

Monmouthshire County Council

Active Travel Network Map - Consultation Report 2021



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

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1 Executive Summary

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

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

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

Engagement Phase 2020

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

Final Statutory Consultation 2021

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

Children and young people engagement 2020 & 2021

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

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

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

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

[Monmouthshire - Active Travel 2020](#)

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

2 Introduction

2.1 What is Active Travel?

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

- *Produce maps of existing active travel routes and related facilities in a local authority's area (Section 3) and of the new and improved active travel routes and related facilities needed to create integrated networks for active travel in a local authority's area (Section 4) and to submit these maps to the Welsh Ministers for approval within a prescribed timetable (Sections 3(5) and 4(6)).*
- *Have regard to those maps in preparing transport policies and to ensure that there are new and improved active travel routes and related facilities (Section 6).*
- *Requiring the Welsh Ministers and local authorities, in carrying out certain functions under the Highways Act 1980, to take reasonable steps to enhance the provision made for walkers and cyclists and to have regard to the needs of walkers and cyclists in the exercise of certain other functions (Section 9);*
- *Requiring the Welsh Ministers and local authorities to exercise their functions under this Act so as to promote active travel journeys and secure new and improved active travel routes and related facilities (Section 10).*

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

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

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

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

2.2 Active Travel Network Maps

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

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

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

3 Active Travel in Monmouthshire

3.1 MCC Designated Localities

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

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

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

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

4 Consultation

4.1 Active Travel Guidance and Consultation

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

4.2 Engagement Phase

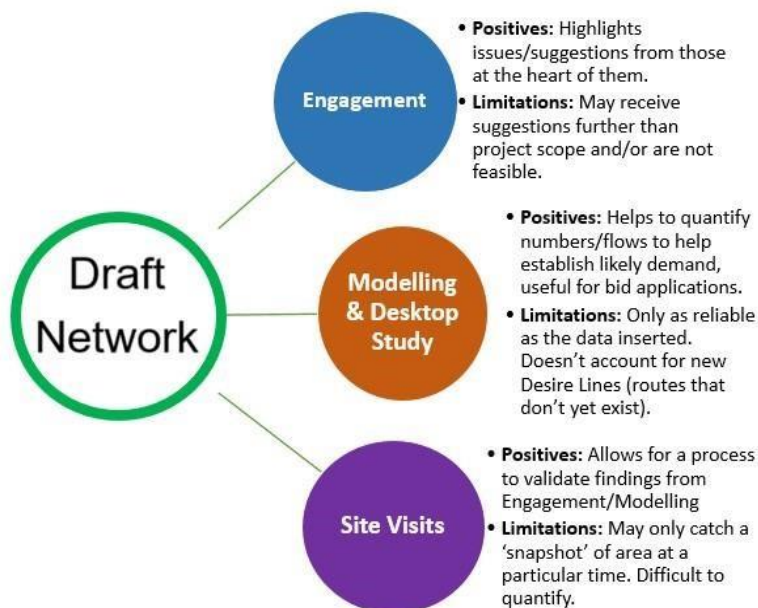


Figure 1: Bringing Together the Strands for Network Development Process (as outlined with the Guidance)

During the engagement phase in Monmouthshire:

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

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

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

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

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

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

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

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

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

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

Table 1: Route Pass/Fail

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

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

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

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

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

4.3 Statutory Consultation

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

4.3.2

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

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

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

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

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

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

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

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

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

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

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

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

5 Outcomes

5.1 Engagement Levels

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

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

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

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

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

5.2 Strategic Focus

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

Table 4 – Monmouthshire County Councils' Strategic Focus 2021

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

5.3 Changes to the network

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

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

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

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

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

Table 5: Changes to the network:

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

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

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

Table 6 – New routes and sections of a route

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

5.4 Route Prioritisation

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

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

Table 7 - Network Development Process (Walking)

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

Table 8 - Network Development Process (Cycling)

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

6 Conclusion

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

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

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

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

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

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7 Contributors

Monmouthshire County Council Professionals

Sustrans

Capita

Welsh Government

Neighbouring Authorities

Monmouthshire Residents

Community Working Groups

Leeds and Cardiff University

8 Appendix

A: Route Naming Schedule

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

C: Headline Information

D: Key Terms Glossary

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

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

G: Proposed final ATNM

A: Route Naming Schedule

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

C: Headline Information

Engagement Phase 2020

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



2,713

electronic responses received



772 hours

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



370

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



93.9%

of responses were in support of the proposed strategic focus'

80%
of primary
age children



63%
of young
people

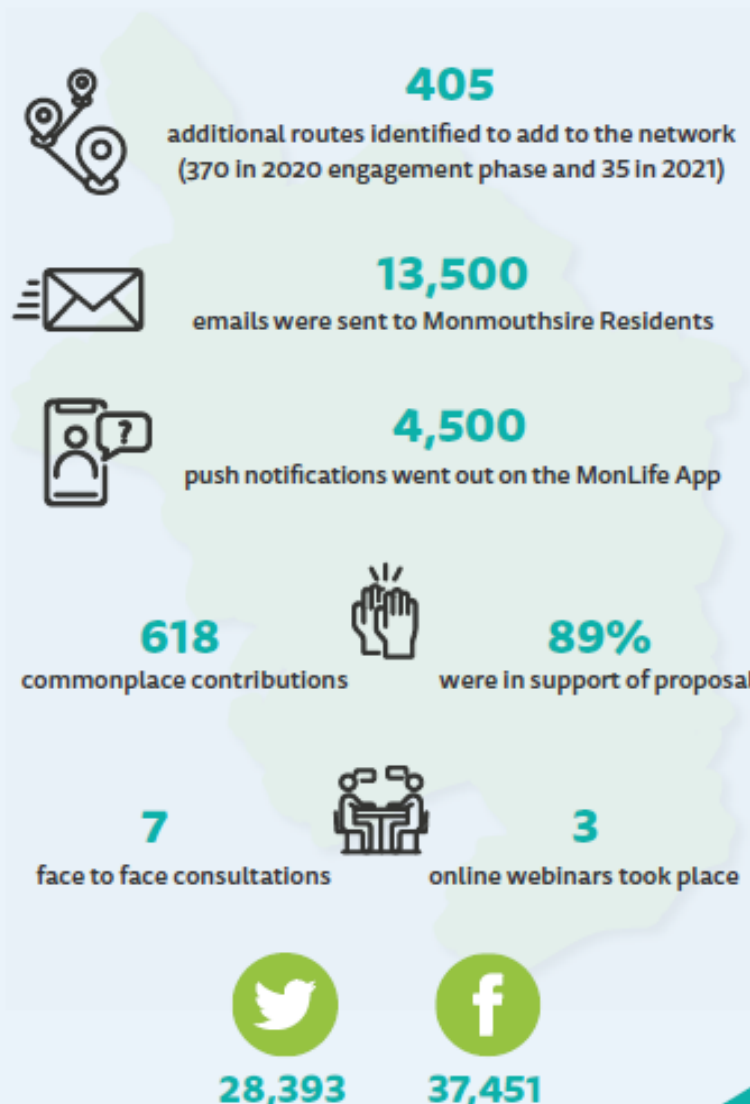


73%
of adults

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

Final Statutory Consultation 2021

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



Children and Young People Engagement 2020 & 2021

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



2,328

children and young people responded in total



97%

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



100%

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

63%

of Primary Schools



100%

of Secondary Schools

fall within our settlement boundaries



488

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



PUPILS VOICE

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

D: Key Terms Glossary

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

G: Proposed Final ATNM

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

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