

Monmouthshire County Council

DRAFT Integrated Network Map -
Consultation Report
February 2018

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1. Introduction

1.1 Overview

As part of the Active Travel (Wales) Act 2013, the law which aims to make it easier for people to walk and cycle in Wales, local authorities are required to map their existing routes and illustrate where improvements and new routes can be added as part of the Integrated Network Map (INM) stage.

This report relates to the consultation for Monmouthshire County Council's (MCC) INM. A 12-week consultation period was provided as an opportunity for the public and local stakeholders to response on MCC's draft INM.

A summary, as well as the findings from the consultation process is outlined in this report. To summarise, the consultation helped identify where improvements are to be made to existing routes, as well as new routes to be added. The consultation process was success in providing the opportunity for individuals to voice their opinions, and get involved with shaping MCC's future active travel provision.

A series of consultation exercises were undertaken to develop an understanding of the walking and cycling behaviour of residents throughout MCC. The consultation exercises included:

- Community engagement events in Abergavenny, Gilwern, Monmouth, Magor, Usk, Chepstow and Caldicot;
- An online survey that was live from between Tuesday 25th October 2017 and Tuesday 16th January 2018, a total of 12 weeks;
- Secondary school '*show of hands*' surveys; and
- Two workshops including one for stakeholders and one for local councillors and MCC officers in Usk.

1.2 Guide to this report

This report sets out an overview of the history of consultation exercises carried out on the INM stage of the Active Travel Act (Wales) 2013. The report outlines submitted representations, and how MCC has had regard to such representations.

The representations raised in response to the consultation have been organised in to methods of consultation used. This enables readers of this report to navigate to sections of the report that they are most interested in.

- Chapter 1: Introduction;
- Chapter 2: Secondary School Surveys;
- Chapter 3: Online and Email Submissions;
- Chapter 4: Engagement Events;
- Chapter 5: Influence on the INM; and
- Chapter 6: Conclusion and Next Steps.

The report is accompanied by several appendices that expand on each representation, as well as MCC's response to all representations received.

1.3 Consultation Strategy

In accordance with the Active Travel (Wales) Act 2013, the consultation on the INM was held over a period of 12 weeks, from Tuesday 25th October 2017 until Tuesday 16th January 2018.

The consultation process was influenced by the Welsh Government 'Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013', guidance issued under paragraph 3.2 'Principles of Good Practice from the Active Travel (Wales) Act 2013 Design Guidance', and advice from the Council's own experience of running consultation processes.

This consultation report is accompanied by a Methodology Report which outlines how routes were determined.

The aim of the consultation was to reach all appropriate audiences required by the delivery guidance including children / young people and other 'seldom heard' groups (groups with protected characteristics under the Equalities Act 2010), key stakeholders, delivery partners, all persons that had requested to be consulted and the wider public.

Throughout all consultation / publicity activities, care was taken to be clear on what is meant by active travel, the type of journeys that would be catered for, and the fact that the INM was aspirational in nature setting out where improvements could be made to existing routes and where routes should be added to the active travel network.

The scope of activities undertaken also reflected the fact that diverse types of consultation to be accessible for different people. Accordingly, a wide range of consultation activities were employed including face to face engagement and online consultation. Furthermore, in accordance with MCC's Welsh Language Policy, all documentation and publicity material was bilingual.

The following summarises the activities / publicity efforts that were implemented which supplemented the main consultation activities.

- (i) Consultation Document – a document was prepared which identified the purpose of the consultation, how responses could be submitted, the routes/maps being consulted upon and information on what happens next.
- (ii) Survey – a survey was developed to facilitate and guide responses submitted to the Council. The questions were designed to establish the travel habits of respondents, whether the inclusion of the routes was supported or not, what improvements could be made and/or what routes could be added, and which routes should be prioritised.
- (iii) Online – all supporting documentation, maps and online survey was hosted, and available on the Council's website. Example screenshots of the Council's webpage and consultation portal is presented in Appendix 1.
- (iv) Correspondence – correspondence was dispatched to all relevant individuals, stakeholders / delivery partners, organisations and schools describing the purpose of the consultation, identifying where more information could be obtained and how representations could be made.

With specific regard to schools, the Council was keen to take proactive steps to consult children and young people on what routes they commonly used for walking and cycling to and from school. All public secondary schools across the County were contacted directly to give them the opportunity to have a real 'pupil voice' concerning their journeys.

A full list of organisations contacted can be viewed in Appendix 2.

To 'reach-out' to a wider audience, particularly to individuals who would not routinely view MCC's website, or actively seek consultation events in their local area, the following methods were used to attract a larger audience:

- (i) Press Release / Social Media – In advance, and over the duration of the consultation, press releases along with a series of Tweets and Facebook posts were published via the Council's corporate social media account to promote the consultation. Example screenshots of such publicity is presented in Appendix 3.
- (ii) Utilisation of existing networks – The Council made key stakeholders aware of the consultation through existing networks including the Monmouthshire's Local Access Forum, Strategic Transport Group and Strategic Cycle Groups' and through stakeholder engagement events held on Monday 4th December 2017. Images from this event are available in Appendix 4.

The results of the consultation activities (i.e. the secondary school surveys; electronic consultation; and engagement events) are considered in more detail in the following chapters and appendices.

2. Secondary School Surveys

2.1 Introduction

In December 2017, MCC provided surveys and maps to every public secondary school in the County. Providing schools with the opportunity to complete surveys was a useful consultation exercises, and allowed large numbers of individuals to be consulted simultaneously.

The students were given a copy of the draft INM for the area around their school, and were asked to critique the map for omissions, additions or deletions. Having had time to consider the draft INM routes, students could add any changes on the maps and indicate why on the surveys provided. The brief survey also highlighted what level of active travel they participate in. As a result, the data is a mixture of numerical and written data.

All schools contacted accepted the request for consultation regarding the Active Travel (Wales) Act 2013 to be complete within their school. Three schools, Mounton House Special School, Chepstow School and Monmouth Comprehensive were not able to complete the surveys. Two schools, King Henry VIII Comprehensive School and Caldicot Comprehensive School completed the surveys.

2.2 Results

The results from the surveys, and where appropriate, the annotated maps from the schools are provided in Appendix 5.

To summarise, the results identified that while the schools are geographically distant, the issues experienced for encouraging walking and cycling as a method of transport to and from school are similar. The principal issue revolved around the distance required for students to walk and cycle. Other primary concerns related to safety, and companions to travel with.

3. Online and Email Submissions;

3.1 Introduction

Individuals could submit representation online through an online survey that was advertised and published on MCC's website. The online surveys differed from the school surveys, as additional questions were included. The online survey questions were comprehensive, and enabled participants to specify improvements to existing routes, propose new routes and allowed for a series of open-ended answers for greater depth and clarity to the answers.

In addition, the online survey questions were also provided in hard copy, in both English and Welsh at MCC engagement events.

For inclusivity in the Active Travel process, individuals were also permitted to submit their responses via other methods including telephone, email or post.

3.2 Results

The online survey (Appendix 1) was live on MCC website for 12 weeks. MCC received 33 responses. The results were captured electronically, analysed and are presented in Appendix 6. There were XXX other submissions, including 4 petitions signed by XXX Caldicot residents. The results of these other submissions are presented in Appendix 7.

The results for some questions are not presented as they are not key to this report and are confidential, for example personal details such as addresses and names.

4. Engagement Events

4.1 Introduction

A series of community engagement events were advertised by MCC, and were held on various dates throughout November 2017. A total of seven events (Table 4.1) were held which were to provide opportunities for the local community provide feedback on the draft INM, propose new and / or improved routes, and ask questions about the process.

Individuals who attended the community engagement events who expressed an opinion about the proposals were encouraged to submit their opinion through the surveys provided at the event. In total, 38 surveys were complete and the results can be found in Appendix 8. All attendees were made aware that the surveys could also be found on MCC's website, it is understood that a number of online and other responses are from individuals that attended the events.

All community engagement events provided bi-lingual material such as maps, surveys and fact sheets regarding the Active Travel (Wales) Act 2013.

In addition to the community engagement events, workshops were also held on 04 December 2017 from 17:00 – 20:00 and 08 January from 14:00 – 17:00. This provided stakeholders, councilors and MCC officers to also ask questions about the process, as well as to provide their views on the proposed routes and a variety of new routes. The results from the workshops are provided in Appendix 9.

Table 4.1 – Community Engagement Events

Venue	Date	Estimated Attendees
Abergavenny Leisure Centre, Old Hereford Rd, Abergavenny NP7 6EP	08 November 2017 between 09:00 – 16:00	5
Gilwern Outdoor Education Centre, Ty Mawr Rd, Gilwern, Abergavenny NP7 0EB	09 November 2017 between 09:00 – 16:00	4
Monmouth Library, Rolls Hall, Whitecross St, Monmouth NP25 3BY	13 November 2017 between 09:30 – 16:30	13
Magor Post Office, The Square, Magor, Caldicot NP26 3EP	14 November 2017 between 09:30 – 16:30	8
Usk Community Hub / Library, 35 Maryport St, Usk NP15 1AE	15 November 2017 between 09:00 – 16:00	9
Chepstow Library, 9 Bank St, Chepstow NP16 5EN	17 November 2017 between 09:30 – 16:00	11
Caldicot Library, 6 Newport Rd, Caldicot NP26 4XF	21 November 2017 between 09:30 – 16:00	21

4.2 Results

MCC have fully considered all the responses received. Appendix 7 provides the response to each of the issues raised at the community engagement events. Appendix 6 provides the results from the stakeholder engagement events. Both appendices provide an explanation as to whether each issue has, or has not led, to a change in the INM.

5. Influence on the INM

This chapter summarises the influence that the different consultation exercises have had, and continue to have, on the emerging INM. In some instances, individuals who took part in the consultation process are not ‘active’ travellers in the sense of the Active (Wales) Act. By this, it is meant their journeys are purely for leisure. Therefore, care has been taken, where possible, to try and separate views expressed by those respondents from those who walk or cycle for a specific purpose.

A variety of new routes and improvements were suggested during the consultation period, and helped justify the inclusion of some routes. This resulted in some new routes being added, as well as routes being amended, where appropriate (Table 5.1).

Table 5.1 – Amendments to the INM as a result of the consultation process –

Requested during the consultation	Method	Change in INM	Reason why
To be completed			

To summarise, the consultation was delivered using a robust methodology, was promoted widely and led to extensive engagement. The level of participation generated constructive insights from people who could provide an informed response by considering the proposals.

6. Conclusion and Next Steps

To conclude, this Consultation Report has considered the responses received, and where appropriate, provided explanatory and mitigating information highlighting ways in which the proposals are to be amended. The consultation undertaken highlights how the Council engaged with the public, and successfully gave individuals the opportunity to share their views and help shape the INM throughout MCC.

The next step is to map all the new and / or amended INM routes, and identify whether they are short, medium or long-term proposals. Subject to internal review, the amended INM routes will then be submitted to Welsh Government for approval.

Dependent on relevant approvals, funding and, in some cases, further local consultation, the Council will review upgrading and / or building the INM routes on a route by route basis. Any upgrade / improvement or new route will comply with the Welsh Government design guidance standards for Active Travel routes.

7. Appendices

Appendix 1 – Online Screenshots

Information on the proposed INM routes throughout the County, as well as the Online Survey can be found at: <http://www.monmouthshire.gov.uk/the-active-travel-act>

Maps

- [MCC INM – Abergavenny](#)
- [MCC INM – Caldicot](#)
- [MCC INM – Chepstow](#)
- [MCC INM – Gilwern](#)
- [MCC INM – Magor](#)
- [MCC INM – Monmouth](#)
- [MCC INM – Usk](#)
- [MCC INM Route List](#)

Please complete the survey below, if you are not a user of My Monmouthshire you can complete the survey anonymously.

Details Confirmation

Details
Cancel Next >

[Form:](#) The Active Travel (Wales) Act Service request # 1669269

Details

* Which community do you live in? Please select here ▼

* How often do you walk within your communities?

- Everyday
- 2-3 times a week
- Once a week
- 2-3 times a month
- Once a month
- Less often
- Never

* Are there any changes that Monmouthshire County Council could make that would encourage you to walk / cycle more within, or in the vicinity of, the town / village that you live?

- Slower traffic speeds
- More on road cycling routes
- More off road cycling routes
- More cycle parking
- Wider pavements
- Better lighting
- More pedestrian crossings
- Cleaner, uncluttered footways
- Nothing

Appendix 2 – Organisations Contacted

Company / Organisation	
Monmouth and District Chamber of Trade and Commerce (MDCTC)	Abergavenny Cycle Group
Monmouthshire Local Access Forum	CAIR Monmouthshire Disablement Society
Welsh Cycling	Sustrans
Transition Chepstow	Chepstow Chamber of Commerce
Abergavenny Road Cycle Club	Abergavenny Festival of Cycling
Magor Action Group On Rail	Severn Tunnel Action Group
Abergavenny 50+	

Appendix 3 – Social Media / Press Screenshots



Monmouthshire @MonmouthshireCC · Nov 15


Have your say on our Active Travel Plan. Today Wed 15th November, 9:30am – 4:00pm @UskHub .
 Cant make it?
 Have a look at the website for more info and take part in our survey.
goo.gl/s8ubCD





Monmouthshire @MonmouthshireCC · Nov 15

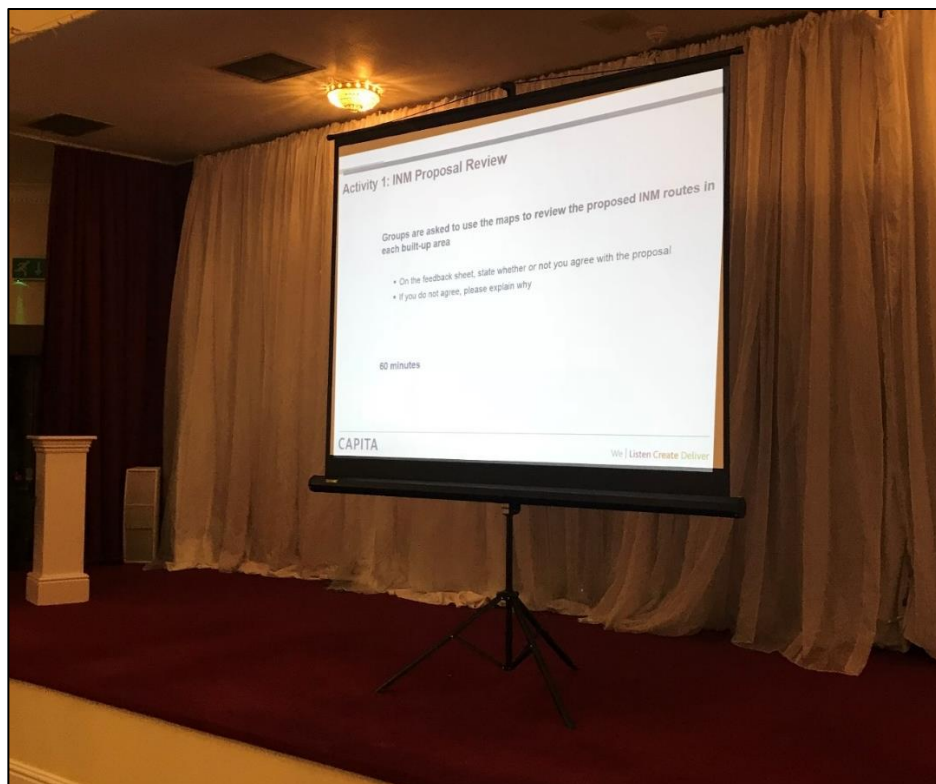
Dweud eich barn am ein Cynlluniau Teithio Llesol heddiw 9:30am – 4:00pm – @UskHub
 Os na allwch ddod draw i sesiwn galw-heibio neu os hoffech fwy o wybodaeth ewch i goo.gl/DRi67V







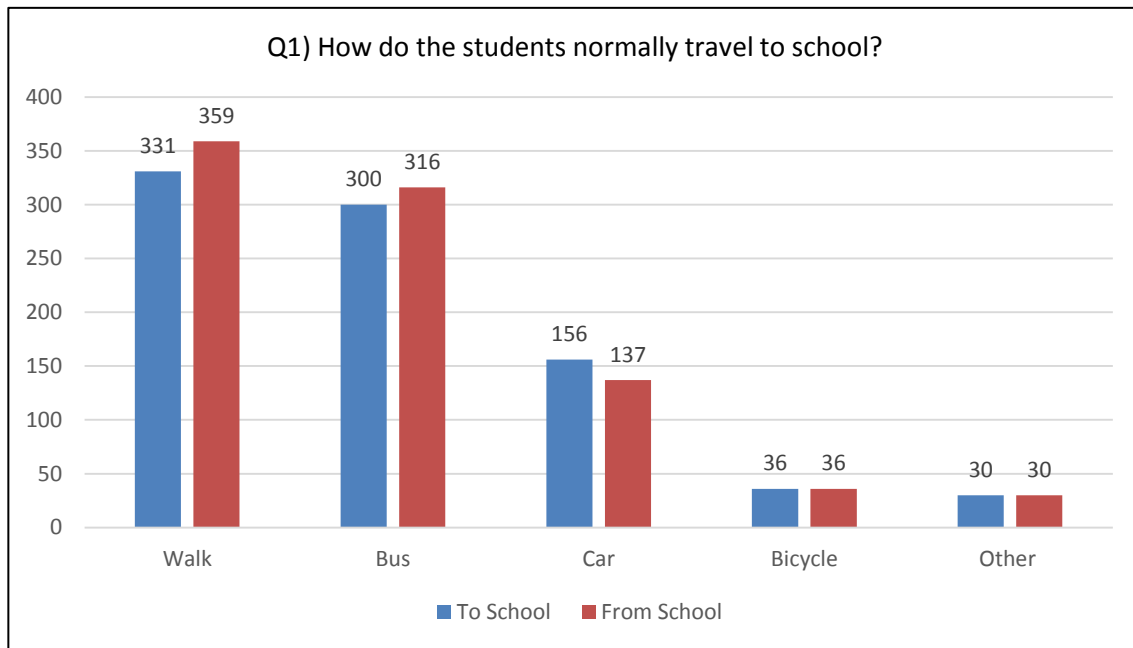
Appendix 4 – Workshop Images



Appendix 5 – Secondary School Survey Results

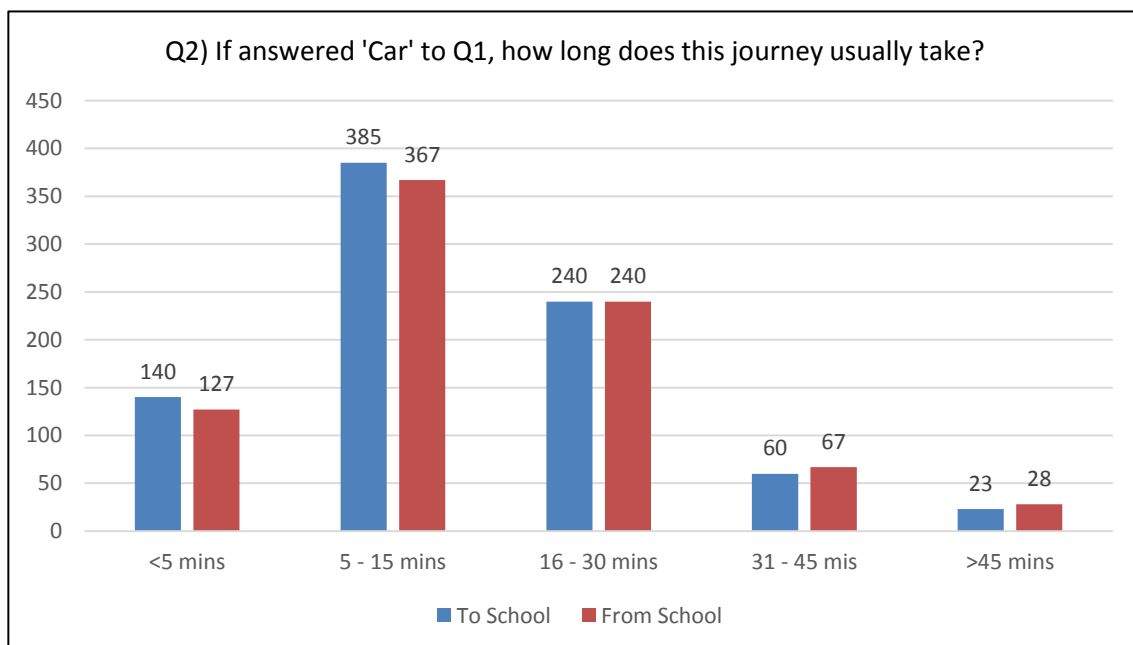
Number of students who participated: 890

Q1) How do the students normally travel to school?



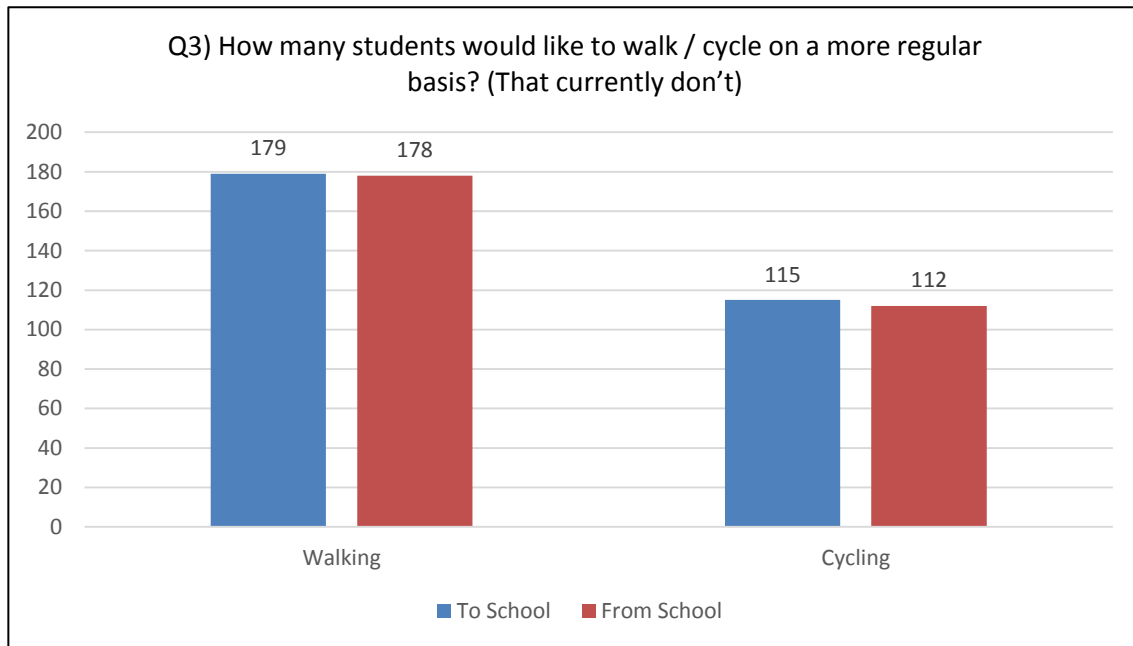
Question 1 highlights that across the two schools surveyed, there are a higher number of individuals who walk or use the bus to travel to school than by car. A total of 331 (37%) of students travel to school by walking, whilst 359 (40%) travel home from school by walking. Only 4% of students travel to and from school by bicycle.

Q2) If answered 'Car' to Q1, how long does this journey usually take?



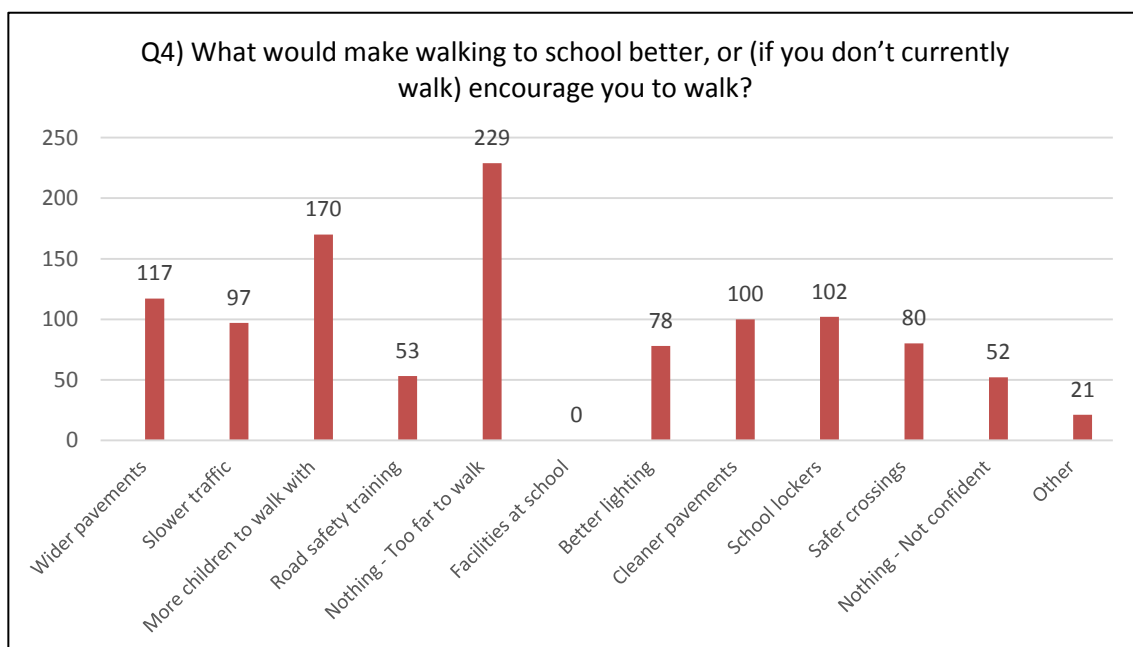
Question 2 suggests that the largest proportion of students surveyed take 5 – 15 minutes. 385 pupils (43%) take this time to travel to school, and 367 pupils (41%) take this time to travel from school. The second largest proportion take 16 – 30 minutes to travel to and from school. In such timeframes, it is possible to reduce the time it takes to get to school by using active methods of transport such as cycling.

Q3) How many students would like to walk / cycle on a more regular basis? (That currently don't)



Question 3 highlights that 20% of students surveyed, who do not currently walk to school would like to on a more regular basis. While 12% of students, who do not currently cycle to school would like to on a regular basis.

Q4) What would make walking to school better, or (if you don't currently walk) encourage you to walk?

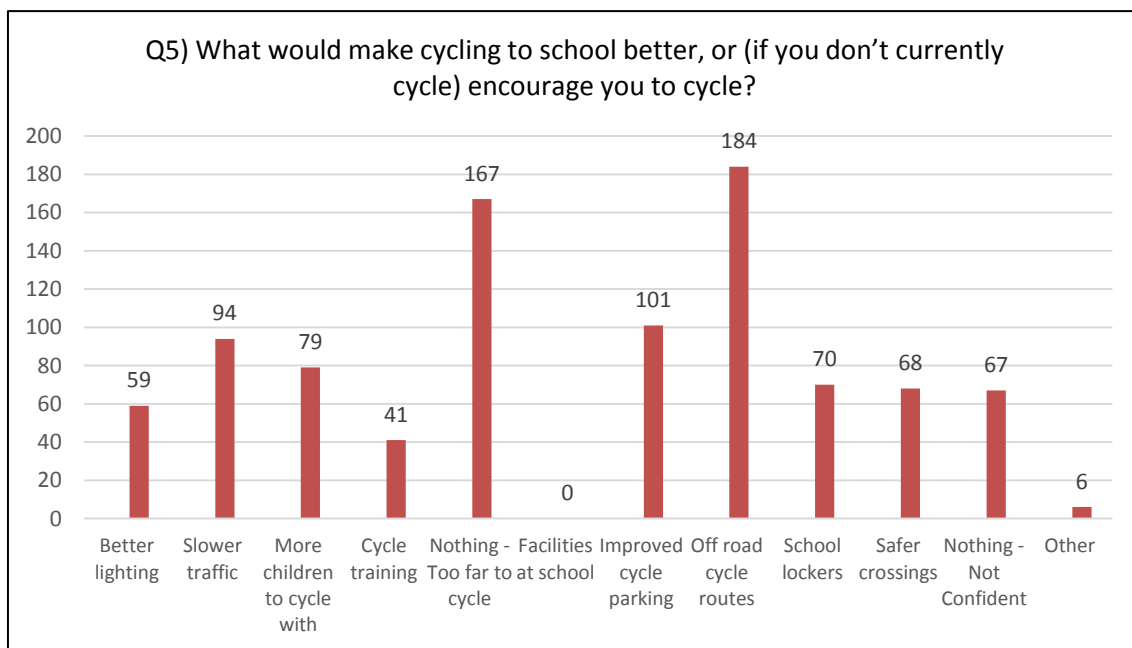


The most popular remark submitted in question 4 was that it was too far for students to walk to school – which is reflected in the high number of journeys made by bus. As such, students who believe that distance is a significant factor would significantly benefit from cycling to school instead of walking. The Active Travel (Wales) Act targets those individuals who are willing and able to participate as part of their everyday journeys, in this case, the pupils who live within a distance that can reasonably covered by bicycle.

In relation to encouraging walking, over 100 students across the two schools suggested the following to improve how they actively travel to and from school:

- More children to walk to school with;
- Wider and cleaner pavement; and
- School lockers.

Q5) What would make cycling to school better, or (if you don't currently cycle) encourage you to cycle?



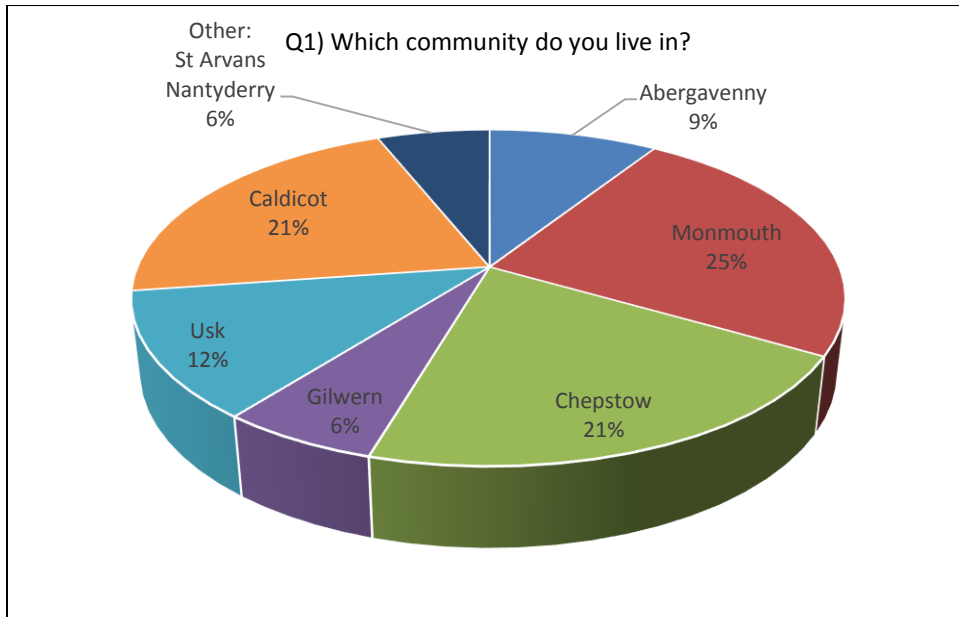
Similar to the results in Question 4, students highlighted that it was too far for students to cycle to school. However, the highest priority for students is off-road cycle routes, as well as cycle parking. This suggests students are concerned with the safety associated with cycling to and from school.

Providing lockers and improving cycle parking facilities are relatively inexpensive solutions that may encourage more students to cycle or walk to and from school. The provision of off road cycle routes is a more expensive and long-term solution which will be difficult to implement.

In relation to encouraging active travel for school students, question 3 highlighted that there is a demand for students would like to increase the amount of active travel. Providing the results from question 4 and 5 are implemented and rolled out across the County, this suggests that there will be an increase in the number of students who actively travel to and from school in the future.

Appendix 6 – Online Results

Q1) Which community do you live in?

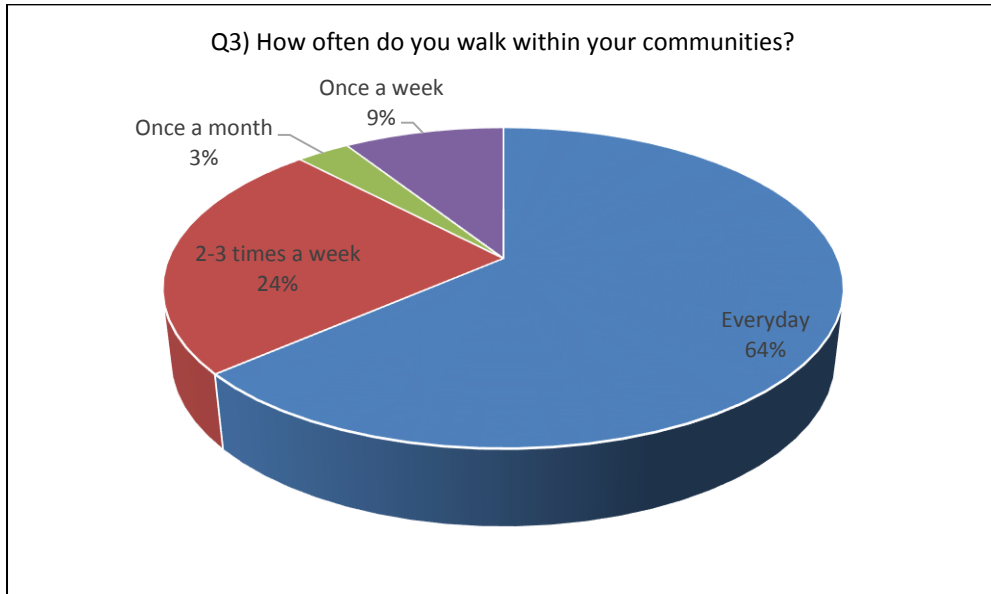


In response to the online questionnaire, the largest number of representations submitted were from Monmouth (25%), while Chepstow and Caldicot both represented 21% of the total submissions. In total, 33 responses were received, and have been analysed and responded to within Appendix 3 of this Consultation Report.

Q3) How often do you walk within your communities?

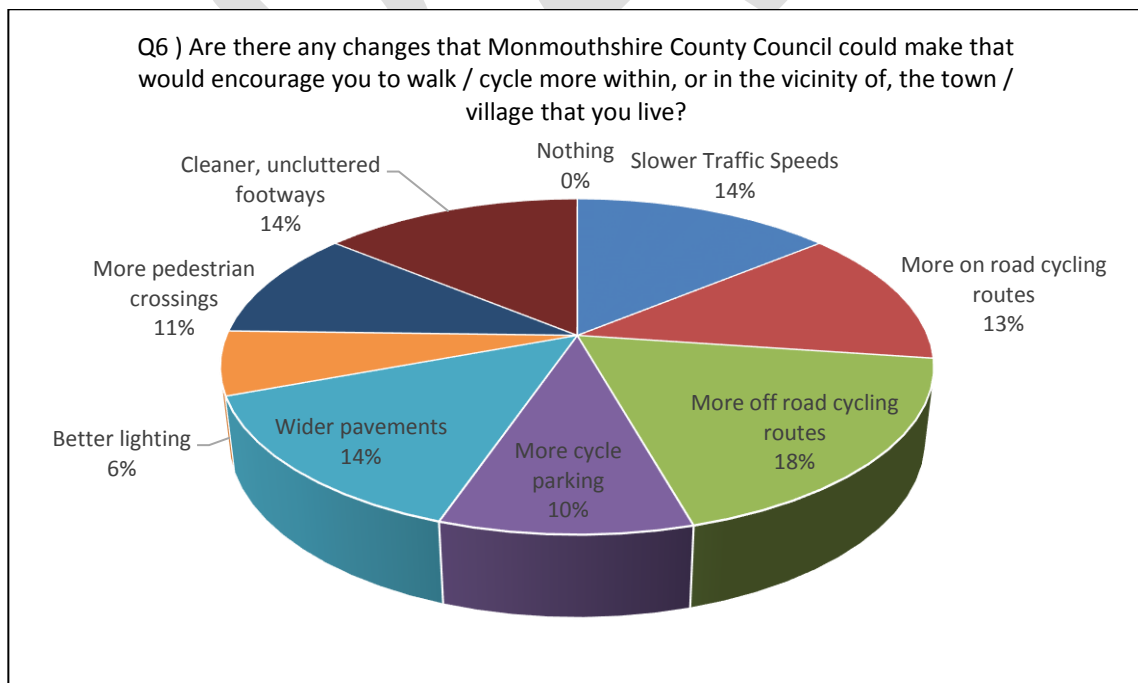
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Question 3 highlights that a high proportion (64%) of the respondents walk everyday within Monmouthshire. In addition, question 3 highlights that there are more individuals who walk regularly than irregularly.

Q6) Are there any changes that Monmouthshire County Council could make that would encourage you to walk / cycle more within, or in the vicinity of, the town / village that you live?



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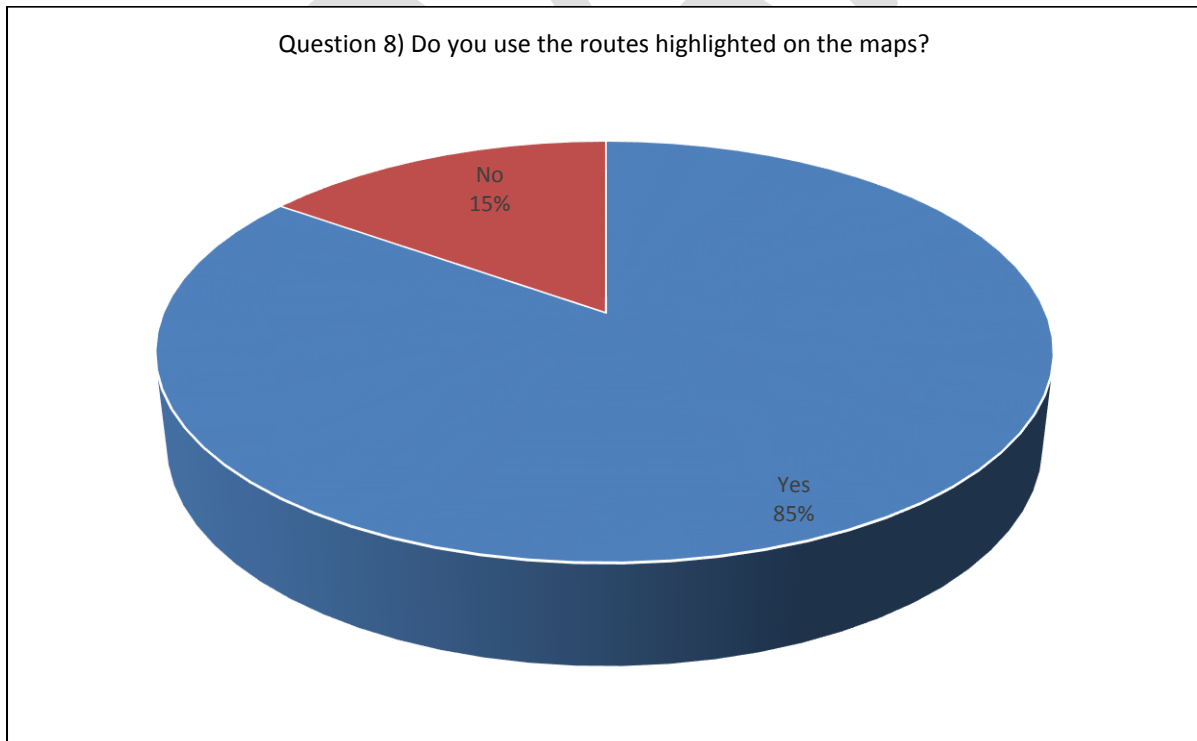
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Question six aims to understand why some respondents do not actively travel throughout the County. The three largest responses were that there is a demand for more off-road cycling routes, wider pavements, slower traffic speeds and the cleanliness of footways. All of these responses can be related to the negative perceptions regarding the safety of actively traveling within the County.

Respondents were also encouraged to provide an open-ended response to raise additional issues. As a result, only eight responses were received and were not route specific. As such, MCC will have regard to these responses within the route schedule and works required. The following eight points outline the responses received.

- 1) Cycle lanes alongside roads, not a token thin strip that is impossible to observe while driving a car along the same road;
- 2) Wheelchair access routes;
- 3) Cut kerbs;
- 4) Shared Space.
- 5) A regard for children and their need for non-sedentary lifestyles;
- 6) More bins for less litter;
- 7) More crossings over the River Wye e.g. over metal railway bridge; and
- 8) Less dog mess.

Question 8) Do you use the routes highlighted on the maps?



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Of the total number of respondents who answered question 8, 85% answered that they use the routes highlighted on the INM routes presented online. The following question requires an explanation for the reasons why the respondent answered 'No' to the previous question. The following table outlines the three responses received.

- 1) There aren't any off the road that are safe to use with my family;
- 2) Not where I live. I do use the canal tow path from Goytre to Abergavenny or Cwmbran; and
- 3) None of them are on routes I use.

The following table outlines the open-ended answers to the online survey (Appendix 1) which was live on MCC website for 12 weeks.

INM Route	Response ¹	Council Response
M11	Could be extended if pavements installed either along Osbaston Rd and/or St Mary's rd., possibly with a one way system.	Tbd [Draft responses under discussion with MCC officers]
N/A	Improve crossings over the A48 to the station. It's a long walk around to get there	tbd
C9	Main walking route between Bulwark & Chepstow. It's the only route safe to use at night if you're a woman walking alone. I would not use MCC-C4 at night as it's too isolated. As a woman with some walking problems, I find the pavement too narrow. The pavement on the opposite side of the road is wide but most people don't use that side because it presents a problem crossing once you get to the junction at Bulwark corner. They should be swapped over so that the wider pavement is on the side that people actually use. Also there is overhanging shrubbery from adjacent properties which makes the pavement even narrower. How people manage with pushchairs, wheelchairs & mobility scooters- I don't know - it's very dangerous. To make matters even worse, the streetlight is out of action. Living in Bulwark, I should not feel isolated from Chepstow town centre. It's only a 15 min walk. There are no buses after about 17:10 in the evening. I can't afford taxis & would like to walk but feel increasingly unsafe especially in the dark. Even in the daytime that stretch of pavement is unsafe. Sometimes buses mount the pavement when they come from Chepstow to Bulwark, turning left at Bulwark Corner. I've witnessed this first hand when travelling as a passenger on the bus & thankfully not while walking on that stretch of pavement (yet!). I think it's only a matter of time before there is an accident.	tbd
N/A	Token cycle lanes such as on the Raglan road are dangerous. They create a false sense of security and entitlement. They are too narrow for safe cycling	tbd

¹ All responses received are not edited.

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	and the road is too narrow for a car to stay out of the marked lane if there is traffic approaching.	
N/A	I am extremely glad you are doing something, I think focus should be on under-confident riders and children, then allowing cyclists to be un-harassed by traffic.	tbd
N/A	Sometimes was hairy when walking on the Wyebridge because of lorries and cyclists.	tbd
N/A	It needs a pedestrian crossing to join path from St Arvans. At the moment joining the path from St Arvans is extremely dangerous especially for children attempting to cross the busy road where people seem to pay no attention to the speed limit! I would certainly not be happy with my children (when they are old enough) trying to struggle across the road to get to the path in order to walk, cycle to school. Once children reach secondary school age there is no longer a bus provided for them to get to school and my preferred method would be to walk/cycle in the order to keep the kids active. As it stands at the moment I would feel it necessary to either drive them to school or to the path on the other side of the road as there is no pedestrian crossing. It is also in need of a dedicated cycle lane.	tbd
N/A	Improved pedestrian crossings	tbd
C7	The crossing of the road (M48 roundabout exit to Homebase) at the exit of the roundabout is hazardous. The road is busy and cars exit the roundabout at speed. Cyclists and pedestrians do not get much warning of oncoming traffic and when on a bike in particular the angle of approach means that you have to look right behind you! It's a nerve wracking crossing.	tbd
C9	This route is marked as a pedestrian route however it is also heavily used by cyclists as it is the main route to the Bulwark shops and this is where people want to go, or go via to get into Chepstow. The crossing of the A48 is not safe for cyclists or pedestrians and either rely on the good will of drivers on the A48.	tbd
N/A	Could do with being lit for use in the evening.	tbd
U1, U3 & U4	Dangerous roads and unsuitable for younger children or teenagers given traffic speeds and width of highway. These desperately need segregated cycle lanes or tracks to allow for safe use. It is very evident in Usk how few younger and older people use bikes for general movement around town owing to busy unsafe roads. Other segregated routes linking to other communities are needed.	tbd
U7	Lovely route but no wheel chair or pushchair access as steps (this route leads to playground). Alternative route is very steep for pushchairs and wheelchairs.	tbd
U4	Traffic very close to pedestrians over bridge. A separate pedestrian bridge crossing could be beneficial in long term.	tbd
U2	Very narrow pavement as route passes residential property before Island car park. Can make pushchair and wheelchair access difficult. Bridgestreet pavements should be free of A boards.	tbd
N/A	Cut kerbs on Neddern Way, Margretts Way, Churchfield Ave	tbd

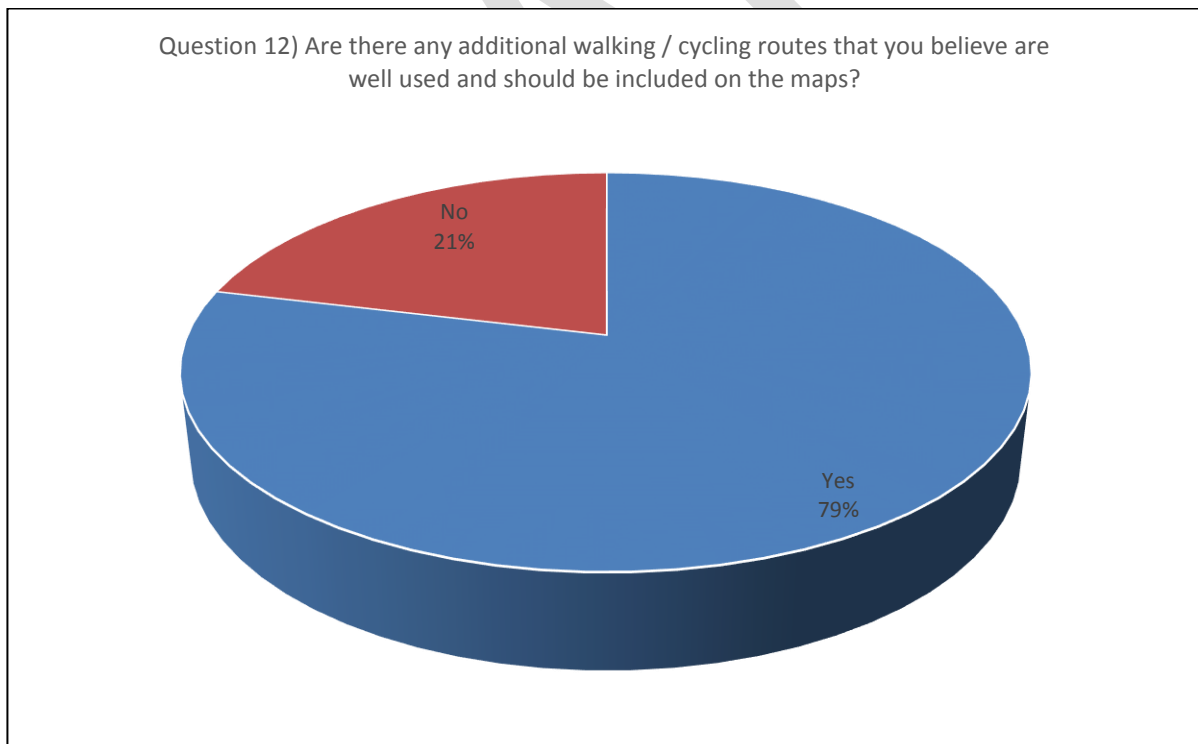
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N/A	Can't make safe for cycling. Move NCN4 to Green Lane. Petition in circulation with details.	tbd
N/A	I live in [Details Removed] and never knew the footpath to the front is a shared cycle path it is narrow and not any signs saying so. Also the path that runs of s any lane alongside church road is not sign posted as a cycle track and is narrow very odd.	tbd
N/A	Uneven surfaces & long way round for pram/disabled access to the castle if following drop curb. Drop curb is right on a blind corner if walking from Pwllmeyric which is dangerous with the speed of some of the traffic.	tbd
N/A	Please try this route on foot (with a buggy or a toddler in tow perhaps) and you will soon realise how unsafe it is. Likewise with a mobility scooter. Uneven, unmarked, and with incomprehension of drivers.	tbd
N/A	Needs bridge over culvert into Kemble Road	tbd
N/A	Slower traffic speeds, less litter, dog mess	tbd
C8 & C11	Why are these not designated for cycling also? Although C8 and C11 are steep they are still useful routes	tbd

Question 12) Are there any additional walking / cycling routes that you believe are well used and should be included on the maps?



Question 12 highlights that the individuals who responded to the online survey believe that there are additional routes that MCC should propose. As a result, the following question explores the additional proposed routes further.

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Question 13) If you answered 'yes' to Q8, please can you describe the locations of the additional routes?

The following table outlines the additional routes proposed during the online survey. The following table outlines the respondent's proposals, as well as the Council's response to each response.

Number of Responses: 22

Response	Council's Response
Linking M3 and M15 across Tibbs Bridge	tbd
A48 Bridge	tbd
The path through the park known as Piggy's Hill. It should be included in the maps.	tbd
Tibbs bridge (pedestrian) crossing of the Monnow near town centre	tbd
We need a good, safe connection from town to the old railway in Llanfoist which is good for cycling. Could there be a pedestrian crossing (lights across the road just after bridge over Usk going away from town for walkers as cars never stop). I commonly use Hereford road. Also would be good to cycle both ways on road from the Angel to the castle (do cars need to use that part of road?). I also commonly cycle on road from Llanfoist to Govilon, which is becoming increasingly busy and fast.	tbd
The Duke Of Beaufort Bridge is used daily from Wyesham to MCC Waste site and Millbrook Nurseries	tbd
Little mill to Usk route	tbd
Woodstock Way	tbd
Canal tow path from Abergavenny to Cwmbran and also around the Blorengue	tbd
Route from Chepstow to St Arvans	tbd
The Usk Valley walk from the island car park along the river Bank.	tbd
You have failed to show the A472 running east from Usk towards the A449 which links to the many lanes to Gwernesney etc. The plans also fail to show the riverside path continuing south from Usk bridge on eastside of river to link with leisure facilities at Cricket and football fields. This is highly used but lacks a good surface for wheelchairs and pushchairs.	tbd
New market Street into old market Street.	tbd
MOD disused railbed leading into Caldicot Country Park and thru Portskewett and outside Bypass to train station	tbd
New integrated path from Town Centre to Leisure Centre and Choir Hall with a 2nd path to Bypass. Petition in circulation with details.	tbd
Route along over the railway bridge from Blackbird rd. to Caldicot station, would be useful to have footpath/cycle route between Caldicot – Rogiet -Magor (off road)	tbd
Walking route over the iron bridge from Wyesham, walking route from Chippenham to the allotments.	
Better connection for pedestrians between "Blake" Carpark north towards Whitecross street.	tbd
Pedestrian / cycle route over the metal railway bridge, via Monmouth Troy Station	tbd

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Route over metal railway bridge, track to Redbrick through Wyesham Woods	tbd
The underpass from C4/C6 through to C8 should be included as a cycle route enabling an uphill link from the station avoiding pollution on the A48. The A48 from Vauxhall road to the bottom should be a downhill route.	tbd
I live on the junction of Union Rd. east and Merthyr rd. School is at our lady in St Michaels. Involves going Merthyr rd. to Brecon rd. both of which no good for cycling for kids. Also the one way bit end of Tudor St. by Angel too narrow pavements. Why not shut it off to cars and just allow walkers and cyclists.	tbd

Question 14) Are there any improvements the Monmouthshire County Council could make to these additional routes?

Respondents were requested to suggest improvements that Monmouthshire County Council could make to these additional routes. The following table outlines the suggested improvements, as well as the Council's response to individuals.

Number of Responses: 19

Response	Council's Response
Install cycle ramps along steps	tbd
Clear the pavements - it's disgusting at time the amount of filth on their blown there from the road. They're not gritted in icy weather and a disabled person can't get up to Tutshill / Sedbury at the end because of the steps.	tbd
I don't see how it could be improved. This path is already well lit but I would not feel safe to use it at night. It's also a bit too steep for people with walking problems.	tbd
Painted cycle lane Hereford road? Also I understand that improvements being made soon in town centre, which will improve pedestrian experience, I hope that no cycling routes are lost and that there may be the opportunity to add cycling paths/routes.	tbd
Pedestrian crossings should respond quicker when the button is pressed. If part of a road junction pedestrians should not have to wait while drivers take priority.	tbd
Some of the bridges over the tow match are too bumpy to ride and the bridges are too low to cycle under.	tbd
Traffic in St Arvans is too fast and crossing of road (in front of pierce field pub) not safe enough to allow children / young people to walk along footpath into Chepstow. If improved would link the two communities much better	tbd
Make / mark a cycle way	tbd
MCC-C1 should be extended to Wyndcliffe Woods passing through St Arvans. There are existing paths so this would be a quick win, however there are 3 areas that would need improvement.	tbd

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<p>1. B4293/A466 roundabout needs to join the current planned C1 route to the existing footpath/cycle path running next to the race course. At the moment the path ends on the roundabout which is busy, there need to be a safe transition to the cycle path.</p> <p>2. In St Arvans, there is a dangerous crossing of the A466 between the nursery and pub. The bus stop is one side, and there are residents on the other. Also this is where the current cycle path ends and there is not a safe way for children (who could cycle to school) to cross the road where there is a busy, sharp, bend.</p> <p>3. The footpath from St Arvans is in bad repair and doesn't extend all the way to the minor road for walkers to use.</p>	
<p>Make it available for cyclists as access to the College and County Hall.</p>	<p>tbd</p>
<p>Yes, provide a cycle track in highway verge on A472 east of Usk and surface the riverside path running south of Usk Bridge. Please note that the riverside path has been used for in excess of 20 years without obstruction and should be considered a public highway which can be improved. This will enhance the visitor experience in the town and enable disadvantaged group's access to the river. The A472 east of Usk is a very high speed road and I have often almost been knocked by vehicles travelling at high speeds. If you want to improve cycling and walking provision, links to communities like this need improving.</p>	<p>tbd</p>
<p>Work to get funding as this project is good for tourism and lottery funding.</p>	<p>tbd</p>
<p>Build crossing of Longfellow Rd and new path connecting to S7. Also, design and build a new path avoiding playing fields.</p>	<p>tbd</p>
<p>Fill in holes - or tac mac it</p>	<p>tbd</p>
<p>Keep it open and make it good for bikes and pedestrians.</p>	<p>tbd</p>
<p>Make it safe and suitable for walkers and cyclists: register the route as a public right of way / bridleway</p>	<p>tbd</p>
<p>Make these routes official</p>	<p>tbd</p>
<p>As above. Need more cycle paths? Off road. Should look to Germany. Denmark. Belgium for advice. Need to change the concept that car has right of way over pedestrian and cyclist in town by cycle routes and walking routes that have right of way over cars. I feel many drivers in this town drive without respect even for children on the school run. I do not feel that our school walk or cycle is that safe. The majority of people from our school drive less than 500meters. Making the diesel pollution pretty high I guess not just from them though. Should definitely look at the new build estates then could put some purpose build cycle and walking routes in there aimed at kids and under</p>	<p>tbd</p>

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confident cyclists and also walkers. Ideally need to separate path from road by strip of grass or trees. Any thing you do though I am sure will help and I very much appreciate this.

Appendix 7 – ‘Other’ Representations

The consultation process allowed individuals to submit their representations through a variety of methods. The following table outlines the responses received via telephone, letter and email.

Number of Responses: 12

Number of Individuals / Organisations: 4

INM Route	Response ²	Council Response
M1	This route has a stretch where there is no pavement thereby making access to the industrial estate unsafe for workers.	tbd
M4	The path alongside the A40 is muddy in winter, overgrown and the slope up to and along the embankment in to Chippenham field can be treacherous in the wet. The surface needs renewing and paving where presently unpaved.	tbd
M10	Shown on map as cycling only but this is primarily a walking route to avoid the top end of town?	tbd
M14	Pavement uneven on descent towards the May Hill roundabout.	tbd
M16	Shown on map as cycling only but there are residential properties on this road and therefore walkers wanting access to town centre.	tbd
N/A	Walking route from Wyesham Avenue properties to Lidl's along the Redbrook Road (This is a safe route to school).	tbd
N/A	Walking route from Redbrook Road properties to McCool Store and Post Office via Wyesham Avenue.	tbd
N/A	The top end of Wyesham Avenue where it meets Wyesham Road is only single lane and on an incline, therefore, motorists turning in to Wyesham Avenue from Wyesham Road don't see traffic approaching the junction and invariably have to reverse. Walkers and cyclists have to press themselves in to the hedge to allow vehicles to pass. There is land at the junction where a layby could be built so that vehicles could stop while vehicles and cyclists ascending the hill can pass safely.	tbd
N/A	There are cracks in the pavement on the bend in the road and tarmac patches make the surface very uneven. The whole stretch is very narrow and as the speed of traffic has been recently recorded as being between 40-70mph in a 30mph limit, it can be very frightening for vulnerable people walking in to town.	tbd
A18	I attempted to complete the online questionnaire but it crashed on two occasions. In respect of the Abergavenny plan I would raise two points around Llanfoist.	tbd

² All responses received are not edited.

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	<p>1. There is an additional walking/cycling route between Llanfoist Crossing carpark and Llanfoist Bridge past McDonald's nursery and the cemetery. This needs a crossing on Merthyr Road at the South end of Llanfoist Bridge end as waiting times to cross can be long. Another crossing is needed at the North end of the bridge to allow access to the Usk upstream from Castle Meadows</p> <p>2. Route MCC-A18 between Llanfoist Bridge and the Heads of the Valley Roundabout is extremely unpleasant and strongly discourages walking and cycling. The road is too wide encouraging speeding; segregated walking/cycle lanes are needed and more crossing points. As the road is unnecessarily wide, there is scope for incorporation of landscaping to segregate walking and cycling.</p>	
M1	This route has a stretch where there is no pavement thereby making access to the industrial estate unsafe for workers.	tbd
N/A	<p>I popped into Monmouth library to contribute to the consultation. I won't labour the point but it was a very poor show. A little table with two willing Capita representatives and a less than useful map. The green line showed current or proposed routes but made no distinction. They weren't able to say what constituted an existing route - I apparently live on one of them.</p> <p>Anyhow - I think the crux is joining the dots on the community. Rockfield in particular is a growing community, Wyesham is another, though growing less. Both are well populated with many families and thus many school children. I would suggest an emphasis (one of many?) on accessing the schools with good, safe routes. That requires different solutions given the geography. Wyesham in particular offers a challenge and an opportunity.</p> <p>A second bridge across the river for walkers and cyclists would allow school children to travel safely from Wyesham into the town without crossing an ever-busier bridge which regularly hosts large lorries and is busiest at school entry and exit times. I haven't seen an environmental impact assessment but the proximity to pollution in addition to safety concerns must be an issue worthy of attention. Such a bridge would deliver a second benefit - allowing cyclists ready access to the cycle route which exists on the Hadnock Road.</p> <p>Better signage on cycle routes, better signage to/from town would assist residents and visitors. We have the Wye Valley on our doorstep. We should shout about it and use it. The response to the consultation responses could benefit tourism in this area.</p>	tbd
N/A	Where are the footpaths on the map, those shortcuts and alleyways that allow people to access all parts of Chepstow ON FOOT, the most sustainable and unpolluting mode of transport.	tbd
N/A	What use is it to send me details of exhibitions that occurred last month! This seems that you did not want proper responses to the consultation.	tbd

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<p>N/A</p>	<p>Petition to Monmouthshire County Council for consideration in the Active Travel Act consultation to include integrated path 'The Leisureway connecting Town Centre and Newport Road Bypass and the Leisure Centre and Choir Hall'.</p> <p>No such path is shown on the existing INM map and the construction of Caldicot Secondary School is near completion. Any plans for such a connecting path should now be in evidence. It is important to point out that people have been walking through grass football and rugby playing fields, and through Sudbrook Cricket Club grounds for years. The path needs to be respectful of these and be designed around boundaries.</p>	<p>tbd</p>
<p>S2</p>	<p>Sandy Lane in Caldicot is considered an important walking route from Oakley and Cas Troggy estates, Ysgol Y Ffyn school, Haywain Public House and allotments. Sandy Lane footpaths are also used by people using wheels on chairs, prams, children's scooters and shopping trolleys. There is a new housing development under construction which will increase demand. MCC-S2 is on the INM as a walking and cycling route. If cyclists are to use the road then several kerbs along Sandy Lane (Neddern Way, Margretts Way and Churchfield Ave) need to be cut and paved to give ease of access by walkers, wheelchairs, pushchairs and shopping trollies.</p>	<p>tbd</p>
<p>S3, S1, S7</p>	<p>Moving the Celtic Trail National Cycle Route 4 from Jubilee Way and Newport Rd to Green Lane is in the best interests of cyclist.</p> <p>Starting at the existing integrated path MCC-S3 (known locally as the Spinal Path) exiting onto Budden Crescent and turning onto Margretts Way, crossing Sandy Lane at the Haywain Pub and continuing down Green Lane where traffic calming, 20 MPH limit, road width and new surface make improvements over the existing MCC-S1 route for cyclists. The crossing of Newport Rd Bypass is via an existing push button light. The route would then connect to the red path marked on the INM then use Masefield Rd behind Severn Cwrt to Longfellow Rd. At this point a new crossing is needed and a new path connecting to MCC-S7 which leads to both Severn Tunnel Jct and Caldicot Rail stations. This new path is through car park and walking paths for flats opposite and west of Masefield Rd.</p>	<p>tbd</p>
<p>N/A</p>	<p>A multiuse footpath connecting Town Centre to Caldicot Leisure Centre and Choir Hall and to residences outside the Newport Road Bypass is needed as part of the Active Travel Act Integrated Network. No such path is shown on the existing INM map and the construction of Caldicot Secondary School is near completion. Any plans for such a connecting path should now be in evidence. It is important to point out that people have been walking through grass football and rugby playing fields and through Sudbrook Cricket Club ground for years. The path needs to be respectful of these fields and be designed around boundaries.</p>	<p>tbd</p>

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S2, S3.	Improvements in the walking footpath connecting Castle Lea to Church Rd and crossing said road to Llanthony Close and joining MCC-S2 is needed as part of the Active Travel Act Integrated Network. This path serves Castle Park Primary School and connects to MCC-S3.	tbd
N/A	A multiuse path connecting Caldicot and Crick along the disused MOD rail bed is needed as part of the Active Travel Act Integrated Network. No such path is shown on the existing INM map and consultations and planning work has begun on this project. This traffic free path would move the Celtic Trail National Cycle Network Route 4 off Church Road with its increased traffic due to Caldicot housing development and with speed and walled curves.	tbd
N/A	<p>Whilst you and your colleagues are to be congratulated on the hard work you have put into developing the map, it fundamentally fails to deliver the ambitions of the Active Travel Act and is not therefore fit for purpose. My main concern is that the plans do not identify a comprehensive and joined up network to encourage and enable active travel, primarily because they fail to include footways adjacent to roads throughout the town. How can a plan that purports to improve conditions for pedestrians fail to identify pavement parking as a barrier to more walking? Try walking down the northern footway on Stanhope Street or either footway on Mount Street after 6pm.</p> <p>Monmouthshire County Council is failing in its statutory duty as a Highways Authority to provide reasonable facilities for pedestrians on a number of streets in Abergavenny and the active travel map does nothing to address that failure.</p>	tbd
M4	<p>I attended a meeting of about a dozen interested parties at the Shire Hall last night to discuss Active Travel routes in relation to Monmouth. The meeting was called by Cllr Jamie Treharne who chaired it. Gwyn from Sustrans was there to add some expert response. Some doubts were expressed about MCC being able to provide the man power necessary to submit the Capita report to WG in time.</p> <p>M4. There was talk of a new cycle and pedestrian bridge partly financed by Haberdasher's. This would seem to facilitate the removal of the upstream pavement on Wye Bridge and so allow a permanent green filter on the proposed third lane over to Wyesham on A40.</p>	tbd
M8	I am in touch with both Taylor Wimpey and Barrat's (David Wilson) about providing the cash before 150th unit is sold. If work on this route needs to be prioritised then upgrading the footpath from Natural Animal feeds on Wonastow Industrial Estate west to Kingswood Gate would appear the most urgent. What does £100k pay for? All the work including lighting or just part of it? Do we need match funding from Active Travel?	tbd

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	<p>Gwyn from Sustrans suggested coming up with 5 key routes. My task is to progress matters only on M8 and on the Budgens Bridge.</p> <p>A meeting is to be called for the group in the first week in January</p>	
M1	None of those attending saw how this Wonastow Road route could be made safe and wondered why it was still on the list of proposed routes	tbd
M5	M5 serves no purpose as parents have to deliver their children to Agincourt School and according to the Headmistress of the school none would approach it from this direction.	tbd
M2	The loop across Beaufort Bridge and across the playing field of the Haberdasher's Sports field has been deleted from Christian's map of 2015. We are not sure why?	tbd
N/A	Not on route map but a new pedestrian and cycle bridge over from the new Rockfield car park to the former Budgens car park. I have discussed this with Mark Hand and Ben Winstanley who both think it is a good idea. I am engaged with the Royal Monmouth Royal Engineers (militia) about them providing the bridge under the Army Covenant. I am hoping for some progress on this soon.	tbd
N/A	<p>I submitted answers to the questionnaire - it was challenging as although I had answered questions I was asked to answer questions already answered. Eventually managed to submit, but not easy.</p> <p>Additional point, the link between Wyesham and Brook Rd using the old railway line should be part of any strategy to encourage active travel and better pedestrian/cycle links along route M4, probably with a dedicated pedestrian/cycle bridge</p>	tbd
N/A	The following signatures are given as evidence that Sandy Lane in Caldicot is considered an important walking route from Oakley and Cas Troggy Estates, Ysgol Y Ffin school, Hawain Public House and allotments. Sandy Lane footpaths are also used by people using wheels on chairs, prams, children's scooters and shopping trolleys. There is a new housing development under construction which will increase demand. Several kerbs along Sandy Lane (Neddern Way & Margreets Way & Churchfield Ave) are not cut and paved to give ease of access by all users.	tbd
S2	The following signatures are given as evidence that improvements in the walking footway connecting Castle Lea to Church Rd and crossing said road to Llanthony Close and joining MCC-S2 is needed as part of the Active Travel Integrated Network. This path serves Castle Park Primary School.	tbd

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	Please consider this petition as a request to include and improve this important path which has fallen into disuse due to no pedestrian crossing of Church Rd and obstruction from fencing, poor surface and lighting.	
M8	MCC-M8 links the top of Wonastow Road, Overmonnow Primary School and Kings Fee on to the Wonastow Road Industrial Estates and on via a spur on the footpath to the new Kingswood Gate housing development (eventually 325 houses or more). The foot and cycle path is already well used as far as the Industrial Estates by residents, accompanied primary school pupils and staff of the businesses on the industrial estate. The footpath is already well used by local people out for walks. It is also referred to as footpath 375/257.	tbd
M6 to M3.	This section of perhaps just 100 metres links the two routes. The link is already recognised in the Safe Routes to schools and would be used by children from the Rockfield Estates area reaching the Comprehensive School and Haberdashers School for Girls. To make this route effective it would require a new pedestrian crossing and traffic lights instead of the mini roundabout.	tbd
M4	This necessity for this bridge with photographs supplied has been outlined in detail in Chris Munslow's letter to Capita of 14th January 2018 and it is included as a top priority in the Monmouth town Council submission.	tbd
N/A	<p>The Troy Gardens over Beaufort Bridge to Redbrook Road has been used by many residents of Wyesham for exercise, but also for getting to work on the Wonastow Road Industrial Estates.</p> <p>All other routes described in the letters from Chris Munslow and Monmouth Town Council have merits. The routes we feel have no merit for consideration are MCC-M1 and MCC-M5. MCC-M1 because of the ditch and incomplete pavements and great difficulty in improving the route it is considered MCC-M8 a much safer route into town. MCC-M5 leads from Wye Bridge to Agincourt Primary School. The school has made it clear to us that all children must be accompanied to school and those choosing to arrive by cycle with their children will remain a very remote possibility. This route is already part of the Wye Valley Walk.</p>	tbd
N/A	<p>This includes constructing a new Pedestrian/Cyclist bridge across the River Wye. My reasons for this being my first priority, is because the existing Grade II stone bridge which was last widened in 1879! Is I feel a disaster just waiting to happen! I'm informed that between 2500 and 3000 Haberdashers School Children alone walk across the bridge daily in term times, nearly all unsupervised!</p> <p>In addition to the Haberdashers School, one also has to consider all the Comprehensive School Children that cross the bridge from the Wyesham</p>	tbd

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side. I don't know the exact numbers but would estimate approximately another 100 – 200 daily.

Not forgetting the normal adult pedestrians estimated at 500 – 1000 daily!

Young school children walking four abreast across the Wye Bridge on a footpath that is only about 1.5 meters wide! Bearing in mind that the recommended Highway footpath width should be a minimum 1.8 metres wide

Another concern of mine in that the road widths over the Wye Bridge are only 3.1 metres, where as they should be 3.6 metre minimum width!

Bearing in mind the number of large heavy lorries that continually cross the bridge, as I said I feel it's an accident just waiting to happen!!

Whilst raising this issue I feel it may be of assistance if CAPITA could work in conjunction with Monmouthshire County Council and The Welsh Government in respect to their plans to construct a "Third Lane" at this location, as if you do it is my opinion that a lot of money could be saved by both sides if they worked together.

See my thoughts below:-

1. Having studied the MCC Third Lane Plan of the A40/A466 Wye Bridge Junction improvement, I notice that the proposed road widths are only indicated to be 3 metres wide, whereas presently the road widths are 3.1 metres wide, but may I say these still don't comply with the Highway's regulations, which recommends that road widths should be a minimum of 3.6 metre wide.
2. If you study the photographs above you will see that the heavy lorries find it very difficult to drive exactly between the kerb and central white line, partly because of their width but also after crossing the main section of the bridge there is a 20 degree change of direction in the road, which necessitates them crossing the white line over and into the oncoming road traffic, or as an alternative to mount the pavement! (May I suggest you look at the worn concrete kerb at that location!
3. Again looking at the MCC Road plan I see it is planned to construct a temporary footway / footbridge which I estimate is about 22 metres long which will to my estimate, cost at least £100K - £200K alone, maybe more! Which on completion will have to be taken away, plus the possible complications of having to form an opening in the ancient Bridge wall! All Dead money!
4. I also beg the question, how will they be able to widen the footpath with it being constantly used by pedestrians!
5. My next concern is, are there any plans to widen the footpaths and the road to the Wyesham side of the bridge as these again are very narrow and particularly dangerous for pedestrians and cyclists!
6. Similarly the road and footpath over the old railway bridge are both too

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	<p>narrow and no plans seem to be in place to widen them!</p> <p>I would like to suggest/propose that CAPITA / MCC & WG (Plus possibly Sustrans) work together to carry out a joint plan for the Wye Bridge. I list my preferences as follows:</p> <ol style="list-style-type: none"> 1. To construct a new pedestrian/Cyclist bridge over the River Wye as per my plan "A" at one of the locations as shown. 2. This would automatically leave the bridge totally clear of pedestrians and cyclist, so allowing the bridge to be upgraded purley for vehicles! 3. Similarly with the proposed footpath as shown in blue that could simply be constructed alongside the old railway bridge then this would allow the old railway bridge to be upgraded just for the use of vehicles! 4. This footpath could also go under the old railway bridge going south towards the Redbrook road, which would help greatly with a safer footway & Cycle route. 5. As a contribution towards the new bridge the cost of building temporary bridge alone as item 3 on page 3 above would contribute substantially towards the costs! 	
N/A	<p>Priority #2 Down Wyesham Avenue to the A466, to include a road crossing at the junction with A466.</p>	tbd
N/A	<p>Priority #3. Williamsfield Lane is very important as residents on the new Kingswood Estate have no safe footpath or Cycle route to Monmouth Town centre.</p>	tbd
N/A	<p>Priority #4 It would be sensible to link MCC-M6 to MCC-M3 along Watery Lane.</p>	tbd
N/A	<p>Priority #5 Again it would be sensible to link MCC-M3 from Osbaston Road where it joins MCC-M11. Construct a new road crossing on the Hereford Road over to and then along Monkswell Road to link up with MCC-M13 Dixton Road.</p>	tbd
N/A	<p>Priority #6 Footpath across Chippenham especially where it passes between the A40 and the Haberdashers School needs attention.</p>	tbd
N/A	<p>Priority #7 Upgrade footpath/Cyclist route up into Wyesham Village as this existing footpath is in a poor condition!</p>	tbd
N/A	<p>In respect to the plans to construct a Third Lane, my only reservation is that it will only be a short term solution! As traffic predictions suggest that in another 10/20 years alone, the traffic flow on the A40 could well double, and</p>	tbd

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	<p>unfortunately, The A40/A466 junction at Monmouth will still be the only traffic lights junction on a Trunk Road in the Country!</p> <p>A totally new bridge across the River Wye by the Dixon Roundabout over to the Hadnock Road would in my opinion be much more sensible option as it would allow the traffic lights to be removed, which would also substantially ease the ever increasing pollution issue at this location and leave the original Wye Bridge free for pedestrians and cyclists to use!</p> <p>It would be interesting to hear if anyone has considered this option!</p>	
A18	<p>Pedestrian / cyclists routes to Llanfoist from new bridge over the Usk. Alter unnecessary five-lane road near Waitrose. Widen pavements; create separated cycle paths in both directions: Create tree lined approach to Abergavenny</p>	tbd
A1 / A3	<p>Sort route 46 crossing + Better link from Meadow/Usk new bridge.</p> <p>Sort out Bridge Inn crossing to make sense of new bridge investment: plus alter roundabout to traffic light junction: Sustrans Route 46 crossing!?</p> <p>Noted that at recent bridge consultation re-configuring of Merthyr road approach to Waitrose roundabout was not included but a proposal has been made by MCC.</p>	tbd
A4	<p>Re-instating old route from Brecon road to Tudor street to allow vital connection from centre of town to Hospital</p> <p>Union Road East: create one way contra flow route for bikes coming into town from Hospital / Brecon road. Put mirror at junction to aid seeing traffic coming up Merthyr road from bridge.</p>	tbd
A17	<p>Improving the pedestrian /cyclists route from the new bridge to Tudor Street</p> <p>Re-instating the old Byefield Lane access gradient to Tudor Street to make easier pedestrian and cyclist access from the Meadow</p>	<p>This response is noted. MCC-INM-A2 is currently a proposed route to link the proposed bridge towards the centre</p>

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		of the town.
A21	<p>Improving the Lower Castle Street for pedestrians.</p> <p>Lower Castle Street: Proposal to make single shared surface with rumble strip at junction.</p> <p>New rumble strip of setts at start to street to slow traffic.</p> <p>Neither current footpath is adequately safe. It requires a Stop or Give Way at the top of rise to avoid dangerous corner.</p> <p>A single surface with emphasis on being mainly a pedestrian dominated space. Whole Angel junction requires traffic lights</p> <p>New rumble strips to slow and warn drivers of shared surface</p>	tbd
A3	<p>Extending the cycle / pedestrian route along Meadow / Usk to better link to station</p> <p>Possible cycle entry route to meadow opposite Station Road.</p> <p>Note gap in property ownership lines suggest there was a way through when this map was done opposite the entrance to Station Road.</p>	tbd
A3	<p>Better link from Meadow cycle/pedestrian route to Station avoiding A40 Monmouth Road</p> <p>Station Road / Monmouth road junction: cycle route traffic light crossing to Meadow cycle route to new bridge and Llanfoist.</p> <p>Station road looking to junction with Monmouth Road. Needs eventually traffic light crossing.</p> <p>Create two way cycle route up ridiculously wide station road.</p> <p>Check property ownership for new route. Possible new route for cycle path to Meadow</p>	tbd
A21	<p>Monk Street / Lion Street Junction: make cyclist / pedestrian traffic light crossing to aid east / west movement: move lights from near St Marys to new location.</p> <p>New pedestrian / cyclist crossing with new lights. There will be a contra flow cycle route here going west along Lion Street. Lion Street pavement to Morrisons</p>	tbd

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	<p>New pedestrian / cyclist crossing with lights a grid box with stop lines pushed back would allow buses to turn left out of Lion Street onto Monk street going North</p>	
A4	<p>Improving pedestrian route Hereford Road + slowing traffic speeds.</p> <p>Hereford Rd up near Richmond road turn. Unacceptably narrow pavement + need to slow traffic: combine solution</p> <p>Widen the pavement so that south going traffic has to wait for up-coming traffic, plus add cycle contra-flow in this and each extended pavement sections all the way down hill on Hereford Road to keep slowing traffic.</p>	tbd
A11	<p>No safe pedestrian route adjacent to Old Ross road: Re-install demolished pedestrian bridge over Gavenny and create new riverside walk + link to Penyfal</p> <p>No footpath on Ross Road to the left</p> <p>Site of demolished Mill pedestrian bridge to Penyfal from Ross Road – reinstate</p> <p>New path to east bank of Gavenny to reach re-instated bridge at the Mill</p> <p>Communities adjacent to and above Ross Road both sides of the Gavenny could link into new bridge and riverside path for safer and more pleasant route.</p>	tbd
	<p>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. 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.</p>	tbd
	<p>Some residential streets are hostile to cycling due to the volume of rat-running. 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.</p>	tbd
	<p>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.</p>	tbd

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	<p>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.</p>	tbd
A1	<p>We are pleased to see this on the to-do list. Without cycle safety improvements to the A4143 and, in particular, the roundabout by Waitrose, the risk is that the new cycling/ walking bridge leads to no increase in cycling, as the roundabout is more intimidating than the existing bridge itself.</p> <p>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.</p> <p>Another option is to create new crossing point of the A4143 between the bridge and 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.</p> <p>Though it looks on the map as if MCC-A1 connects with Union Road West/East and onwards with MCC-A25, this is an illusion. The connection is via a 22-step flight of steps, which is not compatible with a high quality and fully accessible cycling route.</p>	tbd
A2	<p>We agree. Nevill Street (part of MCC-A2) is shown green, though cycling is prohibited – as it is in High Street and other streets shown in blue. Confusingly this is indicated on the map as a pedestrian route, and on the table of schemes its indicated as a pedestrian route in the “Use” column but the “Proposal” column relates to cycling. If MCC plans to amend the traffic order in these streets to be the same as Frogmore Street they this route should be shown green on the map. Market Street and Cross Street should be shown in green, not blue, as they are key routes in the town that follow obvious desire lines.</p>	tbd
A3	<p>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).</p> <p>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.</p>	tbd

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	The present gates 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.	
A4	<p>We agree. The cycle/footway from Castle Street west towards Mill Street needs 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 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.</p> <p>Furthermore, the junction of Castle Street and Lower Castle Street is a serious accident / near miss blackspot for cycles heading into (and out of) the castle. One of the members of our group is an MCC employee who works at the Museum. She has experienced several near misses at this junction on her ride to work, as cars coming up Lower Castle Street do not expect to meet cyclists going into the castle. There is a very simple solution: a stop / give way line for motors at the top of Lower Castle Street, and a sign indicating drivers are entering a two-way street and cycles are coming from the right.</p>	tbd
A5	This is a useful connecting route but not a high priority as it's already fairly quiet and usable - the new(ish) bollards on the footway are most welcome - thanks!	tbd
A6	We agree. Is there a need for signage too, as this route is little known?	tbd
A7	This route is basically OK, but signage could be improved. There is sometimes conflict with pedestrians at the narrow 'cyclists dismount' section.	tbd
A8	<p>The problem with this route is the A40 crossing. Many cyclists just use the pedestrian signalled crossing, which is not convenient and there are safety issues, depending on the direction. This junction will change fundamentally with the part-pedestrianisation of Frogmore Street as traffic flows on Frogmore Street will be just a fraction of current flows.</p> <p>Old Hereford Road itself rather steep so the desire line for many is more likely to be route A19. However, this is the main route out of town to the north and part of the National Cycle Network. A lot of the traffic using the southern end of Pen y Pound is doing the rat-run via Park Crescent to avoid the A40. Reducing rat-running will reduce the hostility of this road.</p>	tbd
A9	This is rather narrow for a shared use path, and poorly lit. We would be concerned about personal safety issues? There are also steps. This route has been looked at before but we believe the costs of an upgrade are high and could be deployed elsewhere. We do not see this as a priority cycling route, and would prefer attention be paid to improving cycle provision on the	tbd

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	A40 in this area of the town, and using Stanhope Street and Avenue Road as a quiet roads alternative (including a cycle contraflow on Stanhope Street).	
A11	Cars can be a bit rather fast on this road. A 20mph speed limit is required. The roads is wide and narrowing the carriageway would reduce speeds. There are sections of this road frequently used by pedestrians, despite no footways at all.	tbd
A12	This is a good walking route and a potentially good cycling route, however it is rather 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.	tbd
A14	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.	tbd
A15	We agree. Links in this area that avoid the Hereford Road will be very useful. It would be good to link this route to A19 via St Andrew's Crescent. This green (walking and cycling) route presumably serves Ysgol Gymraeg Y Fenni (though the school is planned to be moved to the Deri View Site in 2021), village hall and playing field. The section between Poplars Road and Midway Lane appears to follow private driveways, but there could be an opportunity through the grounds of Hollycroft if this is proposed for development (the owner died last year). The section between Midway Lane and Gwent Road is a footpath, questioning the green status of this route.	tbd
A16	This should be a cycling/waking route, at the very least at the eastern end. It 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 on the Brecon Road.	tbd
A17	This route needs a good surface and to follow the obvious desire lines, rather than weaving a convoluted way through the car park. Ideally tarmac but certainly no mud and giant puddles. Castle Meadows sometimes floods in winter so there will need to be good alternative routes for those times. The route indicated on the INM is through Linda Vista Gardens. This is a very steep gradient for a cycle route. It may be worth considering a route on a	tbd

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	<p>shallower gradient via the Merthyr Road, including measures to improve this road for cycling - speed reductions etc.</p> <p>There are major new housing developments coming to this site (the former police station and magistrates court) so it will be important to serve the new residents with good active travel options. We are happy to help advise further on the alignment selection for this important route.</p>	
A18	<p>The new bridge is a great idea, but it will only be useful if the routes to and from the bridge are of a high quality, in terms of directness, safety and attractiveness.</p>	tbd
A19	<p>It is a top priority of our group to get a safe, direct, attractive and visible route between the new Morrisons supermarket, Bailey Park and Mardy, a relatively deprived area where not everyone has access to car. 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.</p> <p>Going north on this route, there is a steep hill (Hillcrest Avenue) and so anyone heading to the north/east of the town, will likely want to avoid it and consider taking Park Crescent or Park Avenue in an easterly direction and either taking the Hereford Road north.</p>	tbd
A20	<p>This is indicated as a pedestrian route but there is no way round the fact that the Hereford Road clear desire line for cycles as it is straight and avoids the worst of the hills that rise to the east of the road. It is currently a busy road for motor traffic and narrow in places. We would see the whole road as part of the INM for cycling, but in particular the northern section (north of the junction with Croesonon Road / MCC-A24). In this section there is sufficient width to provide safe, segregated or soft-segregated cycle infrastructure on the road. As there is new development in the north of the town, and more coming in future years (e.g. at the Deri Farm site), this link is important to the future active travel needs of the town.</p>	tbd
A21	<p>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.</p> <p>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.</p>	tbd

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	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).	
A23	<p>This route has possibilities, especially as King Street is soon to become two-way. Park Crescent used as a cut through to avoid the A40 and there is lots of traffic, some of going too fast. This route is part of National Cycle Route 42 but is rather indirect, and poorly signed.</p> <p>The surface is poor in parts. Many cyclists would likely prefer to take Route MCC-A8 down Frogmore Street and onto Pen-y-Pound. The crossing point of the A40 is not designed for easy use by cycles.</p>	tbd
A24	A useful link and not too bad in its current state.	tbd
A25	This is a useful short connecting route to the A40 but the problem is that Commercial Street is one-way (southbound only) at its very northern end. This route is inaccessible from MCC-A1 because of the flight of 22 steps connecting them (the roads are at very different levels). We would sooner see cycle improvements to the A4143 as it's more direct and more useful.	tbd
G1	The Surface poor in parts but maintained irregularly by canal trust. Very steep access to road at eastern end, possibly too steep for some people to even push their bikes up?	tbd
G2	A tarmac path through park. OK for pedestrians. Too narrow for shared use?	tbd
G3	Along the main road but all 30 mph zone with good footpaths and some pedestrian crossings. We recommend a 20mph limit or a wide shared use path that meets the design standards of the Active Travel Act and has priority over side roads.	tbd
G4	This route includes New School Lane, which is one-way (southbound). This route serves Gilwern Primary School, but the alternative route along Common Road avoids the one way stretch. A shared use path should be wide enough to meets the design standards of the Active Travel Act and should have priority over side roads.	tbd
G5	<p>This is a very important route as it links two new housing estates with the school and yet has no footway for much of its length and is narrow with fast cars using Cae Meldon and Ty Mawr Road as a rat run. This is a known issue that should have been addressed when planning permission was granted to the housing estates.</p> <p>At present MCC-G5 is unsafe for pedestrians and cyclists. (Note neither housing estates appear on the INM). A shared use path should be wide enough to meets the design standards of the Active Travel Act and should</p>	tbd

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	have priority over side roads. If no shared use path is possible, then speed reduction, cycle permeable chicanes and other measures to stop rat running are recommended.	
Cycle route 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. Also, when Castle Meadows floods, there will need to have an alternative route. It should be part of the INM.	tbd
Cycle route missing from INM	2. A link between MCC-A1 and MCC-A8. At present the map shows no link (MCC-A25 is no good as (a) it's at a completely different level, requiring access via a flight of 22 steps - not suitable or attractive for most cyclists and (b) Commercial Street at the northern end of MCC-A25 is one-way).	tbd
Cycle route missing from INM	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.	tbd
A18	Priority for Improvement: 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.	tbd
	Priority for Improvement: Various. Phase 3 of the town centre public realm works already underway. This includes a west-bound cycle contraflow Lion Street and improved cycling access to northern end of a part-pedestrianised Frogmore Street from the A40. We would like to see traffic orders amended to allow cycling on Nevill Street (part of MCC-A2) and High Street.	tbd
A1	Priority for Improvement: 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.	tbd

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A19	<p>Priority for Improvement:</p> <p>The spine route from Mardy to the town centre should be a safe, accessible, direct, well-defined and continuous route.</p>	tbd
A3	<p>Priority for Improvement:</p> <p>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. The present cycle route to the railway station via Holywell Close is somewhat circuitous, especially for journeys to and from Llanfoist.</p>	tbd
A4	<p>Priority for Improvement:</p> <p>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.</p>	tbd
A21	<p>Priority for Improvement:</p> <p>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.</p>	tbd
G5	<p>Priority for Improvement:</p> <p>Improvements in routes in Gilwern between the school and the two new housing developments.</p>	tbd

Appendix 8 – Community Engagement

The following table outlines the responses received during the community engagement events.

Number of Responses: 30

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ABERGAVENTNY LEISURE CENTRE - 08 NOVEMBER 2017 BETWEEN 09:00 – 16:00 – 5 ATTENDEES.	
Response	Council Response
MCC-A22 – Can you clarify whether the route through the developing Morrisons site is a walking, cycling or shared-use route?	tbd
Would like to see a newly improved link / access to the hospital from all entry points of the hospital.	tbd
Can you please provide a route schedule, as well as audit scores to Abergavenny cycling forum?	tbd
Support the idea of a new footway / cycling bridge over the river as existing bridge by Waitrose roundabout is unacceptable.	tbd
Hereford road is extremely narrow, there are several issues relating to overgrowth from all the houses hedge rows.	tbd
Would like to see cross-road routes across Abergavenny to improve network density. Now, the routes are just all pouring in to town.	tbd
Would like to see maps and signage which notes the time it takes to get to places, as well as what are in specific locations, whether this is for tourism or other reasons such as shopping / commuting.	tbd
Can route references be updated / made clearer.	tbd
Several of the routes throughout Abergavenny are along one-way streets. What are you proposing to do? Will it be acceptable for cyclists to cycle toward oncoming traffic?	tbd
MCC-A7 – the signs around the train station are misleading. Some signs say shared-use, whilst others say cyclists dismount. The signage is causing frustrating between users and causing conflict.	tbd
The maps need to be updated to reflect the newly built-up-areas in Abergavenny.	tbd
The route along MCC-A4, near the Castle and just off Tudor Street is unacceptable / poor condition.	tbd
GILWERN OUTDOOR EDUCATION CENTRE - 09 NOVEMBER 2017 BETWEEN 09:00 – 16:00 – 4 ATTENDEES	
Response	Council Response
Maps do not reflect the development in the south, around the outdoor facility that the consultation event is being held.	tbd

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Lane by outdoor facility is not appropriate, especially as there has been an increase in people living in the area due to the new development. This lane provides access to the school (a trip attractor).	Tbd
Bridge on the main road is of inadequate quality – frequently get punctures along the main road. Don't feel comfortable walking along there either.	tbd
Any development is welcomed to improve walking and cycling infrastructure in Gilwern and Monmouthshire in general.	tbd
New development at the north of Gilwern does not have a route	tbd
MONMOUTH LIBRARY - 13 NOVEMBER 2017 BETWEEN 09:30 – 16:30 – 13 ATTENDEES	
Response	Council Response
Gibraltar House, near MCC-M2 and the old iron bridge has existing issues regarding Rights of Way. Can this route be added to the map as it is a vital route in to Monmouth?	tbd
Update the maps to reflect the newly Built-Up Areas throughout Monmouth.	tbd
The bridge near the Waitrose store is difficult for pedestrians to get over as it is narrow and the traffic is high.	tbd
Plans for a new bridge across the river / main road would assist with improving active travel in to Monmouth.	tbd
A new third lane across the main road would be an issue and discourage active travel in the area.	tbd
Monmouth (private) school have been conducting research on the number of pedestrians and cyclists using the bridge to cross the river. Will this data inform the active travel decision-making process?	tbd
Would be great to see a pedestrian crossing near Rockfield skating park.	tbd
MCC-M3, issues regarding right of way. Sometimes the route is open and on other times it is not. Can there be improved signage to highlight when the route is and is not open. In addition, is it possible to stop traffic through this route?	tbd
From the recreational ground over culvert, there is no way to cross to housing development.	tbd
MAGOR POST OFFICE - 14 NOVEMBER 2017 BETWEEN 09:30 – 16:30 – 8 ATTENDEES	
Response	Council Response
Access from the residential areas to Magor Services as there are shops within the services that are used by residents that are not available within the town.	tbd

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Parked cars along the footway throughout the town centre / town square make it difficult to walk or cycle to do day-to-day activities like go to the post-office or the co-op.	tbd
Walking to the train station from the residential area is not safe. There is not sufficient lighting and makes it a scary walk at any times of the day. Would like to see improved quality and lighting in this area.	tbd
Route maps need to be updated to show street names / key locations as the map is difficult to read.	tbd
USK COMMUNITY HUB - 15 NOVEMBER 2017 BETWEEN 09:00 – 16:00 – 9 ATTENDEES	
Response	Council Response
Continuation of route MCC-A3 in to Abergavenny to make commuting, as well as recreational cycling improvements.	tbd
CHEPSTOW LIBRARY - 17 NOVEMBER 2017 BETWEEN 09:30 – 16:00 – 11 ATTENDEES	
Response	Council Response
MCC-C7 / MCC-C8 no footways on route. Narrow and is a bus route	tbd
Extend route along St. Lawrence Road and create a cut through along Kingsmark Lane.	tbd
Existing route along A40	tbd
Thomas Street one way road create cycle contra flow or shared use path	tbd
CALDICOT LIBRARY - 21 NOVEMBER 2017 BETWEEN 09:30 – 16:00 – 21 ATTENDEES	
Response	Council Response
A route would be good to Dewstow Farm (Dewstow Rd) and Caerwent Brook (Church Rd).	tbd
Please improve the route across playing fields to school in Caldicot.	tbd
Provide a route to the south of Caldicot which is leading east from station.	tbd
A route around castle would be beneficial.	tbd
There should be a route behind allotments.	tbd
Route along disused railway line to Crick.	tbd
A new NCN route would be beneficial and would provide a safe route throughout Caldicot.	tbd
Provide a route along Black Rock Road.	tbd

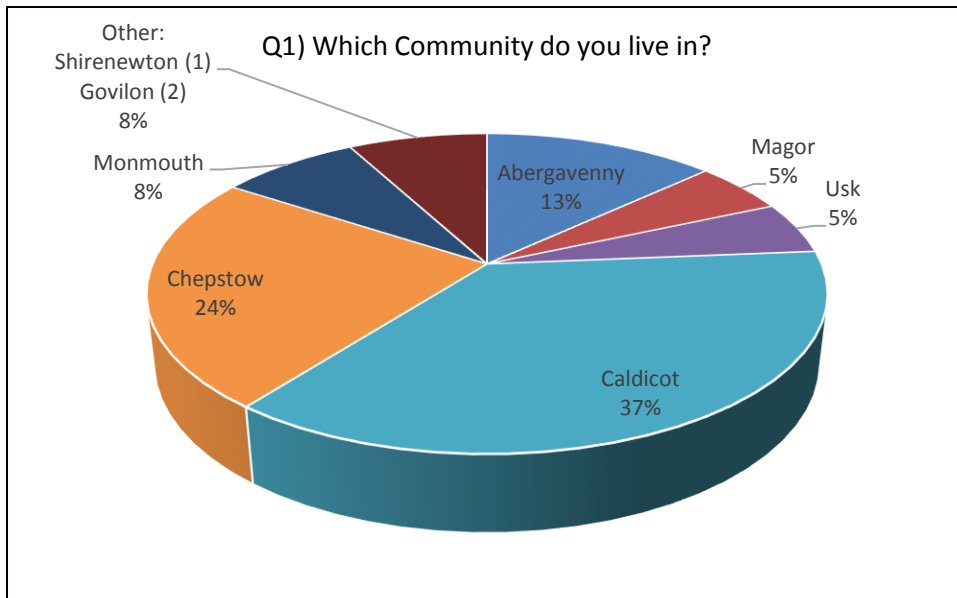
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In addition to the responses received, some individuals complete the hard copy of the online survey during the community engagement events. The remainder of Appendix 8 analyses the results of the responses.

Q1) Which community do you live in?

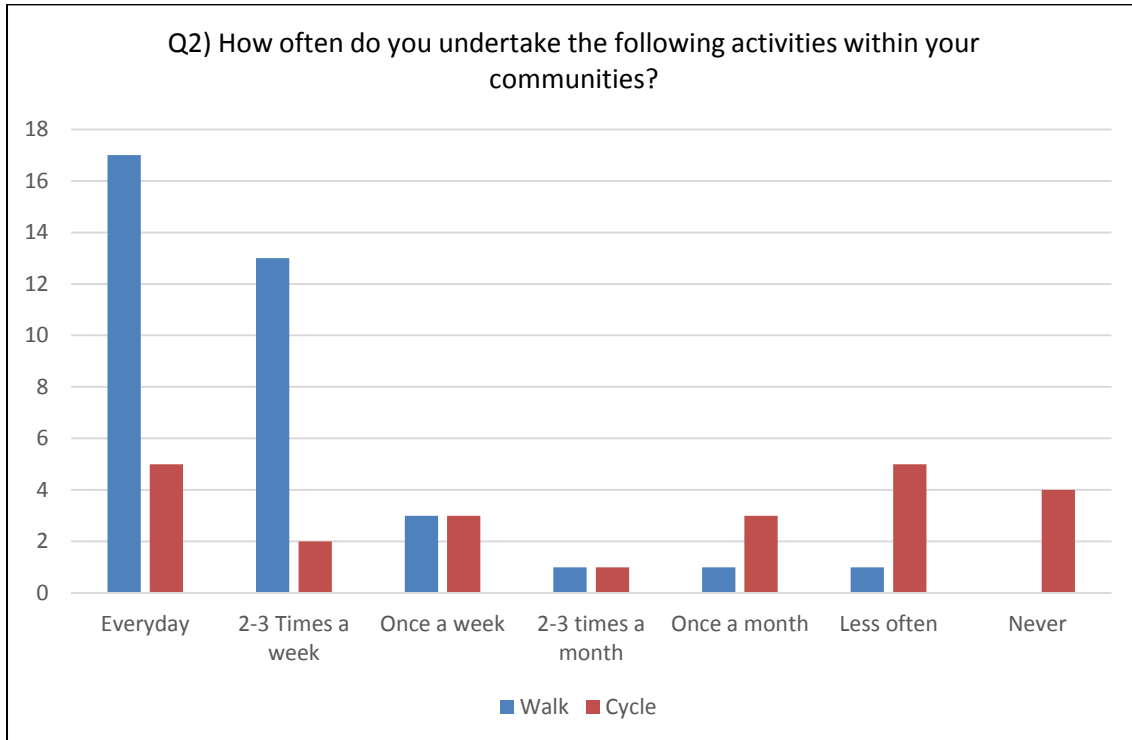


The highest number of surveys complete during one consultation day was in the Caldicot, where a total number of 14 were complete. Nine surveys were complete in Chepstow, while five were complete in Abergavenny. No surveys were complete by individuals in Gilwern.

Q2) How often do you undertake the following activities within your communities?

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A total of 17 (6.4%) individuals who complete the survey walk every day, while only 5 (1.9%) individuals of individuals cycle every day. Of the 38 individuals who complete the survey, 4 (1.5%) do not cycle every day and 0 do not walk every day.

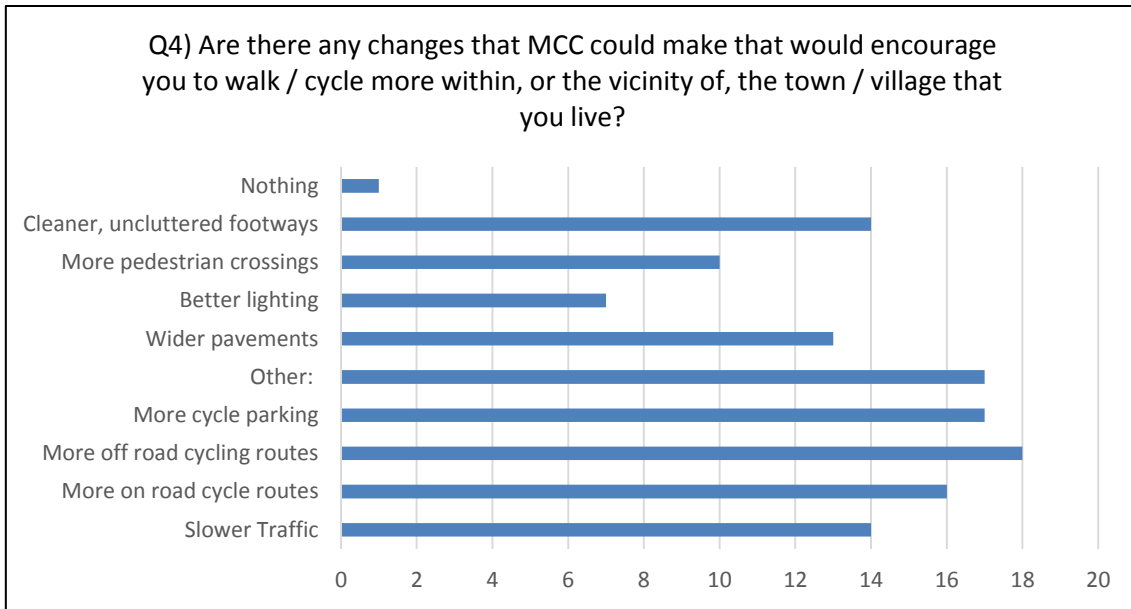
Question 3, an open-ended question, identified that the four individuals who never cycle is because of the following:

- Alack of unsuitable routes;
- Time constraints;
- Weather; and
- They do not own a pushbike.

Q4) Are there any changes that MCC could make that would encourage you to walk / cycle more within, or the vicinity of, the town / village that you live?

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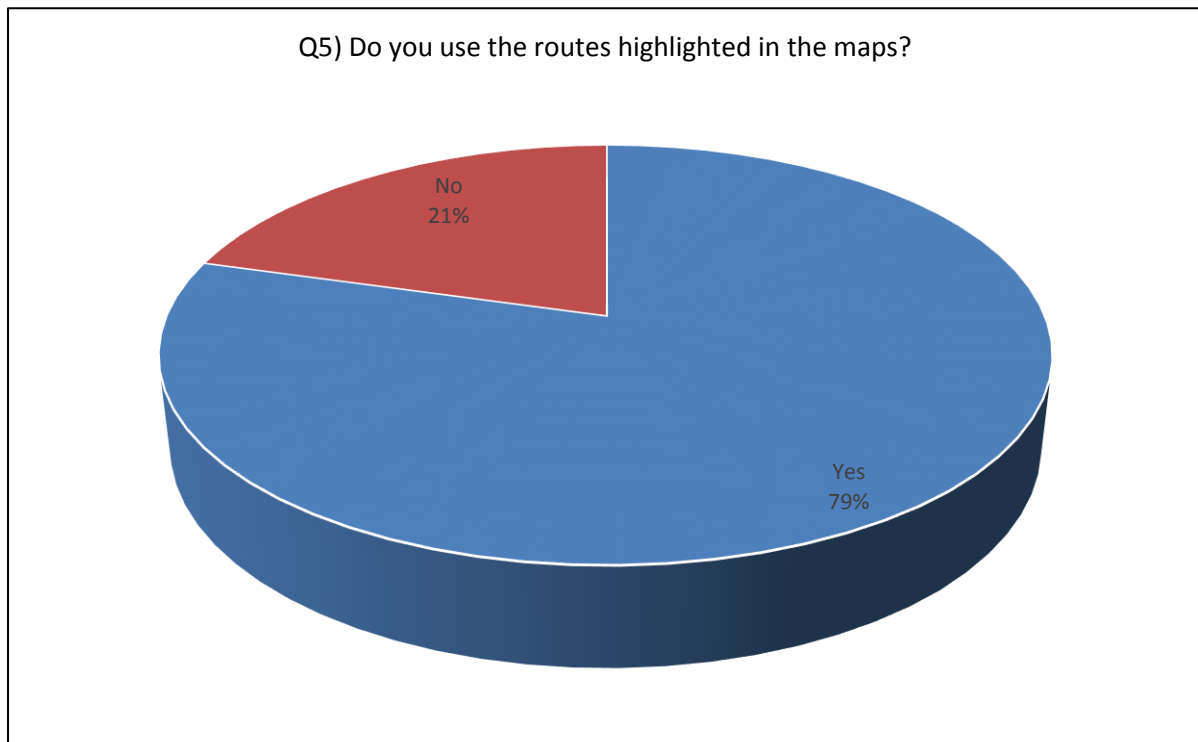


Of the 38 people who completed the survey, 18 (6.8%) request MCC to implement more off-road routes, 17 (6.4%) want more cycle parking / improved maintenance of routes, while 16 (6%) want more on road routes. One respondent believe MCC could do nothing to encourage them to walk / cycle more within the vicinity of the town / village that they live.

Q5) Do you use the routes highlighted in the maps?

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A high percentage of the individuals who complete the survey at the community engagement event use the routes highlighted on the maps. A total of 27 (79%) use them, whilst 7 (21%) don't.

Only one individual responded to question six, which highlighted why they never use the routes highlighted on the maps, stating that they do not '*Cycle on B roads and country lanes due to volume of traffic on main roads*'.

In response to question seven, there were a variety of requests to improve / change the routes highlighted on the maps. The following table outlines all of the responses received.

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Open-ended response received from the hard copy surveys provided during the community engagement events.

INM Route	Response	Council Response
NCN4	Re-route this route on to Green Lane and Masefield Rd.	tbd
S3	Safe crossing point for pedestrians / school children. Also provide on road route between Randy Lane & Castle Entrance Improve surface & lighting on connecting path to MCC-S3	tbd
N/A	Leisure Way from bypass to Asda	tbd
N/A	Repairs on existing footways	tbd
N/A	Greenway from Mitch roundabout to Crick via MoD rail bed	tbd
S20	MCC-S20 is a good route from Danny View	tbd
S2	Proper dropped kerbs i.e. level with road on all paths	tbd
S6	Need a dedicated footpath and cycleway between Rogiet and Undy. It's very dangerous for pedestrians	tbd
N/A	Rubbish collection and better walking surface.	tbd
N/A	Bring prices down on public transport because it's never going to happen to get people out of their cars.	tbd
N/A	Too many to mention.	tbd
N/A	Somehow link the proposed bridge across the Wye with the path across the Iron Bridge to form a circular route through the centre.	tbd
N/A	Castle Street to Castle Meadows Gate. Path/route surface very poor for cyclists & pedestrians and definitely not accessible for disabled users.	tbd
N/A	All routes. Identified routes. Traffic calming & speed restrictions. Improvement in road surface.	tbd
C8	Lighting poor, no footway. Pedestrians can cause problems for buses, possible signage or road markings for pedestrians to walk particular way. MCC-C8. One way.	tbd
C9	Wider pavements at Bulwark Corner.	tbd
MCC-C4	Less gates-they are a nuisance on a bike. Should be extended as a cycle route to Thornwell.	tbd

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C7	I uned y ffordd yn Saffach well, gan fod ceir yn gyrain rhy gyflyn or y ffordd ac mae llawer o gerddwyr yn cerdded arno.	tbd
S7	Bring back original path, off of Silcox land with cycle path and lighting.	tbd
S23 & S4	Walk frequently & pushchairs, kerbs too high in places.	tbd
S7	Path cleared for great access. MOD RAIL. This would be amazing for all leisure way path.	tbd

Appendix 9 – Workshop Responses

The follow table outlines the responses received during the two workshops held in Usk.

INM Route	Response ³	Council Response
U6	Not sure about cyclists here	tbd
U9	Maybe long term	Tbd
C11	<p>PWLLMEYRIC CHEPSTOW</p> <p>The area in question is between the High Beech roundabout Chepstow and the Chepstow Garden Centre. The aim is to improve the walking experience of pedestrians along that route. There are no crossing points for this road, as a priority a crossing point is needed between the primary school bus stop near chapel lane junction and the secondary school bus stop further up the road, followed by a crossing point near the vets which also have residential properties, as well as a crossing point at the bottom of Pwllmeyric Hill between the 2 bus stops.</p> <p>Crossing points could be achieved between High Beech roundabout and Chepstow Garden Centre by traffic islands or pedestrian crossings. For example Langstone Newport on the A48 has a series of traffic islands to allow pedestrians to cross.</p> <p>The pavement area in the built up area of Pwllmeyric could be widen which would assist in traffic calming in the 30mph zone and enhance the walking experience. However if the pavement was widened then this would be in combination with pedestrian crossings as opposed to traffic islands as traffic islands narrow the road so traffic islands could not be combined with pavement widening. The pavement along the route from High Beech roundabout to Chepstow garden centre varies in quality of pavements in places it is very narrow, non-existent or only on one side of the road, so in order to improve it needs to be surveyed to</p>	tbd

³ All responses received are not edited.

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	work out which sections need improvement to enhance the walking experience for active travel	
C11	Can provision be made for cycling?	
G2 & G3	Link between the two schemes.	
C11	Missing link to Pwllmeyric – pavement one side and need crossing near vets and no crossing for primary and secondary school bus stops.	
C9	Improvement	
C10	With improvement to underpass	
S20	Ensure cyclists and motor vehicles are segregated.	
A2	Order needed.	
A3	Aspiration to extend to Ysbytty within 15 years.	
A8	Not sure that this route can be made a safe cycle route.	
A9	A detailed widening scheme for this path was prepared c. 2005 and agreed with school.	
A12	Link into Mardy.	
A15	Needs a connection to A19 'spine route'. Northern end may be difficult.	
A1	Agreed especially at roundabout – narrow footway on west side – crossing point not well sited?	
A2	Order needed.	
M1	No room for a cycle lane.	
M12	During the week many parked cars serious school etc.	
S6	Extend through to Undy.	
M1	Agree given new housing development in this area.	
A1	To ensure when new bridge is constructed there is a route to town centre.	
N/A	At Llanellen (A4143) need for both pedestrian and cycling facility.	
N/A	Need for pedestrian/cycle route from new housing area along St Laurence road to the comprehensive school.	

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