Monmouth Town Council
Bridge Group

Monmouth Pedestrian and Cycle
Wye Bridge Study

Contents

1. Purpose of Document

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

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

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

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

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

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

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

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

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

Welsh Transport Appraisal Guidance requires that we follow a formal process to identify a need, define potential solutions, evaluate these potential solutions and eventually move towards implementation of the most appropriate solution. This process is defined as the WelTAG process and this document is intended to act as the completion of Stage 1 Strategic Outline Case of the WelTAG process,
https://beta.gov.wales/sites/default/files/publications/2017-12/welsh-transport-appraisal-guidance.pdf).

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

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

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

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

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

2. Background

2.1 Introduction

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

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

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

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

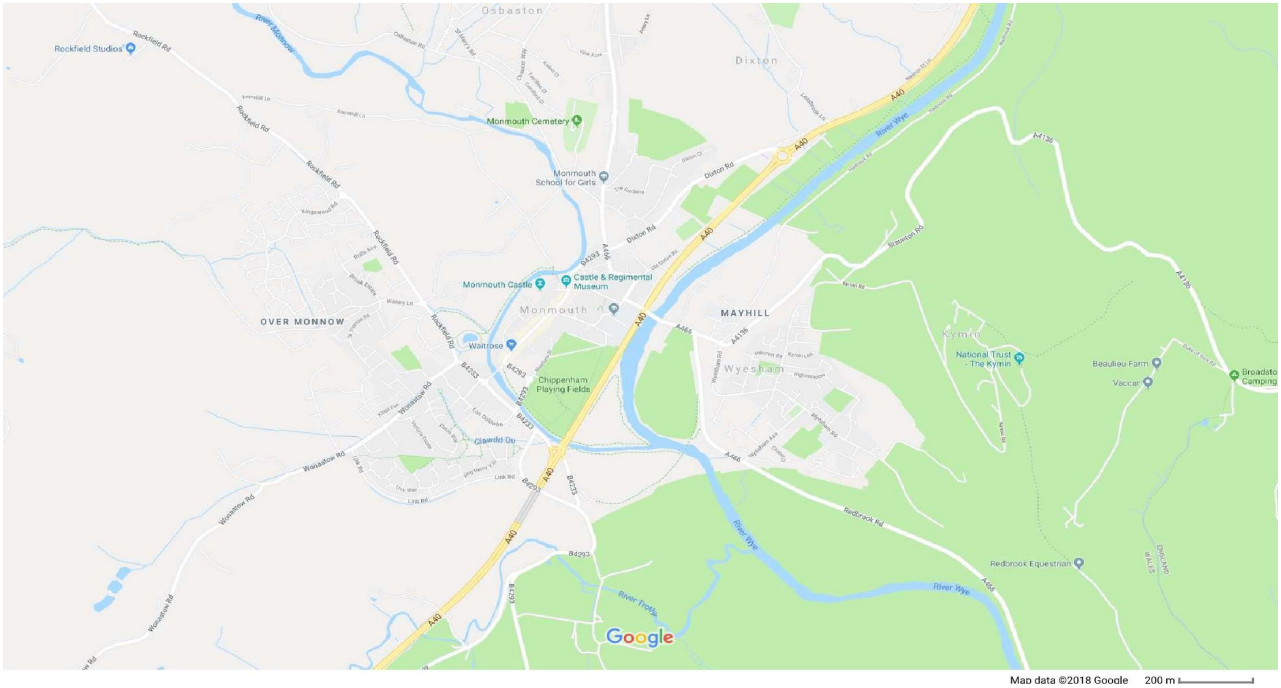

Plate 2, The Junction of the A40 and the routes into the Forest of Dean (A4136) and the Wye Valley (A466)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.2 Location

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

GoogleMaps

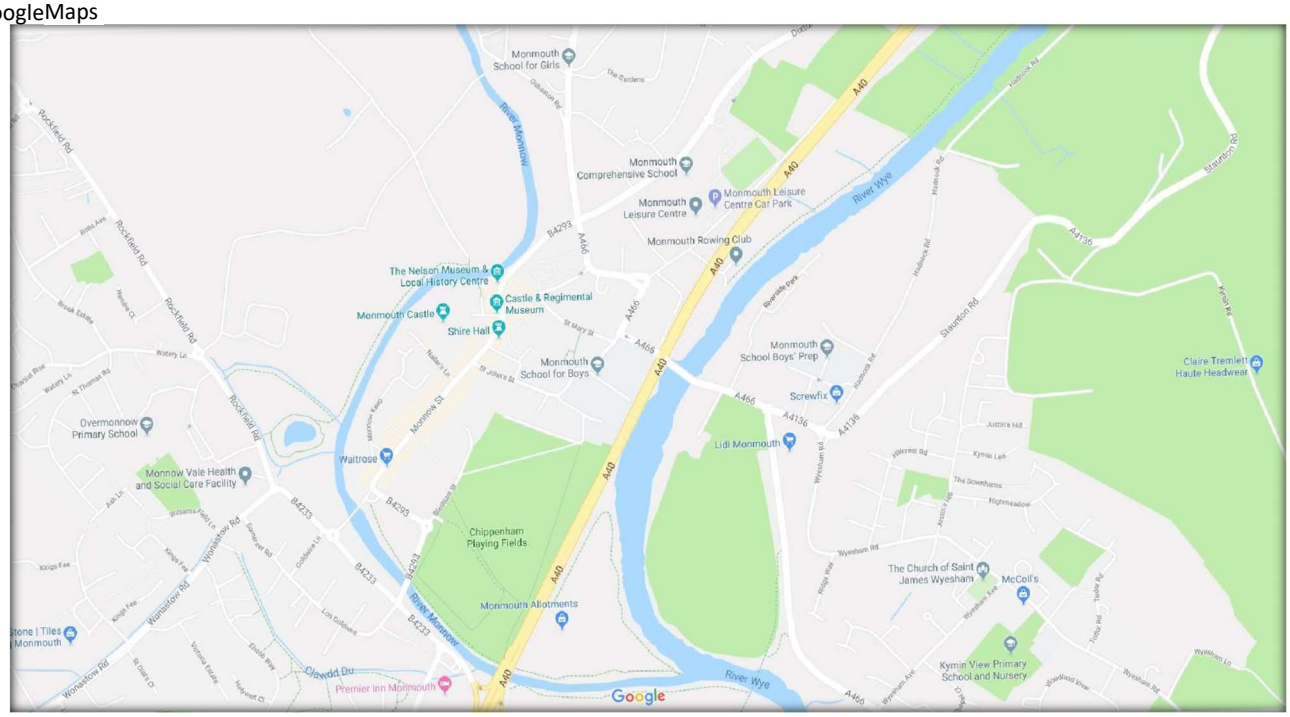

Plate 4 - The A40 Junction with the A466 and A4136, showing Monmouth Town Centre and the extensive residential areas around Over Monnow, Osbaston, Dixton Road and Wyesham.

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

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

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

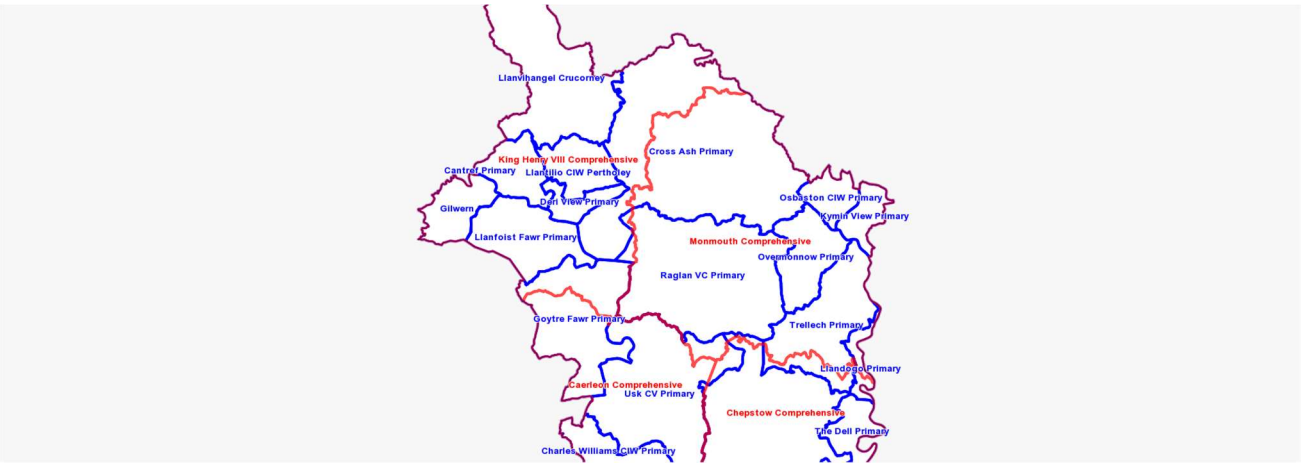

Plate 5 – The School Catchment Map for Western Monmouthshire, showing the area covered by Monmouth Comprehensive School and the 3 Primary schools covering Monmouth.

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

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

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

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

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

2.3 History and Environment

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.4 **Monmouth Active Travel Group**

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

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

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

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

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

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

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

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

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

3 The issue

3.1 Study Area

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

GoogleMaps

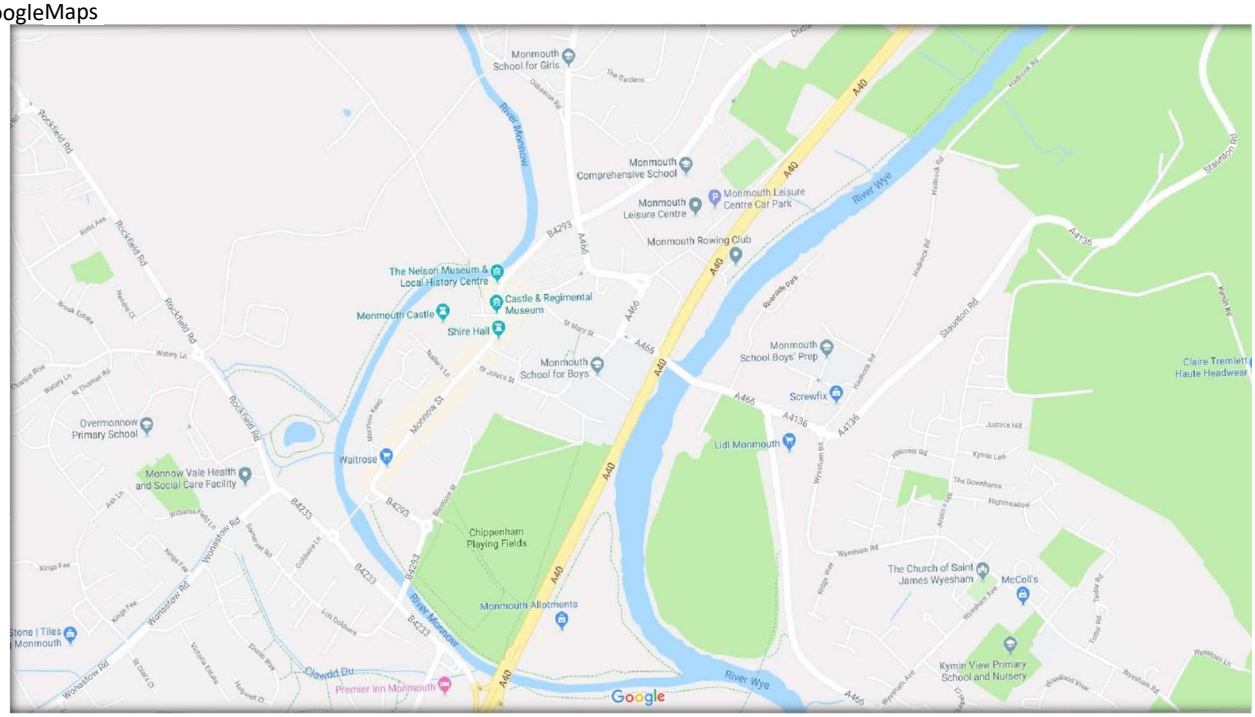

Plate 4 - The A40 Junction with the A466 and A4136, showing Monmouth Town Centre and the extensive residential areas around Over Monnow, Osbaston, Dixton Road and Wyesham.

3.2 Background

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

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

3.3 Existing Links

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

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

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

3.4 Leisure Use and Tourism

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

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

3.5 Usage

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

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

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

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

Key findings from the Pedestrian and cycle count:

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

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

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

Using the weekday average of total child crossings (842) combined with the weekend number (495) we can estimate the number of journeys by children every week as an average of 4,705. 3,825 of these journeys are made by unaccompanied school children.
The pedestrian count took place during the school exam period (June). These numbers would be greater still during the majority of the school year (September to mid May).

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

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

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

Based on combined weekday and weekend statistics, and not taking into account school holidays, we can estimate an approximate 481,000 pedestrian journeys per year. When we take into account the school holidays and go on the minimum number of 34 school weeks per year[2] we can estimate a smaller figure of 371,818 journeys (this figure is calculated on the basis that school children will not be using the bridge in holiday time). The actual figure will be somewhere between the two estimates, in the region of 400,000 per annum.

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

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

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

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

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

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

Based on the data counted, we can estimate a combined figure of 534,000 pedestrian and cycle journeys across the Wye Bridge every year or 424,858 taking into account school holidays[3] and excluding children from an 18 week 'holiday' period. So the overall figure is in the region of 500,000 per annum.

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

Please see Appendix 3

3.6 Road safety record

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

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

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

The first incident took place on 25th May 2012. It involved a bus hitting a 52 year old pedestrian. This incident occurred a third of the way across the bridge, on the down stream pavement just before the bridge straddles the flood plain[3]. The vehicle was travelling south to north and the pedestrian was walking north.

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

[2] Incident 0738/12 on the accident map.

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

halfway across the section of the bridge that straddles the river. The vehicle was travelling north to south and the passenger was walking south[4].

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

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

While the situation may be eased to a limited extent by the proposed third lane alterations to the bridge in 2019 (a slightly wider pavement until the flood plain), large lorries will still need to negotiate the tight angle onto the bridge from the A40. Lorries have been seen mounting the pavement after this tight turn which initially takes them very wide onto the mouth of the bridge and then necessarily swinging tightly back around towards the pavement[5].

Lorries have also on multiple occasions been witnessed mounting the pavement at the 'kink' in the bridge where the river meets the flood plain[6]. These issues will not be addressed by the limited alterations being made in 2019 when the third lane is introduced off the A40 onto the Wye Bridge (n.b. this is a Highways initiative as opposed to an Active Travel project).

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

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

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

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

[4] Incident 00498/13 on the accident map.
[5] As witnessed at 10.05am 13/8/2018
[6] Witnessed by MT Councillor 23/7/2018

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

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

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

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

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

3.7 School Survey

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

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

Key findings from the analysis of data are:

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

Getting to School:

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

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

This situation was replicated on the return from school:

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

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

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

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

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

Some of the most pertinent comments were;

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

Kymin View Parent, year 6,

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

Monmouth Boys' Prep Student/ Parent

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

Monmouth Comprehensive Student, year 8, Wyesham

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

Kymin View Parent, year 4, Wyesham

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

Monmouth Comprehensive Student, year 10, Wyesham

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

Monmouth Boys' Prep Student / Parent

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

Monmouth School for Boys Student

I would like my child to cycle when he attends the comp, the wye bridge however is not suitable for young cyclists

Kymin View parent, reception, lives in Wyesham

3.8 General survey:

An online public survey which took place over the months of April to June 2018.
The survey aimed to examine the public attitude and opinions about the present walking and cycling situation in Monmouth generally and over the Wye Bridge in particular. The survey also aimed to explore the public reaction to the proposed pedestrian bridge. A report on the outcome of the survey can be found in Appendix 5.

Summary Findings
There was a strong positive response to the proposed new pedestrian bridge.

Answers to question 13 of the Survey which asked the public specifically their views about the proposal for a new cycle and pedestrian bridge, showed that 76% of participants positively agreed with the project (see appendix 5 p.77, table 30 and figure 18). 72% of those supported the proposed project were from Monmouth (figures exclude participants who didn't give their location), and 28% from outside Monmouth (appendix 5 p.79, table 32 and figure 20).

The highest support came from Wyesham with 72 in favour out of 96 participants. Participant numbers were analysed by location which showed Wyesham with the highest number of participants at 96, followed by participants from outside Monmouth at 84, reflecting the relevance to these residents of the issues the survey raised. (appendix 5 p.78, table 31 and figure 19).

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

However, the positive reaction for the bridge proposal, revealed by the excited and enthused comments by the majority of participants, also highlighted the need to progress what the survey uncovered as a growing concern for safety, regarding walking and cycling in town in general and on the Wye Bridge in particular (appendix 5 table 33, page 80 for example comments).

The apparent support by the majority of participants can be explained when examining the answers to questions 3 and questions 6, which asked the public whether they would consider walking and cycling. Questions 4 and 7 asked why they were not currently walking and cycling, if this was the case.

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

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

'Because of the pollution, because of the lorries, because the pavements are dangerous with insufficient room for the people on them, let alone the cyclists driven off the bridge by the lorries and bad-tempered drivers. No room for a buggy and a dog to pass each other without risking death from the aggravated drivers by stepping onto the road'. [Participant 298 – Wyesham]

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

The concerns and issues against walking and cycling were also echoed in other answers to question 9, where participants were asked to give general comment about walking and cycling in Monmouth. Answers to this question confirmed the pattern of emerging issues. Unsuitable cycling routes was the top issue cited followed by Safety (appendix 5 table 28 and figure 17, pages 74, 75).

Question 8 asked why not consider cycling? Distance overtook safety in this case, and this can be explained as there were 49 participants from outside Monmouth out of the 107 who answered this question (appendix 5 table 17, page 66).

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

Answers to question 12 'what is the main purpose of travel?' revealed that 76% of participants mentioned shopping (appendix 5 table 21 and figure 16, page 70). Tables 22 -27, (pages 71-73) showed further analysis of all the categories mentioned in all answers and also some location analysis.

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

Summary of Survey Results

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

3.9 Engagements

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

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

Potential Stakeholders:

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

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

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

3.10 Further comments

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

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

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

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

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

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

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

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

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

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

4. Objectives

4.1 Background

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

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

There are number of relevant policy documents which are listed below:

Wellbeing Future Generation Act *2015*

Active Travel (Wales) Act 2013

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

WTS – The Wales Transport Strategy 2008

NTFP – Wales National Transport Finance Plan 2017

Local Development Plan – Monmouthshire County Council 2011-2021

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

4.2 Project objectives

The Transport Planning Objectives (TPOs) were derived for this study with direct reference to key issues and constraints, and with reference to the WelTAG principles and regional objectives, ensuring that TPOs do not presuppose particular options.

The Transport Planning Objectives for the Study are:

TPO 1 – To develop a shared use route that will contribute toward the aims of the Active Travel Bill, encouraging healthier lifestyles and wellbeing for all;
TPO 2 – To encourage economic regeneration, job creation and inward investment by establishing a shared use trail that links existing businesses and key destinations;

TPO 3 – To reduce the potential for road traffic accident rate of cyclists and pedestrians in the vicinity of the Wye Bridge
TPO 4 – To increase level of usage for non-car forms of transport for shorter journeys between communities, amenities and services within the study area;
TPO 5 – To provide a positive contribution to improving air quality and reducing the negative impacts of transport across the region on the natural and built environment
TPO 6 - To provide a Cost Effective Solution to the identified Opportunities
TPO 7 - To ensure minimum Risk of cost escalation during Implementation.
TPO 8 - To ensure minimum Disruption to existing traffic during Implementation.

Section 4.4 of the WelTAG requires that all Transport Planning Objectives be subjected to a process of appraisal against the identified options and related Strategic Priorities to ensure that they are fit for purpose and meet the intended needs of the scheme.

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

4.3 **Evaluation of Options**

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

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

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

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

5. Options

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

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

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

I-I. **Improve public transport**

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

Assessment score 3.

The high cost of providing additional public bus services, sufficient to significantly reduce both pedestrian and cycle traffic, makes this option unlikely to be cost effective.

I-II. **Introduce additional school transport**

Introduce additional school services from Monmouth Town to Wyesham and back, providing specific bus services to the schools on both banks of the Wye. It may be necessary to provide continuous mini-bus services to cover the need for movement of pupils between the Monmouth School for Boys on both banks of the river.

Assessment score -2.

The high cost of providing additional school bus services, sufficient to significantly reduce both pedestrian and cycle traffic, makes this option unlikely to be cost effective.

I-III. **Prevent cycling on the existing bridge**

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

Assessment score -4.

This option is cheap, but probably creates more problems than it solves. It is unlikely that cyclists will obey the signage and if they do it provides significant risks to the existing pedestrians.

I-IV. **Build a By-pass and make the Wye Bridge Local Traffic or Pedestrian and Cycle only**

Construct a new link road from the A40 on the West side of the Troy Tunnels, connecting into local roads and following the line of the old railway through onto the Hadnock Road, re-crossing the Wye to rejoin the A40 at the Dixton roundabout.
A junction with the A466 and A4136 would allow Wye Valley and Forest of Dean Traffic to join the A40 West or East of Monmouth.
The new route could remove all traffic from the Wye Bridge and allow the traffic lights on the A40 to be removed, speeding the flow of traffic through this area, although further improvements at the Dixton Road roundabout may also be required. Local traffic from Wyesham into Monmouth would use either the Troy route or Dixton route

Assessment score 4

This option is very expensive and well beyond the scope of this study. Whilst there may be significant benefits for Monmouth and for through traffic, this option is unlikely to be a cost effective way to improve cycle and pedestrian access across the Wye.

II-I. **Modify existing bridge - Add a cantilever footway and cycleway upstream**

A 3.8m wide cantilevered footway and cycleway running adjacent to the existing Wye Bridge on the Upstream side of the bridge, cantilevered from the existing bridge and flood relief structures.

Assessment score 6.

This solution would provide significant safety improvements and links well into existing routes. If the cost of modifying the existing bridge and flood arches is reasonable and predictable, then this solution could provide a cost effective solution for Monmouth. This route can be seen in schematic form in Appendix 9, Option 1 and is discussed in detail in Section 7.

II-II. **Modify existing bridge - Widen footway upstream**

Widen the footway to 3m on the Upstream side of the existing Wye Bridge and flood relief structures, moving the carriageway towards the Downstream side of the bridge. Introduce a barrier to separate traffic from the pedestrians and cyclists. The verge on the South side would be reduced to a minimum, below 600mm.

Assessment score 1.

This solution would provide significant safety improvements and links well into existing routes. However, the cost of modifying the existing bridge and flood arches to cater for the eccentric loading is likely to be similar to option II-I and the safety

benefits are significantly reduced. Therefore, this solution is unlikely to provide a cost-effective solution for Monmouth.

II-III. **Modify existing bridge - Widen footway downstream**

Widen the footway to 3m on the Downstream side of the existing Wye Bridge and flood relief structures, moving the carriageway towards the Upstream side of the bridge. Introduce a barrier to separate traffic from the pedestrians and cyclists. The verge on the North side would be reduced to a minimum, below 600mm.

Assessment score -5.

This solution would provide limited safety improvements, but does not link well into existing routes. The cost of modifying the existing bridge and flood arches to cater for the eccentric loading is like to be similar to option II-I and II-II, but the safety benefits are significantly reduced. Therefore, this solution is unlikely to provide a cost effective solution for Monmouth.

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

A 3.8m wide cantilevered footway and cycleway running adjacent to the existing Wye Bridge on the Downstream side of the bridge, cantilevered from the existing bridge and flood relief structures.

Assessment score -4.

This solution would provide limited safety improvements, but does not link well into existing routes. The cost of modifying the existing bridge and flood arches to cater for the eccentric loading is like to be similar to option II-I, but the safety benefits are significantly reduced. Therefore, this solution is unlikely to provide a cost-effective solution for Monmouth.

III-I. **New walking & cycling bridge - Adjacent to the Existing Wye Bridge - Upstream**

Build a new 3.8m wide footway and cycleway bridge running adjacent to the existing Wye Bridge on the Upstream side of the bridge, spanning parallel to the existing flood relief structures to ‘island’ at the East abutment of the existing bridge and then spanning across the river to the West bank by the shortest route. The plan layout would be ‘dog-legged’ to minimise the bridge clear spans. It is likely that the most cost effective structural form would be a cable stayed bridge with a single central column.

Assessment score 9.

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

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

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

Build a new 3.8m wide footway and cycleway bridge running adjacent to the existing Wye Bridge on the Downstream side of the bridge, spanning parallel to the existing flood relief structures to 'island' at the East abutment of the existing bridge and then spanning across the river to the West bank by the shortest route. The plan layout would be straight to minimise the bridge clear spans. It is likely that the most cost effective structural form would be a cable stayed bridge with a single central column.

Assessment score 2.

This solution would provide some safety improvements, but does not link well into existing routes. The cost of new bridge is likely to be considerably higher than option IV-I and the safety benefits are significantly reduced. Therefore, this solution is unlikely to provide a cost effective solution for Monmouth.

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

Build a new 3.8m wide footway and cycleway bridge running parallel to the existing Wye Bridge on the Upstream side of the bridge, with a single span springing from the land adjacent to the Monmouth School for Boys Boat Club on the East bank to the land between the existing bridge and the Monmouth Rowing Club on the West bank. It is likely that the most cost effective structural form would be a cable stayed bridge with a single column on either bank.
The footpath to the bridge on the East bank could make use of the flood wall behind the cottages, providing a pleasant riverside approach to the new bridge.

Assessment score 14

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

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

Build a new 3.8m wide footway and cycleway bridge running parallel to the existing Wye Bridge on the Downstream side of the bridge connecting across to the Chippenham Fields.

Assessment score 3.

This solution would provide some safety benefits, but does not link well into existing routes. The cost of new bridge is likely to be considerably higher than any of the alternatives. Therefore, this solution is unlikely to provide a cost effective solution for Monmouth.

III-V. **New walking & cycling bridge - Downstream of the Existing Bridge – Duke of Beaufort bridge**

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

Assessment score 1

This solution does not link into existing routes from Wyesham to Monmouth town or provide an alternative route to and between the schools in Monmouth.

6. WelTAG stage 1 summary table

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

Active Travel Group invitation for meeting 18th July 2018

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

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

On the basis of this assessment, the 3 options most likely to meet the defined objectives are:
Option II-I. Add a cantilever footway and cycleway upstream, score 6
Option III-I. Adjacent to the Existing Wye Bridge – Upstream, score 9
Option III-III. Upstream of the Existing Bridge near Monmouth School for Boys Boat Club, score 14
These are explored in more detail in section 7.

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

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

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

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

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

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

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

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

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

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

The new structure would be supported from the existing bridge, which will put a considerable load onto the existing structures. Significant structural changes may be required to the existing bridge and flood arches to carry this new cantilever loading.

The major concern would be the eccentric loading on the bridge, which may result in the bridge failing. This would have to be looked at in great depth before proceeding. It is often very difficult to quantify the work that will be required to modify existing structures and this can lead to significant budget variation.

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

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

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

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

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

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

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

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

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

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

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

One advantage of building a new bridge is that whilst the new structure would be close to the current level of the existing Wye Bridge, it can still be built above flood levels to avoid any interference with the river in flood conditions. The new bridge would also require little or no access ramps at its ends, as it joins the top of the Old Road at one side and the existing river embankment on the other.

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

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

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

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

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

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

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

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

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

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

This option is to construct a new 3.8m wide footway and cycleway bridge running a new 3.8m wide footway and cycleway bridge running parallel to the existing Wye Bridge on the Upstream side of the bridge, with a single span springing from the land adjacent to the Monmouth School for Boys Boat Club on the East bank to the land between the existing bridge and the Monmouth Rowing Club on the West bank.

It is likely that the most cost-effective structural form would be a single span cable stayed bridge with a single column on either bank. To minimise the cost of the new bridge the decision on the position of the column can only be made after geotechnical investigation on both banks.

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

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

The footpath to the bridge on the East bank could make use of the flood wall behind the cottages, providing a pleasant riverside approach to the new bridge. However, again this

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

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

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

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

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

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

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

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

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

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

As the new bridge has no piers in the river, the structure will not interfere with any rowing boats on the water. However, the new bridge will be above some of the rowing boats, so special measures may be required to avoid debris from the bridge deck falling onto the rowers.

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

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

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

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

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

8 **Review Workshop 22nd October 2018**

Attendees

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

Comments from the Review meeting on 22nd October 2018

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

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

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

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

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

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

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

9 Conclusion & next steps

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

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

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

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

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

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

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

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

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

Appendices

Appendix 1 Land Registry information for both banks of the Wye North of the Wye Bridge

Appendix 2 Wye Bridge Traffic Data based on an average of the AADF 2001-2017 (Department of Transport Data)

Appendix 3 Wye Bridge Pedestrian Traffic Survey Data Analysis

Appendix 4a School Active Travel Survey, Summary of method and data from Survey
Appendix 4b School Active Travel Survey, Template letter sent to schools
Appendix 4c School Active Travel Survey, School Survey Charts and Verbal Response

Appendix 5a Public online Survey - April – June 2018 Data Analysis
Appendix 5b Public Survey Questions
Appendix 5c Public Survey Verbal Responses

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

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

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

Appendix 9 Crouch Waterfall Drawings:
- Option 1 Widening Layout and Elevation
  Schematic drawings 17303B-002 and 17303B-003
- Option 2 Dog Legged Cable Stay Layout and Elevation
  Schematic drawings 17303B-004 and 17303B-005
- Option 3 Independent Cable Stay Layout and Elevation
  Schematic drawings 17303B-006 and 17303B-007

Appendix 10a A40/A466 Wyebridge Junction Improvements - General Arrangement Layout
Appendix 10b Wye Bridge Topographical Survey

Appendix 11 Monmouthshire Natural Flood Management, A40/A466 Junction

Appendix 12 Monmouth Integrated Network Map.
https://www.monmouthshire.gov.uk/app/uploads/2018/05/MCC-AT-INM-2018-Monmouth-walking-cycling.pdf

Plates

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

Other Comments received after the initial report was prepared

23) A cycle pedestrian bridge would be a massive help for people in wheelchairs, current access for wheelchair users over the bridge is pretty hellish and probably avoided by many. Section 1 and elsewhere

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

Acknowledgements

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

Authors

- Jane Lucas — Monmouth Town Council and Chair of Bridge Group
- Peter Lloyd — Bridge Group
- Joe Walton — Monmouth Resident
- Sophie Maki — Monmouth Resident

Thanks to:

- Roger Hoggins — Monmouthshire County Council
- Christian A. Schmidt — Monmouthshire County Council
- Peter Bere — Monmouth Resident and 3D artist
- Phillip Callaway — Crouch Waterfall
- Haydn Cullen-Jones — Transition Monmouth
- Michael Daburn — Crouch Waterfall
- Anthea Dewhurst — Monmouth Town Councillor
- Bob Handley — Monmouth Rotary
- Caroline Hargaden — Monmouth Resident
- David Hoyle — Monmouth Visually Impaired
- Julian Howe — Crouch Waterfall
- Kelly Jackson Graham — Monmouth Town Councillor
- Angela Jones — Monmouth Resident
- Rachel Jupp — Friends of Chippenham Mead
- Tessa Norgrove — Foundation Bursar, Haberdashers' Monmouth Schools
- Judith Pilkington — Redbrook Together
- Peter Scott — Monmouth Rowing Club
- Gwyn Smith — Sustrans
- Jamie Treharne — Monmouth Town Council and Chair of Active Travel Group
- Simon Reynolds — Monmouth Resident and 3D CAD designer
- Barbara Wright — Monmouth Civic Society

Thank you to all the volunteers who gave up their time to facilitate the pedestrian and cycle counts:

- Claudia Blair
- Tom Clark
- Patrick Chatterton
- Felicity Cotton
- Richard Fordham
- Howard Hancocks,
- Kelly Jackson-Graham

- Bryan Jackson-Graham
- Emma Hill
- Jane Lucas
- Sophie Makki
- Vivien Mitchell
- Hywel Rees
- Kate Rees
- Judith Pilkington
- Bob Handley

Thanks also to the following people and organisations for their cooperation in the preparation of this report

- Welsh Government
- Monmouthshire County Council
- Monmouth Town Council
- Local Welsh Government Assembly Member – Nick Ramsay
- Monmouthshire MP – David Davies
- Monmouth School for Boys
- Monmouth School for Girls
- Monmouth Comprehensive School
- Kymin View Primary School
- Overmonnow Primary School
- Redbrook Primary School
- CADW
- Natural Resources Wales
- Wye Valley AONB
- Cycle and walking groups