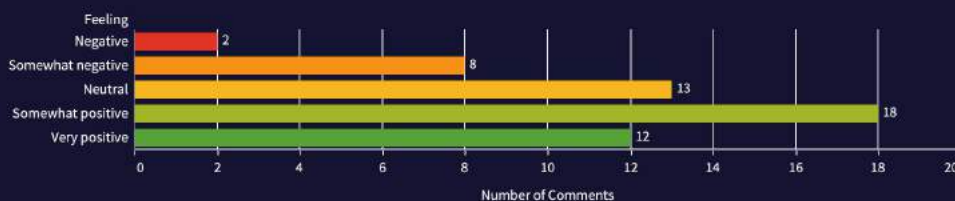
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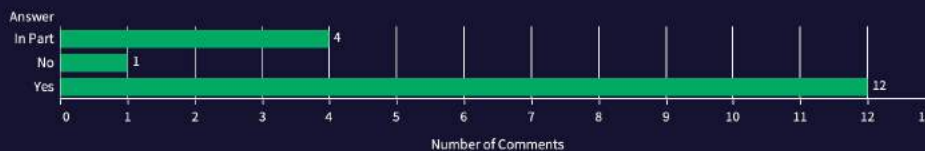
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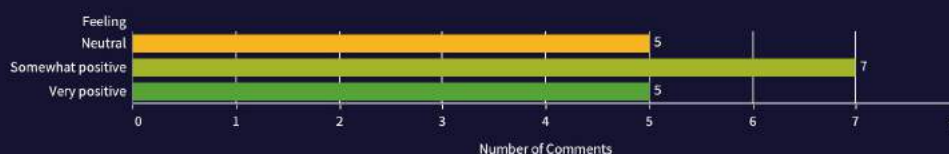
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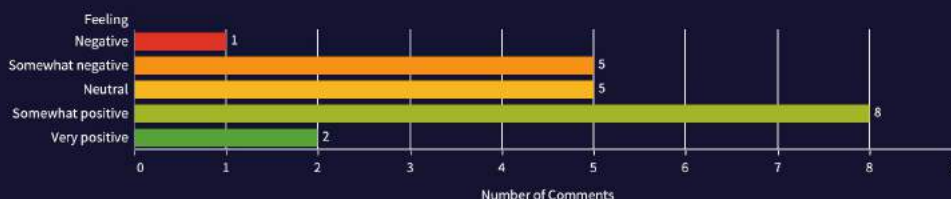
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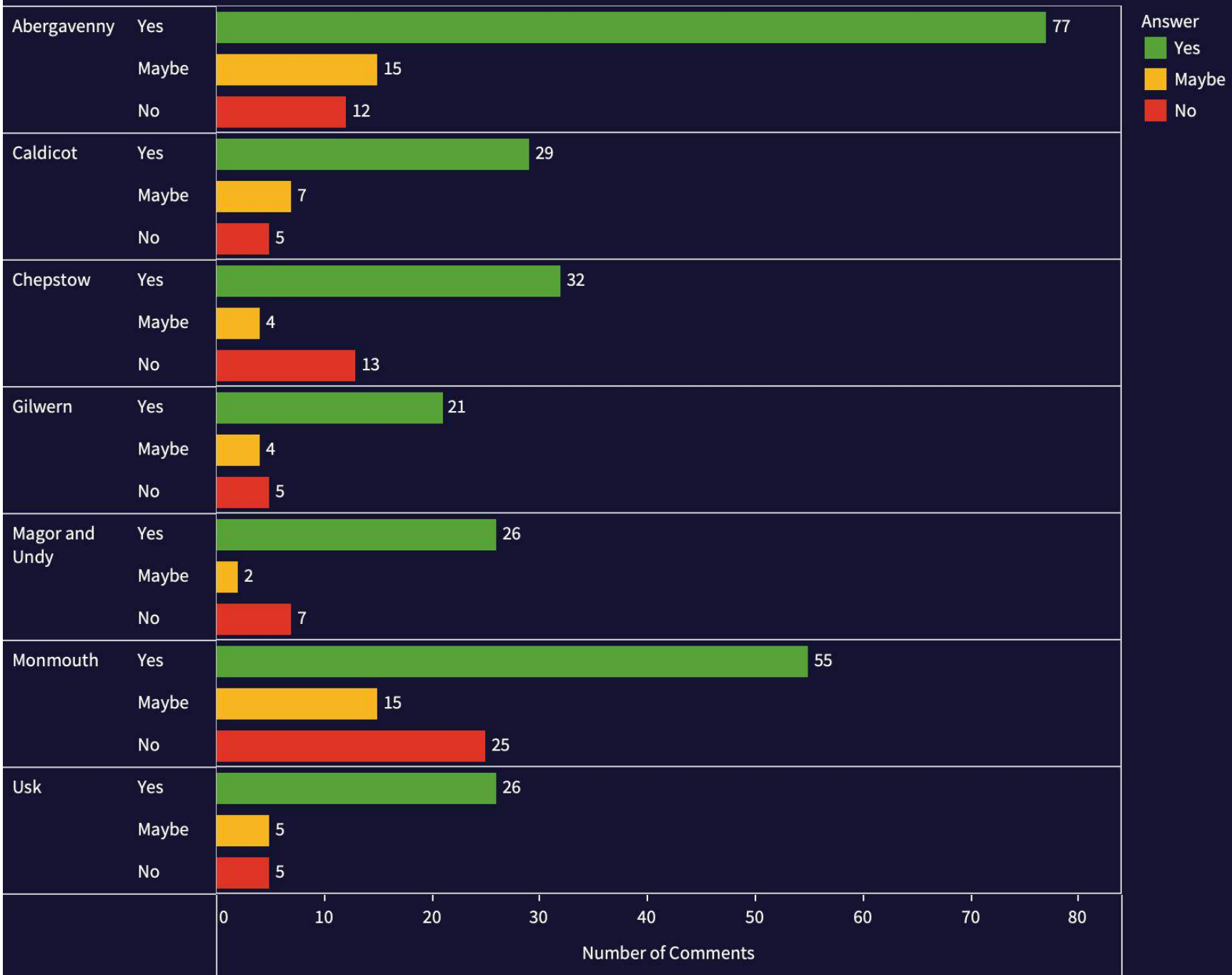
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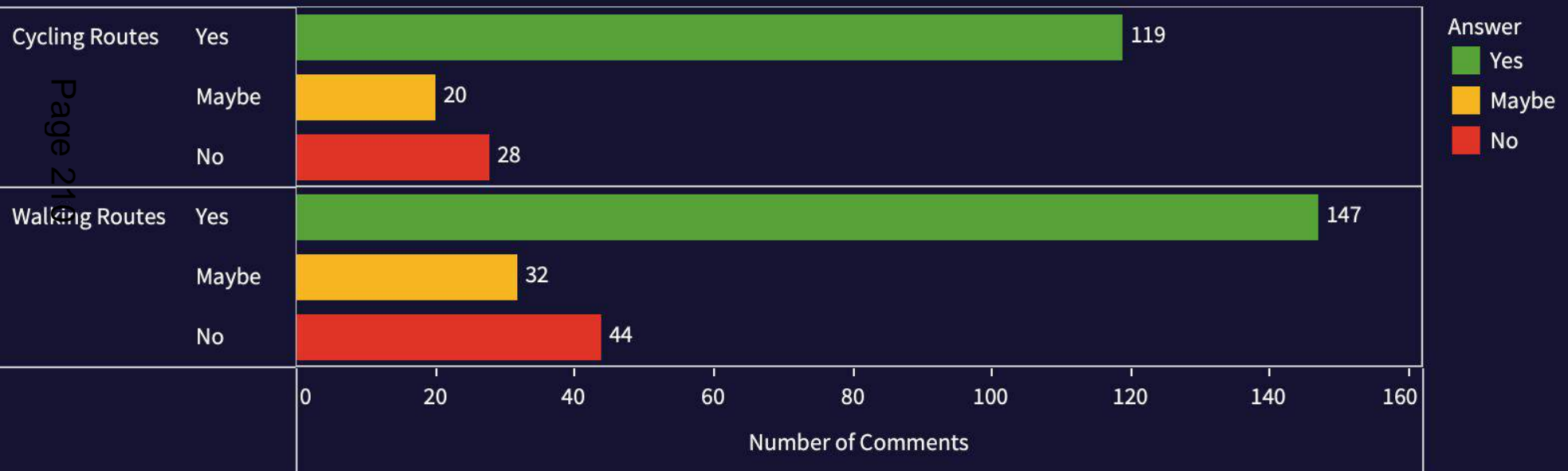
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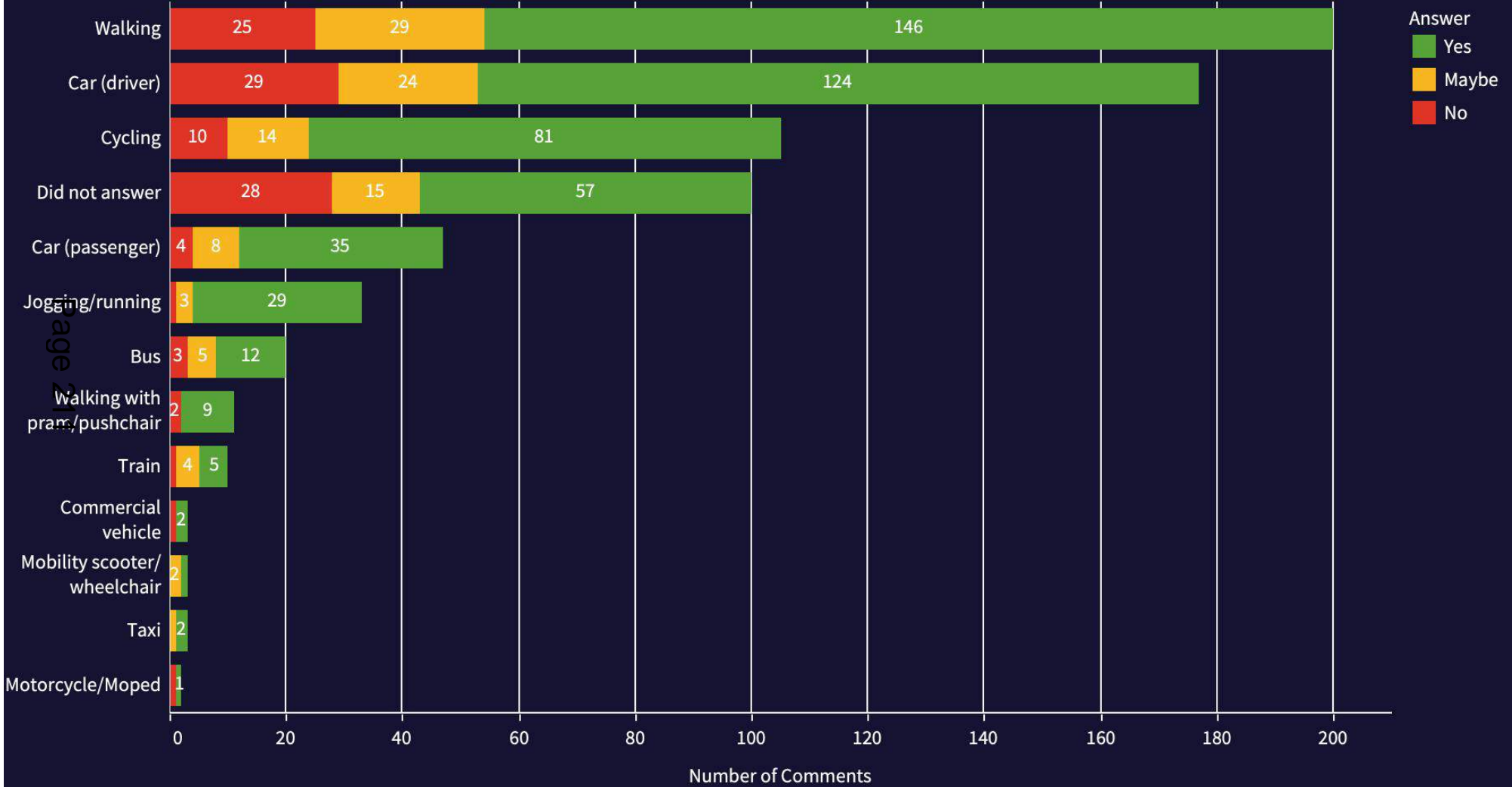
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Active Travel Consultation Review

 **MonLife**

Ar gyfer meddwl, corff ac enaid ein cymuned
For the mind, body and soul of our community


Page 213
Llywodraeth Cymru
Welsh Government



monmouthshire
sir fynwy



MonLife



Mission:

To promote healthier lives and inspirational experiences, and promote the vibrancy of Monmouthshire as a great place to be.



Vision:

Enriching people's lives and creating vibrant places.



Aims:

- Enrich people's lives through participation and activity
- Build strong communities in Monmouthshire
- Developing leadership skills for our future generations



Values:

- Openness
- Flexibility
- Fairness
- Teamwork

Active Travel

Monmouthshire's Active Travel Network Map review has given the opportunity for children, young people and adults to contribute their thoughts. The findings will help shape future developments of the network, encouraging greater levels of modal shift for our current and future generations.

PAGE 3

ENGAGEMENT PHASE 2020

PAGE 4

**CHILDREN AND YOUNG PEOPLE
ENGAGEMENT 2020 & 2021**

PAGE 5

**FINAL STATUTORY
CONSULTATION 2021**



Engagement Phase 2020

This phase of the consultation has successfully captured thousands of responses and hundreds of suggested routes. Additionally, over 500 comments on the strategic focus of Active Travel in Monmouthshire were received. All of these suggestions were independently assessed to produce a revised Active Travel Network Map for the 2021 statutory consultation'.



2,713

electronic responses received



772 hours

was given by children, young people, adults and local businesses



370

routes were identified and used to create Monmouthshire's first draft of updated ATNM'S



93.9%

of responses were in support of the proposed strategic focus'

80%
of primary
age children



63%
of young
people



73%
of adults

**Wanted to Actively Travel
MORE ...**

Children and Young People Engagement 2020 & 2021

We wanted as many people involved as we could in order to better reflect the needs of the whole community. Therefore, we particularly wanted to encourage children and young people to share their own views so that their voices were heard, and so that they had a say in the development of their communities.



2,328

children and young people responded in total



97%

of children and young people wanted to Actively Travel More in 2021. An increase of 17% when compared to the previous year



100%

of Monmouthshire primary and secondary schools were involved in detailed network planning

63%
of Primary Schools



100%
of Secondary Schools

fall within our settlement boundaries



488

children took part in detailed Active Travel workshops, across 10 primary schools



PUPILS VOICE

children requested for there to be safer roads and slower speed limits

Final Statutory Consultation 2021

Throughout both the engagement phase and statutory consultation we have seen such a positive response from all ages, the data captured will help us inform future funding bids and enhancements to our network. Thank you to everyone involved in the process for taking the time to contribute and to help shape the future of Active Travel right across Monmouthshire.



405

additional routes identified to add to the network
(370 in 2020 engagement phase and 35 in 2021)



13,500

emails were sent to Monmouthshire Residents



4,500

push notifications went out on the MonLife App

618

commonplace contributions



89%

were in support of proposals

7

face to face consultations



3

online webinars took place



28,392



37,451

Active Travel Consultation Review

Paul Sullivan

Youth, Sport and Active Travel Manager

e: PaulSullivan@monmouthshire.gov.uk

t: 07825853882



monmouthshire
sir fynwy Page 219

 **MonLife**

Ar gyfer meddwl, corff ac enaid ein cymuned
For the mind, body and soul of our community

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<p>Name of the Officer completing the evaluation:</p> <p>Paul Sullivan</p> <p>Phone no: 07825 853882</p> <p>E-mail: paulsullivan@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>The proposal is to undertake a legal consultation on Active Travel in line with duties placed on us by the Active Travel Wales) Act 2013 . This EQIA has been used to check that all the relevant issues have been covered.</p>
<p>Name of Service area:</p> <p>Mon Life</p>	<p>Date:</p> <p>May 2020 – first draft</p> <p>March 2021 – second draft</p> <p>October 2021 – third draft</p>

Page 221

1. 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	Encouraging greater walking and cycling for all age groups will improve health and wellbeing.	None.	Target will include those non walkers and non cyclists and those who are participating in the GP referral scheme and older age groups.

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?
Disability	Encouraging greater walking and cycling for all age groups will improve health and wellbeing. The design of new networks will take into consideration hazards for individuals with disabilities and individuals can contribute to what needs to change	None	Individuals involved in the youth service will be used to promote the review to those with disabilities. Consultation will target key disability groups for their views and be delivered in a format to suit their needs.
Gender reassignment	<i>Encouraging greater walking and cycling will improve health and wellbeing.</i>	Non	
Marriage or civil partnership	<i>Encouraging greater walking and cycling will improve health and wellbeing.</i>	None	
Pregnancy or maternity	<i>Encouraging greater walking and cycling will improve health and wellbeing.</i>	none	
Race	<i>Encouraging greater walking and cycling will improve health and wellbeing.</i>	none	The offer of various formats and translations of the materials will be available
Religion or Belief	None	None	
Sex	<i>Encouraging greater walking and cycling will improve health and wellbeing</i>	None	<i>Women are regarded an under represented group for cycling in particular. It was initially thought women may wish not to participate in the survey due to limited interest but the results of engagement proved different. Reaching more diverse groups in the consultation will further improve this</i>
Sexual Orientation	None	None	

2. The Socio-economic Duty and Social Justice

The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions This duty aligns with our commitment as an authority to Social Justice.

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
<p>Page 223</p> <p>Socio-economic Duty and Social Justice</p>	<p><i>The proposal suggests living in more favourable social and economic circumstances where access to services can be obtained in a no cost/low cost solution by walking and cycling. The proposal works to a more equal distribution of wealth and opportunities so everyone can achieve their full potential</i></p>		<p>Working with other charities to offer recycled bicycles will help support those that wish to enjoy the benefits of an improved cycling infrastructure.</p>

3. Policy making and the Welsh language.

How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
Policy Making Effects on the use of the Welsh language, Promoting Welsh language Treating the Welsh language no less favourably	The consultation shall be undertaken in English and Welsh giving equal opportunity.		
Operational Recruitment & Training of workforce	There are no recruitment issues associated with this work.		
Service delivery Use of Welsh language in service delivery Promoting use of the language	Respondent to the consultation have the opportunity to suggest improvements to signage of routes and promote the welsh language,		

4 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. There's no need to put something in every box if it is not relevant!




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>The results of the consultation will provide a more affordable means for residents and visitors to travel within and around Monmouthshire</p> <p>Infrastructure proposals designed to improve the safety of walking and cycling will improve the attractiveness of Monmouthshire for visitors, businesses and developers.</p> <p>There are no negative impacts</p>	<p>No negative impacts, involving transport planning for integrated public transport will enhance the proposal</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>As more people engage in active travel, it will alleviate traffic congestion around the local road network which will have a positive impact on public transport journey times and reliability. In the longer term, this could support the case for further public transport investment, providing more sustainable transport options to access popular employment zones</p> <p>There are no negative impacts</p>	
<p>A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>There are a number of known health benefits associated with increased levels of physical activity including improved cardiovascular health and reduced obesity levels, and these have associated cost savings to the NHS.</p> <p>There are no negative impacts</p>	<p>The work will facilitate access to open space and interaction with nature and links to the countryside team will be developed.</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?
<p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p>	<p>Proposals will create a well-connected active travel network that provides ease of movement within localities..</p> <p>There is potential to aid regional connectivity by directly supporting access to proposed public transport schemes such as the South Wales Metro, providing onward services to key hubs such as Newport and Cardiff. Having a well-connected regional area will increase access to skills, services and jobs, helping to promote the development and economic growth of Monmouthshire</p> <p>Creating a more connected active travel network will not only improve physical access but will also enhance social connections. Areas with high levels of walking and cycling are often associated with vibrant local communities which exhibit greater levels of social inclusion and community safety.</p> <p>A potential negative impact is that funding for Active Travel primarily focuses on defined settlements and communities that lay outside those settlements are less likely to attract funding</p>	<p>In the new network maps every effort has been made to include key routes identified by the public to the smaller settlements.</p>
<p>A globally responsible Wales Taking account of impact on global well-being when considering local</p>	<p>Walking and cycling are the two modes with the smallest carbon footprints. If these are able to replace motorised journeys, it will help the</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?
social, economic and environmental wellbeing	<p>Welsh Government meet is target of cutting GHG emissions by 80% by 2050, contributing to the global effort to address pressing climate change issues.</p> <p>There are no negative impacts</p>	
<p>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</p>	<p>Promotional and interview activities undertaken as part of the walking and cycling consultation will be designed to engage with different social groups and backgrounds, to develop a plan that meets the need of all communities</p> <p>There are no negative impacts</p>	
<p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p>	<p>As highlighted in the Monmouthshire PSB Well-being Plan, there is currently inequality between communities and within communities in the local area. Walking and cycling are comparatively low-cost modes which, with the correct infrastructure in place, will help more communities within Usk achieve better outcomes.</p> <p>Evidence from 'Transport Fit for Future Generations' supports this, stating that 15.2% of households in Monmouthshire lack access to a car, limiting access to employment opportunities</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?
	and key services. Active travel improvements are essential to reduce transport poverty	

5 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>The ambition to have a network which is linked in a sustainable way will ensure sustainable planning for the longer term</p>	
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>Active travel works in collaboration with all stratas of society to ensure that the beenfits are shared with members of the pubic and business developers. The consultation will cover a variety of professionals, memebrs of the public and businesses.</p>	
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p><i>Momouthshire will adhere to the stakeholder list set out by Welsh Government and supplement this list with its own local organisations.</i></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 consultation exercise suggests ensuring resources are targeted at developing those routes that have the greater ability to achieve modal shifts</p>	
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The impacts include less car traffic on the road, which may call for more demand for short bus, train journeys and therefore public transport planners and businesses will be interested in the proposals. Other businesses may develop for an increased market in walking and cycling</p>	

6 Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Social Justice, Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	Having safer road and path networks will promote the safety and wellbeing of children and vulnerable adults	<i>none</i>	
Corporate Parenting	<i>Having safer road and path networks will promote the safety and wellbeing of children and vulnerable adults</i>	none	

7 What evidence and data has informed the development of your proposal?

Guidance within the Active Travel Measure provides a framework on which to consult. It requires local authorities to priorities their network ambitions and then to test these on individuals.

The engagement phase was successful in obtaining the views of children young people and adults. This has been fed into the final consultation. The result has been the suggestion of new routes and a refined priority for decision making

8 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 positive impacts will include, greater levels on stakeholder opinions in the development of a comprehensive, safe walking and cycling network; promotion of improved benefits of cycling and walking to the economy, individual , environment and communities.

9 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
Not applicable		

10 VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration

1	MonLife DMT	May 2020	<i>Document Approved.</i>
2	Officer Review Prior to Statutory Consultation	March 2021	<i>No amendments required against original evaluation.</i>
3	Officer Review Prior to Cabinet ATNM approval 3 rd November	October 2021	<i>No amendments required against original evaluation.</i>

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SCHEDULE 12A LOCAL GOVERNMENT ACT 1972 EXEMPTION FROM DISCLOSURE OF DOCUMENTS

Meeting and Date of Meeting: Cabinet, 3rd November 2021

Report: ICT Security and Resilience

Author: Sian Hayward

I have considered grounds for exemption of information contained in the background paper for the report referred to above and make the following recommendation to the Proper Officer:-

Exemptions applying to the report:

This report will be exempt under paragraph 18 of Schedule 12A of the Local Government Act – Information relating to any action taken or to be taken in connection with the prevention, investigation, or prosecution of crime

Factors in favour of disclosure:

Openness & transparency in matters concerned with the public

Prejudice which would result if the information were disclosed:

Considering the sensitive information contained in the report around the Council's information security arrangements it is appropriate for this report to be exempt from public disclosure. Making public the report could heighten the incidence of cyber threats, leading to loss of data and compromising the ability of the council to maintain normal business operations.

My view on the public interest test is as follows:

Factors in favour of disclosure are outweighed by those against.

Recommended decision on exemption from disclosure:

Maintain exemption from publication in relation to report

Date: 12th October 2021

Signed:

Post: Head of Information Security and Technology

I accept the recommendation made above

Signed: 

Officer for Resources

Peter Davies, Deputy Chief Officer / Chief

Date: 12th October 2021

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By virtue of paragraph(s) 18 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

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