

1. Introduction

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

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

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

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

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

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

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

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

— Usk: 234 (10%)

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

Methodology

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

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

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

ATNM Consultation and Engagement – Phase I

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

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

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

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

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

2. Strategy

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

Table 1: MCC departments involved and input to initial planning

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


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

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

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

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

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



Monmouthshire County Council

ACTIVE TRAVEL CONSULTATION

Image courtesy of Sustrans

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

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

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

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

Equality and Accessibility

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

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

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

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

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

How was the engagement delivered?

Online Surveys

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

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

Face-to-Face Meetings/Drop-in Sessions

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

Community Engagement Webinars

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

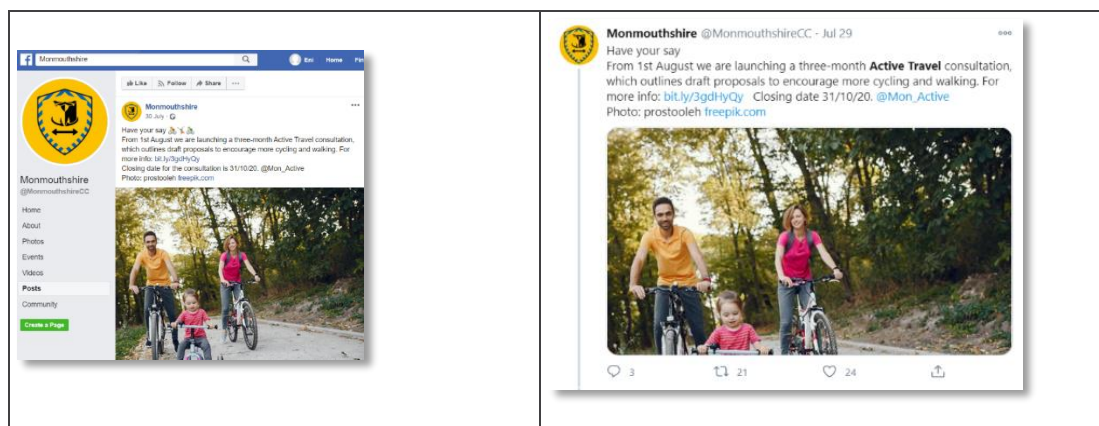
Phone calls (requested by people)

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

How was the consultation publicised?

Social media campaigns:

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



Posters:

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

Press Release:

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



Existing MCC Relationships

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

Direct Contact

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

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

A full consultation list can be found in appendix.

3. Survey results

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

3.1 Aggregated Survey Results

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

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

Table 2: Total Survey Responses

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

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

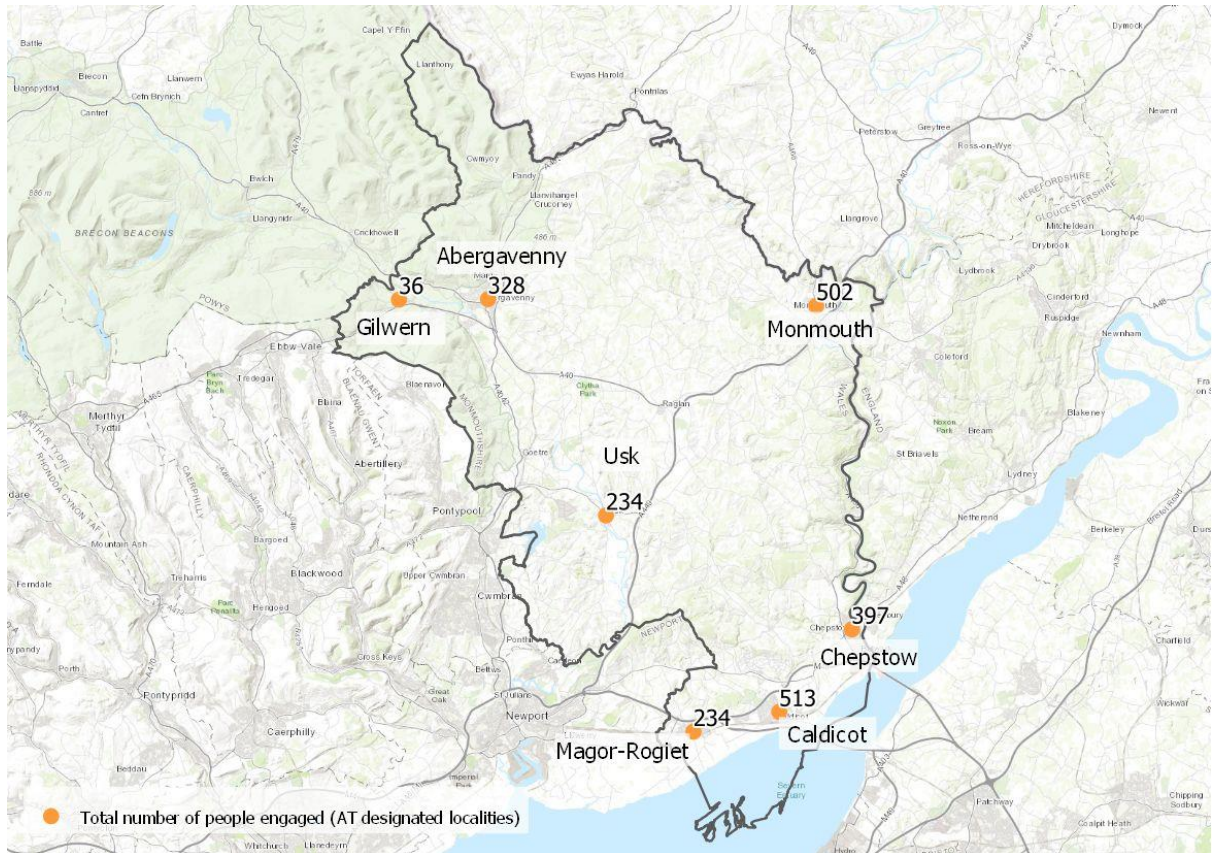


Figure 1: Total numbers of participants in all 7 designated settlements (excl. people engaged outside settlements).

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

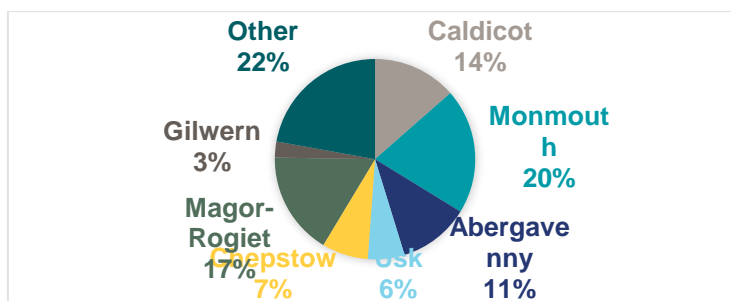


Figure 2: Proportions of respondents across different settlements (based on postcode data for adults and businesses).

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

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

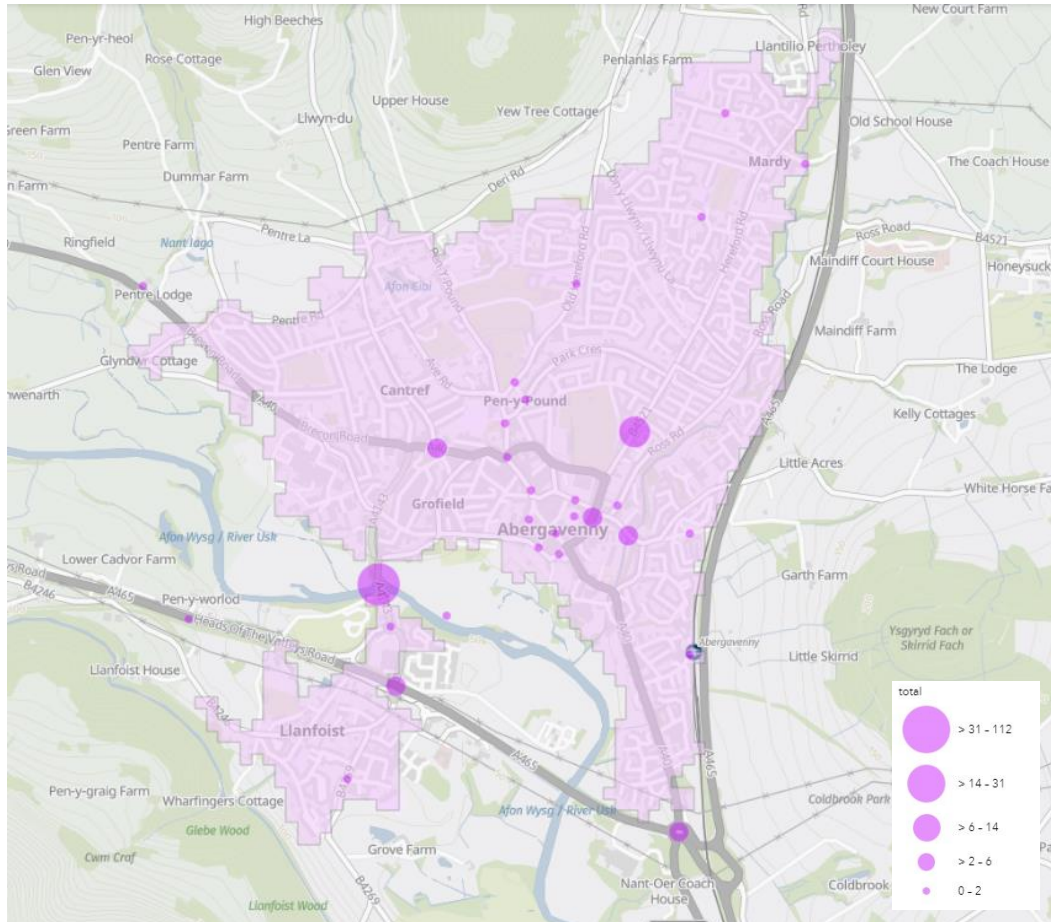


Figure 3: Heat map, Number of Survey responses in Abergavenny

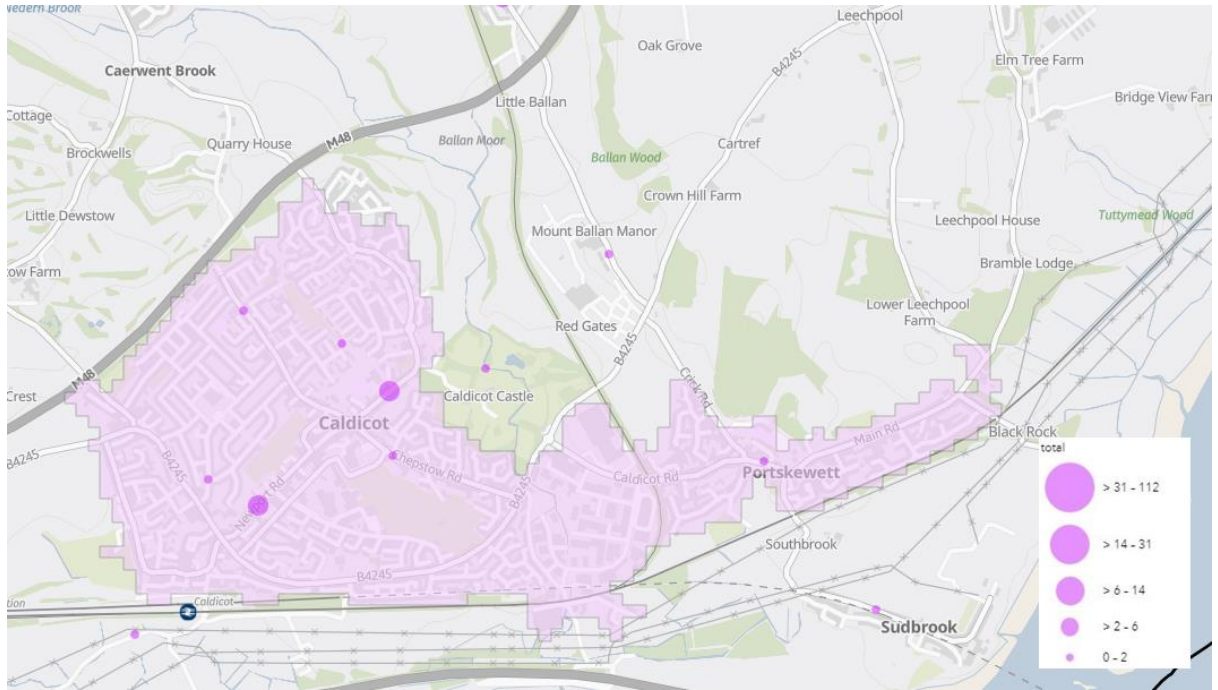


Figure 4: Heat map: Number of Survey Responses Caldicot

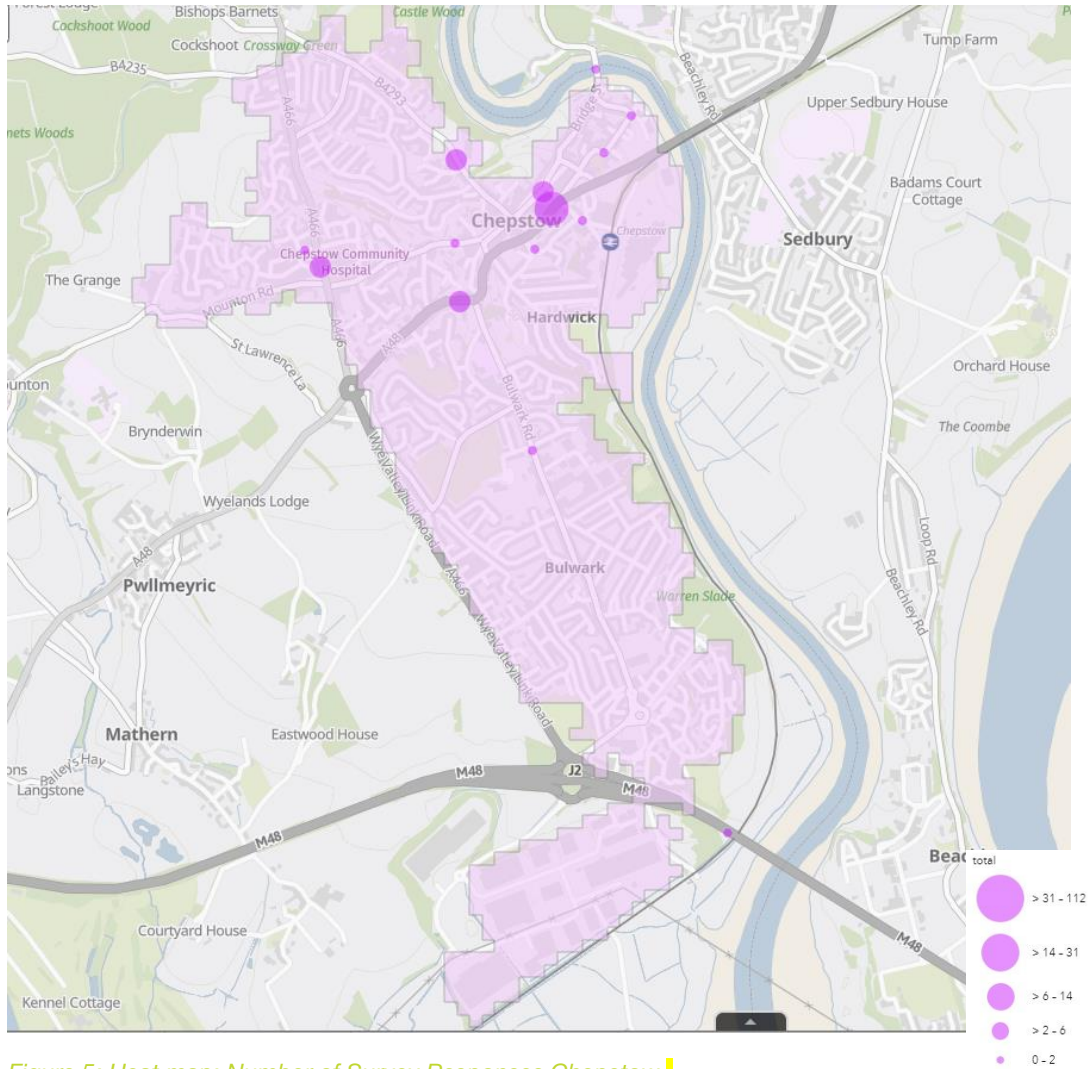


Figure 5: Heat map: Number of Survey Responses Chepstow.

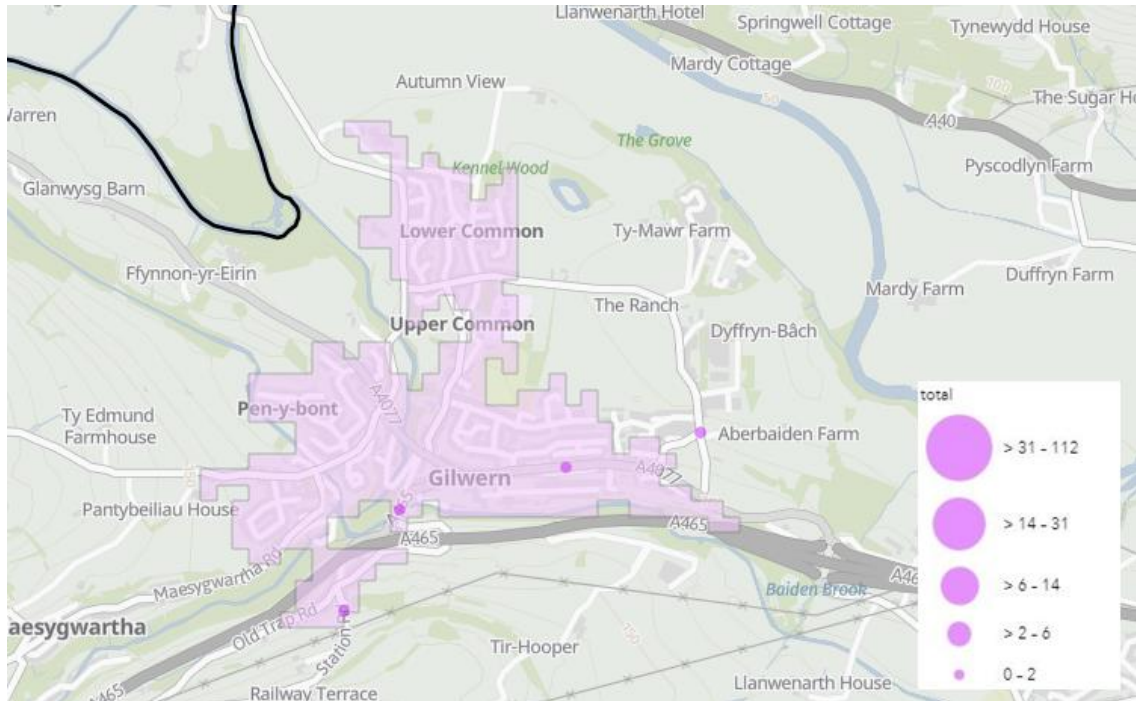


Figure 6: Heat map: Number of Survey Responses Gilwern

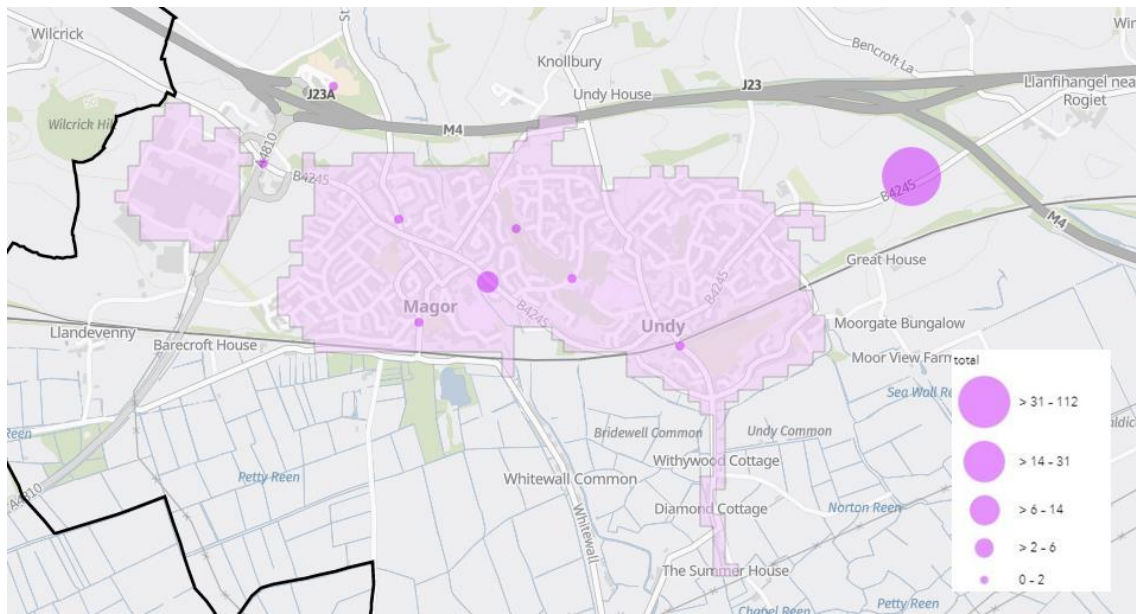


Figure 7: Heat map: Number of Survey Responses Magor-Rogiet

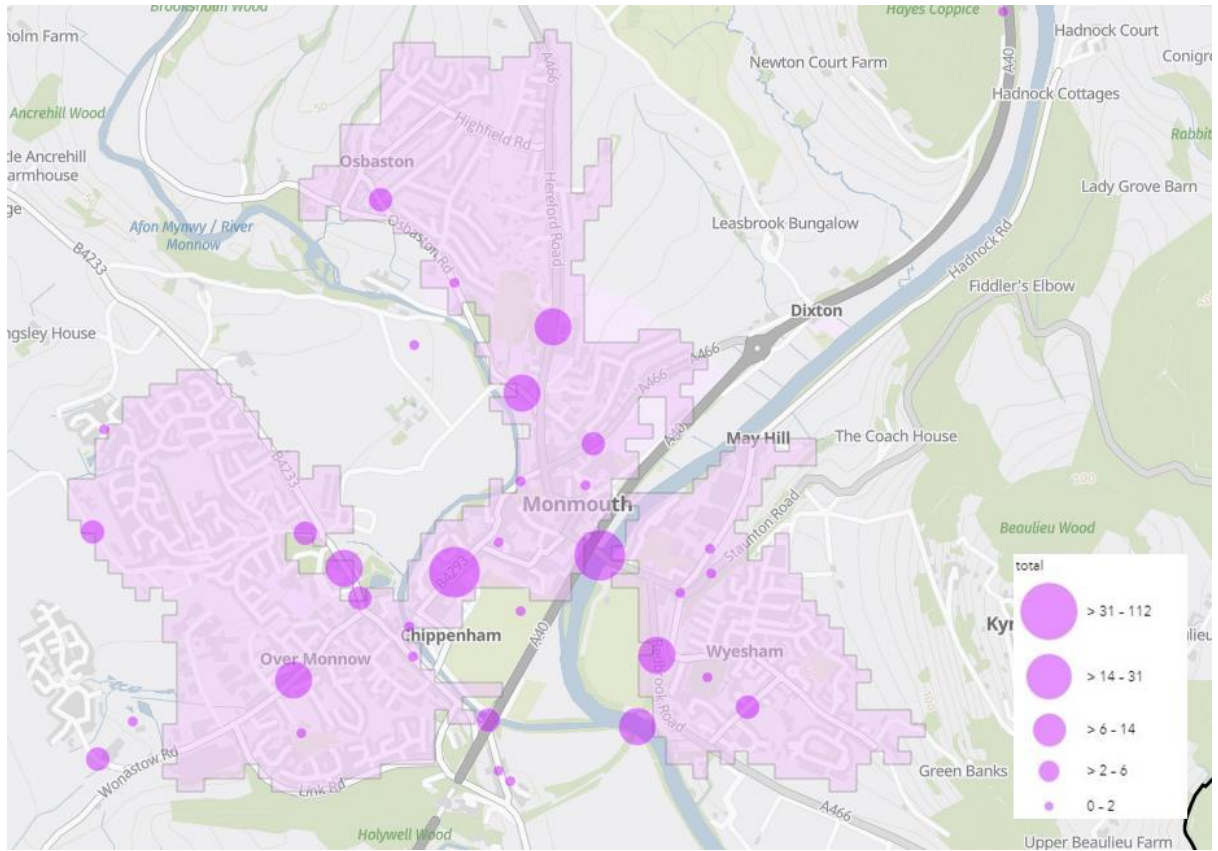


Figure 8: Heat map: Number of Survey Responses Monmouth

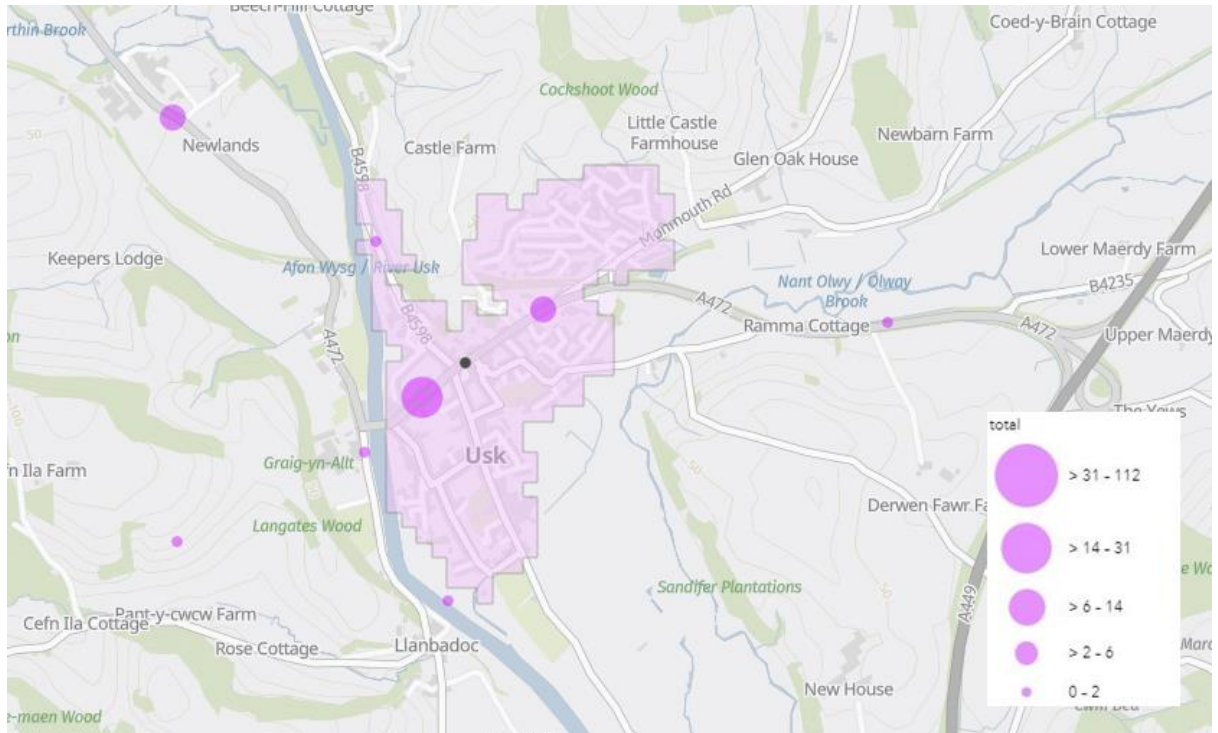


Figure 9: Heat map: Number of Survey Responses Usk

Schools

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

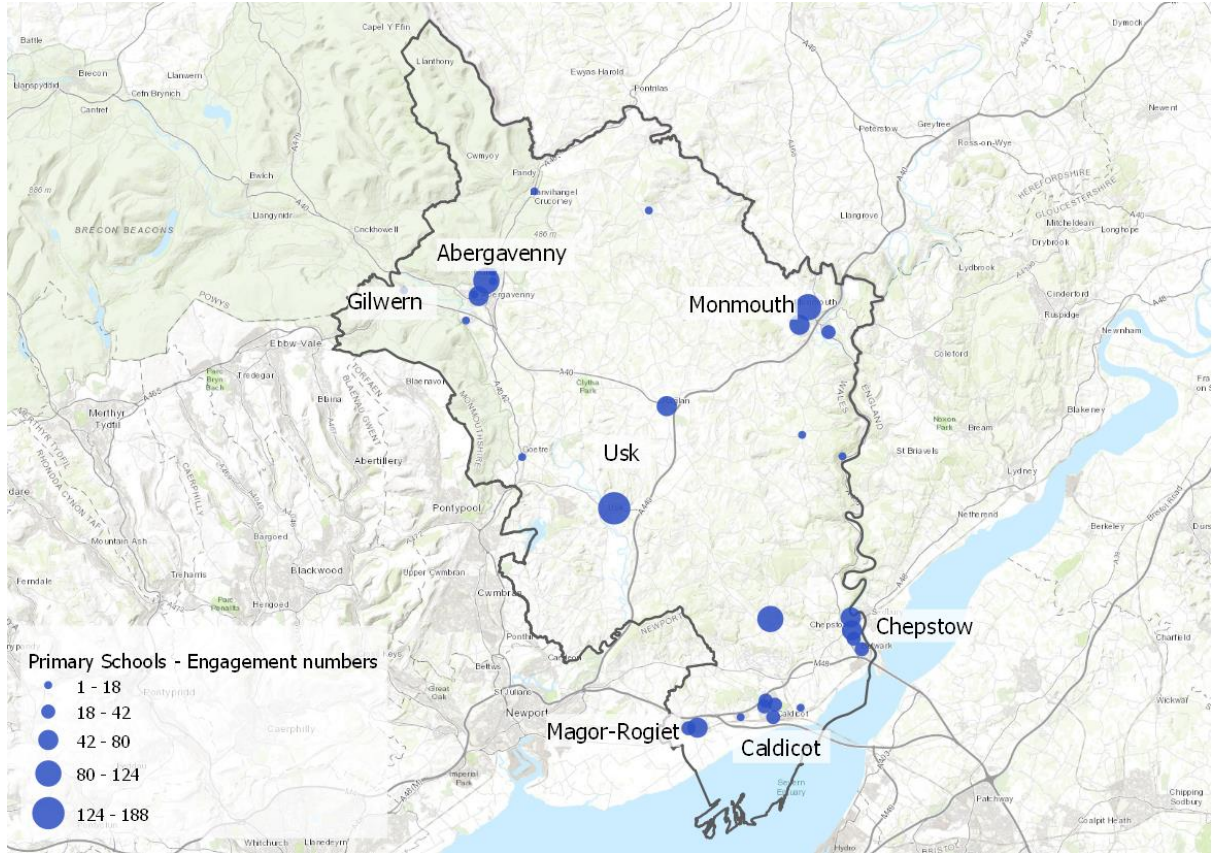


Figure 10: Heat map: Numbers of pupils engaged in Primary Schools across Monmouthshire

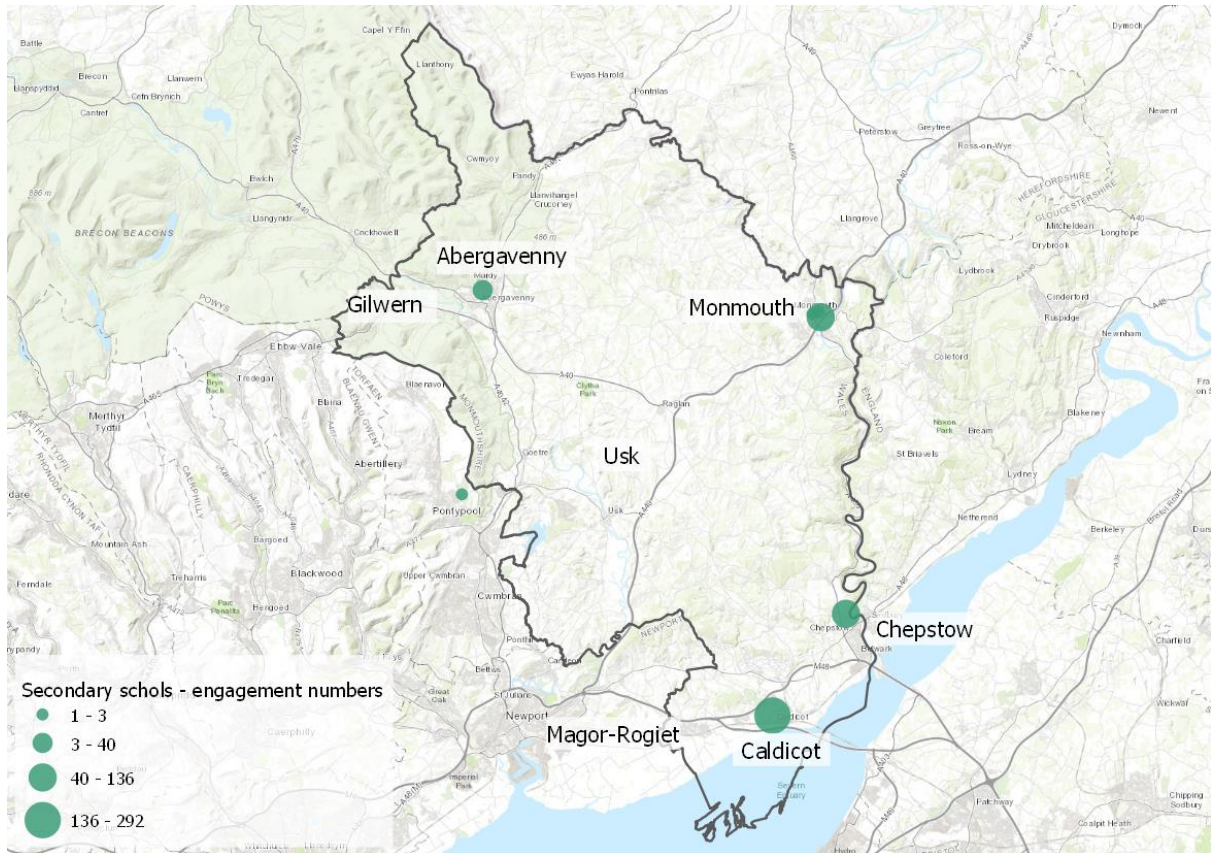


Figure 11: Heat map: Numbers of pupils engaged in Secondary Schools across Monmouthshire

Demography

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

Gender

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

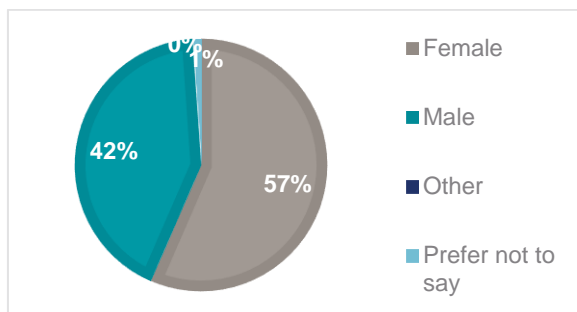


Figure 12: Q1: Are you a male/ female/ other/ prefer not to say?

Age

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

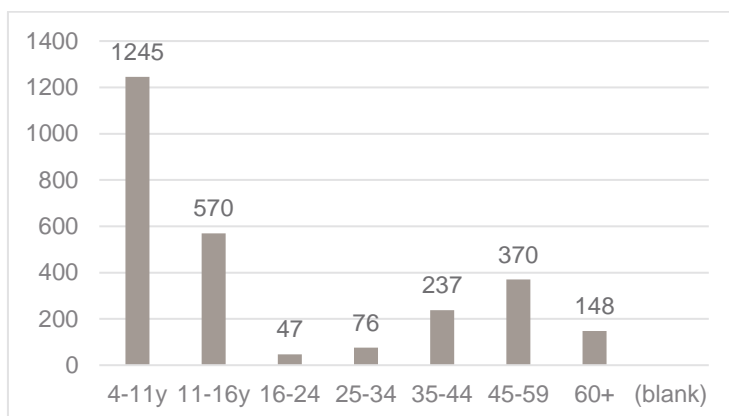


Figure 13: Age groups and total numbers of participants.

Disability

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

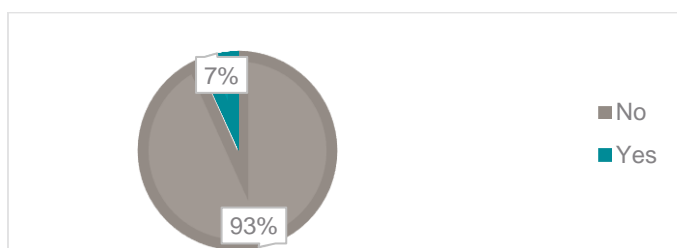


Figure 14: Figure 6: Do you consider yourself to have a disability?

Mode of Travel

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

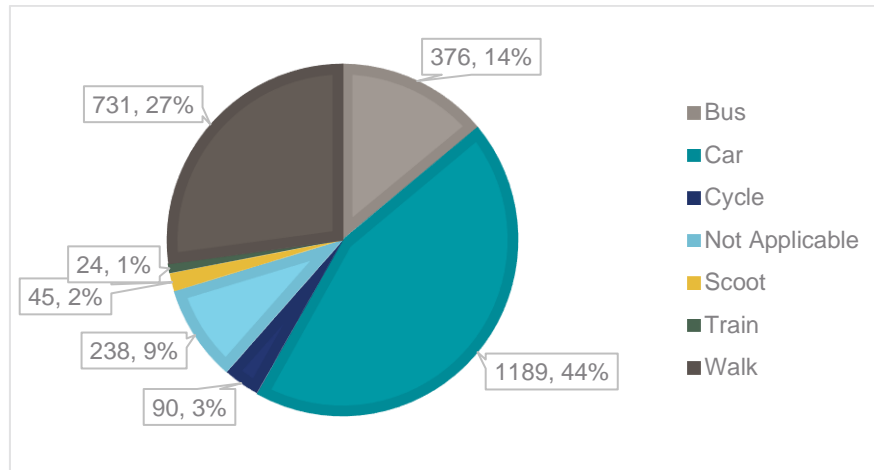


Figure 15: How do you currently travel to work/school? (Total numbers and percentage, all groups combined).

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

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

Prioritisation Matrix

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

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

Table 3: Strategic Priorities for Monmouthshire

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

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

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

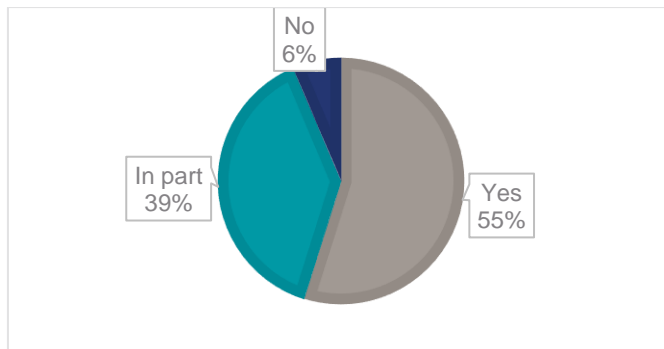


Figure 16:Q39: In order to prioritise funding for Active Travel do you agree with the priorities as set out in the MCC strategic focus?”, Results of Adults Survey and Business Survey combined.

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

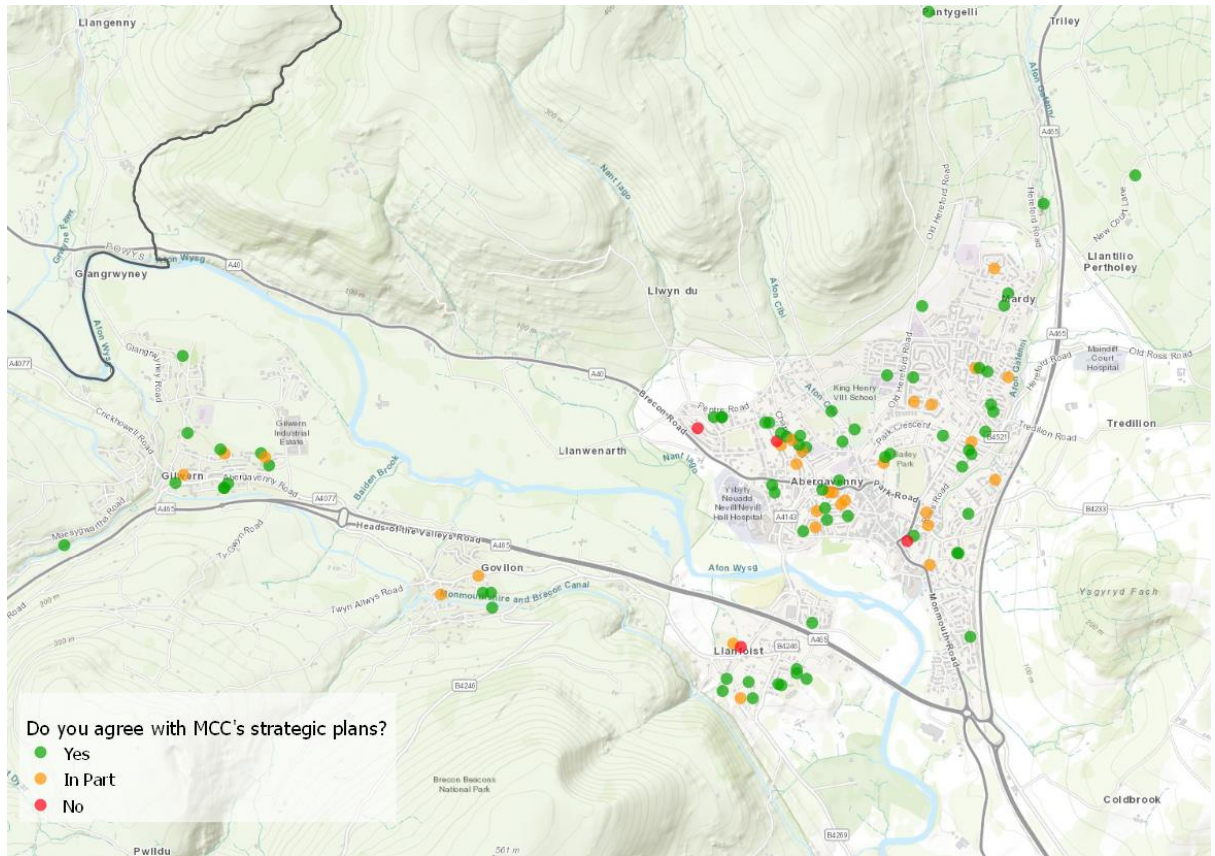


Figure 17: Q39: Do you agree with the priorities as set out in the MCC strategic focus?", Results of Adults Survey and Business Survey combined for Abergavenny and Gilwern.

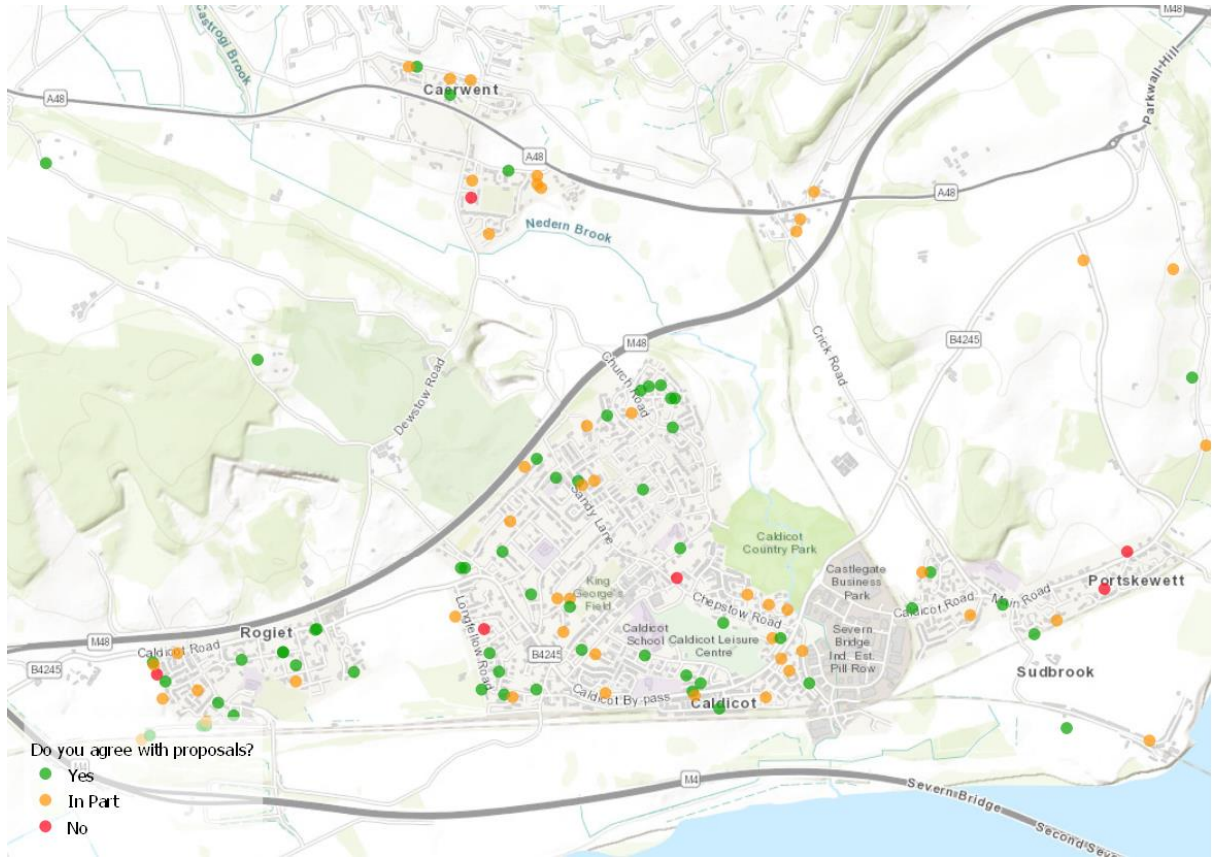


Figure 18: Q39: Do you agree with the priorities as set out in the MCC strategic focus?", Results of Adults Survey and Business Survey combined for Caldicot.

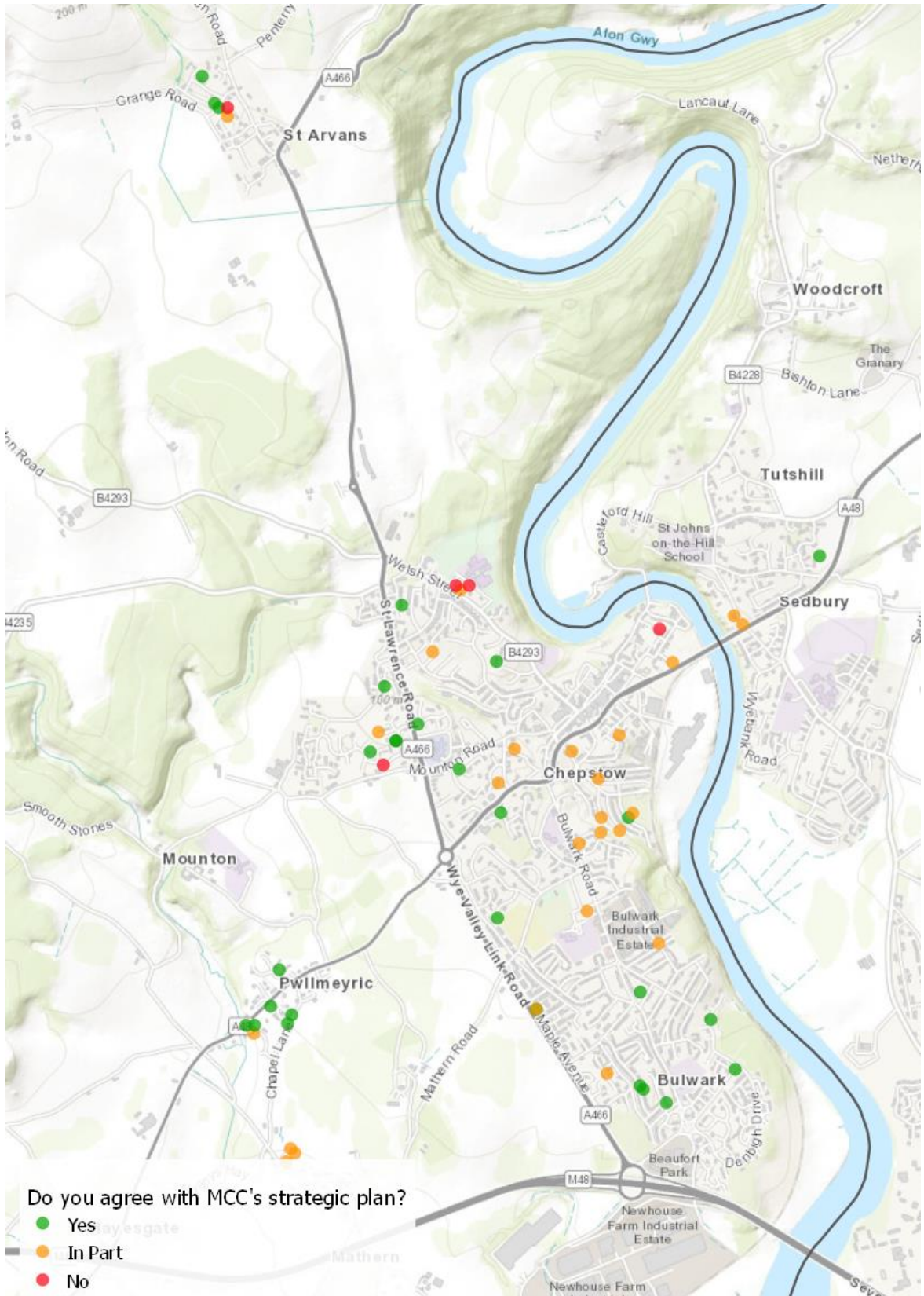


Figure 21: Q39: Do you agree with the priorities as set out in the MCC strategic focus?, Results of Adults Survey and Business Survey combined for Chepstow.

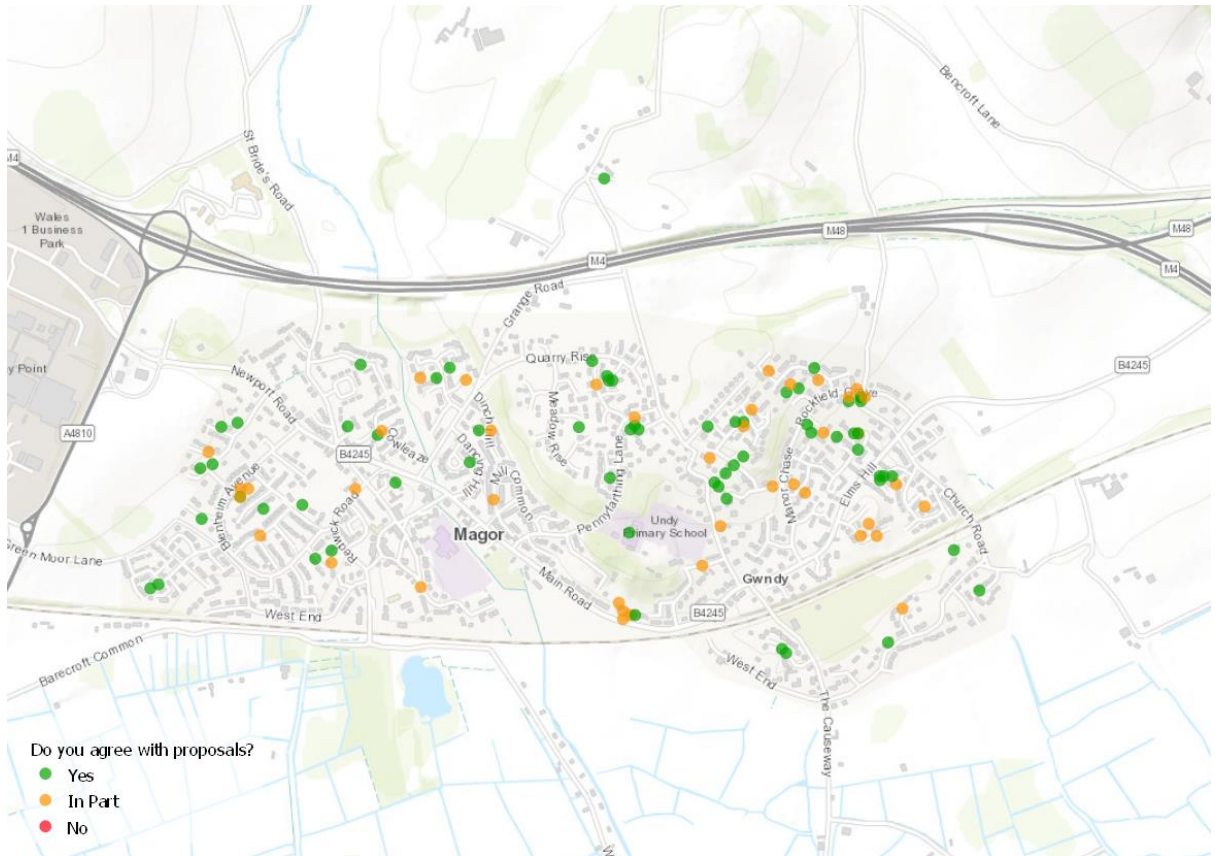


Figure 22: Q39: Do you agree with the priorities as set out in the MCC strategic focus?", Results of Adults Survey and Business Survey combined for Magor-Rogiet.

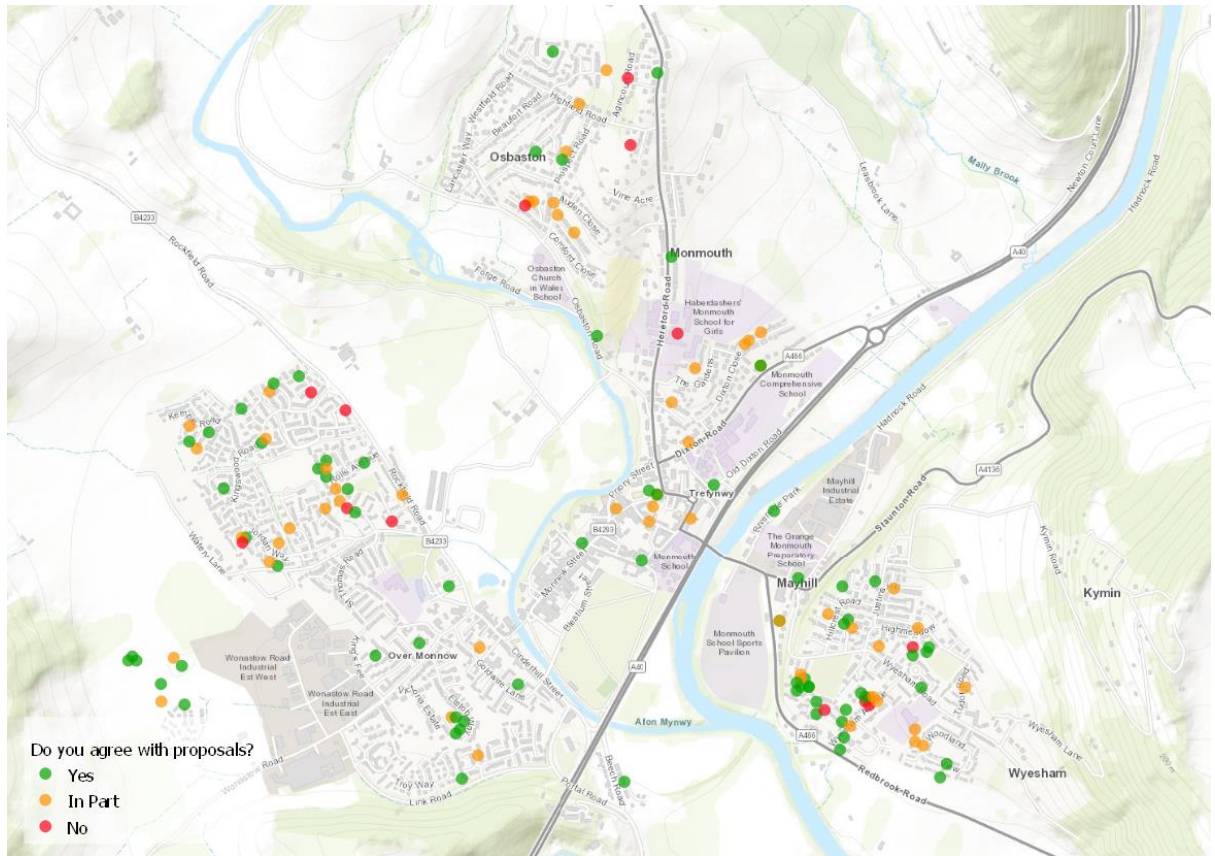


Figure 24: Q39: Do you agree with the priorities as set out in the MCC strategic focus?", Results of Adults Survey and Business Survey combined for Monmouth.

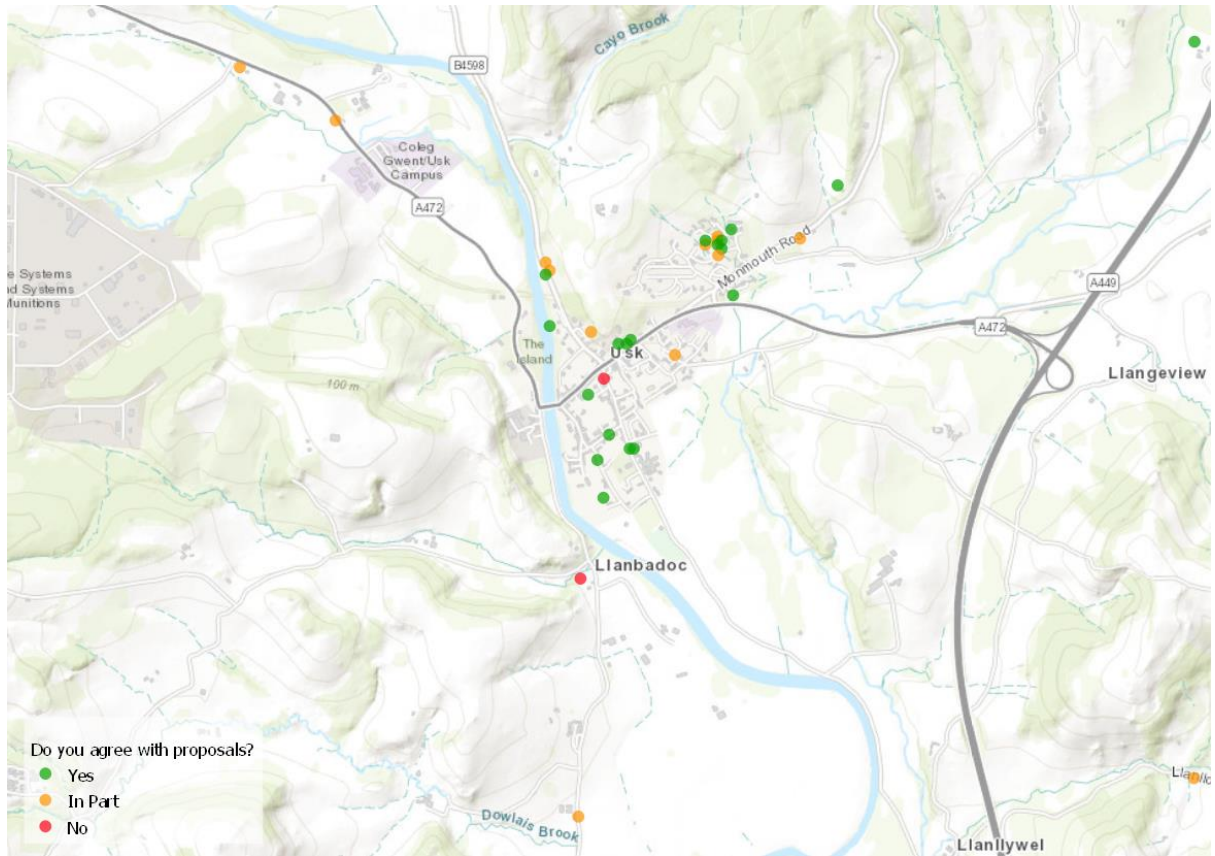


Figure 25: Q39: Do you agree with the priorities as set out in the MCC strategic focus?", Results of Adults Survey and Business Survey combined for Usk.

3.2 Primary Education Survey

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

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

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

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

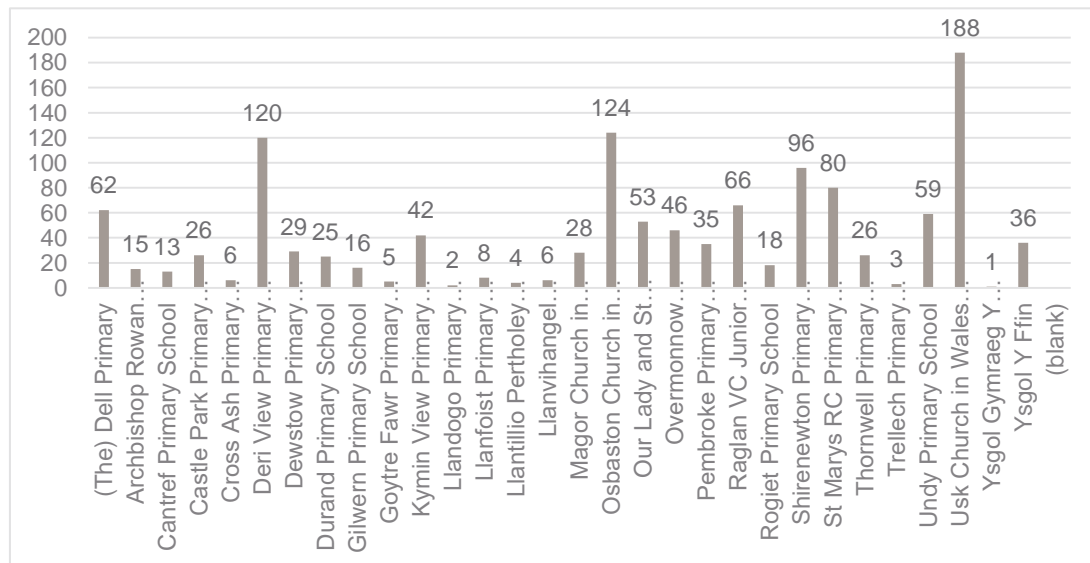


Figure 19: Q5: “What school do you attend?” Total Responses for all Primary Schools (total responses)..

Travel mode

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

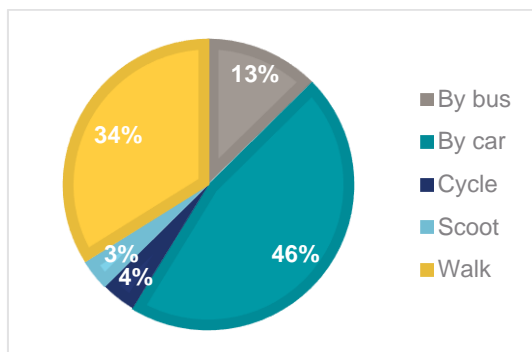


Figure 20: Q6: "For most of the time – how do you travel to school?"

Propensity

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

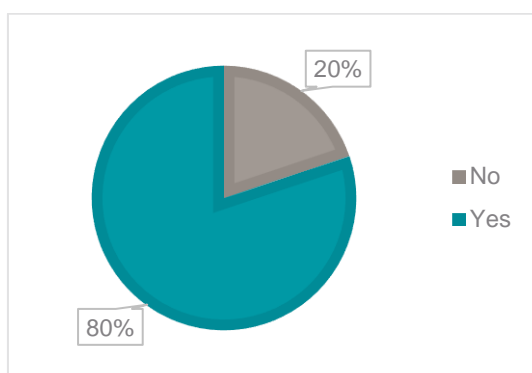


Figure 21: Q23: Would you like to walk, cycle, or scoot to school or the shops more often?

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

Distance and Time

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

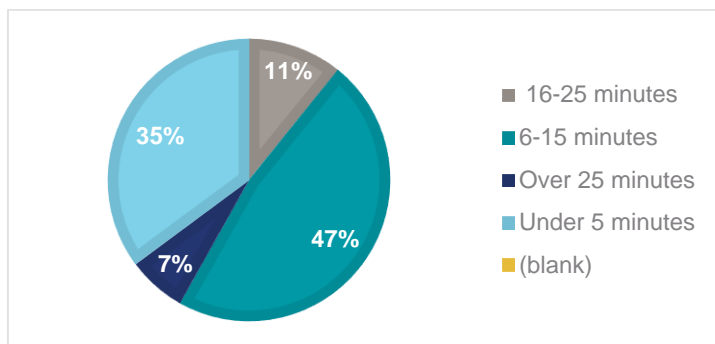


Figure 22: Q7: Based on how you usually travel to school, how long does it take you?

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

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

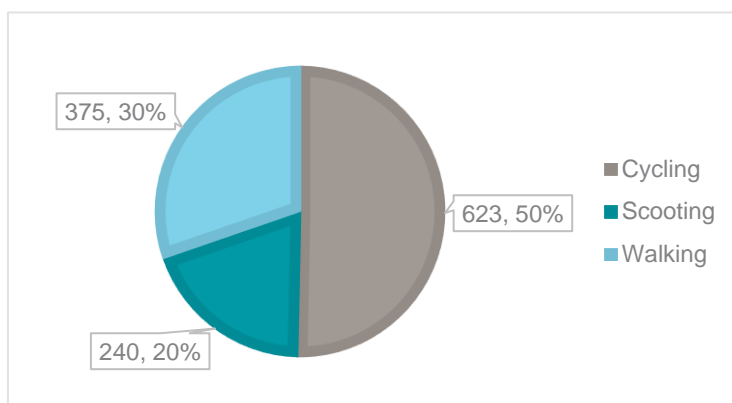


Figure 23: Q9: Think of all the different ways you can travel to school or to the shops. Out of the three below, which is your favourite? Please pick only one. Total numbers of pupils and percentage.

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

Safety

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

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

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

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

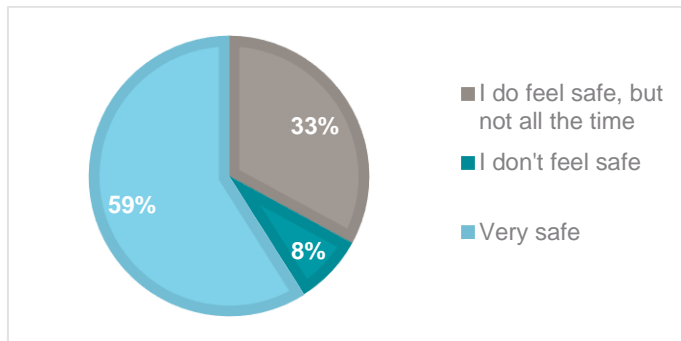


Figure 24: Q11: When you are walking, cycling or scooting to school or the shops, do you feel safe?

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

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

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

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

Reasons for not walking and cycling to school

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

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

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

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

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

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

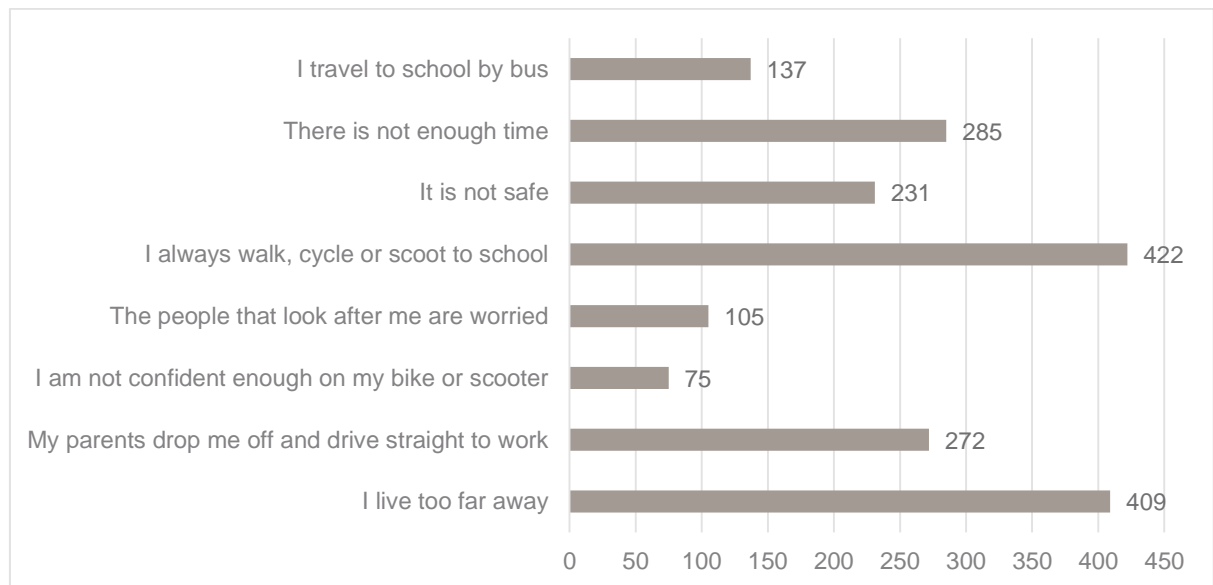


Figure 25: Q16: If you don't walk, cycle, or scoot to school or the shops, what are the reasons why? Please tick all that apply. (Total of 2211 answers)).

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

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

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

3.3. Secondary Education Survey

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

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

Table 5: Q5: What school do you attend?

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

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

Travel mode

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

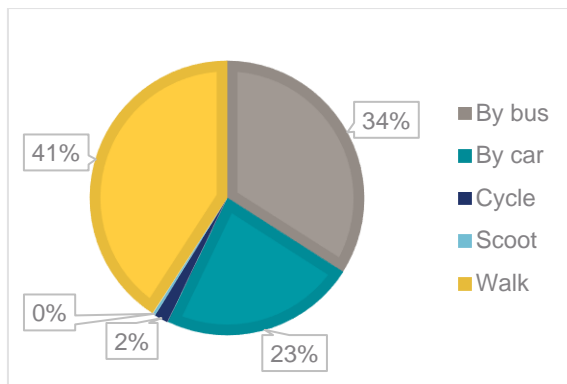


Figure 26: Q6. For most of the time – how do you travel to school? Total numbers and percentage.

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

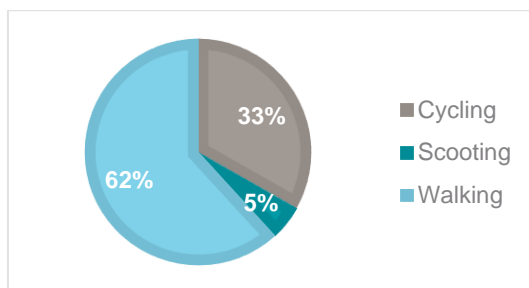
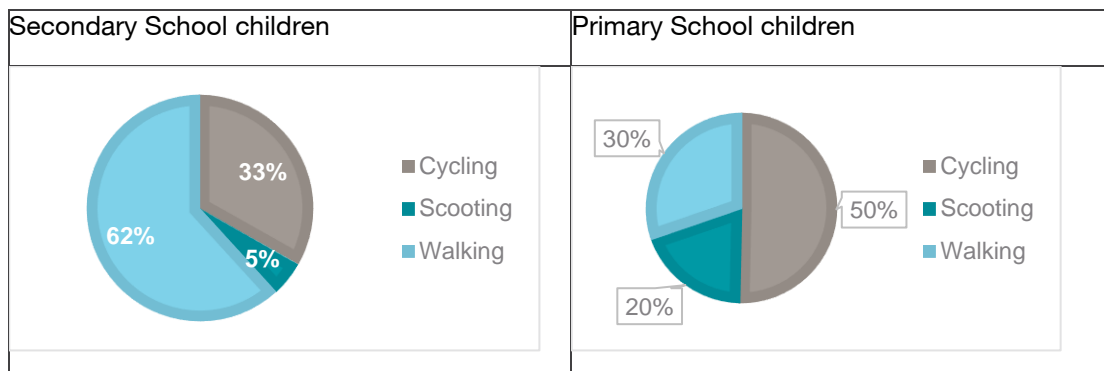


Figure 27: Think of all the different ways you can travel to school or to the shops. Out of the three below, which is your favourite? Please pick only one.

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

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



Journey times

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

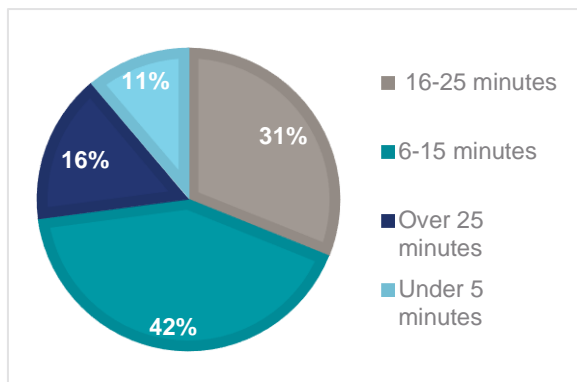


Figure 28: Q7. Based on how you usually travel to school, how long does it take you?

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

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

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

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

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

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

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

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

1

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

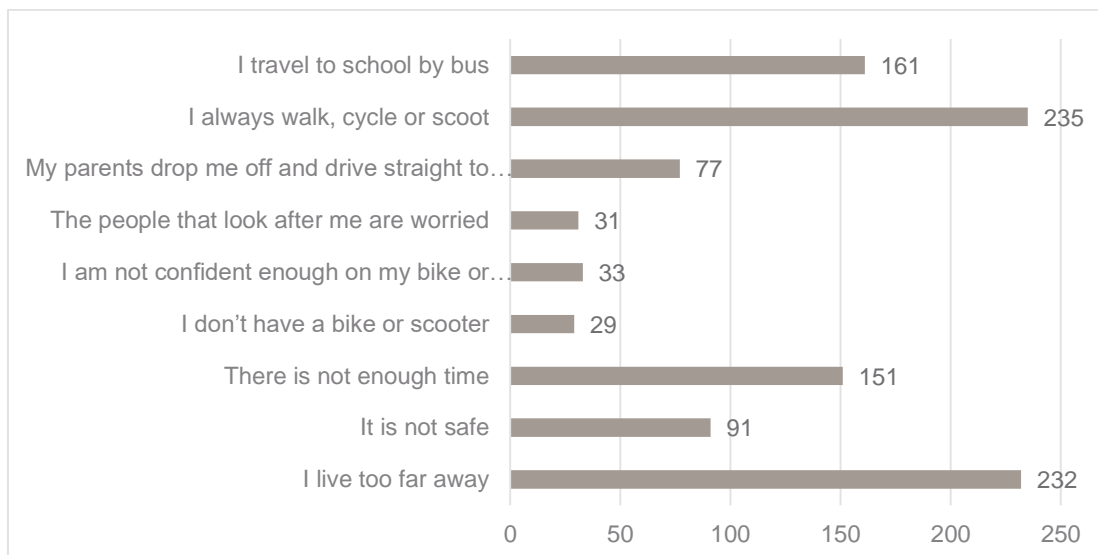


Figure 29: If you don't walk, cycle, or scoot to school or the shops, what are the reasons why? Please tick all that apply. (Total of 824 answers)

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

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

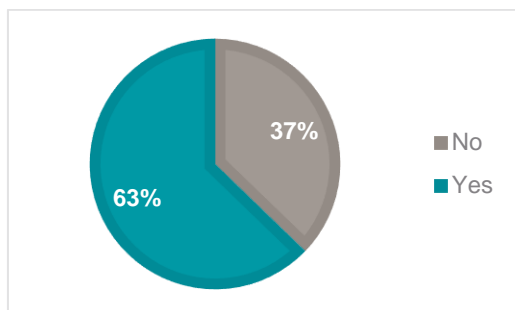


Figure 30: Q26: Would you like to walk, cycle, or scoot to school or the shops more often?

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

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

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

As well as section 3.3.2 and 3.3.3, respectively:

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

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

Safety

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

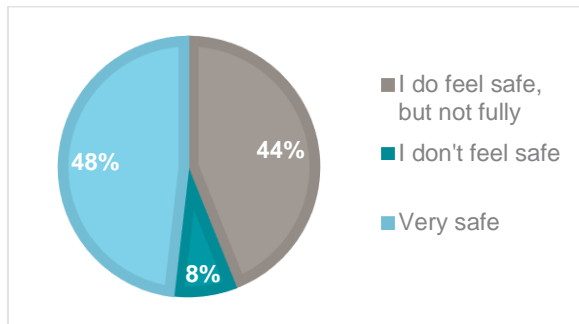


Figure 31: Q11: When you are WALKING to school or the shops, do you feel safe? (Total of 602 respondents)

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

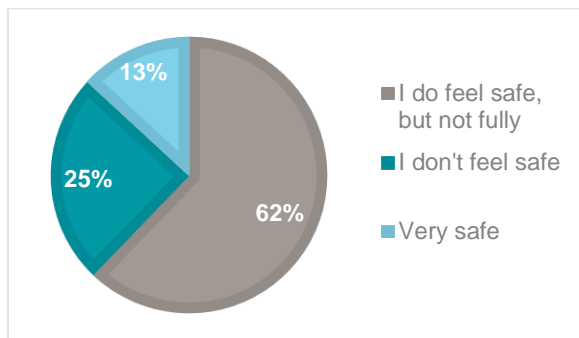


Figure 32: Q11: When you are CYCLING to school or the shops, do you feel safe? (Total of 312 respondents)

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

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

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

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

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

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

Reasons for traveling actively

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

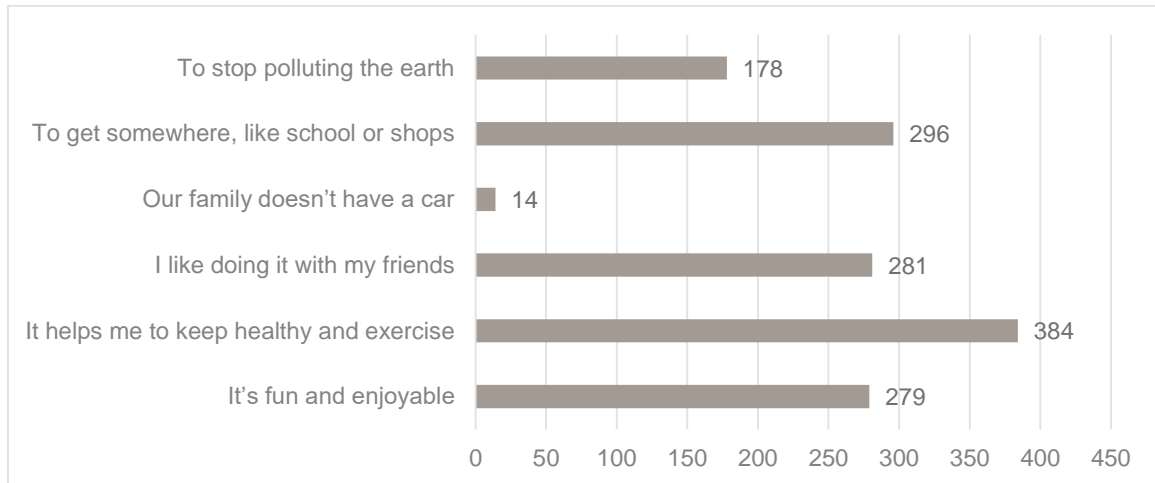


Figure 33: Q 16: What are the main reasons you would walk/cycle/scoot at least 10-15minutes? Please tick all that apply. (Total responses).

Suggestions for Improvements and Open Comments

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

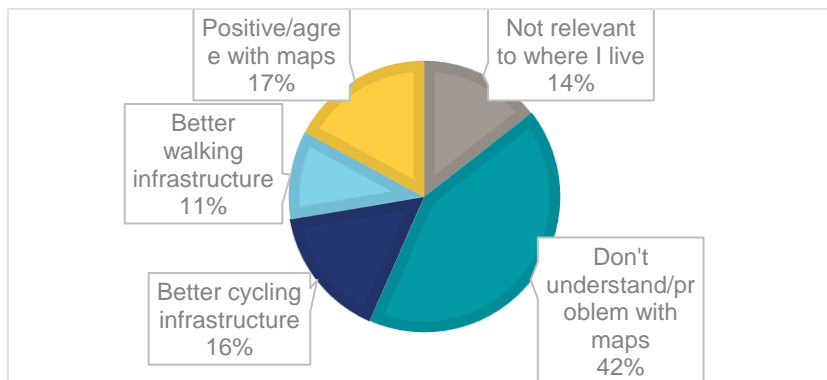


Figure 34: Q23: Please leave your comments regarding any of the maps reviewed. Please be as specific as possible including what area/s and route reference (the INM number) you are referring too.

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

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

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

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

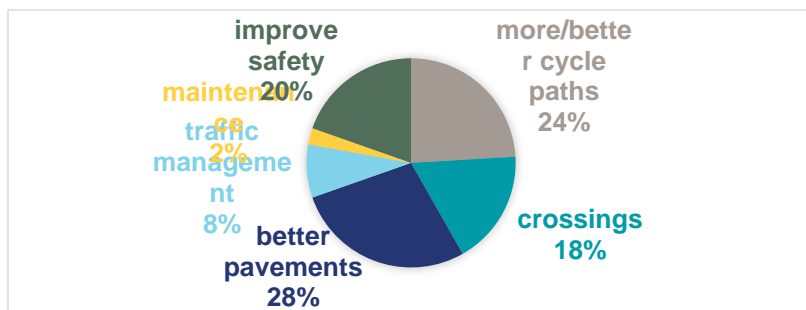


Figure 35: Q24: Now that you have reviewed the maps, how do you think the paths and roads could be improved to help you walk, cycle or scoot more?

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

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

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

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

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

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

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

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

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

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

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

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

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

In summary:

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

3.4 Adult Survey

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

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

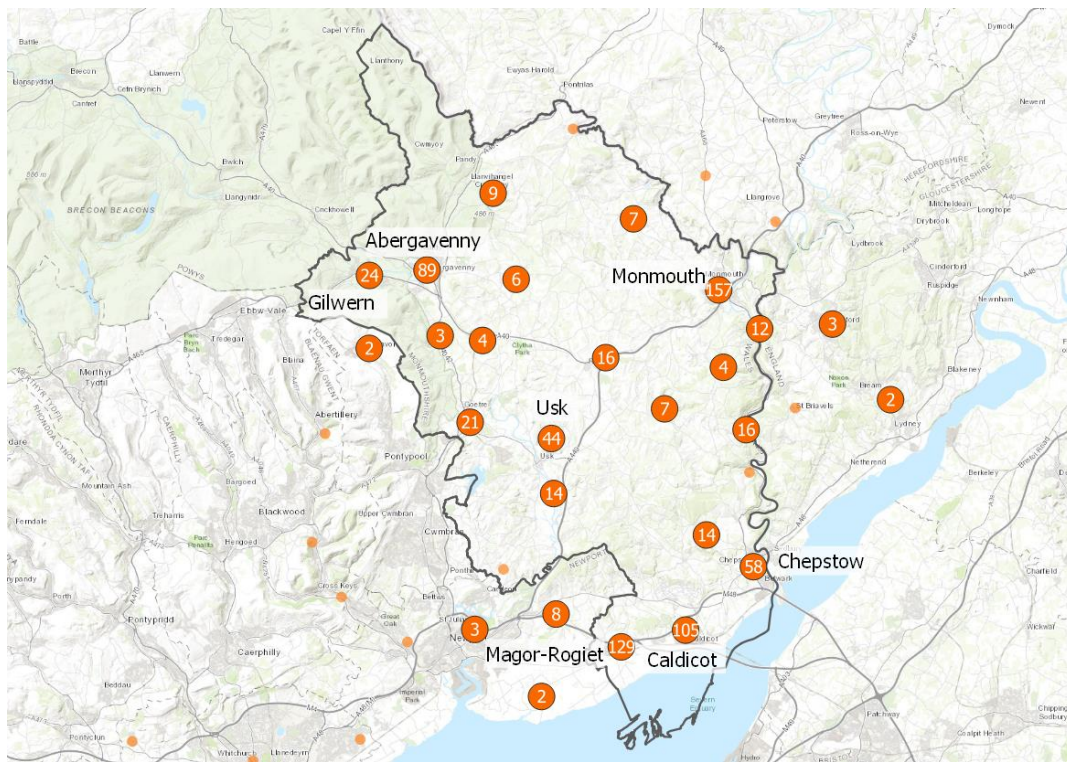


Figure 36: Where do adult respondents come from? (Based on postcode data, Q4)

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

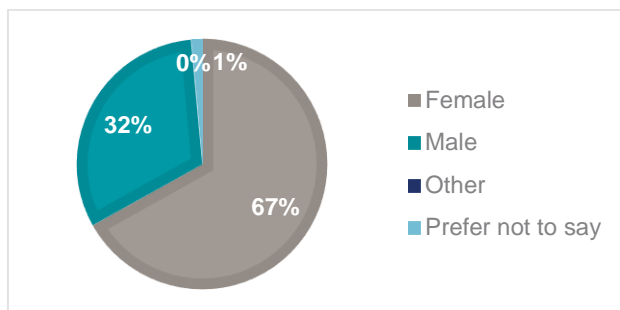


Figure 37: Q1: How do you identify your gender?

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

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

Travel mode and distance

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

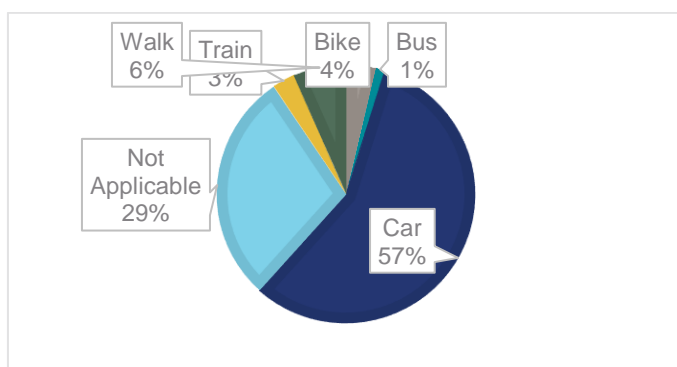


Figure 38: Q5: In the main, how do you currently travel to work?

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

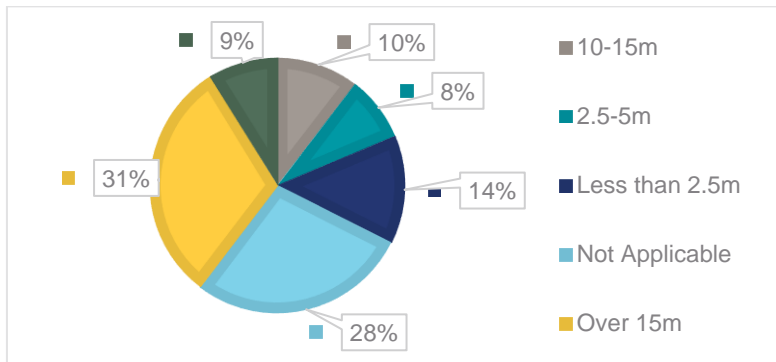


Figure 39: Q6: If applicable, how many miles is it to your main place of employment or college?

Reasons for not traveling actively

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

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

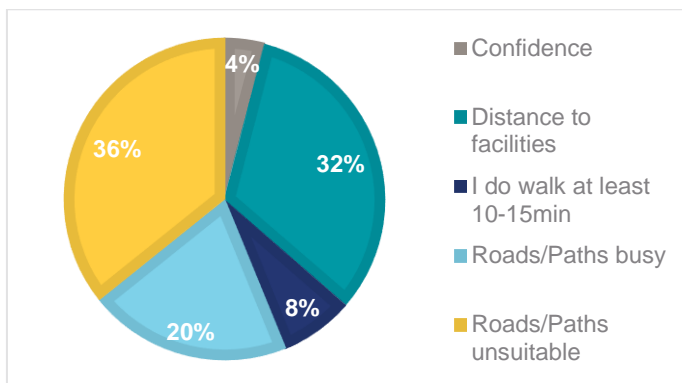


Figure 40: Q11: If you DO NOT WALK at least 10 - 15 minutes to get to a destination for at least twice a week, please specify the reason why.

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

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

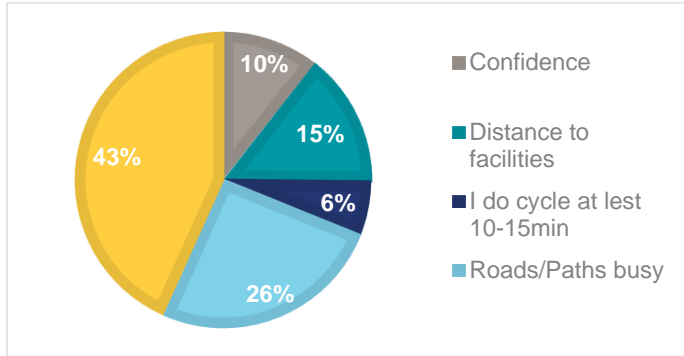


Figure 41: Q11: If you DO NOT CYCLE at least 10 - 15 minutes to get to a destination for at least twice a week, please specify the reason why.

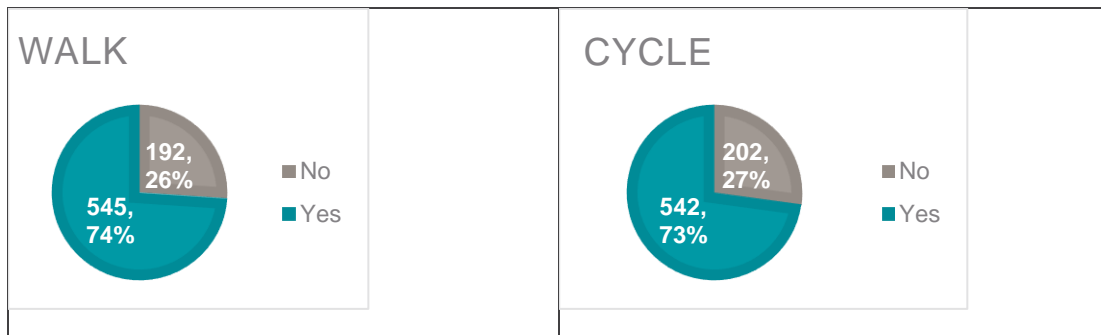
The responses in regards to reasons for NOT CYCLING show a different order:

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

Improvements of routes and facilities

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

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



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

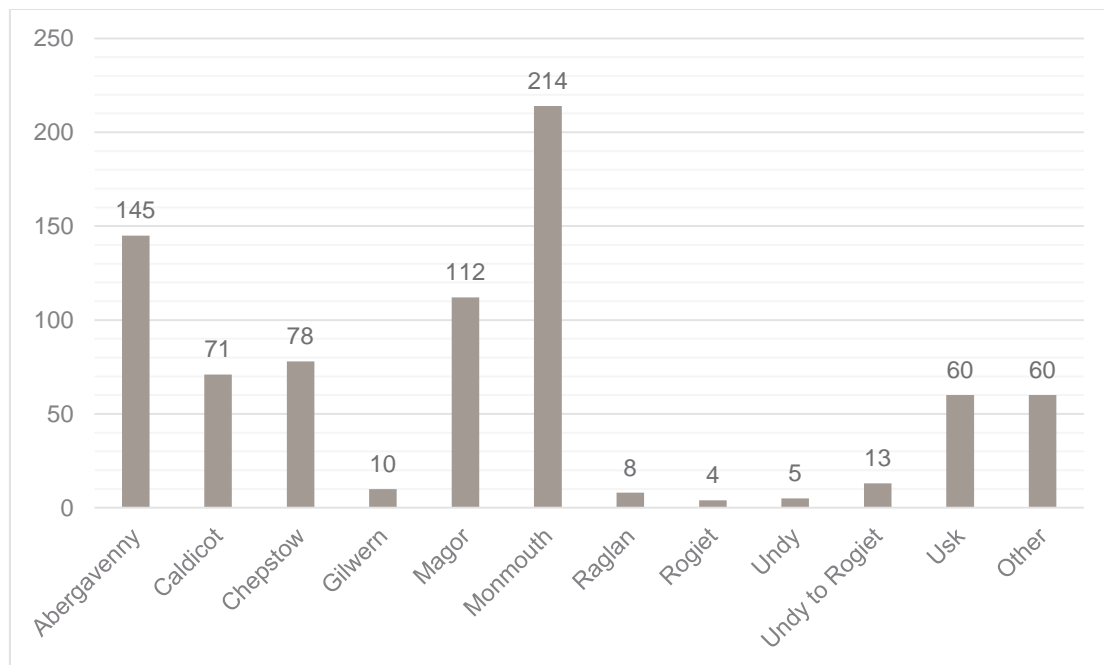


Figure 42: Q14-38: Please name the settlement where you would like to see improvement. .

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

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

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

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

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

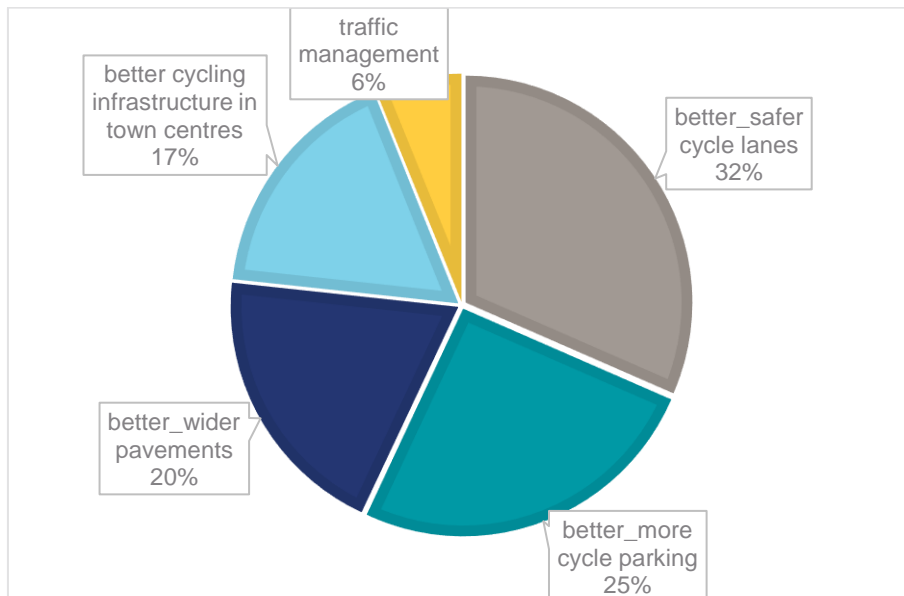


Figure 43: Q43: Are there any facilities you feel need to be improved to encourage others to walk/ cycle more?

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

Adult Surveys: Conclusion

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

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

3.5 Business Survey

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

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

Promotion of traveling actively in businesses

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

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

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

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

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

Feedback on routes and areas

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

The suggestions were relating to walking in 4 cases, to cycling in 6 cases, and 15 comments related to both, walking and cycling.

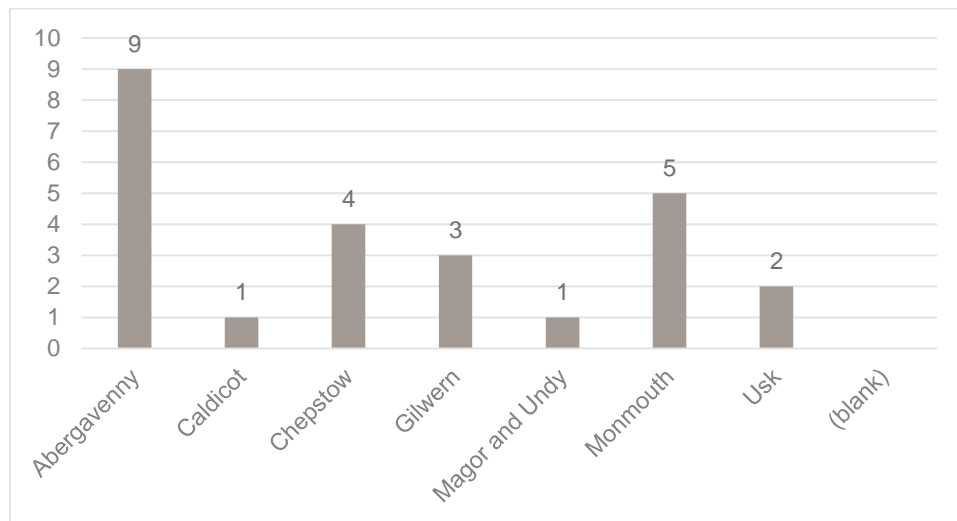


Figure 44: Q15: Please name the settlement where you would like to see improvement.(Count of responses)

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

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

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

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

MCC strategic focus for future funding

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

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

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

Comments on improvements and Active Travel consultation

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

Table 14: Q43: General ideas on facility improvements.

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

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

Table 15: Q43: Location specific suggestions.

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

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

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

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

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

3.6 Easy Read Survey/ Learning Support Assistant

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

Travel mode

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

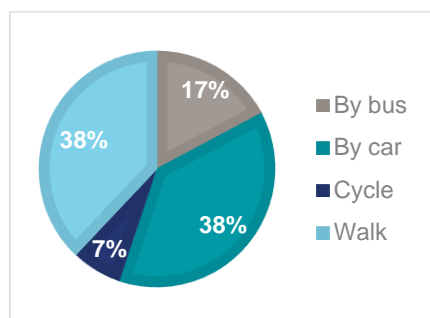


Figure 45: Q6: For most of the time – how do you travel to school/College/Local Hub/Work or the shops?

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

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

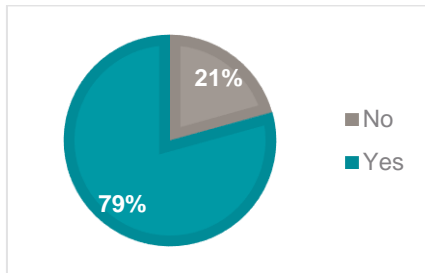


Figure 46: Q19: Would you like to walk, cycle, or scoot to school/College/Local Hub/Work or the shops more often?

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

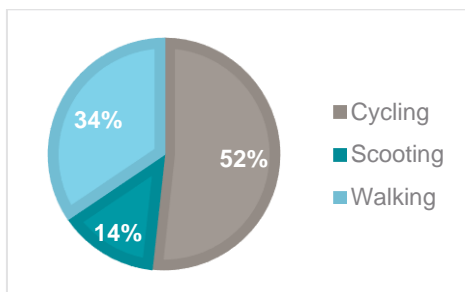


Figure 47: Q9: Think of all the different ways you can travel to school/College/Local Hub/Work or the shops. Out of the three below, which is your favourite?

Safety

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

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

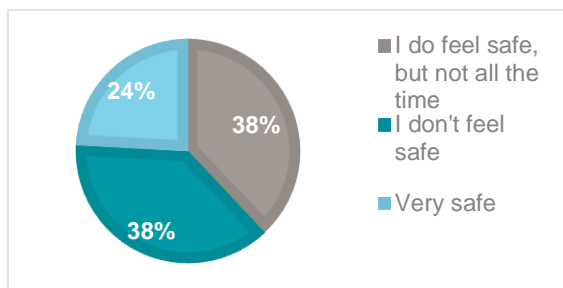


Figure 48: Q11: When you are walking, cycling or scooting to school/College/Local Hub/Work or the shops, do you feel safe?

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

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

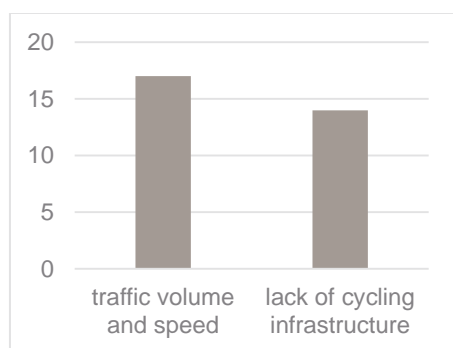


Figure 49: Q12: Please explain why you do or do not feel safe.

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

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

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

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

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

Suggestions for improvements

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

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

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

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

APPENDICES

MCC Active Travel Consultation List

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

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

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

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

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

Public engagement – Survey Questions

Primary Education Survey

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

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

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

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

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

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

Adult Survey

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

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

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

Business Survey

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

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

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

Easy read – Learners Support Assistant Survey

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

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

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

Abergavenny and District Civic Society

Response to MCC Active Travel Consultation 2020

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

Strategy

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

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

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

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

Missing Routes?

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

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

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

Other Comments

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

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

Comments on the Routes

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

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

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

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

A7 – Agreed

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

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

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

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

A14 - Agreed

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

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

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

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

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

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

A22 – Agreed

A23 – Agreed

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

A26 - Agreed

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

P20 – No comment

P21 – What leisure development?

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

P25 – why duplicate A7?

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

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

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

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

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

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

C1, 2 – see accompanying **Plan A**

Existing Route Map

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

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

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

A14 – shared use of footway?

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

DC/240920

Abergavenny Town Council



Abergavenny Town Council

Comments on INM (Integrated Network Map) Consultation October 2020

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

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

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

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

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

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

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

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

Abergavenny Cycle Group

Response to Active Travel Consultation for Abergavenny

October 2020

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

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

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

General comments

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

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

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

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

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

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

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

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

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

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

Top priorities

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

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

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

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

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

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

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

Detailed comments on the ERM and INM routes:

MCC-A1

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

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

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

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

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

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

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

MCC-A2

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

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

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

MCC-A3

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

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

MCC-A5

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

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

MCC-A6

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

MCC-A7

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

MCC-A8

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

MCC A9

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

MCC-A11

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

MCC-A12

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

MCC-A14a +b

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

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

MCC-A16

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

MCC-A19

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

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

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

MCC-A20

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

MCC-A21

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

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

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

MCC-A23

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

MCC-A26

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

MCC - A27

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

Cycling routes missing from INM:

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

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

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

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

Abergavenny Cycle Group
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