

# Active Travel Update – Place Scrutiny 22<sup>nd</sup> May 2025

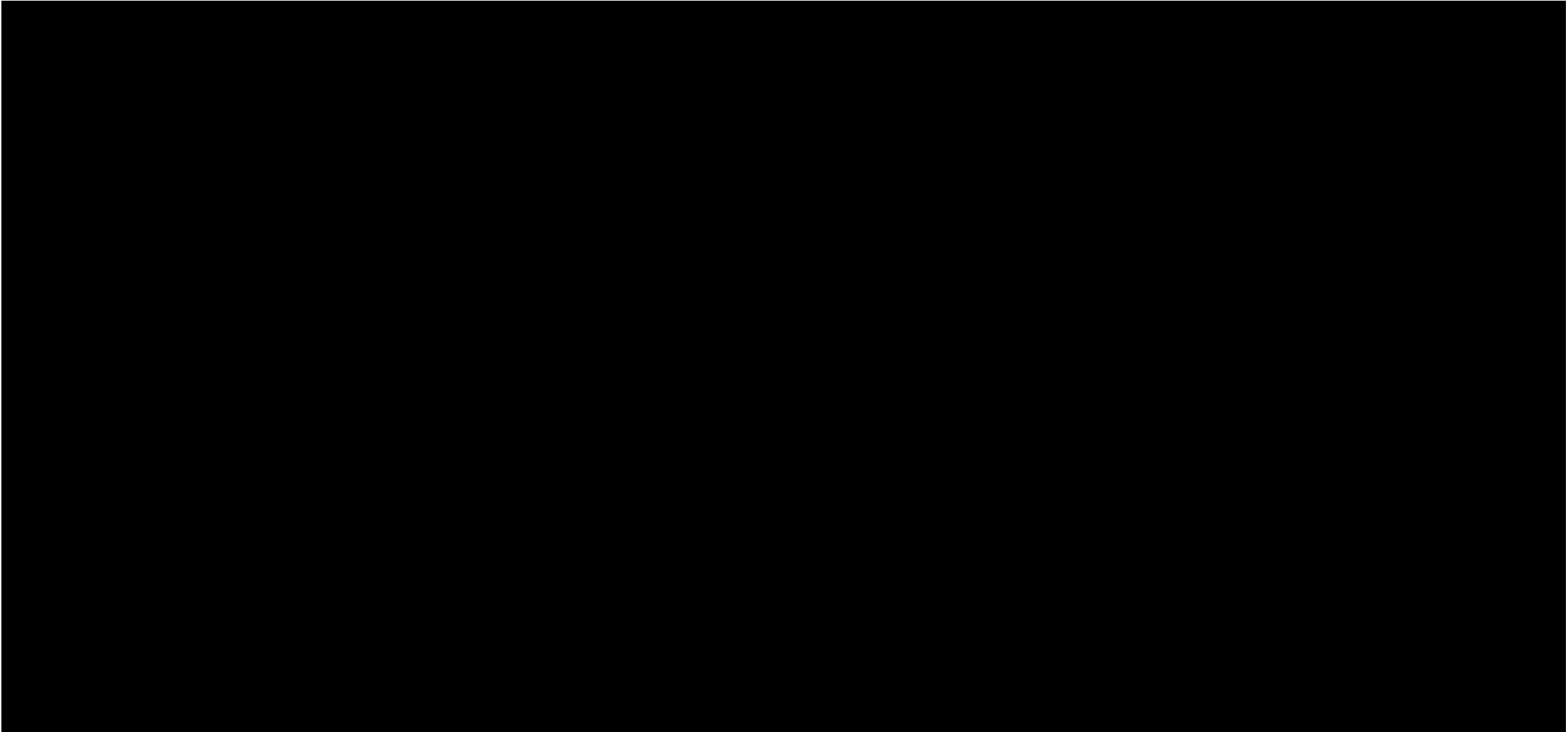
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# Active Travel in Monmouthshire



# Active Travel

Walking or wheeling for purposeful journeys, to key destinations, as a replacement for short car journeys.

## Why Active Travel?

- Statutory duties as per the Active Travel (Wales) Act 2013 legislation
- Helps reduce carbon footprint
- Physical and mental health benefits
- Financial benefits and increasing equality
- Sustainable alternative to motor vehicle transport, not leisure focused.



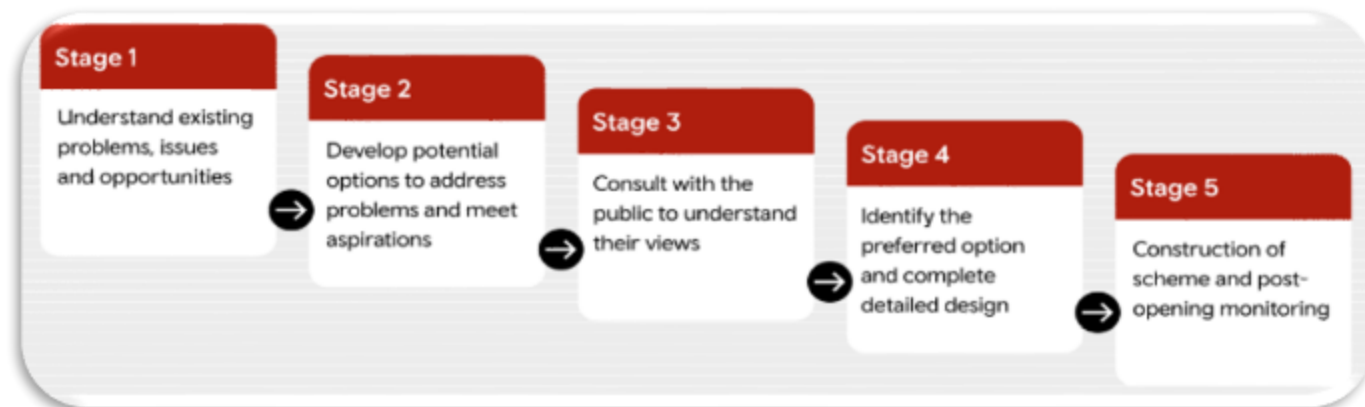
# Active Travel – Strategic Focus

'To develop routes up to 3 miles where the key destinations focus on travel to; **schools, town centres, key employment sites, bus and rail stations**'



# Active Travel – A Whole Authority Approach

- Active Travel was re positioned under Customer, Culture and Wellbeing (MonLife) at the start of 2020.
- Development of a more holistic approach to Active Travel.
- Integration of cross policy working, with national recognition received.
- Active Travel now much more prominent in cross directorate work.
- An increase of projects moving through the WelTAG process:





# Monmouthshire Settlements

There are 7 designated localities identified in Monmouthshire, in accordance with the Active Travel (Wales) 2013 act:

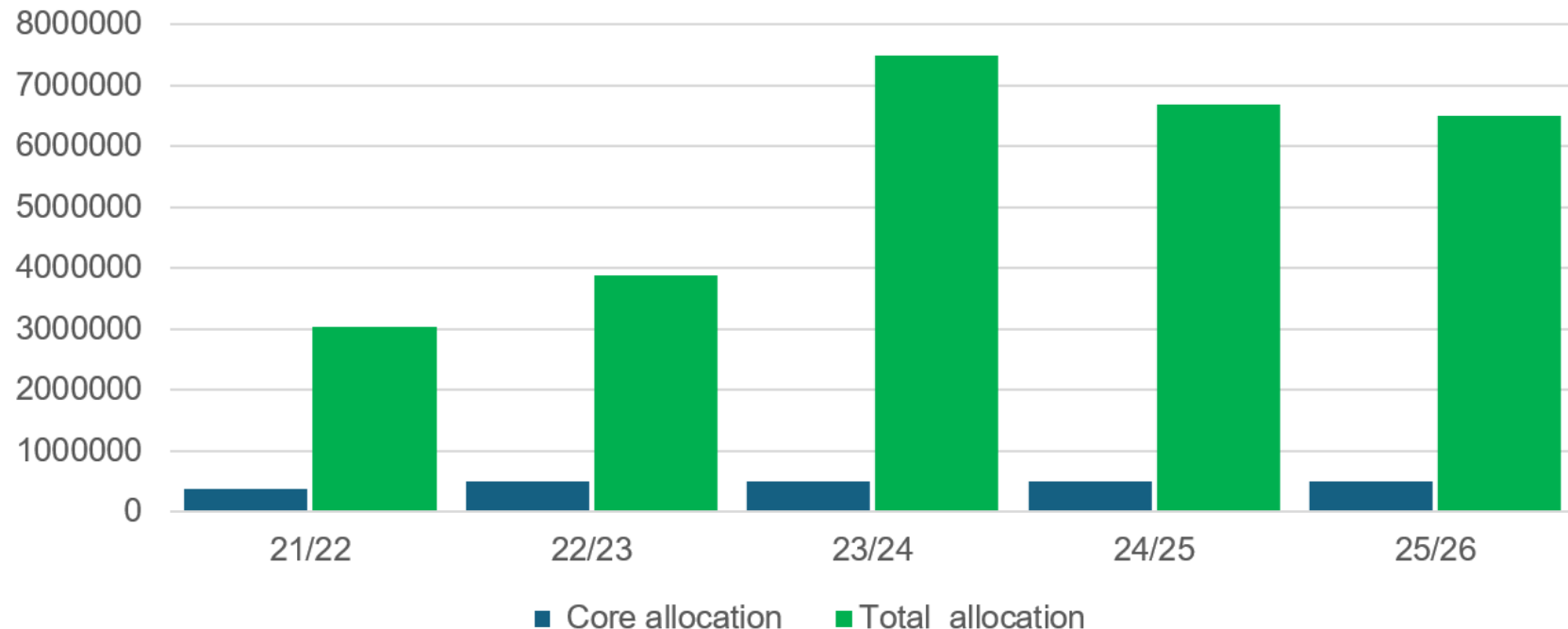
- Abergavenny
- Caldicot
- Chepstow
- Gilwern
- Magor and Undy
- Monmouth
- Usk



# Active Travel Funding

- Annual funding submission to Welsh Government, submitted via Transport for Wales.
- A split of core funding and strategic funding applications.

*Active Travel Fund (ATF) awarded to MCC £ per year*



# 24/25 Active Travel Fund Allocation - Strategic

## **ATF Scheme funding**

- Abergavenny Active Travel Bridge and Links
  - Development of Abergavenny AT bridge and Llanfoist Links
  - Procurement of bridge contractor
- Severnside Spinal route
  - Construction of Woodstock Way AT scheme
  - Scheme development of Caldicot Castle Multi-User Route, CEaLL Phase 2 (Caldicot Mill Lane), STJ Links
- Monmouth Wye Bridge and Links - Scheme development
- Monmouth Kingswood Gate – Construction ready design





# 24/25 Active Travel Fund Allocation - Core

## **ATF Core funding**

- Quick Wins –
  - Scheme Development: Chepstow prep for LUF, routes to school in Usk and Gilwern
  - Dropped kerbs, barrier removal
  - Promotion of behaviour change for modal shift
  - Route monitoring and auditing
- Supporting cross-departmental collaboration with Planning, Public Transport, Highways Development, Road Safety, Countryside Access and Green Infrastructure



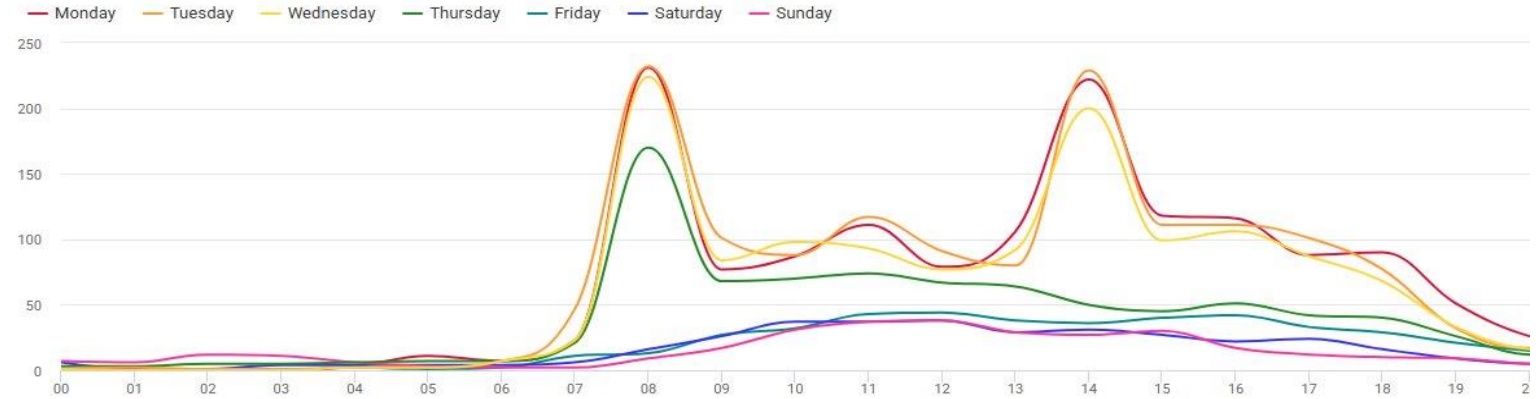
# Examples of Progress



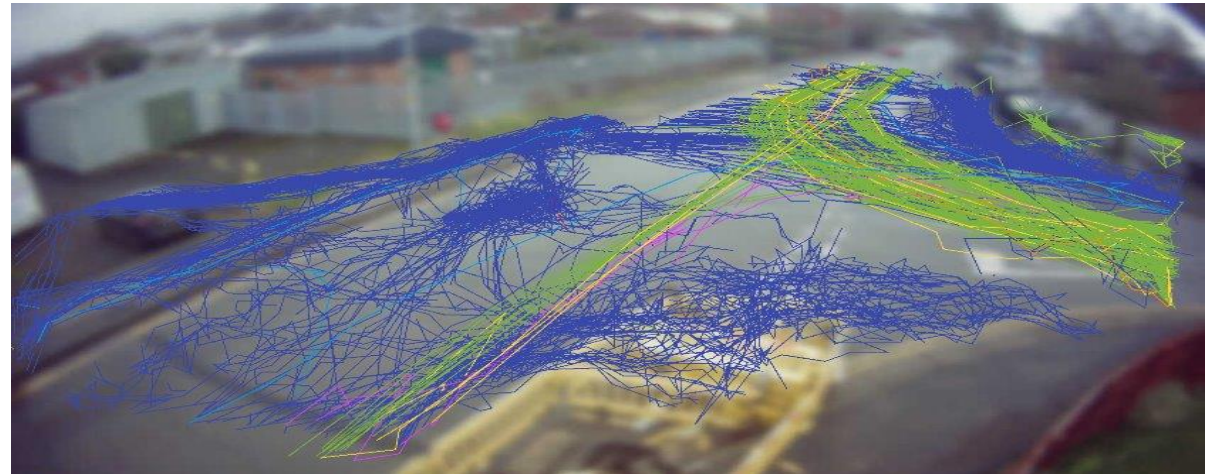
*Barrier Removal  
(Monmouth)*

## Typical Day

Average hourly counts by day of the week



*Monitoring  
and analysis  
of traffic and  
movement  
patterns  
(Caldicot)*





# Examples of Infrastructure



**Strategic Scheme Delivery:** including junction and crossing upgrades, reallocation of space for vulnerable users and the inclusion of sustainable urban drainage. (Monmouth)





# Examples of Infrastructure



*Formalised Desire  
Line (Caldicot)*



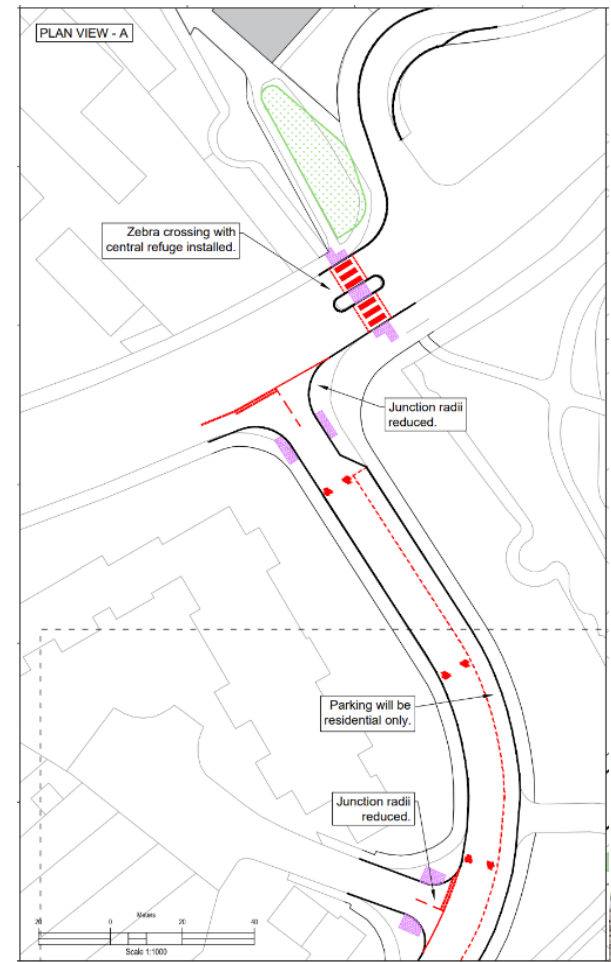
*Active Travel path constructed  
on disused railway  
(Caldicot/Portskewett)*







**Figure 1: Chepstow ATNM (Walking), 2021**



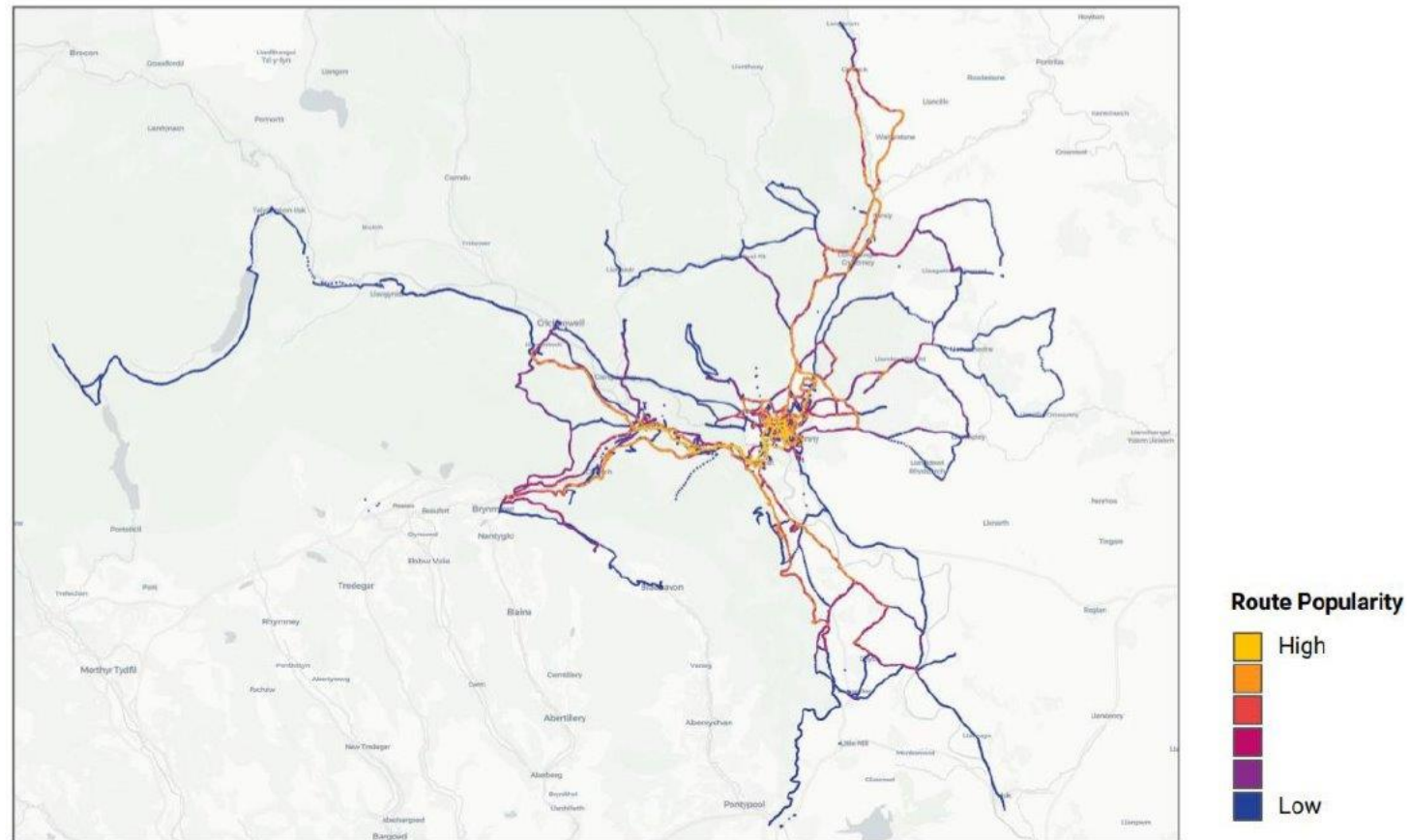
- 
- monmouthshire  
sir fynwy

# E-Move behaviour change initiative 24/25

## E-move Scheme, Abergavenny

Our E-Move project offered the opportunity to loan e-cycle and e-cargo cycles.

*Loaned E-cycle usage  
and routes monitored  
through 'See.Sense'  
tracking*





# E-Move behaviour change initiative 24/25

## Scheme objectives

- Promote and gather evidence on e-cycle usage.
- Enable access to e-cycles to improve accessibility and transport options for all.

## Engagement

- E-cycles were **loaned to 78 individuals**, typically for one month. Additional, longer loans to local organisations.
- **584 trips** recorded
- Average trip distance **5.1km** (3.2 miles)



# E-Move behaviour change initiative 24/25

## Immediate outcomes

- Increased Active Travel
- Reduced Car Usage
- New Journeys
- Improved Mobility

## Medium- to Long-term Outcomes

- **Promotion:** Increased intention to cycle and interest in E-cycle purchase
- **Health & Wellbeing:** majority reported improvements through increased exercise, reduced stress, and enhanced social connectedness
- **Community and Independence:** participants reported better connection with local environment, overcoming health limitations, and spending quality time with family.





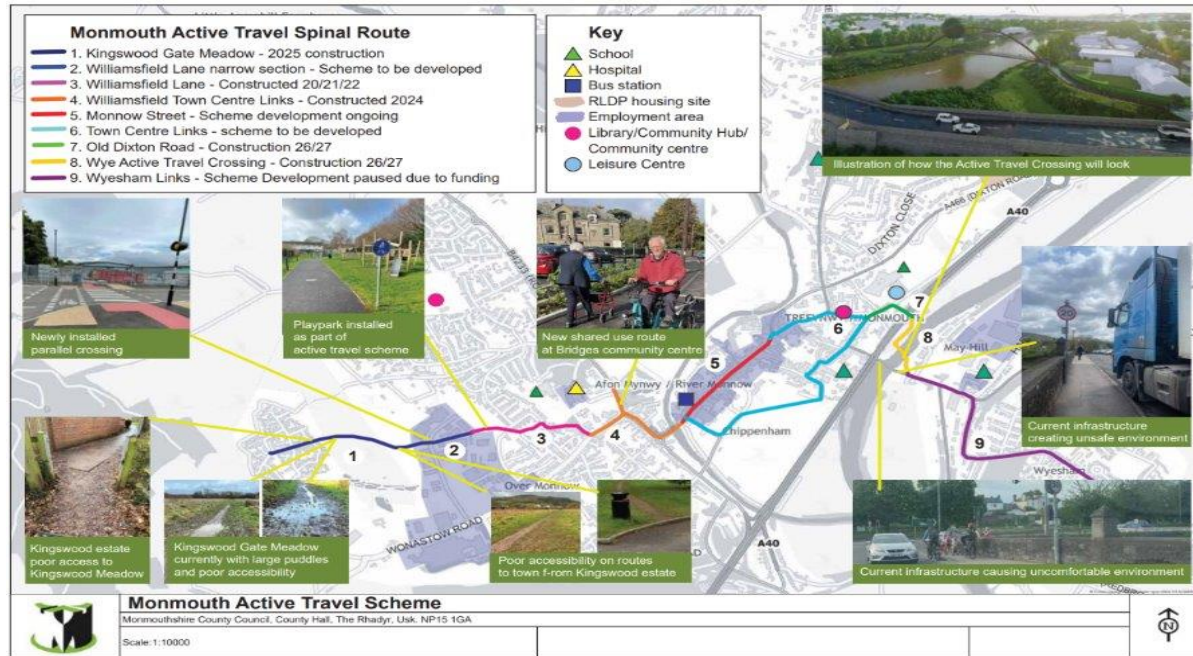
# Williamsfield Lane scheme - Overview

**Phase 1** – Williamsfield Lane, constructed 2021

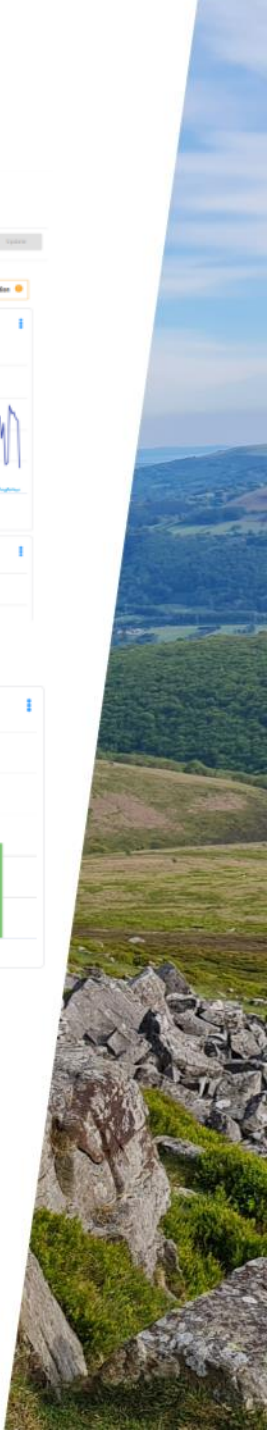
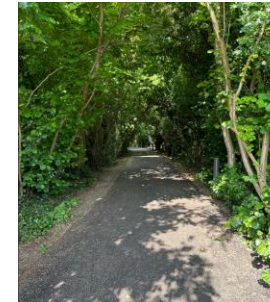
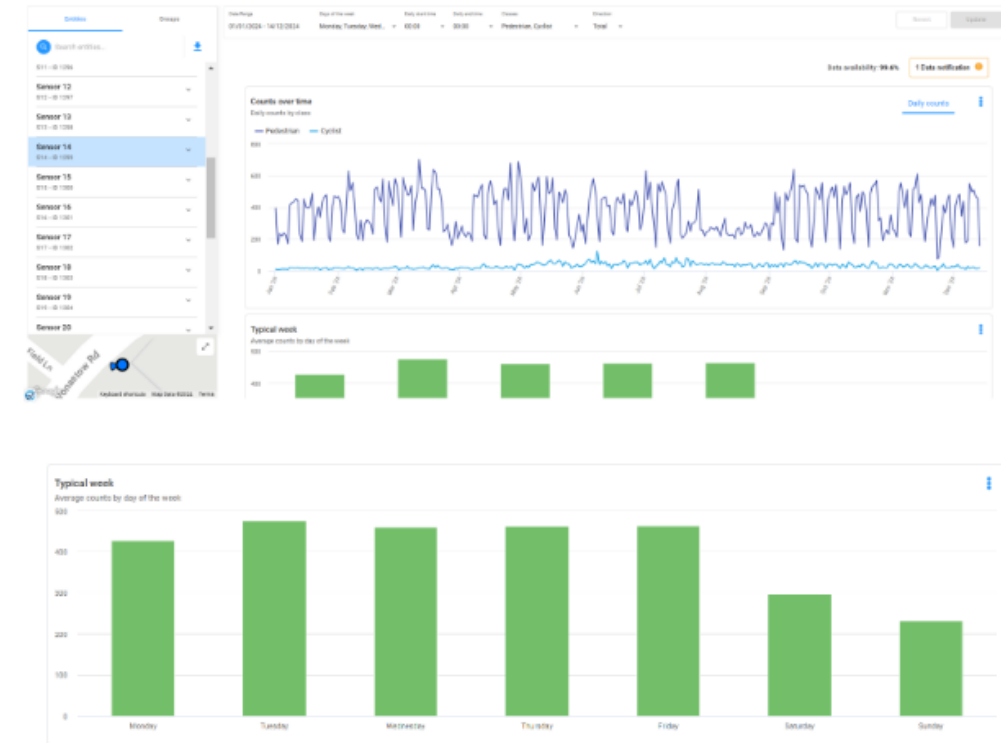
**Phase 2** – Williamsfield town centre links, constructed 2024

**Phase 3** – Kingswood Gate Meadow, planned 2025 construction

**Phase 4** – Williamsfield Lane narrow section

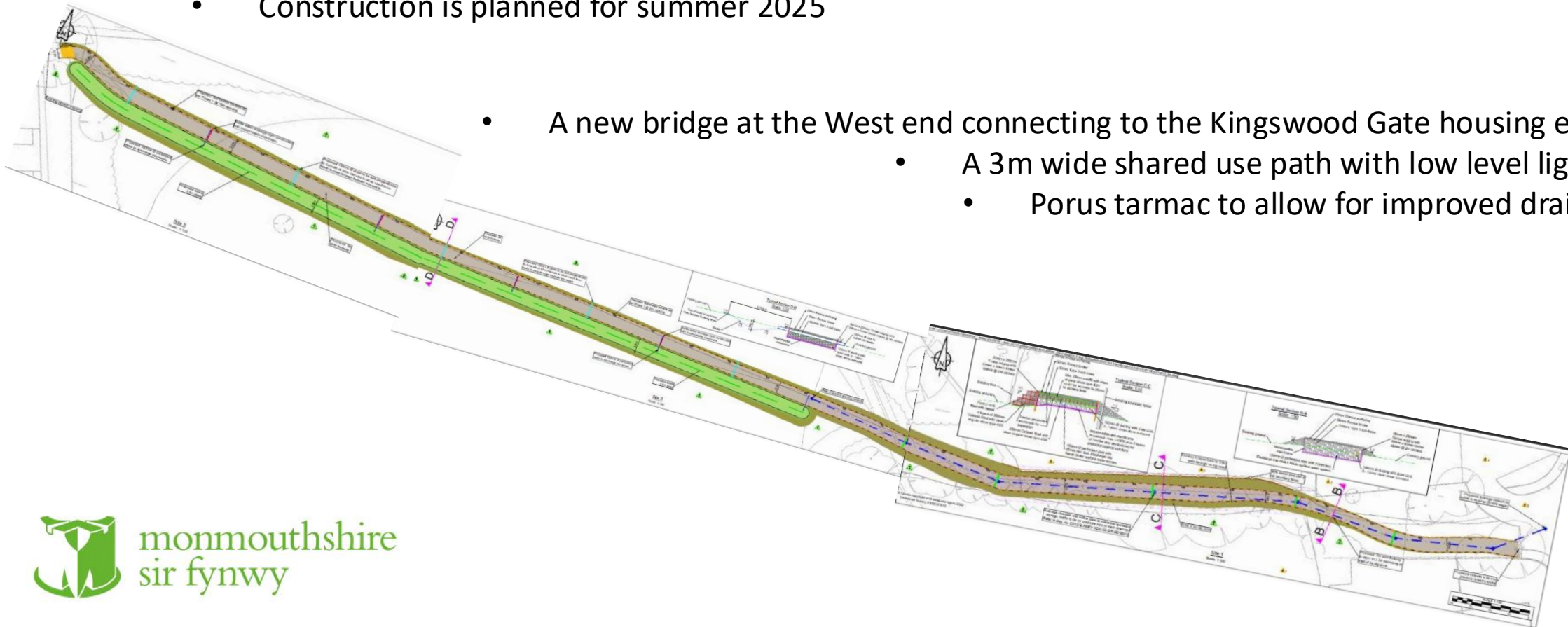


Williamsfield Lane overall usage



# Williamsfield Lane Scheme (Phase 3) 25/26

- A successful bid for the Monmouth Kingswood Gate Link through the Safe Routes In Communities grant (SRiC, previously funded by ATF)
  - £338k granted + £102k S106 Contribution
  - Land agreements are in the final stages
  - Tender pack issued
  - Construction is planned for summer 2025
- A new bridge at the West end connecting to the Kingswood Gate housing estate
    - A 3m wide shared use path with low level lighting
    - Porus tarmac to allow for improved drainage





# 25/26 Active Travel Fund applications

- **One** strategic bid invited (reduced from **four**)
- Competitive process against other LA's across Wales
- Core funding to be used for Construction (60% min.) & scheme development (40% max.)
- Administered by TfW for last year before moving to CJs and delivery through Regional Development Plans
- Must include construction during the financial year
- All risks (land ownership, planning, permissions, etc.) must be mitigated before bid



# 25/26 Monmouthshire Active Travel Fund – Strategic Bid

## Abergavenny - £6m award

- Due to change in funding criteria, Officer and Cabinet decision to progress with the Abergavenny project due to the multiyear nature of the project and its current development position.
- Work to include:
  - Fabrication of bridge deck
  - Llanfoist Links
  - Mobilisation for in River working 2026
  - Castle Meadows





# 25/26 Monmouthshire Active Travel Fund – Core Funding

## **£500k award**

- £210k contribution towards construction of Caldicot Multi User Route
- £140k Scheme development for Monmouth Wye Active Travel Crossing
- £150k county wide quick wins programme, promotional activities and training.



# Road Safety Revenue Interventions

## **£58,500 award**

- Child Pedestrian Training (Kerbcraft) - £43,250
- Active Travel Workshops for u7s - £4,500
- National Standards Cycle Training - £8,000
- Road Safety School Transition Intervention - £750
- Mature Drivers Intervention - £2,000



# Road Safety Revenue Interventions

## Child Pedestrian Training (formally Kerbcraft)

- The **Child Pedestrian Training Programme** is designed to equip young children with essential road safety skills, focusing on how to navigate real-world road environments safely. Aimed at children aged 5 to 7 (typically Years 1 and 2), the programme helps them understand the risks of crossing roads and teaches them how to make safe, informed decisions when walking near traffic.
- Offered to all primary schools in Monmouthshire**
- Delivered in **5-6 week programmes**, tailored to fit within the half-term schedule.



# Road Safety Revenue Interventions

## Active Travel U7 Workshops

- Available to all primary schools in Monmouthshire
- Delivered by a mix of grant-funded staff and volunteers
- Three engaging workshops throughout the academic year, designed to encourage safe and active travel to school

## Workshop Themes:

- Be Bright Be Seen – Promoting visibility and safety when walking or cycling
- Scoot2School – Scooter training focused on safe riding skills.
- Cool Kids Wear Lids – Helmet safety and the importance of protecting your head





# Road Safety Revenue Interventions

## National Standards Cycle Training

- Level 1 (Yard) and Level 2 (On Road) Training are available to primary schools with a proven track record of promoting active travel.
- Level 1 training is conducted on the school grounds, while Level 2 training takes place on the road to provide real-world experience.
- These sessions are delivered by an external provider with expertise in road safety education.
- Additional Level 1 training is offered to all schools through the Road Safety Officer to ensure broad access and support.



# Road Safety Revenue Interventions

## Road Safety School Transition

- The Road Safety School Transition Intervention is currently being delivered to Year 6 pupils as they prepare to transition to comprehensive school. This initiative, led by the Road Safety Team, is designed to equip students with key road safety knowledge, encouraging active and independent travel.



# Road Safety Revenue Interventions

## **Mature Drivers Course**

- Two courses are delivered, one in the North and one in the South of Monmouthshire
- Delivered by the Road Safety Team in collaboration with an external Advanced Driving Instructor (ADI)
- Target audience: Individuals aged 65+ who can book onto the course via promotion through local social groups and social media
- The programme is a combination of classroom discussions and practical sessions with the ADI
- Practical sessions are tailored to each participant's needs, with the ADI facilitating a discussion about specific areas the candidate would like to improve in their driving





# Safe Routes to School

Safer route assessments are undertaken in line with guidance from Welsh Government under the Learner Travel (Wales) Guidance 2014, to ensure that wherever possible pupils have the opportunities to Actively Travel to School and not rely on provided School Transport. Officers examine routes from home addresses to the individual schools to ensure that the exact route a pupil can undertake is fully assessed.

During the last year the distances for the provision of school transport have been changed. This has resulted in over 250 individual assessments needed to be carried out. In some instances, these assessments have been accompanied by the family.

Safer route assessments have resulted in less dependence on school transport and has sometimes used off road footpaths in addition to pavements. The assessments give the opportunity to feed back to Active Travel officers and Highways departments where sections of a route could be improved to help inform future decision making.



# Active Travel School Plans

**21 of the 34 Schools** in Monmouthshire currently have an **Active Travel School Plan (ATSP)** in place, with another 4 schools currently working on their plans.

The purpose of an ATSP is to create a list of actions for a school to commit to which will support Active Travel.

The aim is to inspire students, parents, guardians and staff to walk or wheel to school. This includes the promotion of park and stride schemes to reduce congestion outside of the school gates and reduce dependence on private vehicles. Plans are tailored to the unique needs and vision of each school to create a healthier and more sustainable approach to the daily school run.

Actions that have been carried out in Monmouthshire include providing additional in class education sessions, installing barriers to protect cyclists and scooters as well as developing methods of reducing congestion outside of the school gates via a School Street.



# School Streets

The *School Streets* pilot project is designed to create a safer, cleaner environment outside school gates by reducing traffic congestion during peak times. It supports and encourages active travel and park and stride behaviour among families, contributing to improved safety and air quality.

## Current Status

- The scheme is being trialled using a signage-only approach, without physical enforcement measures.
- Communication and promotion are being carried out via participating schools to inform parents and carers.
- The pilot is now in its first year, and we are actively monitoring the school streets via sensors, and, where possible, asking our Civil Enforcement team to attend the sites to promote the School Street.

## Engagement

- Schools have been encouraged to promote the School Street via promotional videos, poster competitions and other forms of engagement with families and the community.

## Challenges

- Without physical enforcement, compliance depends heavily on voluntary behaviour change.
- Messaging, reach and clarity vary depending on school engagement and parent participation.





# School Streets Pilot

## Impact

**Undy Primary** School, traffic monitoring has shown a significant reduction in vehicle movements on Pennyfarthing Way, the designated School Street:

- Morning closure: A **70.6%** reduction in vehicles compared to pre-intervention data (June 2024).
- Afternoon closure: A **51.3%** reduction in vehicles

**Gilwern Primary** School, traffic monitoring has shown a reduction in vehicle movements on New School Road:

- Morning closure: **56.5%** reduction in vehicles
- Afternoon closure: **68.8%** reduction in vehicles

**Castle Park Primary** School, there has been a reduction in vehicle movements on Llanthony Close:

- Morning closure: **40.9%** reduction in vehicles
- Afternoon closure: **19%** reduction in vehicles



# School Streets Pilot - Next Steps

## **Continue Community Engagement**

- Collect and evaluate feedback from parents, school staff, and local residents to understand perceptions, challenges, and areas for improvement.
- Share key findings with participating schools, local members and stakeholders to maintain transparency and support.

## **Monitor and Evaluate Impact**

- Continue monitoring traffic data at pilot sites to measure long-term changes in vehicle volumes and behaviour.
- Compare additional pre and post intervention data where available.

## **Improve Communication and Visibility**

- Support schools with additional messaging tools (e.g. newsletters, parents evenings)



# Thank you for your time

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