COTSWOLD TRANSPORT PLANNING

Monmouthshire County Council

Proposed Velo Park, Llanfoist,
Abergavenny, Monmouthshire

Transport Statement

November 2020

DOCUMENT REGISTER

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1 Introduction

1.1 Cotswold Transport Planning Ltd (CTP) has been instructed by Monmouthshire County Council (MCC) to prepare a Transport Statement (TS) in support of a planning application for a new Velo Park in Llanfoist, Abergavenny, Monmouthshire.

1.2 Planning permission is sought for the development of a Velo Park comprising a closed road cycling circuit with ancillary storage areas and car parking.

1.3 Pre-application discussions were undertaken with MCC and it was agreed that a TS was the appropriate form of assessment. The pre-application discussions with MCC are contained in **Appendix A**.

1.4 In addition to the TS, an Active Travel Audit (ATA) and Event Management Plan (EMP) have also been produced to support this planning application.

1.5 This TS shall address / review the following key issues, with reference to the size and location of the development proposal:

i) Review of the site composition, location and local highway network;
ii) Analysis of local highway safety data for the most recent three-year period available;
iii) Accessibility critique identifying the proximity of local services and amenities, plus any infrastructure available to promote travel by sustainable means;
iv) Description of the development proposals and justification for access arrangements and parking provision;
v) Review of the forecast trip attraction of the development proposal; and
vi) Review and justification of the parking provision.

1.6 The TS concludes that the proposed development, in highway and transportation terms, is acceptable and there are no highway and transportation reasons that should prevent MCC from recommending approval of this planning application.

2 The Site and Adjacent Highway Network

Site Location and Composition

2.1 The application site is located in the village of Llanfoist off Iberis Road and the Llanfoist Household Waste and Recycling Centre (LHWRC) Access Road.

2.2 It is bound to the north by the LHWRC Access Road, to the west by the McDonald's and the termination of Iberis Road and Foxhunters Care Community, to the south by undeveloped land, and to the east by LHWRC and undeveloped land.

2.3 The wider area is characterised by the commercial development (i.e. Mahmilad Park Estate) and residential development to its east / northeast and the Heads of Valley Road (A465) to its south.

2.4 The site comprises a parcel of undeveloped land which is approximately 6.5 hectares in area and benefits from an existing field gate access, which is served from the LHWRC Access Road.

2.5 The site and its relationship with immediate adjoining areas is illustrated in the Site Location Plan provided in **Appendix B**.

Local Highway Network

Public Rights of Way

2.6 There are two Public Rights of Way (PROW), 363/71/1 (71) and 363/75/1 (75) which cross the application site.

2.7 Footpath 71 crosses the site from the south-eastern corner of the site to the north-west of the site, to the south of Hunters Care Community.

2.8 Footpath 75 crosses the southern part of the site from its south-eastern corner to the south-west of the site.

2.9 Both of above-detailed footpaths shall be subject to a post-planning footpath diversion order.

2.10 To the west of the application site Footpath 363/73/1 (73) links between Footpath 71 and 75, from the rear of Llanfoist Fawr Primary School through a wooded area and new housing development. The route comprises a relatively steep gradient and is currently inaccessible due to overgrown vegetation through the wooded area.

2.11 A map illustrating the extent of the PROW network within the vicinity of the application site is provided in **Appendix C**.

2.12 There is an existing footpath order, which is awaiting certification, for Footpath 71 and Footpath 73. The order will see Footpath 71 slightly amended from the application site's boundary, to the rear of Foxhunters Car Community and other developments off Iberis Road. Footpath 73 is sought to be redirected to account for further residential development.

LHWRC Access Road

2.13 The LHWRC Access Road forms the northern arm of its roundabout junction with Iberis Road. It has a general southwest to northeast alignment, an approximate width of 7m and is subject to a 30mph speed limit. There are no footways on the LHWRC Access Road.

2.14 A queue survey was undertaken by 360TSL, an independent traffic surveyor, to assess queuing from the LHWRC onto the Access Road. The survey was undertaken during term time on Sunday 23rd February 2020 between the hours of 10:00 and 15:00.

2.15 The survey demonstrated a maximum of seven vehicles queuing to access the LHWRC between 13:05 and 13:10. It should be noted that no vehicles arriving or departing LHWRC were observed to queue past or block the location of the proposed site access.

2.16 The full results of the survey are contained in **Appendix D**.

Iberis Road

2.17 Iberis Road is a single carriageway road that forms the western arm of its roundabout junction with the LHWRC Access Road and the eastern arm of its roundabout junction with Ffordd Sain Ffwyst. It has a west to east alignment, an approximate width of 7m and is subject to a 30mph speed limit.

2.18 Iberis Road benefits from 2m wide illuminated footways on both sides of the carriageway, with dropped kerb crossings and tactile paving at all adjoining junctions. The only exception is the McDonalds access which does not have dropped kerbs and the access to the Foxhunters Care Community which has a dropped kerb at its junction.

LHWRC Access Road / Iberis Road Roundabout Junction

2.19 The LHWRC Access Road / Iberis Road roundabout junction is a four-arm roundabout with Iberis Road forming the western and eastern arms, LHWRC Access Road forming the northern arm and the southern arm currently comprises a stub arm. The eastern arm provides access to McDonalds and the Foxhunters Car Community. The western arm provides access to Ffordd Sain Ffwyst and leads to Merthyr Road (B4246 / A4143) and the A465 Head of the Valleys Road.

2.20 To establish existing traffic flows a Manual Count (MC) and queue survey was undertaken at the LHWRC Access Road / Iberis Road Roundabout Junction by 360TSL, an independent traffic surveyor. The MC was undertaken during term time, on Sunday 23rd February 2020 between the hours of 10:00 and 15:00, the forecast peak operating day and hours of the proposed development.

2.21 The MC survey recorded a maximum of 477 vehicles using the LHWRC Access Road / Iberis Road roundabout junction between 12:45 and 13:45, the busiest surveyed hour, which equates to approximately eight vehicle movements each minute.

2.22 In relation to the queue length surveys of the MC, a maximum of two vehicles were observed to queue at any given period on the LHWRC Access Road approach to the roundabout. Therefore, throughout the duration of the survey period, the LHWRC Access Road / Iberis Road roundabout junction generally facilitated free-flowing traffic conditions.

2.23 The full results of the survey are contained in **Appendix D**.

Ffordd Sain Ffwyst

2.24 Ffordd Sain Ffwyst is a single carriageway road which forms the northern and southern arms of its roundabout junction with Iberis Road with the northern arm leading to the roundabout junction with Merthyr Road. It has an approximate width of 7m and is subject to a 30mph speed limit. It benefits from illuminated, 2m wide footways on both sides of the carriageway with dropped kerb crossings and associated tactile crossings at adjoining junctions.

Merthyr Road (B4246 / A4143)

2.25 Merthyr Road (B4246 / A4143) is a local distributor road which forms the northern and southern arms of its roundabout junction with Ffordd Sain Ffwyst and Heads of the Valleys Road (A465) westbound slip. It generally has a north to south alignment, an approximate width which ranges between 7m and 8m, and is subject to a 30mph speed limit. In the vicinity of the site, it benefits from footways on both sides of the carriageway with dropped kerb crossings and associated tactile crossings at adjoining junctions.

Heads of the Valleys Road (A465)

2.26 The Heads of Valleys Road (A465) is a dual carriageway road which is situated beyond the northern boundary of the site. It has a southeast to northwest alignment and is subject to the national speed limit. It is a trunk road managed and maintained by the South Wales Trunk Road Agent (SWTRA) on behalf of the Welsh Government (WG).

Local Highway Safety

Introduction

2.27 For the purpose of this assessment, the CrashMap Road Safety database has been reviewed for the three-year review period up until June 2019. This was to determine the number of Personal Injury Collisions (PICs) that have occurred within the vicinity of the application site on the local highway network.

2.28 An extract from the CrashMap database is provided in **Appendix E**.

Review

2.29 A review of PICs on the local highway network confirms that two have occurred within the most recent three-year period, which equates to an average of one PIC occurring each year.

2.30 The first PIC occurred at the roundabout junction between Iberis Road and the Llanfoist Household Recycling Centre Access Road on Wednesday 15th March 2017. The incident involved two vehicles and resulted in two casualties who sustained slight injuries.

2.31 The second PIC occurred on the north-westbound carriageway of the Heads of the Valleys Road (A465) on Friday 25th May 2018. The incident involved three vehicles and resulted in two casualties who sustained slight injuries.

Analysis

2.32 Examination of the location of the PICs indicates there is no specific clustering, and thus there is no area that raises concerns to CTP in connection with future development traffic. Furthermore, given the number of collisions recorded, in relation to the context of the local highway network (i.e. typical daily vehicle flows and speeds), this is as expected.

Summary

2.33 It is considered that a record of only two PICs over a three-year period is commensurate with this type of highway. CTP's assessment is that there are no existing highway safety patterns or concerns within the vicinity of the site, and with the low level of traffic attraction resulting from the development (further detail in **Section 5**), this is expected to continue.

3 Site Accessibility and Opportunities for Sustainable Travel

Introduction

3.1 In order to ensure that the proposed development can operate sustainably as possible, in terms of minimising the number of single occupancy car journeys associated with the application site, it is important to identify what local services, amenities and facilities are within acceptable walking and cycling distances for use by all users of the a road cycling circuit.

3.2 It should be noted that although the majority of users shall most likely arrive and depart the site via car, users can and are encouraged to access the site via sustainable means of transport (i.e. walking, cycling or public transport), particularly those who reside in the local area. In addition, users making trips linked trips from the road cycling circuit during training sessions or events have services and amenities available within a reasonable walking cycle distance.

Proximity to Local Services and Amenities

3.3 The application site benefits from being in proximity to a range of services which are predominantly located within the confines of the nearby mixed-use commercial development.

3.4 For robustness, distances and journey times have been measured to/from the centre of the application site, and calculated via two methods; firstly, in accordance with Institution of Highways and Transportation (IHT) and 'Road Bike' (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s) respectively; and secondly, via Google Maps (GM), which estimates such journeys whilst additionally accounting for the gradient of the route.

3.5 **Table 3.1** provides details of the services and amenities that may be accessed from the application site via walking or cycling.

Service / Amenity	Approx. Distance	Approx. Walking Time		Approx. Cycling Time	
		IHT	GM	RB	GM
McDonalds	300m	4 mins	3 mins	1 min	1 min
Brewers Fayre – Abergavenny	420m	5 mins	4 mins	2 mins	2 mins
Premier Inn – Abergavenny	460m	5 mins	4 mins	2 mins	2 mins
Costa Coffee	470m	5 mins	4 mins	2 mins	2 mins
Public Bus Stops	650m	8 mins	3 mins	8 mins	3 mins
Waitrose Supermarket	1.2km	14 mins	14 mins	5 mins	5 mins
Llanfoist Fawr Primary School	1.2km	14 mins	14 mins	5 mins	5 mins
Abergavenny High Street	2km	24 mins	24 mins	8 mins	8 mins
Abergavenny Bus Station	2.3km	27 mins	29 mins	10 mins	9 mins
Abergavenny Railway Station	2.9km	35 mins	34 mins	12 mins	10 mins

Table 3.1: Summary of distances and journey times from the application site.

3.6 **Table 3.1** confirms the application site benefits from being within a reasonable walking and cycling distance to a range of service and amenities.

3.7 Users of the road cycling circuit have the opportunity to access services and amenities such as, eat in / take away food / drink opportunities within an approximate five minute walk or two minute cycle, in addition to a supermarket within a 15 minute walk or five minute cycle. This reduces the likelihood of users to travel long distances offsite by less sustainable modes of transport to access food and drink amenities during training sessions or events.

3.8 Llanfoist Fawr Primary School is within a 14 minute walk or cycle 5 minute cycle and therefore is ideally located to serve the application site as an overspill parking location during regional and national events (more detail provided in **Section 4**).

3.9 The nearest public transport links (public bus stops) are an approximate eight minute walk or three minute cycle from the application site and therefore provides an opportunity for people living in the local area - but beyond acceptable walking or cycling distances (detailed later in this section) - to access the site via sustainable modes of transport.

3.10 In addition to the above, Abergavenny High Street, Bus Station and Railway Station are all located within a 35 minute walk and a 12 minute cycle and therefore provide an opportunity for users of the cycling circuit travelling from further afield to Abergavenny / Llanfoist by sustainable modes to the site.

Walking and cycling

3.11 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (around 800m). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

3.12 The National Travel Survey for Wales (2018 to 2019) states that approximately 42% of respondents undertake a ten-minute walk either several times a week or every day, which equates to an approximate 800m walking distance.

3.13 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under 5km (20 minutes) and trips of 30 to 40 minutes are considered acceptable for commuting purposes.

3.14 The Local Transport Note 2/08: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 1.5.1:

> 'Many utility cycle journeys are under three miles (4.8km) although, for commuter journeys, a trip distance of over five miles (8km) is not uncommon.'

3.15 The majority of the local amenities detailed in **Table 3.1** are approximately within 2km of the site, which presents the opportunity for residents to walk and cycle to these to / from the application site. However, it should be noted that although there is no formal cycling infrastructure within the local area, given the nature, geometry and relatively low traffic flows of the local highway network (A465 excepted), it is considered suitable, particularly for experienced cyclists, to cycle along the carriageway.

Existing Infrastructure

3.16 The application site benefits from an existing access in the form of a gated field entrance off the LHWRC Access Road. In addition, there are two footpath links across the application site, as described in **Section 2**.

3.17 The existing infrastructure in the vicinity of the application site is unadopted with the LHWRC Access Road privately owned by MCC and Iberis Road and Ffordd Sain Fwyst privately owned and the responsibility of Persimmon Homes. A Section 38 agreement is in place for Iberis Road (the commercial estate road) but not for Ffordd Sain Fwyst.

3.18 A copy of the highway adoption records and correspondence with MCC Development Control is contained in **Appendix F**.

LHWRC Access Road

3.19 The LHWRC Access Road is a shared surface for all road users with no dedicated pedestrian or cycling facilities between the application site and its roundabout junction with Iberis Road. It does not benefit from street lighting.

Iberis Road / Ffordd Sain Ffwyst / Merthyr Road (B4246)

3.20 Iberis Road, Ffordd Sain Ffwyst and Merthyr Road (B4246) all benefit from illuminated footways with a minimum width of 2m on both sides of the carriageway. Furthermore, all roads benefit from controlled and uncontrolled crossing points.

Active Travel Audit

3.21 Further to the above, CTP has undertaken an ATA, which has assessed the walking and cycling routes between the application site and local services, amenities and residential areas. As part of the ATA, the local highway network, including the infrastructure summarised above, has been audited with reference to the following criteria:

i) Comfort;
ii) Attractiveness;
iii) Accessibility;
iv) Directness; and
v) Safety.

3.22 The ATA is provided as **Appendix G** of this report.

Public Transport Provision

Bus

3.23 The closest bus stops, as per **Table 3.1**, are located approximately 650m west of the application site on Merthyr Road (B4246). It is envisaged that these services shall provide users of the Velo Park, particularly staff and spectators, the opportunity to arrive

/ depart the site via a sustainable mode of transport in the event their journey is beyond an acceptable walking or cycling distance.

3.24 The 'Briardene, Llanfoist' south-westbound bus stop comprises sheltered seating, flag and pole and printed timetable information. The 'Briardene, Llanfoist' north-eastbound bus stop comprises a hardstanding area, flag and pole and printed timetable information.

3.25 Both bus stops offer regular services between Llanfoist, Abergavenny town centre and other additional services and amenities from Monday to Saturday and coincide with the anticipated start of weekday training / event times (detailed in **Section 4** and **5**).

3.26 In addition to the above, Abergavenny Bus Station is located approximately 2.3km northeast of the application site, to the southeast of Abergavenny town centre. The station provides access to a range of local and regional services that include the 'X3', 'X4', '43 / X43', and '85', which offer regular services to and from Hereford, Cardiff, Brecon and Monmouth, respectively.

Rail

3.27 Abergavenny Rail Station is located approximately 2.9km northeast of the application site, also to the southeast of Abergavenny town centre. In combination with the previously detailed bus services, it is envisaged that the station shall provide staff, spectators and competitors who reside outside of Abergavenny the opportunity to arrive / depart the site via a sustainable mode of transport in the event they do not have access to a private car / van.

3.28 The station benefits from two platforms in addition to a range of services and facilities, which include a staff ticket / information office, café, accessible toilets / baby changing areas, waiting rooms, secure cycle parking lockers, and wheelchair access. Abergavenny Rail Station provides access to a range of regional destinations such as Cardiff Central, Holyhead, Manchester Piccadilly, Milford Haven, Shrewsbury, and Swansea.

Summary

3.29 The application site benefits from being in proximity to multiple services and amenities, including a reasonable level of bus services providing the opportunities for users to travel by modes other than car. However, given the proposed function of the site, it is inevitable that car journeys will be made, although, the local services and amenities site should reduce the number of additional trips by vehicles during training sessions or events.

4 Development Proposals

Planning Application

4.1 Planning permission is sought for the development of a Velo Park comprising a closed road cycling circuit c.1km length, with ancillary storage areas and car parking.

4.2 The proposed site layout plan is included in **Appendix H**.

Typical Operational Periods

4.3 Club training sessions for multiple groups and abilities, in addition to educational sessions / programmes associated with nearby schools, shall take place during weekday evenings. Whilst further training sessions for all levels and abilities shall also take place during weekends. Typically, sessions / programmes shall commence at c.18:30 during the week, c.10:00 at weekends and will last for approximately two hours.

Regional / National Events

4.4 In addition to regular training sessions and events, the Velo Park shall occasionally host regional and national road cycling and cyclocross events. These larger scale events are envisaged to take place between 10:00 and 16:00 on weekends and shall be associated with an increased number of competitors and spectators (detailed in **Section 5**), which shall also result in an increased parking demand. In order to accommodate this demand, off-site parking arrangements have been proposed should they be required (detailed in **Section 6**).

4.5 Further detail in relation to the operation and management of regional and national events is provided in the EMP provided in **Appendix I**.

Site Access Arrangements

Pedestrian / Cyclist Access

4.6 Pedestrian / cyclist access to the application site shall be gained from an extension of the existing footway provision off the eastern arm of the LHWRC Access Road / Iberis Road Roundabout Junction, which shall comprise a 3m wide footpath / cyclepath.

4.7 In addition, pedestrians will be able to access the application site via Footpath 71 and Footpath 75, which shall enable competitors, staff, and visitors utilising the off-site car parking provision for occasional use (detailed further in **Section 6**) to access the Velo Park via a traffic-free route to the site.

4.8 Furthermore, during National Events, pedestrians parking in the overflow parking area in the field adjacent to the site (detailed further in **Section 6**) shall follow a route through the field and then walk along the southern side of the LHRWC Access Road for a short distance and utilise the main vehicle access to the site. Further detail on this arrangement shall be provided in the EMP in **Appendix I**.

Vehicular Access

4.9 Vehicular access to the site will entail upgrading the existing access junction with LHWRC Access Road. The site access shall comprise an uncontrolled priority junction. The junction shall consist of a 5.5m wide carriageway with 6m radii and will be and constructed in accordance with MCC guidance / requirements.

4.10 A visibility splay to the left of 2.4m x 25m in accordance with a design speed of 20mph and to the right of 2.4m x 17m commensurate to a 15mph design speed. This is considered appropriate given the proximity to the LHWRC access.

4.11 A drawing demonstrating the proposed access arrangements and visibility splays are contained in **Appendix J**.

Access Swept Paths

4.12 Swept-path analysis has been undertaken and demonstrates that two-way movement between small vans - typical in size to that which transport bicycles - can be achieved, whilst access for a fire appliance can be achieved at the site access.

4.13 All associated vehicles are able to access and egress in a forward gear and perform all necessary manoeuvres, whilst ensuring appropriate inter-visibility is achievable where necessary.

4.14 The swept-path analysis of the proposed site access is provided in **Appendix J**.

Internal Layout

4.15 The internal access road / parking aisles shall be 5.5m in width, with an asphalt concrete finish, suitable to accommodate two-way vehicle movement.

4.16 Swept path analysis of the internal layout has been undertaken and demonstrates that large cars / vans are able to pass each other along the internal access road, perform necessary manoeuvres and access / egress the application site in a forward gear. Furthermore, a fire appliance is also able to access and egress the application site in a forward gear, in addition to performing all necessary internal manoeuvres.

4.17 The swept path analysis of the internal layout is provided in **Appendix J**.

Parking

Parking Provision

4.18 The development proposal shall comprise a total of 80 parking spaces. Ten parking spaces shall be reserved for disabled users, whilst 11 of the spaces shall be larger to allow for the parking of van conversions, which are vehicles that are popular with road cycling. The parking spaces shall comprise a cellular gravel surfacing.

4.19 A parking accumulation assessment, set out in **Section 6**, has been undertaken to assess the estimated parking requirements.

4.20 In addition to the above, additional off-site parking shall be provided should demand associated with larger scale / occasional events not be accommodated on-site. Further detail of the parking arrangements is provided in **Section 6** and the EMP provided in **Appendix I**.

Cycle Parking

4.21 A total of 16 Sheffield shall be provided on-site which equates to a total of 32 cycle spaces.

Summary

4.22 It is considered that the access arrangements for the application site from the public highway and the internal layout are suitable to accommodate the development traffic. The suitability of the proposed parking provision is detailed in **Section 6**, whilst an appropriate amount of secure cycle parking shall also be provided. Overall, the access and internal layout of the application site is considered to be safe and suitable for all users.

5 Forecast Trip Attraction and Impact Assessment

Introduction

5.1 A first principles approach has been taken in order to derive a bespoke forecast trip attraction for the proposed development, which is set out in this section. In order to forecast the trip attraction for the proposed development, a 'donor' site was selected. The Odd Down Sports Centre, Bath was selected as it shared similar characteristics to the proposed application site.

5.2 The Odd Down Sports Centre provides several facilities including a 1.5km road cycling circuit. Similar to the application site, it is located in a suburban location with good vehicle connections via A roads (A367 and A3062). The road cycling circuit is open to the general public, and hosts cycling club training, local and regional events throughout the year.

5.3 In addition, the Odd Down Cycling Circuit hosts weekend cycling training sessions, and regional events year-round, which is similar to the proposed use of the application site.

5.4 As well as the road cycling circuit, the Odd Down Sports Centre also has:

i) a 3G Astro Turf Pitch, which is used for small sided and 11 a-side football as well as rugby matches;
ii) Grass pitches utilised for various sports;
iii) An off-road BMX cycle circuit;
iv) Café;
v) Community Rooms; and
vi) Changing Rooms.

Odd Down Road Cycle Circuit Multi-Modal Survey

5.5 In order to establish the trip attraction associated with the road cycling circuit at the Odd Down Sports Centre, a multi-modal traffic survey was undertaken by 360 TSL an independent traffic surveyor.

5.6 The Odd Down road cycling circuit hosts the Odd Down Winter Series, a regional event which had nine rounds each taking place on a Saturday between 12:00 and 16:00. The first round took place on the 7th December 2019 and the last on the 22nd February 2020.

5.7 In addition to the above, the cycling circuit hosts a youth club training session on Saturdays between 09:00 and 12:00.

5.8 The multi-modal traffic survey was undertaken on Saturday 22nd February 2020, the final round of the Winter Series, between 08:30 and 17:00. The surveys took account of both the cycling club training session (09:00 – 12:00) and the regional event (12:00 – 16:00).

5.9 The attendance of the Winter Series varied based on round. On average, there were 77 competitors, with the most attending Round 5 (96 competitors), with the fewest competitors attending Round 2 (55 competitors). For the surveyed event, there was 62 competitors.

5.10 It should be noted that each round has four categories to compete in these are staggered across the four-hour event. On this basis, arrivals and departures are similarly staggered based on the competitor's category.

5.11 In order to account for the different uses at the Odd Down Sports Centre, the multi-modal survey considered:

i) inbound and outbound vehicle trips - including vehicle occupancy - at the single vehicle access;
ii) inbound and outbound trips at the single pedestrian and vehicle accesses; and
iii) inbound and outbound trips at the single road cycle circuit access point.

5.12 The survey locations and the results of the multi-modal survey are contained in **Appendix K**.

5.13 The operational peak hours of the cycle circuit determined from the surveys were 10:30 – 11:30 and 14:00 – 15:00. The 10:30 – 11:30 operational peak hour is considered to be associated with the cycling club training session whilst the 14:00 – 15:00 operational peak hour is considered to be associated with the Odd Down Winter Series.

5.14 The results of the multi-modal survey are summarised in **Table 5.1** to **Table 5.3** and are based on the cycle circuit access peak hours, whilst the full results contained in **Appendix K**.

Survey Location	Operational Peak Hour	Total Number of Two-Way Trips by Vehicle Occupancy					
		1 Person per Vehicle	2 People per Vehicle	3 People per Vehicle	4 People per Vehicle	>4 People per Vehicle	Total number of Vehicles
Vehicle Access	AM Peak (10:30 – 11:30)	40	64	13	4	1	**122**
	PM Peak (14:00 – 15:00)	38	34	10	3	0	**85**

Table 5.1: Odd Down Sports Centre Vehicle peak hour results.

5.16 **Table 5.1** demonstrates that the vehicle access to the Odd Down Sports Centre attracts 122 and 85 vehicle trips during the road cycle circuit operational peak hours.

Survey Location	Operational Peak Hour	Total Number of Two-Way Trips		
		Pedestrians	Cyclists	Total
Pedestrian Access	AM Peak (10:30 – 11:30)	0	2	**2**
	PM Peak (14:00 – 15:00)	8	2	**10**

Table 5.2: Odd Down Sports Centre Pedestrian Access peak hour results.

5.18 **Table 5.2** demonstrates that the Odd Down Sports Centre attracts two cycle trips in both peak periods and eight pedestrian trips during PM peak hour.

Survey Location	Operational Peak Hour	Total Number of Two-Way Trips		
		Pedestrians	Cyclists	Total
Cycle Circuit Access	AM Peak (10:30 – 11:30)	14	35	**49**
	PM Peak (14:00 – 15:00)	5	44	**49**

Table 5.3: Odd Down Cycle Circuit peak hour results.

5.20 **Table 5.3** demonstrates that the cycle circuit attracts 14 and 35 pedestrians and cyclists respectively during the AM peak hour and five and 44 pedestrians and cyclists respectively during the PM peak period.

First Principle Forecast Trip Attraction

5.21 Based on the multi-modal surveys undertaken at the Odd Down Sports Centre 'Donor Site', a first principles forecast trip attraction has been undertaken in order to estimate the number of multi-modal arrivals and departures to the application site.

Trip Rates

5.22 The multi-modal trip rates have been estimated through applying the results of the vehicle, pedestrian and cycle trips attracted to the Odd Down Sports Centre and applied proportionally to the trip attraction of the Odd Down Road Cycle Circuit.

5.23 A summary of the trip attraction to the Odd Down Sports Centre and the modal trip rate is contained in **Table 5.4** and **Table 5.5**.

Trip Attraction / Trip Rate	AM Peak Hour (10:30 – 11:30)							
	1 Person per Vehicle	2 People per Vehicle	3 People per Vehicle	4 People per Vehicle	>4 People per Vehicle	Pedestrian	Cyclist	Total
Trip Attraction (Vehicle/Person)	40	64	13	4	1	0	2	**124**
Trip Rate (%)	32%	52%	10%	3%	1%	0%	2%	**100%**

Table 5.4: Odd Down Sports Centre AM Peak Hour Trip Attraction and Trip Rate.

Trip Attraction / Trip Rate	PM Peak Hour (14:00 – 15:00)							
	1 Person per Vehicle	2 People per Vehicle	3 People per Vehicle	4 People per Vehicle	>4 People per Vehicle	Pedestrian	Cyclist	Total
Trip Attraction (Vehicle/Person)	38	34	10	3	0	8	2	**95**
Trip Rate (%)	40%	36%	11%	3%	0%	9%	2%	**100%**

Table 5.5: Odd Down Sports Centre PM Peak Hour Trip Attraction and Trip Rate.

5.24 In order to establish the vehicle and cycle trips associated with the Odd Down Road Cycle Circuit, the trip rates set out in **Table 5.4** and **Table 5.5** were applied to the two-way pedestrian and cycle trips surveyed at the Cycle Circuit.

5.25 The forecast multi-modal trip attraction to the Odd Down Road Cycle Circuit is set out in **Table 5.6** and **Table 5.7**.

Trip Attraction / Trip Rate	AM Peak Hour (10:30 – 11:30)							
	1 Person per Vehicle	2 People per Vehicle	3 People per Vehicle	4 People per Vehicle	>4 People per Vehicle	Pedestrian	Cyclist	Total
Trip Rate (%)	32%	52%	10%	3%	1%	0%	2%	**100%**
Trip Attraction (Vehicle/Person)	16	13	1	0*	0	0	1	**31***

Table 5.6: Odd Down Road Cycle Circuit AM Peak Hour Trip Rate and Trip Attraction
***Summation due to rounding**

5.26 For its cycle club training sessions, **Table 5.6** estimates that the Odd Down Road Cycle Circuit attracts a total of 30 vehicle trips during the AM peak with 13 drivers sharing with another person and one other driver sharing with two other people.

Trip Attraction / Trip Rate	PM Peak Hour (14:00 – 15:00)							
	1 Person per Vehicle	2 People per Vehicle	3 People per Vehicle	4 People per Vehicle	>4 People per Vehicle	Pedestrian	Cyclist	Total
Trip Rate (%)	40%	36%	11%	3%	0%	9%	2%	**100%**
Trip Attraction (Vehicle/Person)	20	9	1	0	0	4	1	**35***

Table 5.7: Odd Down Road Cycle Circuit PM Peak Hour Trip Rate and Trip Attraction
***Summation due to rounding.**

5.27 For its Winter Series event, **Table 5.7** estimates that the Odd Down Road Cycle Circuit attracts a total of 30 vehicle trips during the PM peak with nine drivers sharing with another person and one other driver sharing with two other people.

Forecast Trip Attraction

5.28 The trip rates derived from the Odd Down Sports Centre multi-modal traffic surveys have been applied to the application site in order to forecast the trip attraction.

5.29 Two trip attraction assessments have been undertaken based on the usage of the application site for cycling club training sessions and regional events.

Cycling Club Training Sessions

5.30 Cycling club training sessions are anticipated to be the regular use of the application site, operating between 18:30 and 20:30 on a weekday and 10:00 and 12:00 on a Sunday.

5.31 It is considered that the cycling club training session at the Odd Down Cycle Circuit is representative of a typical cycling club training session.

5.32 On this basis, the trip rate and trip attraction has been applied to the application site. **Table 5.8** sets out the forecast trip attraction for a cycling club training session.

Trip Attraction / Trip Rate	Operational Peak Hour (10:30 – 11:30)							
	1 Person per Vehicle	2 People per Vehicle	3 People per Vehicle	4 People per Vehicle	>4 People per Vehicle	Pedestrian	Cyclist	Total
Trip Rate (%)	32%	52%	10%	3%	1%	0%	2%	**100%**
Trip Attraction (Vehicle/Person)	16	13	1	0	0	0	1	**31***

Table 5.8: Forecast Trip Attraction – Cycling Club Training Session *Summation due to rounding.

5.33 **Table 5.8** demonstrates that the application site is forecast to attract 30 two-way vehicle trips and a cycle trip during the operational peak hour of a cycling club training session, which equates to approximately one additional vehicle movement every two minutes.

5.34 This is considered to be immaterial in real terms and not result in a significant impact on the local highway network.

Regional / National Events

5.35 Regional road cycling events are anticipated to take place sporadically across the year predominantly during weekends between 10:00 and 16:00 and also, less frequently, during the week between 18:00 and 21:00. Furthermore, regional / national cyclocross events are also anticipated to take place sporadically across the year on weekends (i.e. Saturday and / or Sunday) between 10:00 and 16:00.

5.36 It is anticipated that a national cyclocross event, the largest to potentially occur at the proposed Velo Park, would attract up to 400 attendees over the course of a weekend (i.e. 200 attendees each day).

5.37 It is not considered that such events attract many spectators in their own right, as the majority of those watching tend to be associated with the event or competitors in some form (i.e. family, friends, guardians, or competitors awaiting their specific event(s)).

5.38 In order to provide a robust assessment, 200 attendees (i.e. 50% of the forecast trip generation across a two day event) have been assessed as two-way multi-modal trips during the operational peak hour. As it is likely that arrivals and departures will be staggered across the event, this accounts for any spectators or organisers over and above the competitors as well as variation in attendance.

5.39 **Table 5.9** set out the forecast trip attraction during the proposed operational peak hour for a national event.

Trip Attraction / Trip Rate	Operational PM Peak Hour (14:00 – 15:00)							
	1 Person per Vehicle	2 People per Vehicle	3 People per Vehicle	4 People per Vehicle	>4 People per Vehicle	Pedestrian	Cyclist	Total
Trip Rate (%)	40%	36%	11%	3%	0%	9%	2%	**100%**
Trip Attraction (Vehicle/Person)	80	36	7	2	0	18	4	**147**

Table 5.9: Forecast Trip Attraction – National Event *Summation due to rounding.

5.40 **Table 5.9** demonstrates that the application site is forecast to attract 125 two-way vehicle trips, 18 pedestrian trips and four cycle trips during the peak hour of operation for a national event, which equates to approximately two additional vehicle movements every minute.

5.41 This is considered to be immaterial in real terms and not result in a significant impact on the local highway network. In addition, this is likely to be sporadic in nature with events not anticipated to take place every weekend of the year.

Summary

5.42 In view of the potential trip attraction of the site, such increases would not have a significant impact on the local highway network. CTP concludes that the forecast trip attraction of the proposed development shall not result in a detrimental impact on the operation of the local highway, particularly as the trips occur outside of the typical peak hours of operation of the local highway network.

6 Assessment of Car Parking Provision

Introduction

6.1 In order to determine the required car parking provision during a typical cycling club training session and regional event a car parking accumulation assessment has been undertaken.

Parking Accumulation Assessment

Cycle Club Training Sessions

6.2 A parking accumulation assessment for cycling club training sessions has been undertaken based on the multi-modal survey, trip rates and trip attraction as set out in **Section 5**.

6.3 The parking accumulation assessment indicates the peak accumulation for a cycling club training session would be between 10:00 and 11:00 with a total of 28 vehicles parked.

6.4 The full car parking accumulation assessment is contained in **Appendix K**.

Regional / National Events

6.5 A parking accumulation assessment for national cyclocross events, the largest anticipated to occur at the proposed Velo Pak, has been undertaken based on the on the multi-modal survey, trip rates and trip attraction as set out in **Section 5**.

6.6 Considering that the operational periods of club training sessions and regional / national evets may conflict, it is anticipated that cycle club training sessions shall not take place if such events are confirmed to do so. Based on the proposed operational hours of the national events (10:00 - 16:00), the car parking accumulation has been assessed between 09:00 and 17:00. This considers the attendees arriving for the earlier events in the morning and departing after the final events in the afternoon / evening.

6.7 The parking accumulation assessment indicates the peak accumulation for a national cycling event would be between 13:00 and 14:00 with a total of 85 vehicles parked.

6.8 The full car parking accumulation assessment is contained in **Appendix K**.

Vehicle Parking Provision

6.9 Based on the parking accumulation assessments, the cycling club training sessions and national cyclocross events are forecast to generate a peak of 28 and 85 parked vehicles. Therefore, the proposed on-site parking provision is expected to accommodate the entire demand associated with training sessions, whilst the majority of that associated with the largest national cyclocross events may also be accommodated (i.e. 80), with five further parking spaces required elsewhere.

6.10 With reference to the potential overspill of five parking spaces, the field to the east of the application site shall serve as the primary overflow parking area. The undeveloped parcel of land adjacent the LHWRC, which is under the control of MCC, shall comprise a total of 320 spaces and is envisaged to comfortably accommodate demand associated with national events (i.e. five spaces) and thus prevent overspill parking on the adjacent highway network.

6.11 Furthermore, should further off-site parking provision be required and in the event that the primary overflow car park be unavailable due to unsuitable ground conditions, the nearby Llanfoist Fawr Primary School shall be used to provide additional parking and operate as the secondary off-site parking area. The school benefits from a total of 52 car parking spaces (including two disabled spaces) and use of this facility would enable the full forecast demand of national events (i.e. 85 spaces) to be accommodated to prevent overspill parking on the adjacent highway network. It should be noted that use of the school's parking provision shall be agreed prior to confirmation of the events.

6.12 Further detail in relation to the operation and management of regional / national events - particularly the parking arrangements - is provided in the EMP provided in **Appendix I**.

Summary

6.13 Considering the quantum of on-site parking provision proposed, in addition to the off-site parking arrangements, it is considered there is sufficient parking to accommodate forecast demand associated with typical training sessions and larger scale regional / national events. Therefore, no overspill parking should occur, thus, upholding the existing safety and efficient operation of the local highway network.

7 Summary and Conclusion

Summary

7.1 Cotswold Transport Planning Ltd (CTP) has been instructed by Monmouthshire County Council (MCC) to prepare a Transport Statement (TS) in support of a planning application for a new velo park in Llanfoist, Abergavenny.

7.2 Planning permission is sought for the development of the site to a Velo Park comprising a closed road cycling circuit with ancillary changing rooms, storage areas and car parking.

7.3 In addition to the TS, an Active Travel Audit (ATA) and Event Management Plan (EMP) have also been produced to support this planning application.

7.4 This TS has demonstrated the following:

i) A review of the local highway network and collision data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways;

ii) The proposed site access arrangements comply with MCC guidance so that safe and suitable access can be achieved;

iii) Proposed parking provision on-site will accommodate the proposed demand associated with club training sessions and smaller scale events, whilst off-site overflow parking areas shall accommodate any overspill parking associated with infrequent larger scale events and will therefore ensure that there is no adverse impact upon the local highway network; and

iv) Forecast trip attraction indicates an immaterial increase in traffic movements during the proposed development's peak hours of operation, with no anticipated severe impact on the local highway network (in particular, the Iberis Road / LHWRC Access Road Roundabout Junction).

Conclusion

7.5 CTP concludes that approval of this planning application will not result in a severe impact upon the safety or operation of the surrounding local highway network, and as such there are no significant highways and transportation matters that should preclude the local planning authority from recommending approval of this planning application.

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Appendix A

Pre-Application Correspondence with MCC

Matt Mauler

From: Davies, Mark J. (Highways) <MarkDavies2@monmouthshire.gov.uk>
Sent: 29 January 2020 16:11
To: Martin Whitelow
Subject: RE: Abergavenny Velo Park - Transport Scoping

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Martin

Apologies for the delay and thank you for the prompt.

I would agree the routes as indicated would be the most appropriate. I would also direct you to the Councils website so you can view the Integrated Network maps etc;
https://www.monmouthshire.gov.uk/the-active-travel-act/

Unfortunately I am not familiar with the status of the proposed footbridge over the River Usk, the lead officer for this scheme and active travel in the County is Christian Schmidt, Transport Planning & Policy Manager 01633 644727 or ChristianSchmidt@monmouthshire.gov.uk

Regards

Mark Davies
Highway Development Manager
01633 644754

From: Martin Whitelow [mailto:martin@cotswoldtp.co.uk]
Sent: 29 January 2020 11:34
To: Davies, Mark J. (Highways) <MarkDavies2@monmouthshire.gov.uk>
Cc: Charlotte Brown <charlotte@cotswoldtp.co.uk>; Mike Fuller <mike@cotswoldtp.co.uk>
Subject: RE: Abergavenny Velo Park - Transport Scoping

Hi Mark,

I just wanted to follow up to see if you have been able to consider the scoping email for the active travel audit which I sent last week.

Look forward to hearing from you.

Kind Regards

Martin Whitelow BA (Hons)
Transport Planner

COTSWOLD TRANSPORT PLANNING

Cheltenham Office: 01242 523696 Web: www.cotswoldtp.co.uk

PLEASE NOTE: Our office address has changed and all future mail should now be addressed to:
Cotswold Transport Planning Ltd, CTP House, Knapp Road, Cheltenham, Gloucestershire, GL50 3QQ

Office Locations:
Cheltenham (HQ) – 01242 523696
Bristol – 01179 055171
Bedford – 01234 836098

From: Martin Whitelow <martin@cotswoldtp.co.uk>
Sent: 22 January 2020 10:14
To: Davies, Mark J. (Highways) <MarkDavies2@monmouthshire.gov.uk>
Cc: Charlotte Brown <charlotte@cotswoldtp.co.uk>; Mike Fuller <mike@cotswoldtp.co.uk>
Subject: RE: Abergavenny Velo Park - Transport Scoping

Hi Mark,

Thank your comments on the scope for the TA which Charlotte sent to you. I just wanted to set out our approach to the active travel routes for your comment.

We suggest that the routes indicated on the plan attached shall be audited based on Comfort, Attractiveness, Accessibility, Directness and Safety for walkers and cyclists in accordance with the Active Travel (Wales) Act 2013.

Route 1 – to the centre of Abergavenny;
Route 2 – to the Abergavenny Bus Station;
Route 3 – to Abergavenny Rail Station; and
Route 3 – to Llanfoist Fawr School.

It is considered that these routes shall cover the major routes which active travellers shall take to access the proposed development.

I understand that planning permission has been granted for a new bridge over the River Usk, do you have any information regarding its progress and whether you would expect it to be referenced as part of this audit?

Kind Regards

Martin Whitelow BA (Hons)
Transport Planner

COTSWOLD TRANSPORT PLANNING

Cheltenham Office: 01242 523696 Web: www.cotswoldtp.co.uk

PLEASE NOTE: Our office address has changed and all future mail should now be addressed to:
Cotswold Transport Planning Ltd, CTP House, Knapp Road, Cheltenham, Gloucestershire, GL50 3QQ

Office Locations:
Cheltenham (HQ) – 01242 523696
Bristol – 01179 055171
Bedford – 01234 836098

From: Davies, Mark J. (Highways) <MarkDavies2@monmouthshire.gov.uk>
Sent: 27 June 2019 17:07
To: Charlotte Brown <charlotte@cotswoldtp.co.uk>
Cc: Mark Prosser <mark@cotswoldtp.co.uk>
Subject: RE: Abergavenny Velo Park - Transport Scoping

Hi Charlotte

I`ve now had a quick look at the scope for the TA, I would generally agree with the scope as detailed and offer the following additional comments;

- Review of the local highway network - Agreed
- Review of the site accessibility for non-car modes of travel - when considering the non car modes accessibility you do so in accordance with the Wales Active Travel Act and an audit of the active travel routes will be needed.
- Review of highway safety based on 5 year PIA data for the local highway network - Agreed
- Provision of a suitable access to the site – Agreed
- Assessment of forecast vehicle trips for the Velo Park during events based on a similar existing site – Agreed and acknowledge that data will be based on limited existing sitesa
- Justification of parking provision based on survey information at a similar site and anticipated vehicle trips – Agreed as above

Regards

Mark Davies
Highway Development Manager
01633 644754

From: Davies, Mark J. (Highways)
Sent: 27 June 2019 12:16
To: Charlotte Brown <charlotte@cotswoldtp.co.uk>; MCC - Highways <Highways@monmouthshire.gov.uk>
Cc: Mark Prosser <mark@cotswoldtp.co.uk>
Subject: RE: Abergavenny Velo Park - Transport Scoping

Hi Charlotte

Apologies, I have not had chance to respond to your earlier email. I will endeavour to consider your earlier email and respond shortly.

Regards

Mark Davies
Highway Development Manager
01633 644754

From: Charlotte Brown [mailto:charlotte@cotswoldtp.co.uk]
Sent: 26 June 2019 11:34
To: MCC - Highways <Highways@monmouthshire.gov.uk>
Cc: Mark Prosser <mark@cotswoldtp.co.uk>; Davies, Mark J. (Highways) <MarkDavies2@monmouthshire.gov.uk>
Subject: RE: Abergavenny Velo Park - Transport Scoping

Hi

I've received Mark Davies's out of office email which advises I should forward my email to this email address. If someone is able to pick this up in Mark's absence it would be greatly appreciated.

Kind regards

Charlotte Brown BA Hons MCIHT MTPS
Senior Transport Planner

COTSWOLD TRANSPORT PLANNING

Tel: (01179) 055171 Mob: 07554 458025 Web: www.cotswoldtp.co.uk

Cotswold Transport Planning Ltd, 13 Orchard Street, Bristol, BS1 5EH

Office Locations:
Cheltenham – 01242 523696
Bristol – 01179 595883
Bedford – 01234 339751

From: Charlotte Brown
Sent: 26 June 2019 11:21
To: Davies, Mark J. (Highways) <MarkDavies2@monmouthshire.gov.uk>
Cc: Mark Prosser <mark@cotswoldtp.co.uk>
Subject: RE: Abergavenny Velo Park - Transport Scoping

Hi Mark

I just tried to call to discuss the Abergavenny Velo Park. Have you had a chance to review the scoping email for this please?

Kind regards

Charlotte Brown BA Hons MCIHT MTPS
Senior Transport Planner

COTSWOLD TRANSPORT PLANNING

Tel: (01179) 055171 Mob: 07554 458025 Web: www.cotswoldtp.co.uk

Cotswold Transport Planning Ltd, 13 Orchard Street, Bristol, BS1 5EH

Office Locations:
Cheltenham – 01242 523696
Bristol – 01179 595883
Bedford – 01234 339751

From: Charlotte Brown <charlotte@cotswoldtp.co.uk>
Sent: 12 June 2019 16:07
To: Davies, Mark S. <MarkDavies@monmouthshire.gov.uk>; Davies, Mark J. (Highways) <MarkDavies2@monmouthshire.gov.uk>
Cc: Mark Prosser <mark@cotswoldtp.co.uk>
Subject: RE: Abergavenny Velo Park - Transport Scoping

Apologies, many thanks for forwarding this on Mark S!

Kind regards

Charlotte Brown BA Hons MCIHT MTPS
Senior Transport Planner

COTSWOLD TRANSPORT PLANNING

Tel: (01179) 055171 Mob: 07554 458025 Web: www.cotswoldtp.co.uk

Cotswold Transport Planning Ltd, 13 Orchard Street, Bristol, BS1 5EH

Office Locations:
Cheltenham – 01242 523696
Bristol – 01179 595883
Bedford – 01234 339751

From: Davies, Mark S. <MarkDavies@monmouthshire.gov.uk>
Sent: 12 June 2019 16:03
To: Charlotte Brown <charlotte@cotswoldtp.co.uk>; Davies, Mark J. (Highways) <MarkDavies2@monmouthshire.gov.uk>
Cc: Mark Prosser <mark@cotswoldtp.co.uk>
Subject: RE: Abergavenny Velo Park - Transport Scoping

Mark

I'm guessing this should have been sent to you

Regards / *Cofion*

Mark Davies AIOSH
Architectural Technologist / *Technolegydd Pensaernïol*
Monmouthshire County Council / *Cyngor Sir Fynwy*

07786 114513 / 01633 644408

Monmouthshire County Council and Gwent Police working together in Facilities Management
Cyngor Sir Fynwy a Heddlu Gwent yn cydweithio mewn Rheolaeth Cyfleusterau

Dwi'n hapus i siarad Cymraeg

From: Charlotte Brown <charlotte@cotswoldtp.co.uk>
Sent: 12 June 2019 15:47
To: Davies, Mark S. <MarkDavies@monmouthshire.gov.uk>
Cc: Mark Prosser <mark@cotswoldtp.co.uk>
Subject: Abergavenny Velo Park - Transport Scoping

Hi Mark

I've tried to call to discuss the Velo Park (cycle racing facility) application at Abergavenny but was unable to get through unfortunately. We would like to discuss the scope for a Transport Statement to accompany the planning application. We have received the pre-application response from Monmouthshire and based on this we anticipate that the following would be provided:

- Review of the local highway network
- Review of the site accessibility for non-car modes of travel
- Review of highway safety based on 5 year PIA data for the local highway network
- Provision of a suitable access to the site
- Assessment of forecast vehicle trips for the Velo Park during events based on a similar existing site
- Justification of parking provision based on survey information at a similar site and anticipated vehicle trips

In terms of trips to the site, it is anticipated at this stage that during the week there would be around two training sessions a week with up to approximately 50 people, and race events would take place during the summer months

at the weekend for up to 200 visitors. In order to inform our assessment we propose to undertake a survey at a similar site during an event for example the facility at Odd Down in Bath, Castle Coombe or Llandow. This would be undertaken during a race event to understand the likely peak traffic flows and parking demands for this type of facility.

Access into the site currently exists at two locations, an entrance formed in the opening between McDonald's and the One Planet Centre, and an alternative access via the access road to the Waste Recycling Centre. These access options will be explored as part of the proposals as the scheme progresses.

I understand based on the pre-application response that no junction assessments are not required.

I trust the above is appropriate and please do not hesitate to contact us with any queries or to discuss.

Kind regards

Charlotte Brown BA Hons MCIHT MTPS
Senior Transport Planner

COTSWOLD TRANSPORT PLANNING

Tel: (01179) 595883 Mob: 07554 458025 Web: www.cotswoldtp.co.uk

Cotswold Transport Planning Ltd, 13 Orchard Street, Bristol, BS1 5EH

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Cheltenham – 01242 523696
Bristol – 01179 595883
Bedford – 01234 339751

Mae'r neges e-bost yma a'r ffeiliau a anfonir gyda hi yn gyfrinachol ac fe'i bwriedir ar gyfer yr unigolyn neu gorff y'u cyfeiriwyd atynt yn unig. Gall gynnwys gwybodaeth freintiedig a chyfrinachol ac os nad chi yw'r derbynnydd bwriadedig, rhaid i chi beidio copïo, dosbarthu neu gymryd unrhyw gamau yn seiliedig arni. Os cawsoch y neges e-bost yma drwy gamgymeriad hysbyswch ni cyn gynted ag sydd modd os gwelwch yn dda drwy ffonio 01633 644644. Cafodd y neges e-bost yma sgan firws Microsoft Exchange Online Protection.

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Mae'r Cyngor yn croesawu gohebiaeth yn Gymraeg, Saesneg neu yn y ddwy iaith. Byddwn yn cyfathrebu â chi yn ôl eich dewis. Ni fydd gohebu yn Gymraeg yn arwain at oedi.

The Council welcomes correspondence in English or Welsh or both, and will respond to you according to your preference. Corresponding in Welsh will not lead to delay.

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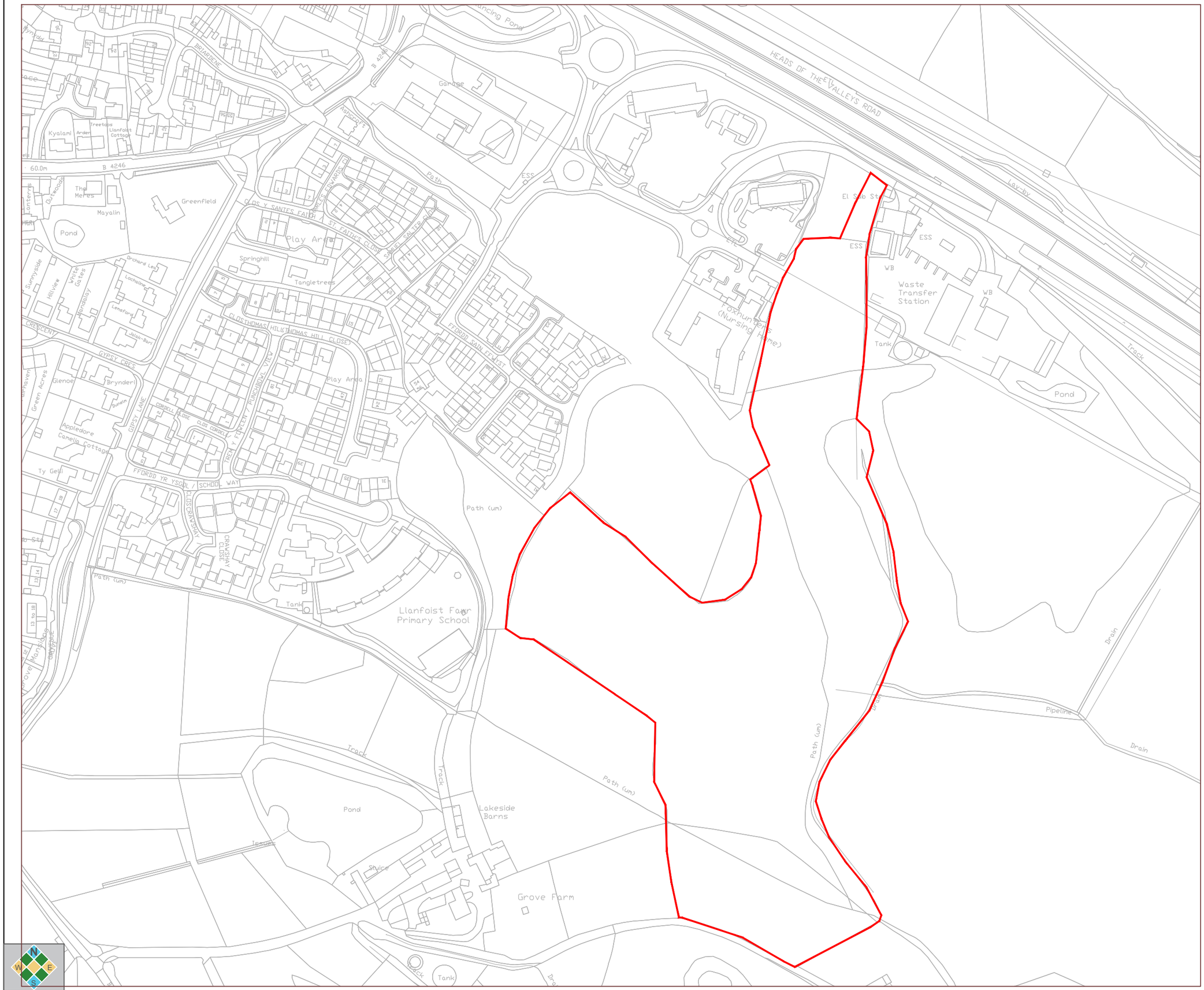
Appendix B

Site Location Plan



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

Key

Application boundary

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Monmouthshire CC

PROJECT:
Abergavenny Velo Park

TITLE:
Site Location Plan

STATUS:
INFORMATION

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:2500	04.11.20	MP	MF	MF

JOB NO:	DRAWING NO:	REVISION:
CTP-19-147	SK08	-

INDICATIVE

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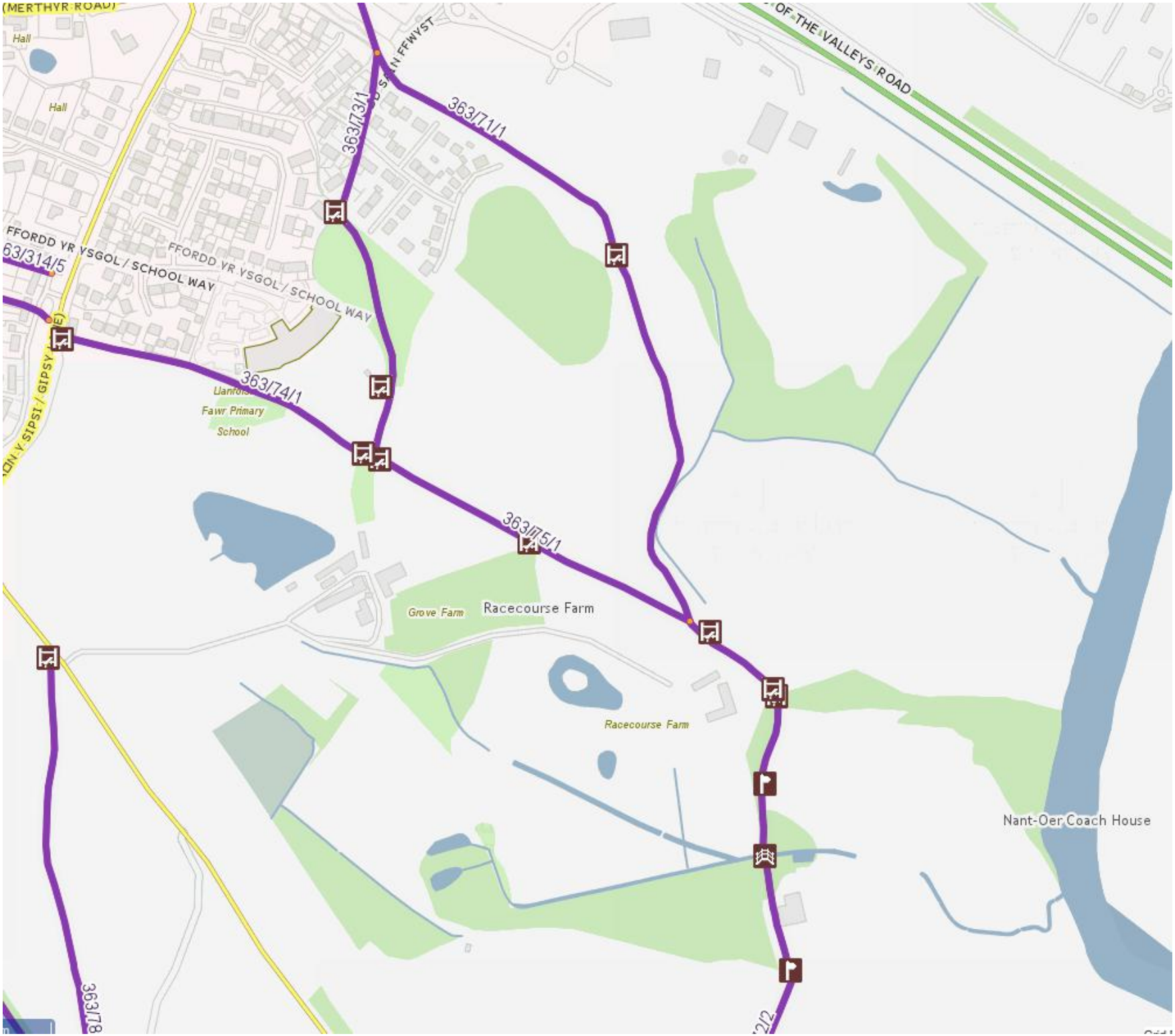
Appendix C

PROW Network Plan


(MERTHYR ROAD)
Hall
Hall
363/73/1
363/71/1
OF THE VALLEYS ROAD
FFORDD YR YSGOL / SCHOOL WAY
FFORDD YR YSGOL / SCHOOL WAY
63/314/5
363/74/1
Fawr Primary
School
363/75/1
Grove Farm
Racecourse Farm
Racecourse Farm
Nant-Oer Coach House

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Appendix D

Traffic Survey Data at Roundabout Junction

Llanfoist, Abergavenny - Sunday 23rd February 2020

Junction: Recycling Centre/McDonalds Access/A465 Access

Approach: Recycling Acess

	Left Turn				Right Turn			
TIME	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
1000 - 1015	1	0	0	**1**	17	0	0	**17**
1015 - 1030	0	0	0	**0**	24	0	0	**24**
1030 - 1045	1	0	0	**1**	20	0	0	**20**
1045 - 1100	0	0	0	**0**	19	0	0	**19**
Hourly Total	**2**	**0**	**0**	**2**	**80**	**0**	**0**	**80**
1100 - 1115	0	0	0	**0**	21	0	0	**21**
1115 - 1130	2	0	0	**2**	27	0	0	**27**
1130 - 1145	1	0	0	**1**	25	0	0	**25**
1145 - 1200	0	0	0	**0**	19	0	0	**19**
Hourly Total	**3**	**0**	**0**	**3**	**92**	**0**	**0**	**92**
1200 - 1215	0	0	0	**0**	29	0	0	**29**
1215 - 1230	1	0	0	**1**	25	0	0	**25**
1230 - 1245	3	0	0	**3**	25	0	0	**25**
1245 - 1300	1	0	0	**1**	31	0	0	**31**
Hourly Total	**5**	**0**	**0**	**5**	**110**	**0**	**0**	**110**
1300 - 1315	0	0	0	**0**	31	0	0	**31**
1315 - 1330	0	0	0	**0**	27	0	0	**27**
1330 - 1345	3	0	0	**3**	24	0	0	**24**
1345 - 1400	1	0	0	**1**	25	0	0	**25**
Hourly Total	**4**	**0**	**0**	**4**	**107**	**0**	**0**	**107**
1400 - 1415	0	0	0	**0**	27	0	0	**27**
1415 - 1430	2	0	0	**2**	24	0	0	**24**
1430 - 1445	1	0	0	**1**	22	0	0	**22**
1445 - 1500	0	0	0	**0**	17	0	0	**17**
Hourly Total	**3**	**0**	**0**	**3**	**90**	**0**	**0**	**90**
	Lights	HGV	Bus/Coach	TOTAL	Lights	HGV	Bus/Coach	TOTAL
TOTAL	**17**	**0**	**0**	**17**	**479**	**0**	**0**	**479**

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

Junction Queues	
	Queue Lengths (Vehicles)
TIME	Stationary
1000	0
1005	0
1010	0
1015	0
1020	2
1025	0
1030	0
1035	0
1040	0
1045	0
1050	0
1055	0
1100	0
1105	2
1110	0
1115	2
1120	0
1125	0
1130	0
1135	0
1140	0
1145	0
1150	0
1155	0
1200	2
1205	2
1210	0
1215	0
1220	0
1225	0
1230	0
1235	0
1240	0
1245	0
1250	0
1255	0
1300	0
1305	0
1310	0
1315	0
1320	0
1325	2
1330	0
1335	0
1340	0
1345	0
1350	0
1355	2
1400	0
1405	0
1410	2
1415	2
1420	0
1425	0
1430	0
1435	0
1440	0
1445	0
1450	0
1455	0
1500	0

Recycling Centre Inbound Queues	
	Queue Lengths (Vehicles)
TIME	Stationary
1000	2
1005	2
1010	1
1015	3
1020	4
1025	3
1030	3
1035	3
1040	2
1045	3
1050	2
1055	1
1100	2
1105	5
1110	3
1115	4
1120	2
1125	5
1130	2
1135	1
1140	3
1145	1
1150	2
1155	2
1200	2
1205	0
1210	3
1215	4
1220	2
1225	4
1230	1
1235	1
1240	3
1245	5
1250	2
1255	4
1300	3
1305	7
1310	3
1315	4
1320	3
1325	1
1330	5
1335	3
1340	0
1345	3
1350	2
1355	2
1400	2
1405	1
1410	0
1415	2
1420	3
1425	2
1430	1
1435	2
1440	0
1445	2
1450	2
1455	0
1500	1

Llanfoist, Abergavenny - Sunday 23rd February 2020

Junction: Recycling Centre/McDonalds Access/A465 Access

Approach: McDonalds Access

	Westbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1000 - 1015	14	0	0	**14**	0	0	0	**0**
1015 - 1030	18	0	0	**18**	1	0	0	**1**
1030 - 1045	14	0	0	**14**	0	0	0	**0**
1045 - 1100	19	0	0	**19**	0	0	0	**0**
Hourly Total	**65**	**0**	**0**	**65**	**1**	**0**	**0**	**1**
1100 - 1115	20	0	0	**20**	0	0	0	**0**
1115 - 1130	10	0	0	**10**	1	0	0	**1**
1130 - 1145	16	0	0	**16**	0	0	0	**0**
1145 - 1200	26	0	0	**26**	3	0	0	**3**
Hourly Total	**72**	**0**	**0**	**72**	**4**	**0**	**0**	**4**
1200 - 1215	18	0	0	**18**	0	0	0	**0**
1215 - 1230	20	0	0	**20**	1	0	0	**1**
1230 - 1245	25	0	0	**25**	0	0	0	**0**
1245 - 1300	28	0	0	**28**	0	0	0	**0**
Hourly Total	**91**	**0**	**0**	**91**	**1**	**0**	**0**	**1**
1300 - 1315	31	0	0	**31**	0	0	0	**0**
1315 - 1330	31	0	0	**31**	1	0	0	**1**
1330 - 1345	27	0	0	**27**	0	0	0	**0**
1345 - 1400	30	0	0	**30**	0	0	0	**0**
Hourly Total	**119**	**0**	**0**	**119**	**1**	**0**	**0**	**1**
1400 - 1415	29	0	0	**29**	0	0	0	**0**
1415 - 1430	24	0	0	**24**	1	0	0	**1**
1430 - 1445	28	0	0	**28**	0	0	0	**0**
1445 - 1500	27	0	0	**27**	0	0	0	**0**
Hourly Total	**108**	**0**	**0**	**108**	**1**	**0**	**0**	**1**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**455**	**0**	**0**	**455**	**8**	**0**	**0**	**8**

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

Junction Queues	
	Queue Lengths (Vehicles)
TIME	**Stationary**
1000	0
1005	0
1010	0
1015	0
1020	0
1025	0
1030	0
1035	0
1040	0
1045	0
1050	0
1055	0
1100	0
1105	0
1110	0
1115	0
1120	0
1125	0
1130	0
1135	0
1140	0
1145	0
1150	0
1155	0
1200	0
1205	0
1210	0
1215	0
1220	0
1225	0
1230	0
1235	0
1240	0
1245	0
1250	0
1255	0
1300	0
1305	0
1310	0
1315	0
1320	0
1325	0
1330	0
1335	0
1340	0
1345	0
1350	0
1355	0
1400	0
1405	0
1410	0
1415	0
1420	0
1425	0
1430	0
1435	0
1440	0
1445	0
1450	0
1455	0
1500	0

Llanfoist, Abergavenny - Sunday 23rd February 2020

Junction: Recycling Centre/McDonalds Access/A465 Access

Approach: A465 Access

	Left In				Eastbound			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1000 - 1015	17	0	0	**17**	17	0	0	**17**
1015 - 1030	21	0	0	**21**	18	0	0	**18**
1030 - 1045	21	0	0	**21**	20	0	0	**20**
1045 - 1100	24	0	0	**24**	22	0	0	**22**
Hourly Total	**83**	**0**	**0**	**83**	**77**	**0**	**0**	**77**
1100 - 1115	21	0	0	**21**	14	0	0	**14**
1115 - 1130	37	0	0	**37**	16	0	0	**16**
1130 - 1145	18	0	0	**18**	18	0	0	**18**
1145 - 1200	18	0	0	**18**	22	0	0	**22**
Hourly Total	**94**	**0**	**0**	**94**	**70**	**0**	**0**	**70**
1200 - 1215	31	0	0	**31**	25	0	0	**25**
1215 - 1230	25	0	0	**25**	18	0	0	**18**
1230 - 1245	23	0	0	**23**	17	0	0	**17**
1245 - 1300	31	0	0	**31**	30	0	0	**30**
Hourly Total	**110**	**0**	**0**	**110**	**90**	**0**	**0**	**90**
1300 - 1315	33	0	0	**33**	28	0	0	**28**
1315 - 1330	30	0	0	**30**	36	0	0	**36**
1330 - 1345	22	0	0	**22**	32	0	0	**32**
1345 - 1400	23	0	0	**23**	34	0	0	**34**
Hourly Total	**108**	**0**	**0**	**108**	**130**	**0**	**0**	**130**
1400 - 1415	26	0	0	**26**	31	0	0	**31**
1415 - 1430	21	0	0	**21**	26	0	0	**26**
1430 - 1445	24	0	0	**24**	33	0	0	**33**
1445 - 1500	23	0	0	**23**	29	0	0	**29**
Hourly Total	**94**	**0**	**0**	**94**	**119**	**0**	**0**	**119**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**489**	**0**	**0**	**489**	**486**	**0**	**0**	**486**

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

Junction Queues	
	Queue Lengths (Vehicles)
TIME	**Stationary**
1000	0
1005	0
1010	0
1015	0
1020	0
1025	0
1030	0
1035	0
1040	0
1045	0
1050	0
1055	0
1100	0
1105	0
1110	0
1115	0
1120	0
1125	0
1130	0
1135	0
1140	0
1145	0
1150	0
1155	0
1200	0
1205	0
1210	0
1215	0
1220	0
1225	0
1230	0
1235	0
1240	0
1245	0
1250	0
1255	0
1300	0
1305	0
1310	0
1315	0
1320	0
1325	0
1330	0
1335	0
1340	0
1345	0
1350	0
1355	0
1400	0
1405	0
1410	0
1415	0
1420	0
1425	0
1430	0
1435	0
1440	0
1445	0
1450	0
1455	0
1500	0

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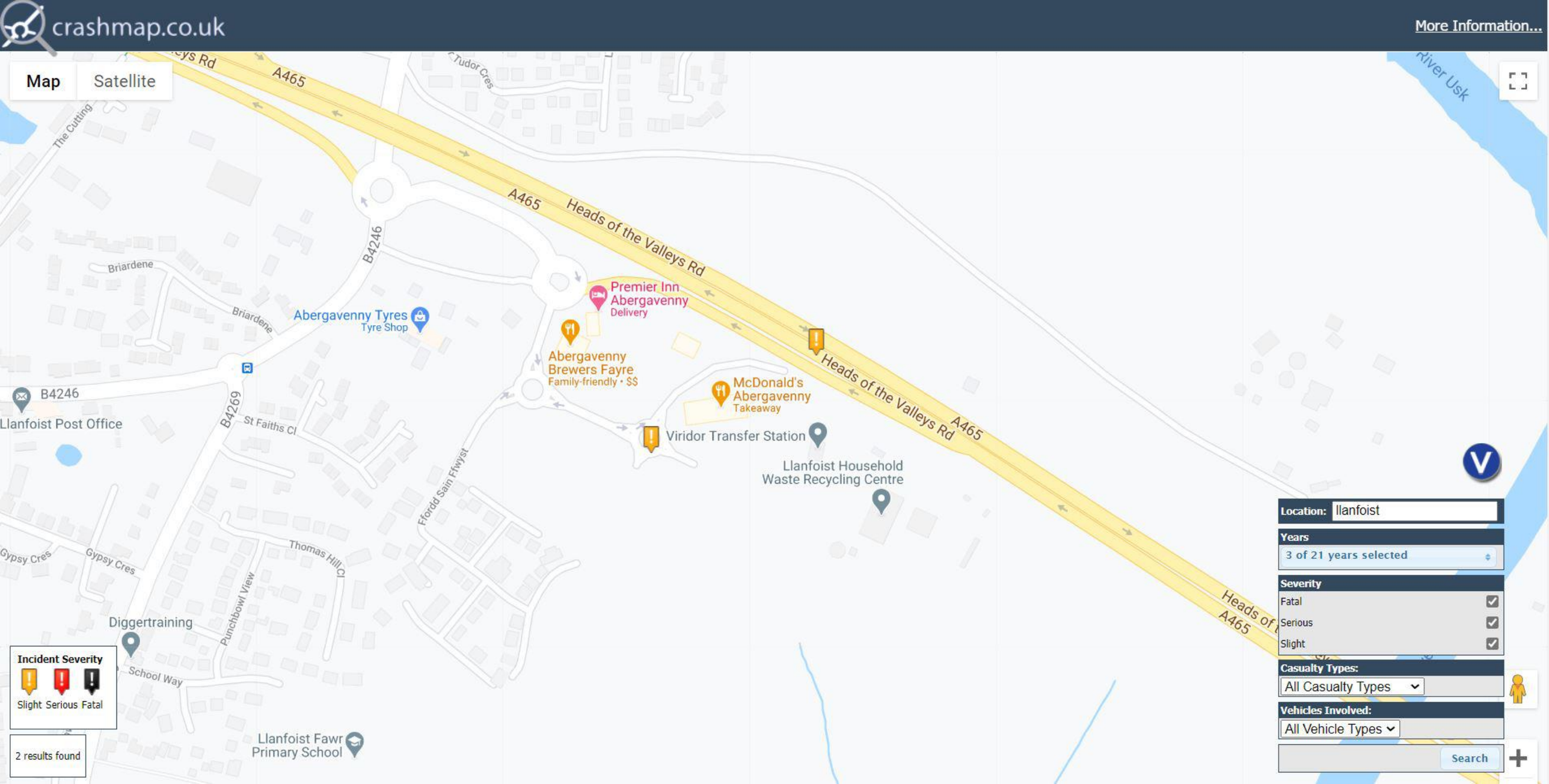
Appendix E

Personal Injury Collision Data - CrashMap


crashmap.co.uk
More Information...
Map
Satellite
A465
Heads of the Valleys Rd
B4246
B4269
Briardene
Abergavenny Tyres
Tyre Shop
Premier Inn
Abergavenny
Delivery
Abergavenny
Brewers Fayre
Family-friendly • $$
McDonald's
Abergavenny
Takeaway
Viridor Transfer Station
Llanfoist Household
Waste Recycling Centre
B4246
Llanfoist Post Office
St Faiths Cl
Fforddd Sain Ffwyst
Thomas Hill Cl
Gypsy Cres
Punchbowl View
Diggertraining
School Way
Llanfoist Fawr
Primary School
River Usk
Incident Severity
Slight Serious Fatal
2 results found
Location: llanfoist
Years
3 of 21 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search

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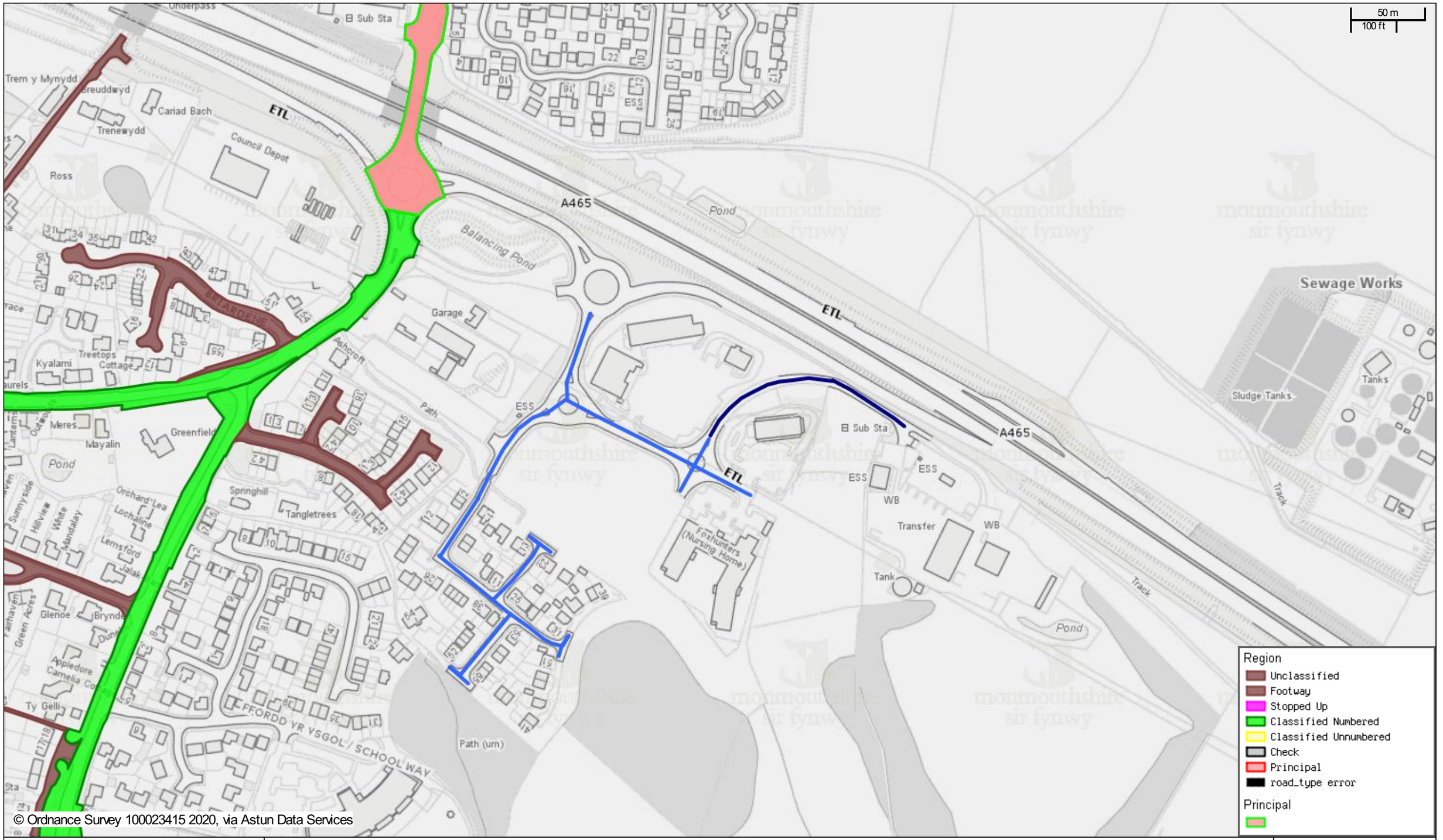
Appendix F

Highway Adoption Records and Correspondence



Llanfoist

Monmouthshire County Council, County Hall, The Rhadyr, Usk. NP15 1GA

Scale : 1:2500	Printed : 18/2/2020 at 9:56 AM	Grid Ref: 329444,213282

Matt Mauler

From: MCC - DevelopmentControl <DevelopmentControl@monmouthshire.gov.uk>
Sent: 18 February 2020 10:04
To: Martin Whitelow
Subject: RE: Adopted Highway records, PROW and PIC Data
Attachments: Llanfoist.pdf

Hi Martin,

Thank you for confirming your undertaking to satisfy our fee.

Please now find attached an extract from our highway records showing the extent of publicly maintainable highway within the vicinity of the property. Please note that I have highlighted the roads which are private and the responsibility of Persimmon Homes in light blue. There is a section 38 agreement in place for the commercial estate roads however there is no S38 agreement in place yet for the residential estate roads namely; Ffordd Sain Ffwyst. Please note I have also shown the road which leads to the waste transfer station in dark blue which is an private MCC Council road.

As agreed the fee is £40.00 therefore we would be grateful if you could make payment by one of the following methods:

Your payment reference is: HD0269-SXP

- ***By card via the Cashier's Office*** on 01633 644355; please inform them that it's for a highways search, and quote the first line of the address being searched as reference.
  Please quote the payment reference code above.

- ***Or by BACS:***
  If you wish to pay by BACS, the details are as follows:
  Barclays
  Monmouthshire County Council Main Account
  Sort code: **20-18-23**
  Acc number: **13996565**
  Please quote your payment reference code above.

I trust that this information is satisfactory to you.

Kind regards,

Christian

Christian Lowe
Senior Development Engineer (Highways)
Monmouthshire County Council / Cyngor Sir Fynwy
Tel / Ffôn: 01633 644732
Email / Ebost: christianlowe@monmouthshire.gov.uk
Website / Gwefan: www.monmouthshire.gov.uk

monmouthshire
sir fynwy

From: Martin Whitelow <martin@cotswoldtp.co.uk>
Sent: 17 February 2020 14:00
To: MCC - DevelopmentControl <DevelopmentControl@monmouthshire.gov.uk>
Subject: RE: Adopted Highway records, PROW and PIC Data

Thanks Christian,

We would still like to go ahead, for the avoidance of doubt would you be able to indicate the areas under Persimmon responsibility and those which are subject to future highways adoption agreements.

Would you also be able to confirm whether the £40.00 is inclusive, exclusive or VAT is not applicable. Please invoice with reference to CTP/PO/2258.

In addition, is there a department to contact in order to obtain personal injury collision data?

Kind Regards

Martin Whitelow BA (Hons) MCIHT
Transport Planner

COTSWOLD TRANSPORT PLANNING

Cheltenham Office: 01242 523696 Web: www.cotswoldtp.co.uk

PLEASE NOTE: Our office address has changed and all future mail should now be addressed to:
Cotswold Transport Planning Ltd, CTP House, Knapp Road, Cheltenham, Gloucestershire, GL50 3QQ

Office Locations:
Cheltenham (HQ) – 01242 523696
Bristol – 01179 055171
Bedford – 01234 836098

From: MCC - DevelopmentControl <DevelopmentControl@monmouthshire.gov.uk>
Sent: 17 February 2020 12:33
To: Martin Whitelow <martin@cotswoldtp.co.uk>
Subject: RE: Adopted Highway records, PROW and PIC Data

Hi Martin,

Thank for your emails in connection with the above. I apologise for the delay in responding.

We can provide you with a highway plan for a fee of £40.00. However, I would advise you that the majority of roads within the area of interest are Trunk Roads which are the responsibility of SWTRA on behalf of Welsh Government. Any information on these would be provide by them.

Notwithstanding the above the new commercial and residential development within the area does fall within our remit however they are private roads at this time and the responsibility of Persimmon Homes.

Should you still require a plan showing the MCC publicly maintainable highways I can arrange this for your provided that you give your undertaking to meet the fee of £40.00. I can then issue a plan by return.

Kind regards,

Christian

Christian Lowe
Senior Development Engineer (Highways)
Monmouthshire County Council / Cyngor Sir Fynwy
Tel / Ffôn: 01633 644732
Email / Ebost: christianlowe@monmouthshire.gov.uk
Website / Gwefan: www.monmouthshire.gov.uk

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sir fynwy

From: Martin Whitelow <martin@cotswoldtp.co.uk>
Sent: 12 February 2020 10:49
To: MCC - DevelopmentControl <DevelopmentControl@monmouthshire.gov.uk>
Cc: MCC - Highways <Highways@monmouthshire.gov.uk>
Subject: RE: Adopted Highway records, PROW and PIC Data

Dear Sirs,

I just wanted to follow up on my request below, as I have not had any further information.

Kind Regards

Martin Whitelow BA (Hons) MCIHT
Transport Planner

COTSWOLD
TRANSPORT
PLANNING

Cheltenham Office: 01242 523696 Web: www.cotswoldtp.co.uk

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Office Locations:
Cheltenham (HQ) – 01242 523696
Bristol – 01179 055171
Bedford – 01234 836098

From: MCC - Highways <Highways@monmouthshire.gov.uk>
Sent: 14 January 2020 13:38
To: Martin Whitelow <martin@cotswoldtp.co.uk>
Subject: RE: Adopted Highway records, PROW and PIC Data

Dear Sirs,

Thank you for your e-mail.

Your search request has been referred for the attention and response of the appropriate officer.

If you wish to monitor your search please contact DevelopmentControl@monmouthshire.gov.uk.

Regards

Sue

Sue Palmer
Engineering Support Officer - Highways Ops
Highways Department/ Adran Priffyrdd
Monmouthshire County Council/Cyngor Sir Fynwy
Email/E-Boost highways@monmouthshire.gov.uk
Website/gwefan : www.monmouthshire.gov.uk

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sir fynwy

From: Martin Whitelow <martin@cotswoldtp.co.uk>
Sent: 13 January 2020 15:03
To: MCC - Highways <Highways@monmouthshire.gov.uk>
Cc: Mike Fuller <mike@cotswoldtp.co.uk>
Subject: Adopted Highway records, PROW and PIC Data

Dear Sirs,

I write to request a quote for the extent of adopted highways and public rights of way near the A465 Abergavenny, as shown bound in red and green respectively on the attached highway search area.

In addition, would you be able to provide a contact or a quote to obtain Personal Injury Collison Data including description and plot for the most recently available five year period near the A465 Abergavenny, as shown bound in red on the attached accident search area.

I trust this is clear if you have any queries please do not hesitate to contact me.

Kind Regards

Martin Whitelow BA (Hons)
Transport Planner

COTSWOLD TRANSPORT PLANNING

Cheltenham Office: 01242 523696 Web: www.cotswoldtp.co.uk

PLEASE NOTE: Our office address has changed and all future mail should now be addressed to:
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Office Locations:
Cheltenham (HQ) – 01242 523696
Bristol – 01179 055171
Bedford – 01234 836098

Mae'r neges e-bost yma a'r ffeiliau a anfonir gyda hi yn gyfrinachol ac fe'i bwriedir ar gyfer yr unigolyn neu gorff y'u cyfeiriwyd atynt yn unig. Gall gynnwys gwybodaeth freintiedig a chyfrinachol ac os nad chi yw'r derbynnydd bwriadedig, rhaid i chi beidio copïo, dosbarthu neu gymryd unrhyw gamau yn seiliedig arni. Os cawsoch y neges e-bost yma drwy gamgymeriad hysbyswch ni cyn gynted ag sydd modd os gwelwch yn dda drwy ffonio 01633 644644. Cafodd y neges e-bost yma sgan firws Microsoft Exchange Online Protection.

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Mae'r Cyngor yn croesawu gohebiaeth yn Gymraeg, Saesneg neu yn y ddwy iaith. Byddwn yn cyfathrebu â chi yn ôl eich dewis. Ni fydd gohebu yn Gymraeg yn arwain at oedi.

The Council welcomes correspondence in English or Welsh or both, and will respond to you according to your preference. Corresponding in Welsh will not lead to delay.

Mae'r neges e-bost yma a'r ffeiliau a anfonir gyda hi yn gyfrinachol ac fe'i bwriedir ar gyfer yr unigolyn neu gorff y'u cyfeiriwyd atynt yn unig. Gall gynnwys gwybodaeth freintiedig a chyfrinachol ac os nad chi yw'r derbynnydd bwriadedig, rhaid i chi beidio copïo, dosbarthu neu gymryd unrhyw gamau yn seiliedig arni. Os cawsoch y neges e-bost yma drwy gamgymeriad hysbyswch ni cyn gynted ag sydd modd os gwelwch yn dda drwy ffonio 01633 644644. Cafodd y neges e-bost yma sgan firws Microsoft Exchange Online Protection.

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Mae'r Cyngor yn croesawu gohebiaeth yn Gymraeg, Saesneg neu yn y ddwy iaith. Byddwn yn cyfathrebu â chi yn ôl eich dewis. Ni fydd gohebu yn Gymraeg yn arwain at oedi.

The Council welcomes correspondence in English or Welsh or both, and will respond to you according to your preference. Corresponding in Welsh will not lead to delay.

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Appendix G

Active Travel Audit

Monmouthshire County Council

Proposed Velo Park, Llanfoist, Abergavenny, Monmouthshire

Active Travel Audit

CTP-19-147

September 2020

1. Introduction

1.1 Cotswold Transport Planning Ltd (CTP) has been instructed to provide an Active Travel Audit (ATA) in relation to the proposed development of a Velo Park to the east of Iberis Road and west of Llanfoist Household Recycling Centre (LHRC).

1.2 This ATA was undertaken on Tuesday 4th February between 1pm and 3.30pm. At the time of the survey the weather conditions were dry and windy.

Site Location and Composition

1.3 The application site consists of undeveloped land. The application site benefits from an existing field gate access with the LHRC Access Road.

1.4 The site is bound to the north by the LHRC Access Road, to the west by the McDonald's, the termination of Iberis Road and Hunters Care Community, to the south by undeveloped land and to the east by LHRC and undeveloped land.

1.5 The site location plan is included as **Appendix A**.

Proposed Development

1.6 Planning permission is sought for the development of the site for a Velo Park comprising a closed road cycling circuit with ancillary changing rooms, storage areas and car parking.

2. Active Travel Audit Guidance

2.1 The Welsh Government (WG) developed the ATA guidance and tools in order to assess existing and proposed active travel routes and related facilities. The Wales Active Travel (2013) Act (the WAT Act) defines active travel routes and related facilities as routes appropriate for people who walk, use pedal cycles or disabled users with mobility aids.

2.2 The WAT Act requires local authorities to produce active travel maps, promote active travel routes and enhance and look to create new active travel routes.

2.3 There are two key ATA guidance documents which should be used in tandem to achieve the aims of the WAT Act:

- Guidance for the Delivery of the Active Travel (Wales) Act 2013 (2014); and
- Design Guidance Active Travel (Wales) Act 2013 (2014).

2.4 The delivery guidance sets out the processes and procedures that local authorities should follow to meet their duties under the Act. This includes the preparation of the existing route maps (ERM) and integrated network maps (INM), which are required by the act.

2.5 The design guidance provides the statutory guidance for those involved in the planning, design, approval, construction and maintenance of active travel routes in Wales. It provides the technical details for active travel routes and facilities, and the measures for a local authority in deciding the appropriateness of a route as well as measures to improve it. It provides the process for assessing walking and cycling facilities through:

i. Identification of key walking and cycling routes;
ii. Auditing of the key walking and cycling routes;
iii. Scheme identification;
iv. New links; and
v. Phasing and monitoring.

2.6 This ATA shall consider (i), (ii) and (iii), to identify and audit key routes associated with the application site and provide recommendation of potential improvements.

2.7 The auditing tool for assessing walking and cycling routes should target the following five factors:

i. Comfort
ii. Attractiveness
iii. Accessibility
iv. Directness
v. Safety

2.8 The tool requires the auditor to score the routes based on the five factors above on a three-point scale:

i. 0 for poor provision;
ii. 1 for provision which is adequate but should be improved if possible; and
iii. 2 for good quality provision.

2.9 Each route with a score of less than 70% will require further improvement before inclusion in the ERM or INM.

Abergavenny Active Travel Routes

2.10 As required by the WAT Act, MCC had the ERM and future INM approved by WG in 2016 and 2018.

2.11 The ERM maps are included as **Appendix B**, with the INM map and route list included as **Appendix C**.

3. Active Travel Audit

3.1 This ATA has assessed the routes between the proposed site to the following services and amenities:

i. Llanfoist Fawr Primary School;
ii. Abergavenny High Street;
iii. Abergavenny Bus Station; and
iv. Abergavenny Rail Station.

3.2 Routes to these services and amenities include ERM and INM routes. On this basis, those included as part of the INM route list have been reviewed against the recommended upgrades.

3.3 Routes which have not been included as part of the INM have been assessed based on the guidance set out in **Section 2**, utilising the ATA auditing tool.

3.4 A map demonstrating the routes audited and the INM routes reviewed as part of this ATA are included in **Appendix D** and summarised as follows:

i. CTP-A1, MCC-INM-A18 and CTP-A2 provide the route to Llanfoist Fawr Primary School;

ii. CTP-A1, MCC-INM-A18, MCC-INM-A1, CTP-A3, CTP-A4 or CTP-A5 or MCC-INM-A2 provide the route to Abergavenny High Street;

iii. CTP-A1, MCC-INM-A18, MCC-INM-A1, MCC-INM-A3, MCC-INM-A5 or MCC-INM-A27 provide the route to Abergavenny Bus Station;

iv. CTP-A1, MCC-INM-A18, MCC-INM-A1, MCC-INM-A3, MCC-INM-A27 and MCC-INM-A7 provide the route to Abergavenny Rail Station;

v. CTP-A6 provides a route along the public rights of way (PROW) to Llanfoist Fawr Primary School; and

vi. CTP-A7, MCC-INM-A18 and CTP-A2 provides a route including PROW to Llanfoist Fawr Primary School.

3.5 CTP-A6 and CTP-A2 have not been assessed as part of the cycling audits as they are primarily PROW's, therefore not for use by cyclists.

4. INM Route Review

4.1 MCC's INM demonstrate the desired active travel network across Abergavenny and Llanfoist. MCC audited each of the routes and the requirements / suggestions to improve each of the routes, where required, were made in order to encourage increased Active Travel.

4.2 The INM routes and the route list including the audit score and suggested improvements are contained in **Appendix C**.

4.3 The routes which are relevant for accessing Llanfoist Fawr Primary School, Abergavenny High Street, Abergavenny Bus Station and Abergavenny Rail Station were reviewed against the suggested improvements.

4.4 A summary of MCC's required improvements and the review undertaken as part of this ATA are contained in **Table 4.1**.

Route	Walk Score	Walk Result	Cycle Score	Cycle Result	Route Improvement Summary and Review
MCC-INM-A1: Merthyr Road - The Cutting - A4143 - Llanfoist Bridge.	75%	Fail	50%	Fail	MCC considered that this route requires upgrading, part of which involves a new an active travel bridge across the River Usk. After reviewing the route, it was observed by CTP that upgrades are still to take place. The proposed active travel bridge has planning permission but is still undergoing discussions in respect of delivery.
MCC-INM-A2: Llanfoist Bridge - Linda Vista Gardens - Nevill Street	75%	Pass	0%	Fail	MCC considered that the route requires upgrading, in particular for cyclists across Linda Vista Gardens and to cycle access through the town centre. After reviewing the route, it was observed by CTP that upgrades are still to take place.
MCC-INM-A3: Linda Vista Gardens - A4142 Merthyr Road - Monmouth Road.	85%	Pass	62%	Fail	MCC considered that the surface needed to be improved and the route extended. After reviewing the route, it was observed by CTP that upgrades are still to take place.
MCC-INM-A4: Union Street East - Tudor Street - Castle Street	63%	Fail	48%	Fail	MCC considered that improvements were required in particular crossing of Merthyr Road and along Union Street East. After reviewing the route, it was observed by CTP that upgrades are still to take place.

MCC-INM-A5: Castle Street – around Castle – Mill Street	0%	Fail	48%	Fail	MCC assessed the route as having no footpath along Lower Castle Street and Castle Street to castle. Off-road path towards Mill Street and riverside path needs upgrading and improvement of the Mill Street surface. After reviewing the route, it was observed by CTP that the upgrades and improvements are still to take place.
MCC-INM-A7: Station Road – Hollywell Road	83%	Pass	60%	Fail	MCC considered that improvements could be made to both the junctions with the A40 as well as conflicting shared use signage. After reviewing the route, it was observed by CTP that upgrades are still to take place.
MCC-INM-A18: B4269 Gypsy Lane	83%	Pass	50%	Fail	MCC considered that improvements would be required along this route particularly to connect to the proposed new bridge, Cooper Way Estate and B4269 Gypsy Lane. After reviewing the route, it was observed by CTP that upgrades are still to take place.
MCC-INM-A27: From Cross Street A40 Monmouth Road - A465 Roundabout	N/A	N/A	N/A	N/A	MCC considered that improvements to pavements along the route and an extension of the cycle connection to MCC-INM-A3. After reviewing the route, it was observed by CTP that upgrades are still to take place and that crossing and signage improvements would also be required.

Table 4.1 – INM routes, required improvements and review

4.6 **Table 4.1** demonstrates that the INM routes that may be used to access the development as agreed within scoping discussions, require improvements to encourage increased Active Travel. The review has confirmed that each route requires the upgrades required from the initial audit by MCC.

5. Walking and Cycling Audits

5.1 Walking and cycling audits have been undertaken on Tuesday 4th February 2020 between 1pm and 3.30pm. The audited routes are shown on the maps contained in **Appendix D** with full audit outputs contained in **Appendix E** and **Appendix F**. This section summarises the results of the audits.

5.2 The audited routes have been based on routes between the application site and Abergavenny; Abergavenny Bus Station; Abergavenny Rail Station; and Llanfoist Fawr Primary School. It is considered that these routes are most likely to serve the vast majority of anticipated users of the application site.

Walking Audit

5.3 The results of the walking audits are summarised in **Table 5.1**. These results have been based upon the WG audit tool using the scoring scale. The full walking audit of each route is contained within **Appendix E**.

Route	Score	Result	Summary
CTP-A1: Iberis Road – A4143 Merthyr Road / A465 Westbound Slip Road	83%	Pass	The route is reasonably attractive for pedestrians with no substantial issues. It provides comfortable route with ample footway provision with a slight gradient in places. It is reasonably direct route north towards Abergavenny. It is a safe and cohesive route.
CTP-A2: B4246 – B4269 Gypsy Lane – Ffordd Yr Y'sgol	78%	Pass	The route is reasonably attractive for pedestrians with no substantial issues. It provides a comfortable route with some footway narrowing and slope in places. The route is fairly direct and is considered safe and cohesive.
CTP-A3: Merthyr Road – Tudor Street	65%	Fail	The route is generally attractive for pedestrians with the exception of a brief narrowing on Merthyr Road and the lack of a footway on the northern side of the carriageway. Some of the crossings on the route lack tactile paving at the crossings and some of the road surfacing on Merthyr Road is inconsistent.
CTP-A4: Merthyr Road – A40 Brecon Road – Frogmore Street	70%	Fail	The route is generally attractive for pedestrians with the exception of a brief narrowing on Merthyr Road. The route does not have dropped kerb crossings and tactile paving at all of the junctions.
CTP-A5: Baker Street	78%	Pass	The route is generally attractive, comfortable and direct for pedestrians. However, it should be noted that not all adjoining junctions with the route have dropped kerb crossings and tactile paving.
CTP-A6: PROW 71/1 – 75/1 – 74/1			The route does not have a bound surface with steep gradients in places, it is unlit and is not overlooked it also lacks clear wayfinding signage. However, it does provide a traffic free and fairly direct route.

CTP-A7: PROW 71/1 – 70-1	65%	Fail	The route does not have a bound surface with it is unlit and lacks clear wayfinding signage. However, it does provide a traffic free and direct route with the exception of crossing Ffordd Sain Fffwyst which lacks tactile paving and fairly.

Table 5.1 – Summary of the results of the walking audits

Cycling Audit

5.4 The results of the cycling audits are summarised in **Table 5.2**. These results have been based upon the WG audit tool using the scoring scale. The full cycling audit of each route is contained within **Appendix F**.

Route	Score	Result	Summary
CTP-A1: Iberis Road – A4143 Merthyr Road / A465 Westbound Slip Road	38%	Fail	The route does not have any dedicated cycle provision on or off road. There is a lack of wayfinding signage for cyclists. The route has five roundabout junctions which pose delay and conflict for cyclists.
CTP-A2: B4246 – B4269 Gypsy Lane – Ffordd Yr Y'sgol	38%	Fail	The route does not have any dedicated cycle provision on or off road. There is a lack of wayfinding signage for cyclists. The route has five roundabout junctions which pose delay and conflict for cyclists.
CTP-A3: Merthyr Road – Tudor Street	46%	Fail	The route does not have any dedicated cycle provision on or off road. The route is fairly direct and legible although signage could be improved for cyclists.
CTP-A4: Merthyr Road – A40 Brecon Road – Frogmore Street	50%	Fail	The route does not have any dedicated cycle provision on or off road. The route is fairly direct and legible although signage could be improved for cyclists.
CTP-A5: Baker Street	54%	Fail	The route does not have any dedicated cycle provision on or off road. The route is direct and legible with good signage provision.

Table 5.2 – Summary of the results of the cycling audits

Summary

5.5 In summary the routes generally provide suitable conditions for walking. Based on the ATA guidance all of the routes require improvements to encourage cycling. This is primarily due to the general lack of off-carriageway facilities. However, this does not mean that routes are not suitable for use by cyclists, especially experienced riders who intend to travel to use the Velo Park.

5.6 Routes **CTP-A3** and **CTP-A4** are lacking dropped kerb and tactile paving which resulted in it failing the walking audit. In order to improve the routes dropped kerbs and tactile paving at all junctions are required.

5.7 Routes **CTP-A6** and **CTP-A7** are PROW and lack bound surfaces, street lighting and are not the most legible routes with a lack of wayfinding signage. It is not considered appropriate to provide a bound surfaces or street lighting, particularly on **CTP-A6**. The provision of wayfinding signage would improve the legibility of the routes for users wishing to use them. Alternative routes via **CTP-A2** is available for users.

6. Summary

6.1 CTP has been instructed to provide an ATA proposed development of a Velo Park to the east of Iberis Road and west of LHRC.

6.2 The ATA was undertaken on Tuesday 4th February between 1pm and 3.30pm. At the time of the survey the weather conditions were dry and windy. The ATA considered walking and cycling routes to Llanfoist Fawr Primary School, Abergavenny High Street, Abergavenny Bus Station and Abergavenny Rail Station. The routes were assessed based on existing walking and cycling routes audited as part of the INM and additional routes required to link to the INM.

6.3 A review of the INM routes demonstrated that none of the routes passed the cycling audit and required improvements to encourage increased cycle use had yet to be undertaken. The improvements generally were due to a lack of dedicated cycling facilities, surface quality and legibility. The improvements required for walking generally were regarding surface quality, legibility and footway availability.

6.4 The walking audits undertaken demonstrated that those which failed required dropped kerb and tactile paving at junctions. The cycling audits undertaken demonstrated that there was a lack of dedicated cycling facilities, which would improve the route for cyclists.

6.5 It can therefore be summarised that the routes to Llanfoist Fawr Primary School, Abergavenny High Street, Abergavenny Bus Station and Abergavenny Rail Station are generally suitable for walkers, although improvements can be made to the routes surface, crossings and legibility to further encourage walking. The routes for cyclists require dedicated facilities, improved surface quality and improvements to the legibility of the network to encourage increased cycle use. However the routes are considered suitable for use by experienced cyclists such as those intending to cycle to travel to ride at the Velo Park.

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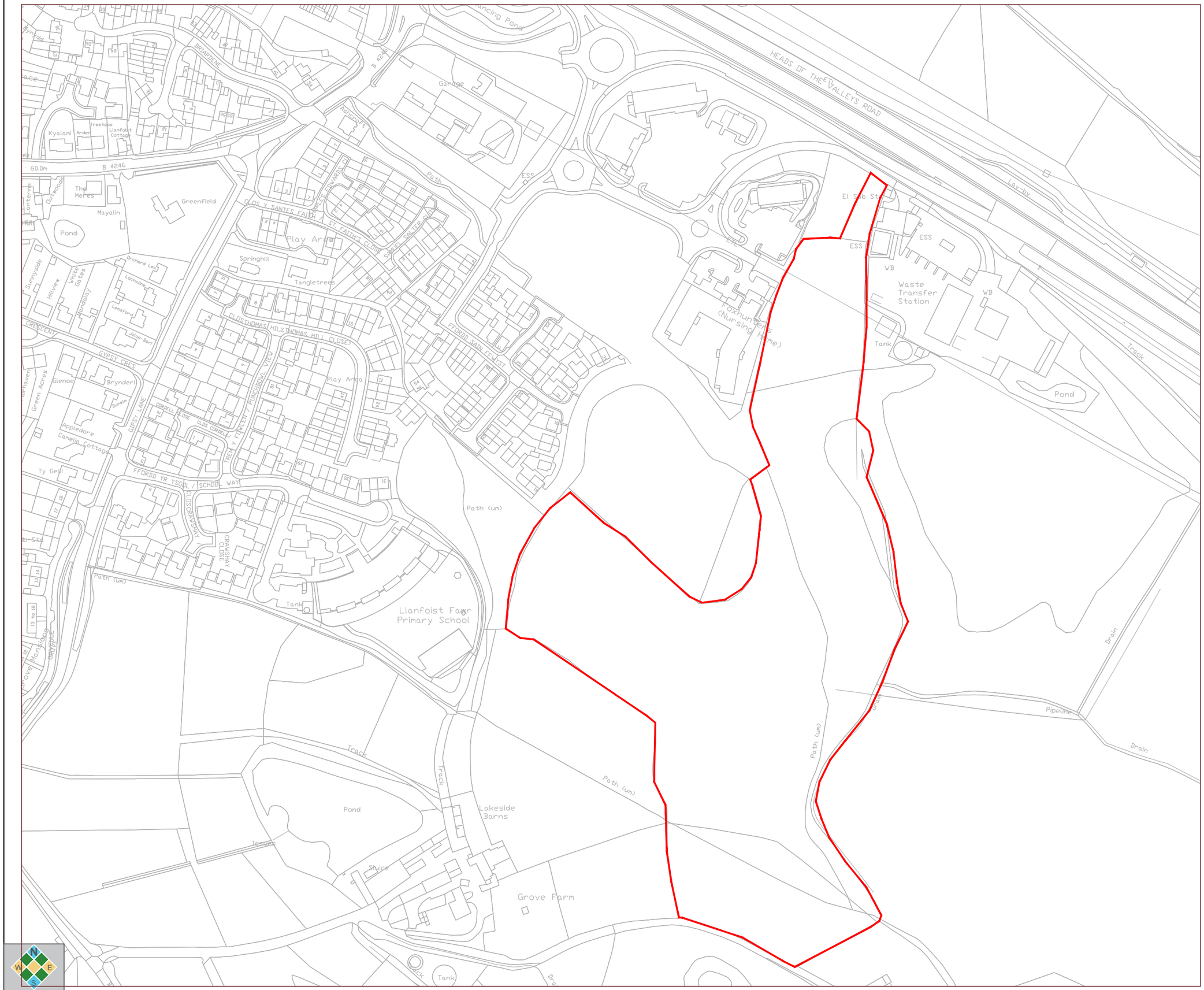
Appendix A

Site Location Plan



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

Key

Application boundary

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Monmouthshire CC

PROJECT:
Abergavenny Velo Park

TITLE:
Site Location Plan

STATUS:
INFORMATION

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:2500	04.11.20	MP	MF	MF

JOB NO:	DRAWING NO:	REVISION:
CTP-19-147	SK08	-

INDICATIVE

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Appendix B

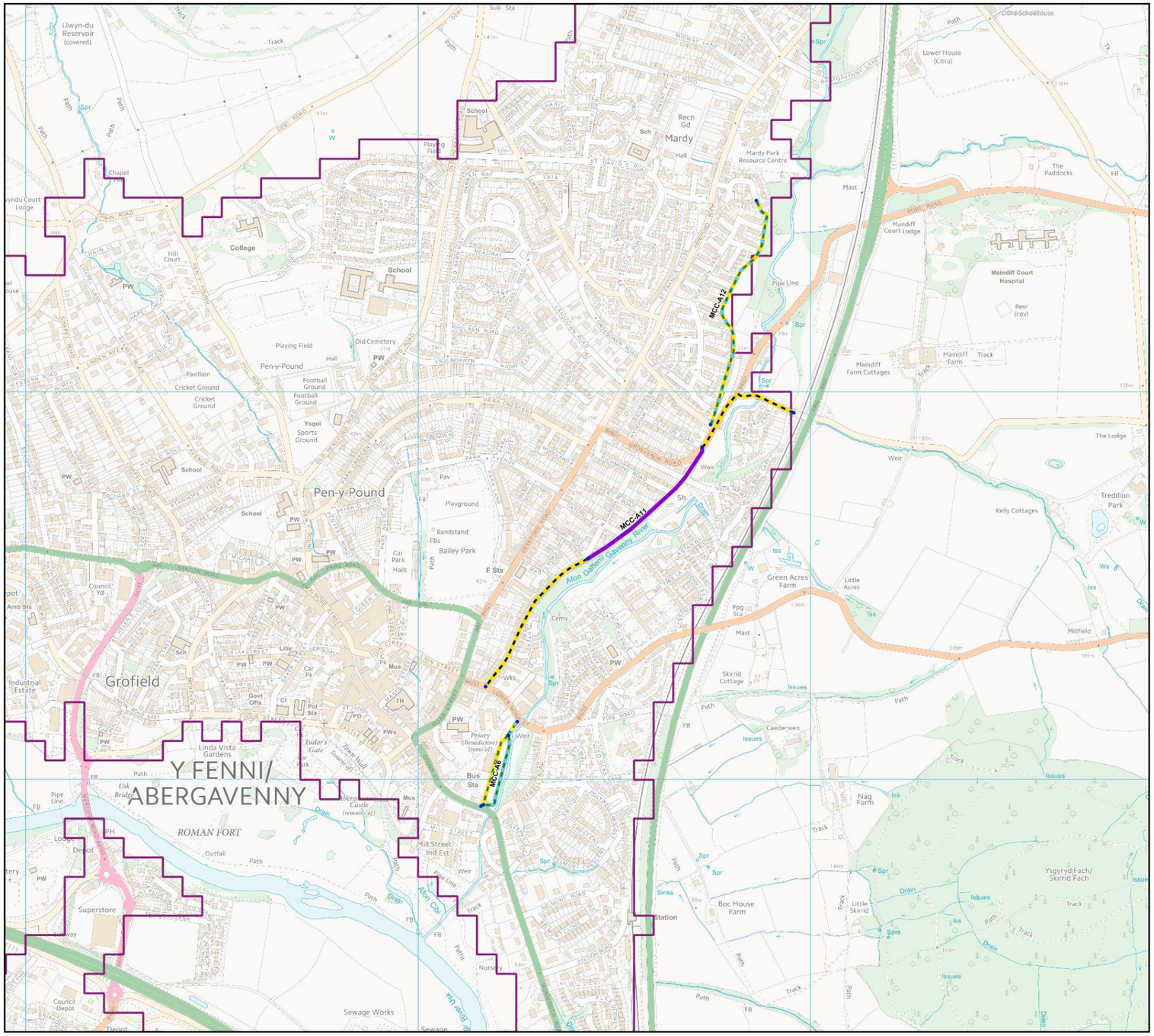
ERM Maps

MCC ATERM - Abergavenny Existing Cycle Routes - June 2016

Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.

Monmouthshire Council
County Hall
The Rhadyr
Usk

monmouthshire sir fynwy



Legend / Eglurhad

Active Travel Routes / Llwybrau Teithio Llesol

- Undefined path design / Dyluniad llwybr heb ei ddiffinio
- Footpath (away from road) / Llwybr troed (i ffwrdd o'r ffordd)
- Footway (alongside road) / Troedffordd (ochr yn ochr â ffordd)
- Cycle track (away from road) / Trac beicio (i ffwrdd o'r ffordd)
- Cycle track (alongside road) / Trac beicio (ochr yn ochr â ffordd)
- Shared use foot/cycle path (away from road) / Llwybr cerdded/beicio a rennir (i ffwrdd o'r ffordd)
- Shared use foot/cycle path (alongside road) / Llwybr cerdded/beicio a rennir (ochr yn ochr â ffordd)
- Segregated foot/cycle path (away from road) / Llwybr cerdded/beicio wedi'i wahanu (i ffwrdd o'r ffordd)
- Segregated foot/cycle path (alongside road) / Llwybr cerdded/beicio wedi'i wahanu (ochr yn ochr â ffordd)
- Cycle route (on road, not segregated) / Lôn feicio (ar y ffordd, heb ei gwahanu)
- Cycle lane (on road, segregated) / Lôn feicio (ar y ffordd, wedi'i gwahanu)
- Pedestrian zone / Ardal cerdded
- Pedestrian and cycle zone / Ardal cerdded a beicio
- Road without footway / Ffordd heb droedffordd
- Statement / Datganiad

- Line end points / Pwyntiau diwedd llinell
- Built-up areas / Ardaloedd Adeiledig

N

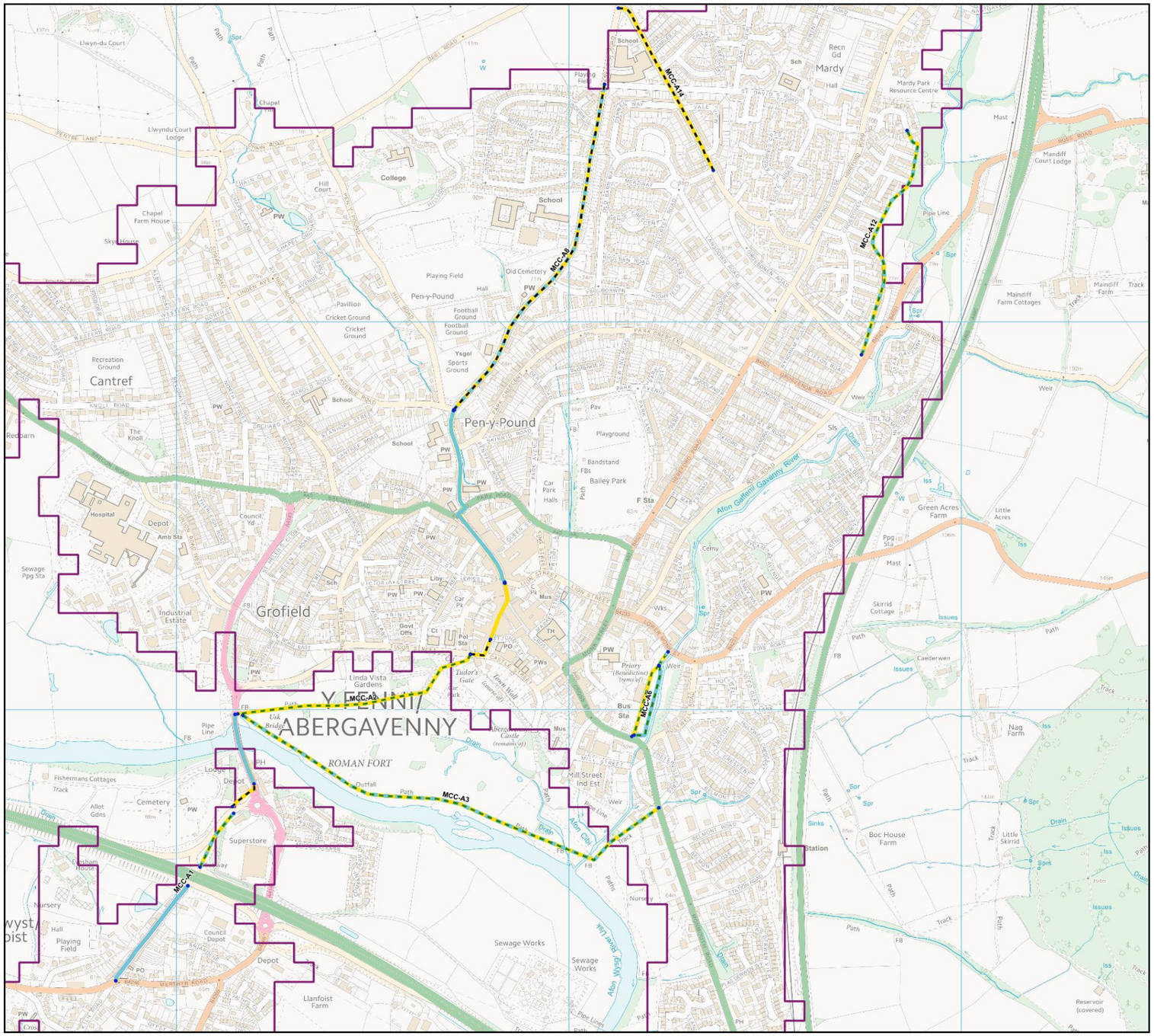
Llywodraeth Cymru
Welsh Government

10 Jun 2016 09:47 AM

MCC ATERM - Abergavenny Existing Pedestrian Routes - June 2016

Monmouthshire Council
County Hall
The Rhadyr
Usk

Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.



Legend / Eglurhad

Active Travel Routes / Llwybrau Teithio Llesol

- Undefined path design / Dyluniad llwybr heb ei ddiffinio
- Footpath (away from road) / Llwybr troed (i ffwrdd o'r ffordd)
- Footway (alongside road) / Troedffordd (ochr yn ochr â ffordd)
- Cycle track (away from road) / Trac beicio (i ffwrdd o'r ffordd)
- Cycle track (alongside road) / Trac beicio (ochr yn ochr â ffordd)
- Shared use foot/cycle path (away from road) / Llwybr cerdded/beicio a rennir (i ffwrdd o'r ffordd)
- Shared use foot/cycle path (alongside road) / Llwybr cerdded/beicio a rennir (ochr yn ochr â ffordd)
- Segregated foot/cycle path (away from road) / Llwybr cerdded/beicio wedi'i wahanu (i ffwrdd o'r ffordd)
- Segregated foot/cycle path (alongside road) / Llwybr cerdded/beicio wedi'i wahanu (ochr yn ochr â ffordd)
- Cycle route (on road, not segregated) / Lôn feicio (ar y ffordd, heb ei gwahanu)
- Cycle lane (on road, segregated) / Lôn feicio (ar y ffordd, wedi'i gwahanu)
- Pedestrian zone / Ardal cerdded
- Pedestrian and cycle zone / Ardal cerdded a beicio
- Road without footway / Ffordd heb droedffordd
- Statement / Datganiad

- Line end points / Pwyntiau diwedd llinell
- Built-up areas / Ardaloedd Adeiledig

10 Jun 2016 09:51 AM

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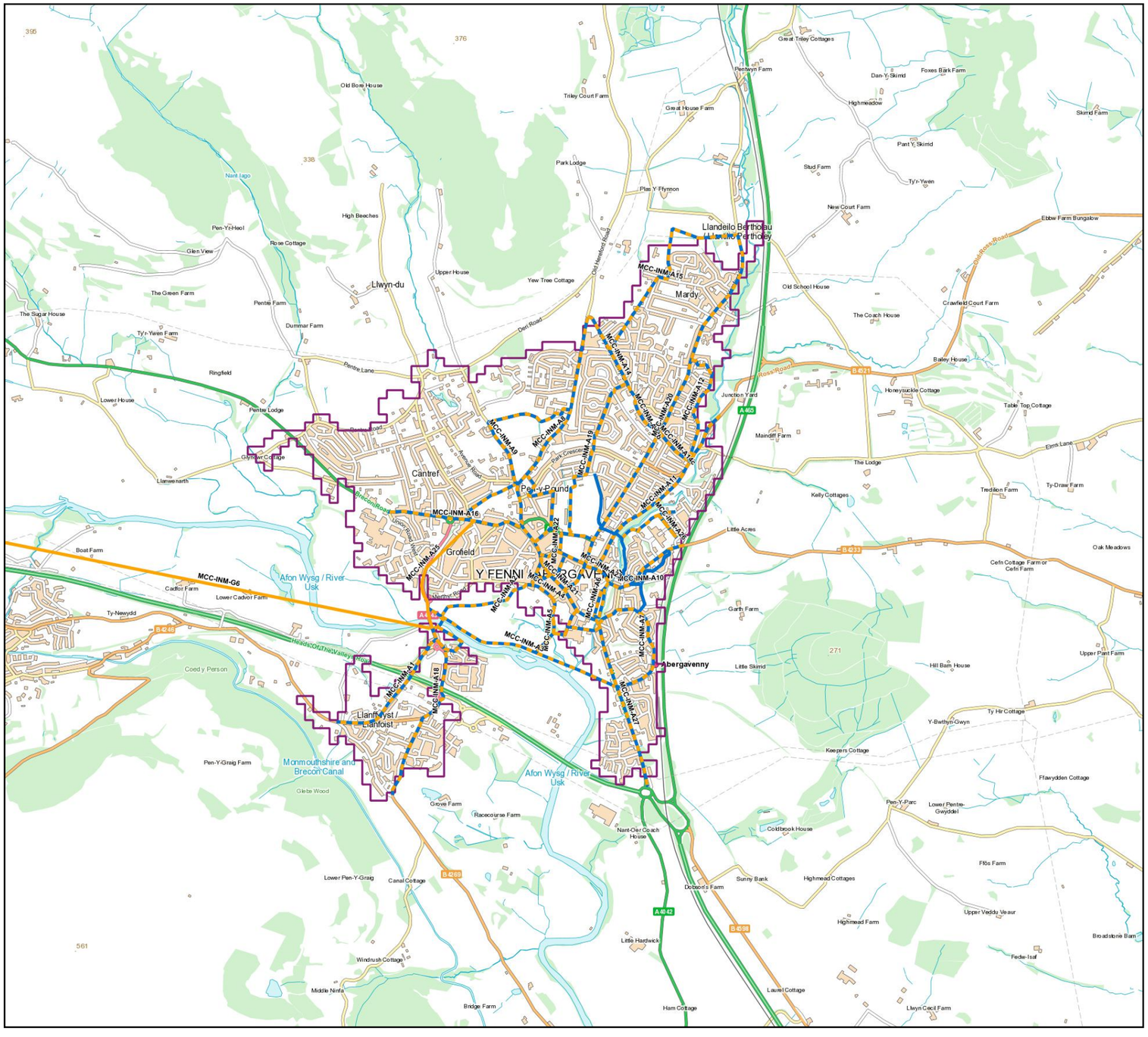
Appendix C

INM Map

Abergavenny Future Key Walking, Cycling and Shared Use Network

Monmouthshire Council
County Hall
The Rhadyr
Usk

Produced by the Active Travel web site. Gynhyrchwyd gan y wefan Teithio Llesol.



Legend / Eglurhad

- Integrated Network Walking
- Integrated Network Cycling
- Integrated Network Shared Use
- Built-up areas / Ardaloedd Adeiledig
- Admin Areas / Ardaloedd Gweinyddol

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22 Feb 2018 09:08 AM

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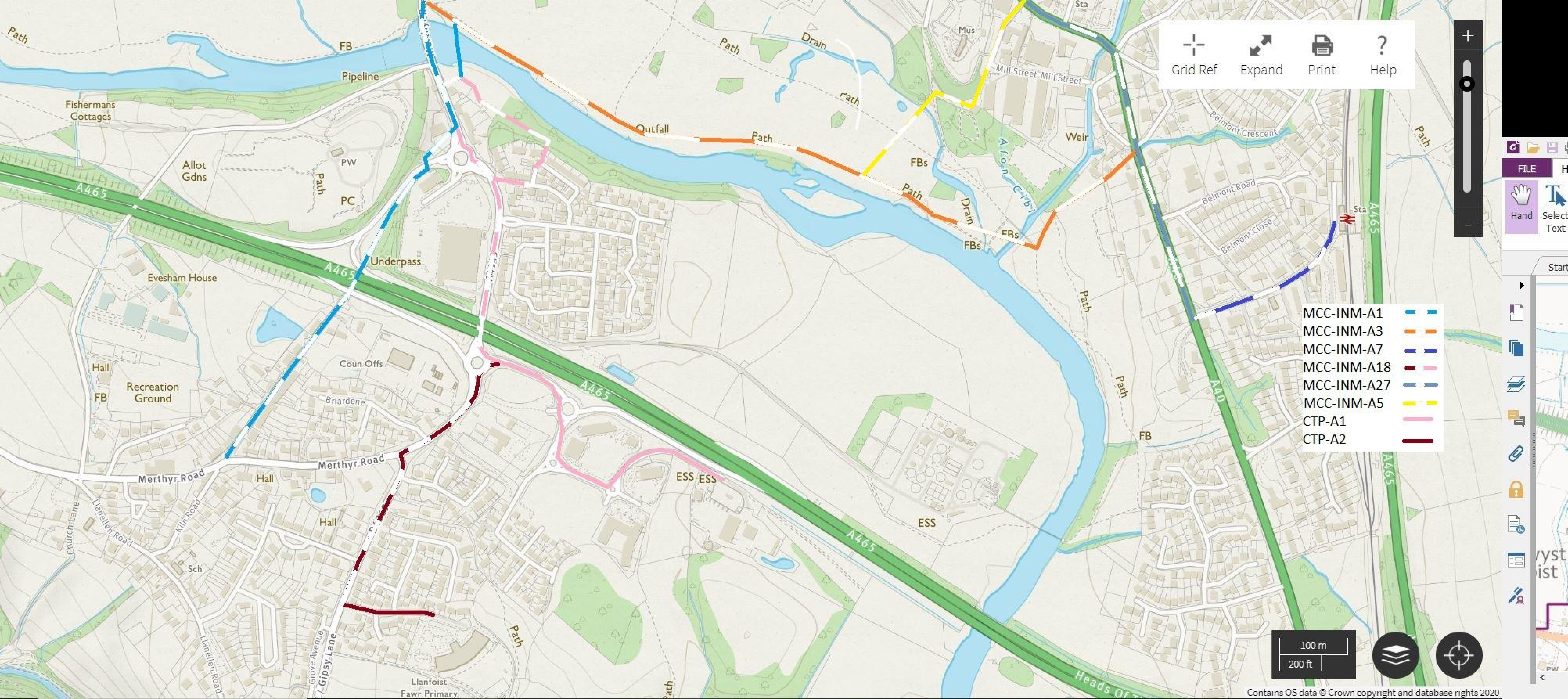
Appendix D

Audited Route Maps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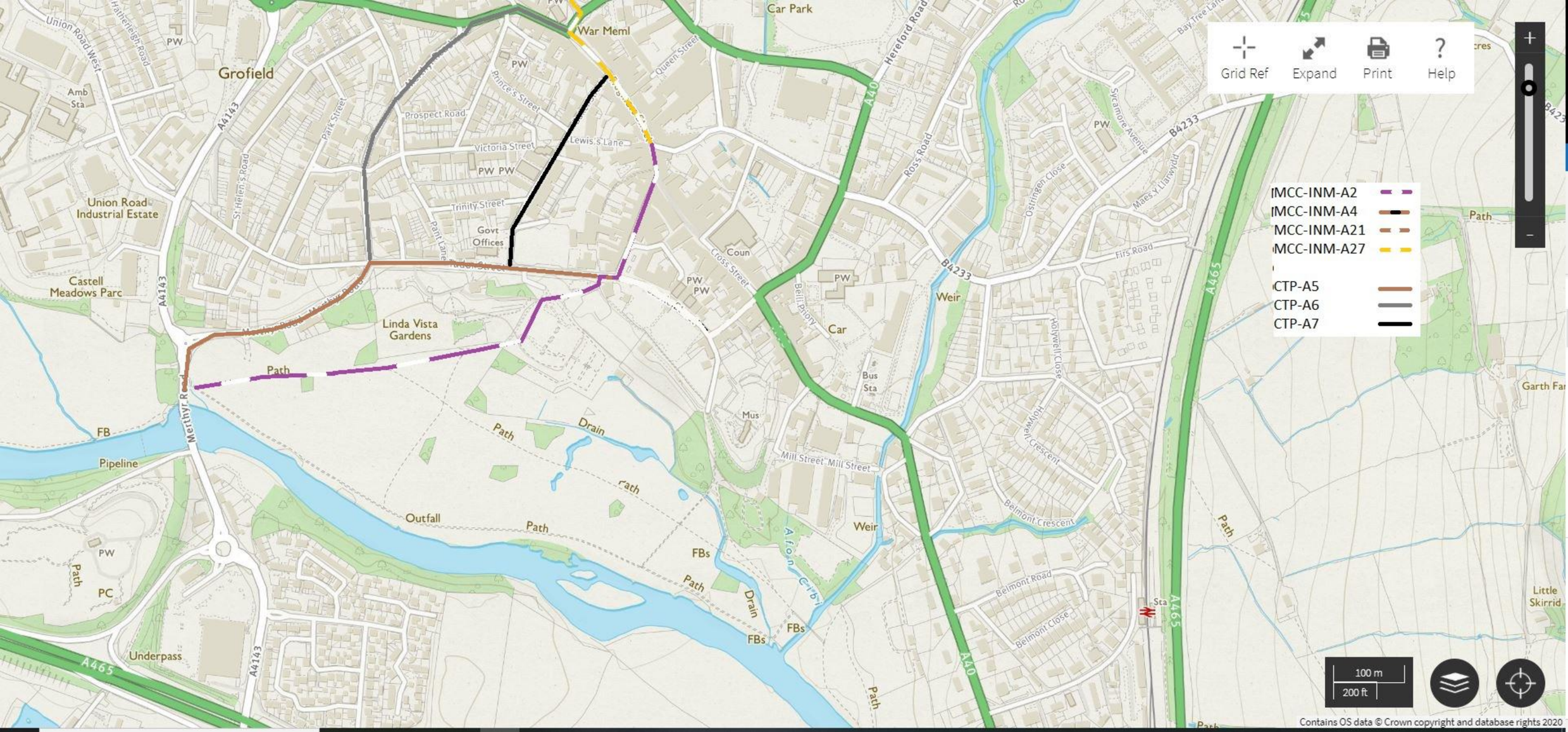
MCC-INM-A3
MCC-INM-A7
MCC-INM-A18
MCC-INM-A27
MCC-INM-A5
CTP-A1
CTP-A2
Grid Ref
Expand
Print
Help
A465
A40
Merthyr Road
Mill Street
Belmont Crescent
Belmont Road
Belmont Close
Fishermans Cottages
Allot Gdns
Evesham House
Underpass
Coun Offs
Briardene
Recreation Ground
Pipeline
Outfall
Path
Drain
Weir
FBs
Afon Cibi
Llanelen Road
Church Lane
Kiln Road
Gipsy Lane
Grove Avenue
Llanfoist Fawr Primary
Heads Of The Valleys Road
100 m
200 ft
Contains OS data © Crown copyright and database rights 2020


Grid Ref
Expand
Print
Help
IMCC-INM-A2
IMCC-INM-A4
IMCC-INM-A21
IMCC-INM-A27
CTP-A5
CTP-A6
CTP-A7
Grofield
War Meml
Car Park
Union Road Industrial Estate
Castell Meadows Parc
Linda Vista Gardens
Govt Offices
Coun
Weir
Bus Sta
Mus
Car
Path
Drain
Outfall
FB
Pipeline
FBs
PW
PC
Underpass
Sta
Little Skirrid
Garth Far
A40
A465
A4143
B4233
Hereford Road
Ross Road
Queen Street
Prince's Street
Victoria Street
Trinity Street
Lewis's Lane
Prospect Road
Park Street
St Helen's Road
Union Road West
Haltereigh Road
Amb Sta
Cross Street
Bell Priory
Mill Street
Merthyr Road
Sycamore Avenue
Maes-y-Llanwydd
Ostringen Close
Firs Road
Holywell Close
Belmont Crescent
Belmont Road
Belmont Close
100 m
200 ft
Contains OS data © Crown copyright and database rights 2020
File
New Email
Inbox
Sent Items
Drafts [14]
Items: 12,230

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Appendix E

Walking Audits

Active Travel Audit
Walking Route Audit

COTSWOLD TRANSPORT PLANNING

Client	Monmothshire County Council
Job	Abergaveny Velo Park, Llanfoist
Job Code	CTP-19-147
Date	04.02.20

CTP-A1	Iberis Road - A4143 Merthyr Road / A465 Westbound Slip Road
CTP-A2	B4246 – B4269 Gypsy Lane – Ffordd Yr Y'sgol
CTP-A3	Merthyr Road – Tudor Street
CTP-A4	Merthyr Road – A40 Brecon Road – Frogmore Street
CTP-A5	Baker Street
CTP-A6	PROW 71/1 - 75/1 - 74/1
CTP-A7	PROW 71/1 - 70/1

Route	CTP-A1	Iberis Road - A4143 Merthyr Road / A465 Westbound Slip Road	Client	Monmothshire County Council		Audit Date	04.02.20	COTSWOLD TRANSPORT PLANNING
						Project Code	CTP-19-147	

Audit Category	Factor	Design principle	Indicators	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested Amendments
Attractiveness	Maintenance	Routes should be in good condition with no significant issues or defects	Well maintained footways	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	Minor littering, overgrown vegetation. Street furniture falling into minor disrepair	Footways well maintained with no significant issues noted.	1	Footways and furniture are well maintained minor overgrown vegetation	Ensure vegetation is maintained
	Fear of Crime	Routes have natural surveillance and have no evidence of vandalism	Routes are overlooked with active frontages with no vandalism	Major or prevalent vandalism. Evidence of criminal/antisocial behaviour. Route is isolated, not subject to natural surveillance	Minor vandalism. Lack of active frontage and natural surveillance	No evidence of vandalism with appropriate natural surveillance	1	There is some natural surveillance along the route however there is a lack of active frontages notably at the subway under the A465	There are potential developments along the route which will increase the active frontages and natural surveillance along the route
	Traffic noise and pollution	Routes are not unencumbered by traffic and pollution	Routes are not impeded or made unattractive by traffic and resulting pollution	Severe traffic pollution and/or severe traffic noise	Levels of traffic noise and/or pollution could be improved	Traffic noise and pollution do not affect the attractiveness of the route	1	The level of traffic was not observed to be severe but the traffic noise could be improved	Measures to dissipate traffic noise could be provided particularly at the A465 underpass
	Other						2	None	No Recommendations
Comfort	Condition	Density of defects including non cracks and trip hazards. Pavement construction provides a smooth and level surface.	Major and minor defects	Numerous defects including subsided or fretted pavement or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface	Some defects, typically isolated or minor. Defects unlikely to result in trips or difficulty for wheelchairs. Some footway crossovers resulting in uneven surface	Footways level and in good condition with no trip hazards.	2	Footways are in good condition	No Recommendations
	Footway Width	Footways should generally have a width of 2m	The footway Width	Footways are < 1.5m wide	Footways are between 1.5m and 2m wide	Footways are in excess of 2m wide	2	Footways are generally 2m or wider	No Recommendations
	Width on staggered crossings/pedestrian islands/ refuges	Crossings are wide and able to accommodate all users	Width of the crossings	Widths are <1.5m	Widths are between 1.5m and 2m wide	Footways are in excess of 2m wide	2	All refuges are at least 2m wide	No Recommendations
	Footway parking	Footways are clear of motor vehicles parking	Motor vehicles parking on Footways	Clearance widths less than 1.5m wide. Footway parking restricts footway width causing pedestrians to deviate.	Clearance widths between 1.5m and 2m wide. Intermittent parking causes occasional deviation.	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m wide.	2	No cars were observed parking on the footways	No Recommendations
	Gradient			Gradients exceed 8% (1 in 12)	Slopes exist but gradients do not exceed 8% (1 in 12)	There are no slopes on the footways.	1	Slopes are not excessive	No Recommendations
	Other						2	None	No Recommendations
Directness	Footway Provision	Routes have a network of footways which cater for the pedestrian desire lines	Footways available throughout the route	Footways are not provided to cater for pedestrian desire lines	Footway provision could be improved to better cater for pedestrian desire lines	Footways are provided to cater for pedestrian desire lines	2	Footway provision provide a direct route	No Recommendations
Safety	Location of crossings in relation to desire lines	Routes have convenient crossings on desire lines	Crossings located on desire lines	Crossings deviate significantly from desire lines.	Crossings partially diverting pedestrians away from desire lines	Crossings follow desire lines	1	Crossings partially divert pedestrians off the route	Realign footways to desire lines where appropriate
	Gaps in traffic (where no controlled crossings)	Where there are no controlled crossings there are comfortable gaps in the traffic to allow pedestrians to cross.	Gaps in the Traffic in Seconds	Crossings of road associated, indirect or associated with significant delay (>15s average)	Crossings of road direct, but associated with some delay (up to 15s average)	Crossing of road easy, direct and comfortable without delay (<5s average)	2	Crossing of the road is comfortable an not delayed	No Recommendations
	Impact of controlled crossings on journey time	Controlled crossings do not cause delay for pedestrians	Crossing types and time delay	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	Crossings are staggered but do not add significantly to journey time. Unlikely to wain >5s in pedestrian island	Crossings are single phase pelican/puffin or zebra crossings	2	Crossings are single phase	No Recommendations
	Green man time	Crossings provide ample green time to allow pedestrians to comfortably cross	Users able to comfortably clear crossing in green time	Green man time would not give vulnerable users sufficient time to cross comfortably	Pedestrians would benefit from extended green man time but current time unlikely to deter users	Green man time is of sufficient length to cross comfortably.	2	Green time provides ample crossing time	No Recommendations
	Other						2	None	No Recommendations
Cohesion	Traffic Volume	Where possible routes should have low levels of traffic with distance between pedestrians and traffic	Traffic volumes and pedestrian separation	High traffic volume, with pedestrians unable to keep their distance from traffic.	Traffic volume moderate and pedestrians in close proximity.	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes	1	The traffic volume was not observed to be high but is likely to be moderate in peak hours and pedestrians are in reasonable proximity to traffic	No Recommendations
	Traffic Speed	Where possible traffic speeds should be low with distance between pedestrians and traffic	Traffic speed and pedestrian separation	high traffic speeds, with pedestrians unable to keep their distance from traffic	Traffic speeds moderate and pedestrians in close proximity.	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds	1	The traffic speed is limited to 30mph and pedestrians are in reasonable proximity to traffic	No Recommendations
	Visibility	Pedestrians should have good visibility along the route and at crossings	Available visibility	Poor visibility, likely to result in collisions	Visibility could be somewhat improved but unlikely to result in collisions	Good visibility for all users	2	Visibility throughout the route and at crossings is good	No Recommendations
	Dropped Kerbs and Tactile Paving	Routes have adequate provision of dropped kerbs and tactile paving to assist with pedestrian movement	Presence of dropped kerbs and tactile paving	Dropped kerbs and tactile paving absent or incorrect	Dropped kerbs and tactile paving provided, albeit not to current standards	Adequate dropped kerb and tactile paving provision	2	All junctions on route benefit from dropped kerbs with tactile paving	No Recommendations
	Signage	Note the presence and quality of route signage (no score is required						No signs were present specifically for walking	Install signs indicating the application site
						Total Score	33		
						Percentage	83%		

Route	CTP-A2	B4246 – B4269 Gypsy Lane – Ffordd Yr Y'sgol	Client	Monmothshire County Council		Audit Date	04.02.20	COTSWOLD TRANSPORT PLANNING
						Project Code	CTP-19-147	

Audit Category	Factor	Design principle	Indicators	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested Amendments
Attractiveness	Maintenance	Routes should be in good condition with no significant issues or defects	Well maintained footways	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	Minor littering, overgrown vegetation. Street furniture falling into minor disrepair	Footways well maintained with no significant issues noted.	1	There are some minor overgrown hedgerows and verges. In addition the bus stop on the B4246 Merthyr Road has minor issues such as lacking glass panels and worn cage.	Ensure verges and bus stop are maintained.
	Fear of Crime	Routes have natural surveillance and have no evidence of vandalism	Routes are overlooked with active frontages with no vandalism	Major or prevalent vandalism. Evidence of criminal/antisocial behaviour. Route is isolated, not subject to natural surveillance	Minor vandalism. Lack of active frontage and natural surveillance	No evidence of vandalism with appropriate natural surveillance	1	Sections of the route lack an active frontage.	None
	Traffic noise and pollution	Routes are not unencumbered by traffic and pollution	Routes are not impeded or made unattractive by traffic and resulting pollution	Severe traffic pollution and/or severe traffic noise	Levels of traffic noise and/or pollution could be improved	Traffic noise and pollution do not affect the attractiveness of the route	1	Although traffic was not heavy the footways abut the carriageway which results in some exposure to noise and/or pollution.	None
	Other						2	None	No Recommendations
Comfort	Condition	Density of defects including non cracks and trip hazards. Pavement construction provides a smooth and level surface.	Major and minor defects	Numerous defects including subsided or fretted pavement or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface	Some defects, typically isolated or minor. Defects unlikely to result in trips or difficulty for wheelchairs. Some footway crossovers resulting in uneven surface	Footways level and in good condition with no trip hazards.	1	Some minor cracking and wear on the footway approaching Abergavenny Tyres	Resurface / Repair footway
	Footway Width	Footways should generally have a width of 2m	The footway Width	Footways are < 1.5m wide	Footways are between 1.5m and 2m wide	Footways are in excess of 2m wide	1	Footway widths are in general 2m with some sections narrowing to 1.5m - 1.8m wide	Widen footways where possible to maintain a 2m width
	Width on staggered crossings/pedestrian islands/ refuges	Crossings are wide and able to accommodate all users	Width of the crossings	Widths are <1.5m	Widths are between 1.5m and 2m wide	Footways are in excess of 2m wide	2	N/A no staggered crossings	No Recommendations
	Footway parking	Footways are clear of motor vehicles parking	Motor vehicles parking on Footways	Clearance widths less than 1.5m wide. Footway parking restricts footway width causing pedestrians to deviate.	Clearance widths between 1.5m and 2m wide. Intermittent parking causes occasional deviation.	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m wide.	2	No footway parking was observed	No Recommendations
	Gradient			Gradients exceed 8% (1 in 12)	Slopes exist but gradients do not exceed 8% (1 in 12)	There are no slopes on the footways.	1	A slope on Gypsy Lane	No Recommendations
	Other						2	None	No Recommendations
Directness	Footway Provision	Routes have a network of footways which cater for the pedestrian desire lines	Footways available throughout the route	Footways are not provided to cater for pedestrian desire lines	Footway provision could be improved to better cater for pedestrian desire lines	Footways are provided to cater for pedestrian desire lines	2	None	No Recommendations
Safety	Location of crossings in relation to desire lines	Routes have convenient crossings on desire lines	Crossings located on desire lines	Crossings deviate significantly from desire lines.	Crossings partially diverting pedestrians away from desire lines	Crossings follow desire lines	1	Some of the crossings are slightly away from the desire lines	Where appropriate the crossings can be realigned to the pedestrian desire line
	Gaps in traffic (where no controlled crossings)	Where there are no controlled crossings there are comfortable gaps in the traffic to allow pedestrians to cross.	Gaps in the Traffic in Seconds	Crossings of road associated, indirect or associated with significant delay (>15s average)	Crossings of road direct, but associated with some delay (up to 15s average)	Crossing of road easy, direct and comfortable without delay (<5s average)	2	There was no delay in crossing the minor roads adjoining the B4269 Gypsy Lane	No Recommendations
	Impact of controlled crossings on journey time	Controlled crossings do not cause delay for pedestrians	Crossing types and time delay	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	Crossings are staggered but do not add significantly to journey time. Unlikely to wain >5s in pedestrian island	Crossings are single phase pelican/puffin or zebra crossings	2	N/A no crossings	No Recommendations
	Green man time	Crossings provide ample green time to allow pedestrians to comfortably cross	Users able to comfortably clear crossing in green time	Green man time would not give vulnerable users sufficient time to cross comfortably	Pedestrians would benefit from extended green man time but current time unlikely to deter users	Green man time is of sufficient length to cross comfortably.	2	N/A no crossings	No Recommendations
	Other						2	None	No Recommendations
Safety	Traffic Volume	Where possible routes should have low levels of traffic with distance between pedestrians and traffic	Traffic volumes and pedestrian separation	High traffic volume, with pedestrians unable to keep their distance from traffic.	Traffic volume moderate and pedestrians in close proximity.	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes	1	The traffic volume was not observed to be high but is likely to be moderate in peak hours and pedestrians are in reasonable proximity to traffic	No Recommendations
	Traffic Speed	Where possible traffic speeds should be low with distance between pedestrians and traffic	Traffic speed and pedestrian separation	high traffic speeds, with pedestrians unable to keep their distance from traffic	Traffic speeds moderate and pedestrians in close proximity.	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds	1	The traffic speed is limited to 30mph and pedestrians are in reasonable proximity to traffic	No Recommendations
	Visibility	Pedestrians should have good visibility along the route and at crossings	Available visibility	Poor visibility, likely to result in collisions	Visibility could be somewhat improved but unlikely to result in collisions	Good visibility for all users	2	Visibility throughout the route and at crossings is good	No Recommendations
Cohesion	Dropped Kerbs and Tactile Paving	Routes have adequate provision of dropped kerbs and tactile paving to assist with pedestrian movement	Presence of dropped kerbs and tactile paving	Dropped kerbs and tactile paving absent or incorrect	Dropped kerbs and tactile paving provided, albeit not to current standards	Adequate dropped kerb and tactile paving provision	2	All junctions on route benefit from dropped kerbs with tactile paving	No Recommendations
	Signage	Note the presence and quality of route signage (no score is required						No dedicated wayfinding signs although school safety zone signs in place	Install wayfinding signage between school and application site
						Total Score	31		
						Percentage	78%		

Route	CTP-A3	Merthyr Road – Tudor Street	Client	Monmothshire County Council		Audit Date	04.02.20	
						Project Code	CTP-19-147	

Audit Category	Factor	Design principle	Indicators	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested Amendments
Attractiveness	Maintenance	Routes should be in good condition with no significant issues or defects	Well maintained footways	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	Minor littering, overgrown vegetation. Street furniture falling into minor disrepair	Footways well maintained with no significant issues noted.	1	Footways are generally in good condition with some minor overgrowing in places	Ensure vegetation is maintained
	Fear of Crime	Routes have natural surveillance and have no evidence of vandalism	Routes are overlooked with active frontages with no vandalism	Major or prevalent vandalism. Evidence of criminal/antisocial behaviour. Route is isolated, not subject to natural surveillance	Minor vandalism. Lack of active frontage and natural surveillance	No evidence of vandalism with appropriate natural surveillance	1	A sections of the route on Merthyr Road lacks an active frontage	None
	Traffic noise and pollution	Routes are not unencumbered by traffic and pollution	Routes are not impeded or made unattractive by traffic and resulting pollution	Severe traffic pollution and/or severe traffic noise	Levels of traffic noise and/or pollution could be improved	Traffic noise and pollution do not affect the attractiveness of the route	1	Although traffic was not heavy the footways abut the carriageway which results in some exposure to noise and/or pollution.	None
	Other						0	Footway only present on the southern side of the carriageway along Merthyr Road.	Explore option to provide additional footway on the opposite side of the carriageway.
Comfort	Condition	Density of defects including non cracks and trip hazards. Pavement construction provides a smooth and level surface.	Major and minor defects	Numerous defects including subsided or fretted pavement or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface	Some defects, typically isolated or minor. Defects unlikely to result in trips or difficulty for wheelchairs. Some footway crossovers resulting in uneven surface	Footways level and in good condition with no trip hazards.	1	Footways are generally in good condition with minor defects where paving slabs have been replaced with tarmac.	Ensure a consistent footway surface.
	Footway Width	Footways should generally have a width of 2m	The footway Width	Footways are < 1.5m wide	Footways are between 1.5m and 2m wide	Footways are in excess of 2m wide	0	Footway generally 2m wide with brief narrowing on Merthyr Road to less then 1.5m.	Widen footways where possible to maintain a 2m width.
	Width on staggered crossings/pedestrian islands/ refuges	Crossings are wide and able to accommodate all users	Width of the crossings	Widths are <1.5m	Widths are between 1.5m and 2m wide	Footways are in excess of 2m wide	2	N/A no staggered crossings	No Recommendations
	Footway parking	Footways are clear of motor vehicles parking	Motor vehicles parking on Footways	Clearance widths less than 1.5m wide. Footway parking restricts footway width causing pedestrians to deviate.	Clearance widths between 1.5m and 2m wide. Intermittent parking causes occasional deviation.	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m wide.	2	No footway parking was observed	No Recommendations
	Gradient			Gradients exceed 8% (1 in 12)	Slopes exist but gradients do not exceed 8% (1 in 12)	There are no slopes on the footways.	1	There are some slight slopes along the route	No Recommendations
	Other						2	None	No Recommendations
Directness	Footway Provision	Routes have a network of footways which cater for the pedestrian desire lines	Footways available throughout the route	Footways are not provided to cater for pedestrian desire lines	Footway provision could be improved to better cater for pedestrian desire lines	Footways are provided to cater for pedestrian desire lines	1	Footways generally provide for pedestrian desire lines but the provision of footway on Merthyr Road can be improved.	Improve the footway provision on Merthyr Road.
Safety	Location of crossings in relation to desire lines	Routes have convenient crossings on desire lines	Crossings located on desire lines	Crossings deviate significantly from desire lines.	Crossings partially diverting pedestrians away from desire lines	Crossings follow desire lines	2	None	No Recommendations
	Gaps in traffic (where no controlled crossings)	Where there are no controlled crossings there are comfortable gaps in the traffic to allow pedestrians to cross.	Gaps in the Traffic in Seconds	Crossings of road associated, indirect or associated with significant delay (>15s average)	Crossings of road direct, but associated with some delay (up to 15s average)	Crossing of road easy, direct and comfortable without delay (<5s average)	2	None	No Recommendations
	Impact of controlled crossings on journey time	Controlled crossings do not cause delay for pedestrians	Crossing types and time delay	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	Crossings are staggered but do not add significantly to journey time. Unlikely to wain >5s in pedestrian island	Crossings are single phase pelican/puffin or zebra crossings	2	No controlled crossings on route.	No Recommendations
	Green man time	Crossings provide ample green time to allow pedestrians to comfortably cross	Users able to comfortably clear crossing in green time	Green man time would not give vulnerable users sufficient time to cross comfortably	Pedestrians would benefit from extended green man time but current time unlikely to deter users	Green man time is of sufficient length to cross comfortably.	2	No controlled crossings on route.	No Recommendations
	Other						2	None	No Recommendations
Safety	Traffic Volume	Where possible routes should have low levels of traffic with distance between pedestrians and traffic	Traffic volumes and pedestrian separation	High traffic volume, with pedestrians unable to keep their distance from traffic.	Traffic volume moderate and pedestrians in close proximity.	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes	1	The traffic volume was not observed to be high but is likely to be moderate in peak hours and pedestrians are in reasonable proximity to traffic	No Recommendations
	Traffic Speed	Where possible traffic speeds should be low with distance between pedestrians and traffic	Traffic speed and pedestrian separation	high traffic speeds, with pedestrians unable to keep their distance from traffic	Traffic speeds moderate and pedestrians in close proximity.	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds	1	The traffic speed is limited to 30mph and pedestrians are in reasonable proximity to traffic	No Recommendations
	Visibility	Pedestrians should have good visibility along the route and at crossings	Available visibility	Poor visibility, likely to result in collisions	Visibility could be somewhat improved but unlikely to result in collisions	Good visibility for all users	2	Visibility throughout the route and at crossings is good	No Recommendations
Cohesion	Dropped Kerbs and Tactile Paving	Routes have adequate provision of dropped kerbs and tactile paving to assist with pedestrian movement	Presence of dropped kerbs and tactile paving	Dropped kerbs and tactile paving absent or incorrect	Dropped kerbs and tactile paving provided, albeit not to current standards	Adequate dropped kerb and tactile paving provision	0	Not all crossing have tactile paving	Install tactile paving where required.
	Signage	Note the presence and quality of route signage (no score is required						There is some dedicated wayfinding on the route	No Recommendations
						Total Score	26	40	
						Percentage	65%		

Route	CTP-A4	Merthyr Road – A40 Brecon Road – Frogmore Street	Client	Monmothshire County Council		Audit Date	04.02.20	COTSWOLD TRANSPORT PLANNING
						Project Code	CTP-19-147	

Audit Category	Factor	Design principle	Indicators	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested Amendments
Attractiveness	Maintenance	Routes should be in good condition with no significant issues or defects	Well maintained footways	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	Minor littering, overgrown vegetation. Street furniture falling into minor disrepair	Footways well maintained with no significant issues noted.	1	Footways are generally in reasonable condition with some minor littering and overgrowing in places	Ensure vegetation is maintained and kept clear of litter
	Fear of Crime	Routes have natural surveillance and have no evidence of vandalism	Routes are overlooked with active frontages with no vandalism	Major or prevalent vandalism. Evidence of criminal/antisocial behaviour. Route is isolated, not subject to natural surveillance	Minor vandalism. Lack of active frontage and natural surveillance	No evidence of vandalism with appropriate natural surveillance	2	The route is well overlooked throughout with no evidence of vandalism	No Recommendations
	Traffic noise and pollution	Routes are not unencumbered by traffic and pollution	Routes are not impeded or made unattractive by traffic and resulting pollution	Severe traffic pollution and/or severe traffic noise	Levels of traffic noise and/or pollution could be improved	Traffic noise and pollution do not affect the attractiveness of the route	1	Although traffic was not heavy the footways abut the carriageway which results in some exposure to noise and/or pollution.	No Recommendations
	Other						2	None	No Recommendations
Comfort	Condition	Density of defects including non cracks and trip hazards. Pavement construction provides a smooth and level surface.	Major and minor defects	Numerous defects including subsided or fretted pavement or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface	Some defects, typically isolated or minor. Defects unlikely to result in trips or difficulty for wheelchairs. Some footway crossovers resulting in uneven surface	Footways level and in good condition with no trip hazards.	1	Footways are generally in good condition with minor defects where paving slabs have been replaced with differing materials and some slight cracking.	Ensure a consistent footway surface and maintenance.
	Footway Width	Footways should generally have a width of 2m	The footway Width	Footways are < 1.5m wide	Footways are between 1.5m and 2m wide	Footways are in excess of 2m wide	1	Footways are generally 2m wide with minor narrowing on Merthyr Road.	Widen footways where possible to maintain a 2m width.
	Width on staggered crossings/pedestrian islands/ refuges	Crossings are wide and able to accommodate all users	Width of the crossings	Widths are <1.5m	Widths are between 1.5m and 2m wide	Footways are in excess of 2m wide	2	N/A no staggered crossings	No Recommendations
	Footway parking	Footways are clear of motor vehicles parking	Motor vehicles parking on Footways	Clearance widths less than 1.5m wide. Footway parking restricts footway width causing pedestrians to deviate.	Clearance widths between 1.5m and 2m wide. Intermittent parking causes occasional deviation.	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m wide.	2	No footway parking was observed	No Recommendations
	Gradient			Gradients exceed 8% (1 in 12)	Slopes exist but gradients do not exceed 8% (1 in 12)	There are no slopes on the footways.	1	There is a slight slope along Merthyr Road	No Recommendations
	Other						2	None	No Recommendations
Directness	Footway Provision	Routes have a network of footways which cater for the pedestrian desire lines	Footways available throughout the route	Footways are not provided to cater for pedestrian desire lines	Footway provision could be improved to better cater for pedestrian desire lines	Footways are provided to cater for pedestrian desire lines	1	Footways generally provide for pedestrian desire line but could be improved	The length of crossings are not convenient to link between footways
Safety	Location of crossings in relation to desire lines	Routes have convenient crossings on desire lines	Crossings located on desire lines	Crossings deviate significantly from desire lines.	Crossings partially diverting pedestrians away from desire lines	Crossings follow desire lines	0	Dropped kerb crossings are not provided at all junctions	Provide dropped kerb crossings with tactile paving at the required junctions
	Gaps in traffic (where no controlled crossings)	Where there are no controlled crossings there are comfortable gaps in the traffic to allow pedestrians to cross.	Gaps in the Traffic in Seconds	Crossings of road associated, indirect or associated with significant delay (>15s average)	Crossings of road direct, but associated with some delay (up to 15s average)	Crossing of road easy, direct and comfortable without delay (<5s average)	2	None	No Recommendations
	Impact of controlled crossings on journey time	Controlled crossings do not cause delay for pedestrians	Crossing types and time delay	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	Crossings are staggered but do not add significantly to journey time. Unlikely to wain >5s in pedestrian island	Crossings are single phase pelican/puffin or zebra crossings	2	A zebra crossing is provided across Merthyr Road	No Recommendations
	Green man time	Crossings provide ample green time to allow pedestrians to comfortably cross	Users able to comfortably clear crossing in green time	Green man time would not give vulnerable users sufficient time to cross comfortably	Pedestrians would benefit from extended green man time but current time unlikely to deter users	Green man time is of sufficient length to cross comfortably.	2	No controlled crossings on route.	No Recommendations
	Other						2	None	No Recommendations
Safety	Traffic Volume	Where possible routes should have low levels of traffic with distance between pedestrians and traffic	Traffic volumes and pedestrian separation	High traffic volume, with pedestrians unable to keep their distance from traffic.	Traffic volume moderate and pedestrians in close proximity.	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes	1	The traffic volume was not observed to be high but is likely to be moderate in peak hours and pedestrians are in reasonable proximity to traffic	No Recommendations
	Traffic Speed	Where possible traffic speeds should be low with distance between pedestrians and traffic	Traffic speed and pedestrian separation	high traffic speeds, with pedestrians unable to keep their distance from traffic	Traffic speeds moderate and pedestrians in close proximity.	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds	1	The traffic speed is limited to 30mph and pedestrians are in reasonable proximity to traffic	No Recommendations
	Visibility	Pedestrians should have good visibility along the route and at crossings	Available visibility	Poor visibility, likely to result in collisions	Visibility could be somewhat improved but unlikely to result in collisions	Good visibility for all users	2	Visibility throughout the route and at crossings is good	No Recommendations
Cohesion	Dropped Kerbs and Tactile Paving	Routes have adequate provision of dropped kerbs and tactile paving to assist with pedestrian movement	Presence of dropped kerbs and tactile paving	Dropped kerbs and tactile paving absent or incorrect	Dropped kerbs and tactile paving provided, albeit not to current standards	Adequate dropped kerb and tactile paving provision	0	Dropped kerb crossings are not available at all junctions and not all crossings have tactile paving	Install crossings and tactile paving where required.
	Signage	Note the presence and quality of route signage (no score is required						There is some dedicated wayfinding on the route	No Recommendations
						Total Score	28	40	
						Percentage	70%		

Route	CTP-A5	Baker Street	Client	Monmothshire County Council		Audit Date	04.02.20	COTSWOLD TRANSPORT PLANNING
						Project Code	CTP-19-147	

Audit Category	Factor	Design principle	Indicators	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested Amendments
Attractiveness	Maintenance	Routes should be in good condition with no significant issues or defects	Well maintained footways	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	Minor littering, overgrown vegetation. Street furniture falling into minor disrepair	Footways well maintained with no significant issues noted.	2	Footways are in good condition	No Recommendations
	Fear of Crime	Routes have natural surveillance and have no evidence of vandalism	Routes are overlooked with active frontages with no vandalism	Major or prevalent vandalism. Evidence of criminal/antisocial behaviour. Route is isolated, not subject to natural surveillance	Minor vandalism. Lack of active frontage and natural surveillance	No evidence of vandalism with appropriate natural surveillance	2	The route is well overlooked throughout the route	No Recommendations
	Traffic noise and pollution	Routes are not unencumbered by traffic and pollution	Routes are not impeded or made unattractive by traffic and resulting pollution	Severe traffic pollution and/or severe traffic noise	Levels of traffic noise and/or pollution could be improved	Traffic noise and pollution do not affect the attractiveness of the route	1	Although traffic was not heavy the footways abut the carriageway which results in some exposure to noise and/or pollution.	No Recommendations
	Other						2	None	No Recommendations
Comfort	Condition	Density of defects including non cracks and trip hazards. Pavement construction provides a smooth and level surface.	Major and minor defects	Numerous defects including subsided or fretted pavement or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface	Some defects, typically isolated or minor. Defects unlikely to result in trips or difficulty for wheelchairs. Some footway crossovers resulting in uneven surface	Footways level and in good condition with no trip hazards.	2	Footways are generally in good condition	No Recommendations
	Footway Width	Footways should generally have a width of 2m	The footway Width	Footways are < 1.5m wide	Footways are between 1.5m and 2m wide	Footways are in excess of 2m wide	1	Footway generally between 1.5m - 2m wide	Widen footways where possible to maintain a 2m width.
	Width on staggered crossings/pedestrian islands/ refuges	Crossings are wide and able to accommodate all users	Width of the crossings	Widths are <1.5m	Widths are between 1.5m and 2m wide	Footways are in excess of 2m wide	2	N/A no staggered crossings	No Recommendations
	Footway parking	Footways are clear of motor vehicles parking	Motor vehicles parking on Footways	Clearance widths less than 1.5m wide. Footway parking restricts footway width causing pedestrians to deviate.	Clearance widths between 1.5m and 2m wide. Intermittent parking causes occasional deviation.	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m wide.	2	No footway parking was observed	No Recommendations
	Gradient			Gradients exceed 8% (1 in 12)	Slopes exist but gradients do not exceed 8% (1 in 12)	There are no slopes on the footways.	1	There are some slight slopes along the route	No Recommendations
	Other						2	None	No Recommendations
Directness	Footway Provision	Routes have a network of footways which cater for the pedestrian desire lines	Footways available throughout the route	Footways are not provided to cater for pedestrian desire lines	Footway provision could be improved to better cater for pedestrian desire lines	Footways are provided to cater for pedestrian desire lines	2	Footways generally provide for pedestrian desire lines	No Recommendations
Safety	Location of crossings in relation to desire lines	Routes have convenient crossings on desire lines	Crossings located on desire lines	Crossings deviate significantly from desire lines.	Crossings partially diverting pedestrians away from desire lines	Crossings follow desire lines	0	Dropped kerbs crossings are not provided at all adjoining junctions	Ensure crossings are provided at each adjoining junction on the desire line
	Gaps in traffic (where no controlled crossings)	Where there are no controlled crossings there are comfortable gaps in the traffic to allow pedestrians to cross.	Gaps in the Traffic in Seconds	Crossings of road associated, indirect or associated with significant delay (>15s average)	Crossings of road direct, but associated with some delay (up to 15s average)	Crossing of road easy, direct and comfortable without delay (<5s average)	2	None	No Recommendations
	Impact of controlled crossings on journey time	Controlled crossings do not cause delay for pedestrians	Crossing types and time delay	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	Crossings are staggered but do not add significantly to journey time. Unlikely to wain >5s in pedestrian island	Crossings are single phase pelican/puffin or zebra crossings	2	No controlled crossings on route.	No Recommendations
	Green man time	Crossings provide ample green time to allow pedestrians to comfortably cross	Users able to comfortably clear crossing in green time	Green man time would not give vulnerable users sufficient time to cross comfortably	Pedestrians would benefit from extended green man time but current time unlikely to deter users	Green man time is of sufficient length to cross comfortably.	2	No controlled crossings on route.	No Recommendations
	Other						2	None	No Recommendations
Safety	Traffic Volume	Where possible routes should have low levels of traffic with distance between pedestrians and traffic	Traffic volumes and pedestrian separation	High traffic volume, with pedestrians unable to keep their distance from traffic.	Traffic volume moderate and pedestrians in close proximity.	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes	1	The traffic volume was not observed to be high but is likely to be moderate in peak hours and pedestrians are in reasonable proximity to traffic	No Recommendations
	Traffic Speed	Where possible traffic speeds should be low with distance between pedestrians and traffic	Traffic speed and pedestrian separation	high traffic speeds, with pedestrians unable to keep their distance from traffic	Traffic speeds moderate and pedestrians in close proximity.	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds	1	The traffic speed is limited to 30mph and pedestrians are in reasonable proximity to traffic	No Recommendations
	Visibility	Pedestrians should have good visibility along the route and at crossings	Available visibility	Poor visibility, likely to result in collisions	Visibility could be somewhat improved but unlikely to result in collisions	Good visibility for all users	2	Visibility throughout the route and at crossings is good	No Recommendations
Cohesion	Dropped Kerbs and Tactile Paving	Routes have adequate provision of dropped kerbs and tactile paving to assist with pedestrian movement	Presence of dropped kerbs and tactile paving	Dropped kerbs and tactile paving absent or incorrect	Dropped kerbs and tactile paving provided, albeit not to current standards	Adequate dropped kerb and tactile paving provision	0	Not all crossing have tactile paving	Install tactile paving where required.
	Signage	Note the presence and quality of route signage (no score is required						There is some dedicated wayfinding on the route	No Recommendations
						Total Score	31	40	
						Percentage	78%		

Route	CTP-A6	PROW 71/1 - 75/1 - 74/1	Client	Monmothshire County Council		Audit Date	04.02.20	COTSWOLD TRANSPORT PLANNING
						Project Code	CTP-19-147	

Audit Category	Factor	Design principle	Indicators	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested Amendments
Attractiveness	Maintenance	Routes should be in good condition with no significant issues or defects	Well maintained footways	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	Minor littering, overgrown vegetation. Street furniture falling into minor disrepair	Footways well maintained with no significant issues noted.	0	PROW 75/1 is blocked by an electric fence and users are required to deviate from the route to proceed. Stiles are also degraded at field boundaries	Remove Electric Fence and replace stiles
	Fear of Crime	Routes have natural surveillance and have no evidence of vandalism	Routes are overlooked with active frontages with no vandalism	Major or prevalent vandalism. Evidence of criminal/antisocial behaviour. Route is isolated, not subject to natural surveillance	Minor vandalism. Lack of active frontage and natural surveillance	No evidence of vandalism with appropriate natural surveillance	0	The route is not overlooked	No Recommendations
	Traffic noise and pollution	Routes are not unencumbered by traffic and pollution	Routes are not impeded or made unattractive by traffic and resulting pollution	Severe traffic pollution and/or severe traffic noise	Levels of traffic noise and/or pollution could be improved	Traffic noise and pollution do not affect the attractiveness of the route	2	The route is traffic free	No Recommendations
	Other						1	The route may become unnattractive to walking in wet conditions due to the lack of a bound surface	Due to the nature of the PROW's particularly 75/1 across open fields providing a bound surface maybe inappropriate.
Comfort	Condition	Density of defects including non cracks and trip hazards. Pavement construction provides a smooth and level surface.	Major and minor defects	Numerous defects including subsided or fretted pavement or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface	Some defects, typically isolated or minor. Defects unlikely to result in trips or difficulty for wheelchairs. Some footway crossovers resulting in uneven surface	Footways level and in good condition with no trip hazards.	0	There is no bound surface along the route	Due to the nature of the PROW's particularly 75/1 across open fields providing a bound surface maybe inappropriate.
	Footway Width	Footways should generally have a width of 2m	The footway Width	Footways are < 1.5m wide	Footways are between 1.5m and 2m wide	Footways are in excess of 2m wide	0	There are no footways, but the PROW's widths are not ristricted by boundaries.	No Recommendations
	Width on staggered crossings/pedestrian islands/ refuges	Crossings are wide and able to accommodate all users	Width of the crossings	Widths are <1.5m	Widths are between 1.5m and 2m wide	Footways are in excess of 2m wide	2	N/A no staggered crossings	No Recommendations
	Footway parking	Footways are clear of motor vehicles parking	Motor vehicles parking on Footways	Clearance widths less than 1.5m wide. Footway parking restricts footway width causing pedestrians to deviate.	Clearance widths between 1.5m and 2m wide. Intermittent parking causes occasional deviation.	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m wide.	2	N/A traffic free route	No Recommendations
	Gradient			Gradients exceed 8% (1 in 12)	Slopes exist but gradients do not exceed 8% (1 in 12)	There are no slopes on the footways.	0	The route has parts where it exceeds 8%	No Recommendations
	Other						0	As there is no surface users in wheelchairs, with pushchairs or with bicycles may not be able to use this route	Due to the nature of the PROW's particularly 75/1 across open fields providing a bound surface maybe inappropriate.
Directness	Footway Provision	Routes have a network of footways which cater for the pedestrian desire lines	Footways available throughout the route	Footways are not provided to cater for pedestrian desire lines	Footway provision could be improved to better cater for pedestrian desire lines	Footways are provided to cater for pedestrian desire lines	1	The PROW's generally provide a direct route for users	No Recommendations
Safety	Location of crossings in relation to desire lines	Routes have convenient crossings on desire lines	Crossings located on desire lines	Crossings deviate significantly from desire lines.	Crossings partially diverting pedestrians away from desire lines	Crossings follow desire lines	2	N/A traffic free route	No Recommendations
	Gaps in traffic (where no controlled crossings)	Where there are no controlled crossings there are comfortable gaps in the traffic to allow pedestrians to cross.	Gaps in the Traffic in Seconds	Crossings of road associated, indirect or associated with significant delay (>15s average)	Crossings of road direct, but associated with some delay (up to 15s average)	Crossing of road easy, direct and comfortable without delay (<5s average)	2	N/A traffic free route	No Recommendations
	Impact of controlled crossings on journey time	Controlled crossings do not cause delay for pedestrians	Crossing types and time delay	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	Crossings are staggered but do not add significantly to journey time. Unlikely to wain >5s in pedestrian island	Crossings are single phase pelican/puffin or zebra crossings	2	N/A traffic free route	No Recommendations
	Green man time	Crossings provide ample green time to allow pedestrians to comfortably cross	Users able to comfortably clear crossing in green time	Green man time would not give vulnerable users sufficient time to cross comfortably	Pedestrians would benefit from extended green man time but current time unlikely to deter users	Green man time is of sufficient length to cross comfortably.	2	N/A traffic free route	No Recommendations
	Other						2	None	No Recommendations
Safety	Traffic Volume	Where possible routes should have low levels of traffic with distance between pedestrians and traffic	Traffic volumes and pedestrian separation	High traffic volume, with pedestrians unable to keep their distance from traffic.	Traffic volume moderate and pedestrians in close proximity.	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes	2	N/A traffic free route	No Recommendations
	Traffic Speed	Where possible traffic speeds should be low with distance between pedestrians and traffic	Traffic speed and pedestrian separation	high traffic speeds, with pedestrians unable to keep their distance from traffic	Traffic speeds moderate and pedestrians in close proximity.	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds	2	N/A traffic free route	No Recommendations
	Visibility	Pedestrians should have good visibility along the route and at crossings	Available visibility	Poor visibility, likely to result in collisions	Visibility could be somewhat improved but unlikely to result in collisions	Good visibility for all users	2	N/A traffic free route	No Recommendations
Cohesion	Dropped Kerbs and Tactile Paving	Routes have adequate provision of dropped kerbs and tactile paving to assist with pedestrian movement	Presence of dropped kerbs and tactile paving	Dropped kerbs and tactile paving absent or incorrect	Dropped kerbs and tactile paving provided, albeit not to current standards	Adequate dropped kerb and tactile paving provision	2	N/A traffic free route	No Recommendations
	Signage	Note the presence and quality of route signage (no score is required						There is a lack of signange along the PROW's	Provide Signage to the application site and indicating the PROW's
						Total Score	26	40	
						Percentage	65%		

Route	CTP-A7	PROW 71/1 - 70/1	Client	Monmothshire County Council		Audit Date	04.02.20	
						Project Code	CTP-19-147	

Audit Category	Factor	Design principle	Indicators	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested Amendments
Attractiveness	Maintenance	Routes should be in good condition with no significant issues or defects	Well maintained footways	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	Minor littering, overgrown vegetation. Street furniture falling into minor disrepair	Footways well maintained with no significant issues noted.	1	Stile between application site and 71/1 is degraded	Replace Stile
	Fear of Crime	Routes have natural surveillance and have no evidence of vandalism	Routes are overlooked with active frontages with no vandalism	Major or prevalent vandalism. Evidence of criminal/antisocial behaviour. Route is isolated, not subject to natural surveillance	Minor vandalism. Lack of active frontage and natural surveillance	No evidence of vandalism with appropriate natural surveillance	1	The route is overlooked in places but is generally a lack of active frontages	No Recommendations
	Traffic noise and pollution	Routes are not unencumbered by traffic and pollution	Routes are not impeded or made unattractive by traffic and resulting pollution	Severe traffic pollution and/or severe traffic noise	Levels of traffic noise and/or pollution could be improved	Traffic noise and pollution do not affect the attractiveness of the route	2	The route is generally traffic free	No Recommendations
	Other						1	The route may become unnattractive to walking in wet conditions due to the unbound / loose gravel surface	Provide a bound surface where appropriate
Comfort	Condition	Density of defects including non cracks and trip hazards. Pavement construction provides a smooth and level surface.	Major and minor defects	Numerous defects including subsided or fretted pavement or significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface	Some defects, typically isolated or minor. Defects unlikely to result in trips or difficulty for wheelchairs. Some footway crossovers resulting in uneven surface	Footways level and in good condition with no trip hazards.	0	The route consists of an unbound / loose gravel surface	Provide a bound surface where appropriate
	Footway Width	Footways should generally have a width of 2m	The footway Width	Footways are < 1.5m wide	Footways are between 1.5m and 2m wide	Footways are in excess of 2m wide	0	There are no footways, but the PROW's widths are not ristricted by boundaries.	No Recommendations
	Width on staggered crossings/pedestrian islands/ refuges	Crossings are wide and able to accommodate all users	Width of the crossings	Widths are <1.5m	Widths are between 1.5m and 2m wide	Footways are in excess of 2m wide	1	Crossing across Ffordd Sain Ffwyst is approximately 2m wide	No Recommendations
	Footway parking	Footways are clear of motor vehicles parking	Motor vehicles parking on Footways	Clearance widths less than 1.5m wide. Footway parking restricts footway width causing pedestrians to deviate.	Clearance widths between 1.5m and 2m wide. Intermittent parking causes occasional deviation.	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m wide.	2	No parking was observed on the footway where the route crosses Ffordd Saint Ffwyst	No Recommendations
	Gradient			Gradients exceed 8% (1 in 12)	Slopes exist but gradients do not exceed 8% (1 in 12)	There are no slopes on the footways.	1	There are some graidients on the route but do not exceed 8%	No Recommendations
	Other						0	As there is no surface users in wheelchairs, with pushchairs or with bicycles may not be able to use this route	Provide a bound surface where appropriate
Directness	Footway Provision	Routes have a network of footways which cater for the pedestrian desire lines	Footways available throughout the route	Footways are not provided to cater for pedestrian desire lines	Footway provision could be improved to better cater for pedestrian desire lines	Footways are provided to cater for pedestrian desire lines	1	The PROW's generally provide a direct route for users	No Recommendations
Safety	Location of crossings in relation to desire lines	Routes have convenient crossings on desire lines	Crossings located on desire lines	Crossings deviate significantly from desire lines.	Crossings partially diverting pedestrians away from desire lines	Crossings follow desire lines	2	The crossing across Ffordd Saint Ffwyst is located on the desire line of the route	No Recommendations
	Gaps in traffic (where no controlled crossings)	Where there are no controlled crossings there are comfortable gaps in the traffic to allow pedestrians to cross.	Gaps in the Traffic in Seconds	Crossings of road associated, indirect or associated with significant delay (>15s average)	Crossings of road direct, but associated with some delay (up to 15s average)	Crossing of road easy, direct and comfortable without delay (<5s average)	2	Crossing across Ffordd Sain Ffwyst is direct with minimal delay	No Recommendations
	Impact of controlled crossings on journey time	Controlled crossings do not cause delay for pedestrians	Crossing types and time delay	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island	Crossings are staggered but do not add significantly to journey time. Unlikely to wain >5s in pedestrian island	Crossings are single phase pelican/puffin or zebra crossings	2	N/A no controlled crossings	No Recommendations
	Green man time	Crossings provide ample green time to allow pedestrians to comfortably cross	Users able to comfortably clear crossing in green time	Green man time would not give vulnerable users sufficient time to cross comfortably	Pedestrians would benefit from extended green man time but current time unlikely to deter users	Green man time is of sufficient length to cross comfortably.	2	N/A no controlled crossings	No Recommendations
	Other						2	None	No Recommendations
Safety	Traffic Volume	Where possible routes should have low levels of traffic with distance between pedestrians and traffic	Traffic volumes and pedestrian separation	High traffic volume, with pedestrians unable to keep their distance from traffic.	Traffic volume moderate and pedestrians in close proximity.	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes	2	N/A generally traffic free route	No Recommendations
	Traffic Speed	Where possible traffic speeds should be low with distance between pedestrians and traffic	Traffic speed and pedestrian separation	high traffic speeds, with pedestrians unable to keep their distance from traffic	Traffic speeds moderate and pedestrians in close proximity.	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds	2	N/A generally traffic free route	No Recommendations
	Visibility	Pedestrians should have good visibility along the route and at crossings	Available visibility	Poor visibility, likely to result in collisions	Visibility could be somewhat improved but unlikely to result in collisions	Good visibility for all users	2	Good visibility is available at the crossing across Ffordd Saint Ffwyst	No Recommendations
Cohesion	Dropped Kerbs and Tactile Paving	Routes have adequate provision of dropped kerbs and tactile paving to assist with pedestrian movement	Presence of dropped kerbs and tactile paving	Dropped kerbs and tactile paving absent or incorrect	Dropped kerbs and tactile paving provided, albeit not to current standards	Adequate dropped kerb and tactile paving provision	0	Tactile paving is not provided across Ffordd Saint Ffwyst	Install tactile paving where required.
	Signage	Note the presence and quality of route signage (no score is required						There is a lack of signange along the PROW's	Provide Signage to the application site and indicating the PROW's
						Total Score	26	40	
						Percentage	65%		

COTSWOLD
TRANSPORT
PLANNING

Appendix F

Cycling Audits

Active Travel Audit
Cycling Route Audit

COTSWOLD TRANSPORT PLANNING

Client	Monmothshire County Council
Job	Abergaveny Velo Park, Llanfoist
Job Code	CTP-19-147
Date	04.02.20

CTP-A1	Iberis Road - A4143 Merthyr Road / A465 Westbound Slip Road
CTP-A2	B4246 – B4269 Gypsy Lane – Ffordd Yr Y'sgol
CTP-A3	Merthyr Road – Tudor Street
CTP-A4	Merthyr Road – A40 Brecon Road – Frogmore Street
CTP-A5	Baker Street

Route	CTP-A1	Iberis Road - A4143 Merthyr Road / A465 Westbound Slip Road	Client	Monmothshire County Council	Audit Date	04.02.20
					Project Code	CTP-19-147

Audit Category	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested Amendments
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	Lighting		Most of all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is well lit	No Recommendations
		Routes provide natural surveillance	Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	There is some natural surveillance along the route however there is a lack of active frontages notably at the subway under the A465	There are potential developments along the route which will increase the active frontages and natural surveillance along the route
	Impact on pedestrians including people with disabilities	Introduction of dedicated on-road provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	Impact on pedestrians and pedestrian comfort level		Route impacts negatively on pedestrian provision, pedestrian comfort is at a level C or below	No impact on pedestrian provision or Pedestrian Comfort Level is at level B or above	Pedestrian provision enhanced by cycling provision or Pedestrian Comfort Level at level A	0	There is no dedicated on road provision	Explore dedicated cycle provision options
	Minimise street clutter	Signing required to support scheme layout	Signs are informative and consistent but not overbearing or inappropriate		Large number of signs needed, difficult to follow and or leading to clutter	Moderate amount of signing particularly around junctions	Signing for wayfinding purposes only and not causing additional obstruction.	1	Signage only at junctions for vehicle traffic	Explore signage options to the application site
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	Evidence of bicycles parked to street furniture or cycle stands.		No additional cycle parking provided or inadequate provision in insecure non-overlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided sufficient to meet demand	0	No noticeable cycle parking	Consider points where cycle parking may be appropriate / required
Comfort	Surface Quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes and poor quality carriageway paint. Pavement or carriageway construction provides a smooth and level surface	Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	2	Good quality surfaces	No Recommendations
		Pavement or carriageway construction providing smooth and level surface	Surface type.		Any bumpy, unbound, slippery and potentially hazardous surface.	Hand laid materials, concrete paviours with frequent joints	Machine laid smooth and non-slip surface	2	Good quality non slip surface	No Recommendations
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	There are no dedicated cycle facilities which may expose cyclists to conflict	Explore dedicated cycle provision options
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions.	1	There is a lack of signage for cyclists	Explore signage options to the application site
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible	Deviation of route. Calculated by dividing the actual distance along the route by the as the crow flies distance		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2	1	Deviation of 1.29	No Recommendations
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give-way at junctions or crossings, motorcycle barriers, pedestrian only zones etc	Stopping and give-way frequency		The number of stops or give-ways on the route is more than 4 per km	The number of stops or give-ways on the route is between 2 and 4 per km	The number of stops or give-ways on the route is < 2 per km	0	There are five give-ways on the route	Explore potential to reduce cyclists giving way at roundabout junctions
	Time: Delay at junctions	The length of delay by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc	Delay at junctions.		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions	1	There is no cyclist priority therefore delay is the same for cyclists as it is for motor vehicles	Explore options to give priority to cyclists at junctions
	Time: Delay on Links	The length of delay caused by not being able to bypass slow moving traffic.	Ability to maintain own speed links.		Cyclists travel at speed of slowest vehicle (including a cycle)	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed	1	Cyclists may be able to pass slow traffic	Explore options to allow cyclists to always pass traffic
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum.	Gradient.		Route includes sections steeper than the recommended gradients	There are no sections of route steeper than the recommended gradients	There are no sections of route which are steeper than 2%	1	There are some slopes but not greater than recommended gradients	No Recommendations
Safety	Reduce / Remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph - 30mph	85th percentile < 20mph	1	No speed surveys have been undertaken however the sped limit is 30mph on the route and due to the geometry of the roundabouts it is likely speeds are generally maintained.	Explore opportunities to remove cyclists sharing the carriageway at junctions or reduce vehicle speeds
			Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph - 30mph	85th percentile < 20mph	1	No speed surveys have been undertaken however the sped limit is 30mph on the route.	Explore opportunities to remove cyclists sharing the carriageway or reduce vehicle speeds
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater such as at junctions.	Motor traffic volume on sections of shared carriageway expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000 - 10000 AADT and 2-5%HGV	2500 - 5000 and <2% HGV	0-2500 AADT	1	The route particularly on the A4143 is likely to have a reasonable AADT.	No Recommendations
			Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists	Cyclists in unrestricted traffic lanes outside critical range (3.2m - 3.9m) or in cycle lanes <1.8m wide	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor speed max 30mph	0	No cycle lanes are available	Explore opportunities to provide dedicated cycling facilities
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic.	Conflicting movements at junctions		Side road junctions frequent and/or untreated. Major junctions, conflicting cycle/motor traffic movements separated.	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle. Motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	1	Infrequent links which generally link with roundabout junctions	Explore opportunities to reduce conflicting pedestrian movements particularly at junctions
	Avoid complex design	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they should make.	Legible road markings and road layout		Faded, old, unclear, complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear understandable simple road markings and road layout	1	The road layout is clear but some of the road markings are faded	Ensure road markings are maintained
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking / loading	Significant conflict with kerbside activity - nearside cycle lane <2m (including buffer) wide alongside kerbside parking	Some conflict with kerbside activity - less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer	No/very limited conflict with kerbside activity width of cycle lane including buffer exceeds 3m.	0	No cycle lanes available	Explore opportunities to provide dedicated cycling facilities
	Reduce severity of collisions where they do occur	Wherever possible routes should include 'evasion room' (such as grass verges) and avoid any unnecessary physical hazards such as guardrail. Build outs etc. to reduce the severity of a collision should it occur.	Evasion room and unnecessary hazards.		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	There were no noticeable physical hazards which would affect a cyclists route	No Recommendations
Cohesion	Connections	Cyclists should be able to easily join and navigate along different sections of the same route and between different routes in the network	Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting.	Cyclists can connect to other routes with minimal disruption to their journey .	Cyclists have dedicated connections to other routes provided, with no interruption to their journey.	0	The number of roundabout junctions create a difficult route for cyclists	Explore opportunities to reduce conflicting pedestrian movements particularly at junctions
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions.	0	There is insufficient signage in place for it to be clear how cyclists route	Improve wayfinding for cyclists
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	Density of routes based on mesh width i.e. distances between primary and secondary routes within the network.		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250m - 1000m	Route contributes to a network density mesh width <250m	1	Not part of a dense network however this route does connect with others.	Extend the network in line with the MCC INM
							Total Score	19		
							Percentage	38%		

Route	CTP-A2	B4246 – B4269 Gypsy Lane – Ffordd Yr Y'sgol	Client	Monmothshire County Council	Audit Date	04.02.20
					Project Code	CTP-19-147

Audit Category	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested Amendments
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	Lighting		Most of all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is lit throughout	No Recommendations
		Routes provide natural surveillance	Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Sections of the route lack an active frontage	No Recommendations
	Impact on pedestrians including people with disabilities	Introduction of dedicated on-road provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	Impact on pedestrians and pedestrian comfort level		Route impacts negatively on pedestrian provision, pedestrian comfort is at a level C or below	No impact on pedestrian provision or Pedestrian Comfort Level is at level B or above	Pedestrian provision enhanced by cycling provision or Pedestrian Comfort Level at level A	0	There is no dedicated on road provision	Explore dedicated cycle provision options
	Minimise street clutter	Signing required to support scheme layout	Signs are informative and consistent but not overbearing or inappropriate		Large number of signs needed, difficult to follow and or leading to clutter	Moderate amount of signing particularly around junctions	Signing for wayfinding purposes only and not causing additional obstruction.	1	Signage only at junctions for vehicle traffic	Explore signage options to the application site
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	Evidence of bicycles parked to street furniture or cycle stands.		No additional cycle parking provided or inadequate provision in insecure non-overlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided sufficient to meet demand	0	No cycle parking provision on the route	Where appropriate provide cycle parking
Comfort	Surface Quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes and poor quality carriageway paint. Pavement or carriageway construction provides a smooth and level surface	Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor surface defects as a result of ironworks	Improve the surface quality around ironworks
		Pavement or carriageway construction providing smooth and level surface	Surface type.		Any bumpy, unbound, slippery and potentially hazardous surface.	Hand laid materials, concrete paviours with frequent joints	Machine laid smooth and non-slip surface	2	Good quality non slip surface	No Recommendations
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	There are no dedicated cycle facilities which may expose cyclists to conflict	Explore dedicated cycle provision options
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions.	1	There is a lack of signage for cyclists	Explore signage options between the application site and the school
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible	Deviation of route. Calculated by dividing the actual distance along the route by the as the crow flies distance		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2	0	Deviation of 2.2	Explore opportunities for a more direct and permeable cycle route
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give-way at junctions or crossings, motorcycle barriers, pedestrian only zones etc	Stopping and give-way frequency		The number of stops or give-ways on the route is more than 4 per km	The number of stops or give-ways on the route is between 2 and 4 per km	The number of stops or give-ways on the route is < 2 per km	0	There are five give-ways on the route	Explore potential to reduce cyclists giving way at roundabout junctions
	Time: Delay at junctions	The length of delay by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc	Delay at junctions.		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions	1	There is no cyclist priority therefore delay is the same for cyclists as it is for motor vehicles	Explore options to give priority to cyclists at junctions
	Time: Delay on Links	The length of delay caused by not being able to bypass slow moving traffic.	Ability to maintain own speed links.		Cyclists travel at speed of slowest vehicle (including a cycle)	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed	1	There is ample width on roads which should allow cyclists to bypass vehicles the majority of the time	Explore options to allow cyclists to always pass traffic
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum.	Gradient.		Route includes sections steeper than the recommended gradients	There are no sections of route steeper than the recommended gradients	There are no sections of route which are steeper than 2%	1	There are some slopes but not greater then recommended gradients.	No Recommendations
Safety	Reduce / Remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph - 30mph	85th percentile < 20mph	1	No speed surveys have been undertaken however the sped limit is 30mph on the route and due to the geometry of the roundabouts it is likely speeds are generally maintained.	Explore opportunities to remove cyclists sharing the carriageway at junctions or reduce vehicle speeds
			Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph - 30mph	85th percentile < 20mph	1	No speed surveys have been undertaken however the sped limit is 30mph on the route.	Explore opportunities to remove cyclists sharing the carriageway or reduce vehicle speeds
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater such as at junctions.	Motor traffic volume on sections of shared carriageway expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000 - 10000 AADT and 2-5%HGV	2500 - 5000 and <2% HGV	0-2500 AADT	1	The route forms part of the B4246 and 4269 and is likely to have a reasonable AADT.	No Recommendations
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic.	Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists	Cyclists in unrestricted traffic lanes outside critical range (3.2m - 3.9m) or in cycle lanes <1.8m wide	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor speed max 30mph	0	No cycle lanes are available	Explore opportunities to provide dedicated cycling facilities
			Conflicting movements at junctions		Side road junctions frequent and/or untreated. Major junctions, conflicting cycle/motor traffic movements separated.	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle. Motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	1	Infrequent links which generally link with roundabout junctions	Explore opportunities to reduce conflicting cycle movements particularly at junctions
	Avoid complex design	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they should make.	Legible road markings and road layout		Faded, old, unclear, complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear understandable simple road markings and road layout	1	The road layout is clear but some of the road markings are faded	Ensure road markings are maintained
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking / loading	Significant conflict with kerbside activity - nearside cycle lane <2m (including buffer) wide alongside kerbside parking	Some conflict with kerbside activity - less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer	No/very limited conflict with kerbside activity width of cycle lane including buffer exceeds 3m.	0	No cycle lanes available	Explore opportunities to provide dedicated cycling facilities
	Reduce severity of collisions where they do occur	Wherever possible routes should include 'evasion room' (such as grass verges) and avoid any unnecessary physical hazards such as guardrail. Build outs etc. to reduce the severity of a collision should it occur.	Evasion room and unnecessary hazards.		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	There were no noticeable physical hazards which would affect a cyclists route	No Recommendations
Cohesion	Connections	Cyclists should be able to easily join and navigate along different sections of the same route and between different routes in the network	Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting.	Cyclists can connect to other routes with minimal disruption to their journey .	Cyclists have dedicated connections to other routes provided, with no interruption to their journey.	0	The number of roundabout junctions create a difficult route for cyclists	Explore opportunities to reduce conflicting pedestrian movements particularly at junctions
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions.	0	There is insufficient signage in place for it to be clear how cyclists route	Improve wayfinding for cyclists
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	Density of routes based on mesh width i.e. distances between primary and secondary routes within the network.		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250m - 1000m	Route contributes to a network density mesh width <250m	1	Not part of a dense network however this route does connect with others.	Extend the network in line with the MCC INM
							Total Score	17		
							Percentage	34%		

Route	CTP-A3	Merthyr Road – Tudor Street	Client	Monmothshire County Council	Audit Date	04.02.20
					Project Code	CTP-19-147

Audit Category	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested Amendments
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	Lighting		Most of all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	The route is lit throughout	No Recommendations
		Routes provide natural surveillance	Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	The route is mostly overlooked with the exception of a short section on Merthyr Road	No Recommendations
	Impact on pedestrians including people with disabilities	Introduction of dedicated on-road provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	Impact on pedestrians and pedestrian comfort level		Route impacts negatively on pedestrian provision, pedestrian comfort is at a level C or below	No impact on pedestrian provision or Pedestrian Comfort Level is at level B or above	Pedestrian provision enhanced by cycling provision or Pedestrian Comfort Level at level A	0	There is no dedicated on road provision	Explore dedicated cycle provision options
	Minimise street clutter	Signing required to support scheme layout	Signs are informative and consistent but not overbearing or inappropriate		Large number of signs needed, difficult to follow and or leading to clutter	Moderate amount of signing particularly around junctions	Signing for wayfinding purposes only and not causing additional obstruction.	1	Signage only at junctions for vehicle traffic	Explore signage options to the application site
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	Evidence of bicycles parked to street furniture or cycle stands.		No additional cycle parking provided or inadequate provision in insecure non-overlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided sufficient to meet demand	0	No cycle parking provision on the route	Where appropriate provide cycle parking
Comfort	Surface Quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes and poor quality carriageway paint. Pavement or carriageway construction provides a smooth and level surface	Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor surface defects - cracking / potholes	Ensure surface quality is maintained
		Pavement or carriageway construction providing smooth and level surface	Surface type.		Any bumpy, unbound, slippery and potentially hazardous surface.	Hand laid materials, concrete paviours with frequent joints	Machine laid smooth and non-slip surface	2	Good quality non slip surface	No Recommendations
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	There are no dedicated cycle facilities which may expose cyclists to conflict	Explore dedicated cycle provision options
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions.	1	There is a lack of signage for cyclists	Explore signage options between the application site, town centre, bus station and rail station.
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible	Deviation of route. Calculated by dividing the actual distance along the route by the as the crow flies distance		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Deviation of 1.0	No Recommendations
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give-way at junctions or crossings, motorcycle barriers, pedestrian only zones etc	Stopping and give-way frequency		The number of stops or give-ways on the route is more than 4 per km	The number of stops or give-ways on the route is between 2 and 4 per km	The number of stops or give-ways on the route is < 2 per km	2	2 give way across 600m	No Recommendations
	Time: Delay at junctions	The length of delay by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc	Delay at junctions.		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions	1	There is no cyclist priority therefore delay is the same for cyclists as it is for motor vehicles	Explore options to give priority to cyclists at junctions
	Time: Delay on Links	The length of delay caused by not being able to bypass slow moving traffic.	Ability to maintain own speed links.		Cyclists travel at speed of slowest vehicle (including a cycle)	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed	1	There is ample width on roads which should allow cyclists to bypass vehicles the majority of the time	Explore options to allow cyclists to always pass traffic
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum.	Gradient.		Route includes sections steeper than the recommended gradients	There are no sections of route steeper than the recommended gradients	There are no sections of route which are steeper than 2%	1	There are some slopes but not greater then recommended gradients.	No Recommendations
Safety	Reduce / Remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph - 30mph	85th percentile < 20mph	1	No speed surveys have been undertaken however the sped limit is 30mph on the route and due to the geometry of the roundabouts it is likely speeds are generally maintained.	Explore opportunities to remove cyclists sharing the carriageway at junctions or reduce vehicle speeds
			Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph - 30mph	85th percentile < 20mph	1	No speed surveys have been undertaken however the sped limit is 30mph on the route.	Explore opportunities to remove cyclists sharing the carriageway or reduce vehicle speeds
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater such as at junctions.	Motor traffic volume on sections of shared carriageway expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000 - 10000 AADT and 2-5%HGV	2500 - 5000 and <2% HGV	0-2500 AADT	1	The route was not observed to be heavily used during the audit.	No Recommendations
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic.	Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists	Cyclists in unrestricted traffic lanes outside critical range (3.2m - 3.9m) or in cycle lanes <1.8m wide	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor speed max 30mph	0	No cycle lanes are available	Explore opportunities to provide dedicated cycling facilities
			Conflicting movements at junctions		Side road junctions frequent and/or untreated. Major junctions, conflicting cycle/motor traffic movements separated.	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle. Motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	1	Infrequent links which conflict with cycle movements	Explore opportunities to reduce conflicting cycle movements particularly at junctions
	Avoid complex design	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they should make.	Legible road markings and road layout		Faded, old, unclear, complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear understandable simple road markings and road layout	1	The road layout is clear but some of the road markings are faded	Ensure road markings are maintained
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking / loading	Significant conflict with kerbside activity - nearside cycle lane <2m (including buffer) wide alongside kerbside parking	Some conflict with kerbside activity - less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer	No/very limited conflict with kerbside activity width of cycle lane including buffer exceeds 3m.	0	No cycle lanes available	Explore opportunities to provide dedicated cycling facilities
	Reduce severity of collisions where they do occur	Wherever possible routes should include 'evasion room' (such as grass verges) and avoid any unnecessary physical hazards such as guardrail. Build outs etc. to reduce the severity of a collision should it occur.	Evasion room and unnecessary hazards.		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	There were no noticeable physical hazards which would affect a cyclists route	No Recommendations
Cohesion	Connections	Cyclists should be able to easily join and navigate along different sections of the same route and between different routes in the network	Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting.	Cyclists can connect to other routes with minimal disruption to their journey .	Cyclists have dedicated connections to other routes provided, with no interruption to their journey.	1	Cyclists can connect to other routes with minimal disruption	Explore opportunities to provide dedicated cycling facilities
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions.	1	The route follows the road network and can navigate between links and junctions	Explore opportunities to provide dedicated cycling facilities
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	Density of routes based on mesh width i.e. distances between primary and secondary routes within the network.		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250m - 1000m	Route contributes to a network density mesh width <250m	1	Not part of a dense network however this route does connect with others.	Extend the network in line with the MCC INM
							Total Score	23		
							Percentage	46%		

Route	CTP-A4	Merthyr Road – A40 Brecon Road – Frogmore Street	Client	Monmothshire County Council			Audit Date	04.02.20	
							Project Code	CTP-19-147	

Audit Category	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested Amendments
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	Lighting		Most of all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	The route is lit throughout	No Recommendations
		Routes provide natural surveillance	Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2	The route is overlooked throughout	No Recommendations
	Impact on pedestrians including people with disabilities	Introduction of dedicated on-road provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	Impact on pedestrians and pedestrian comfort level		Route impacts negatively on pedestrian provision, pedestrian comfort is at a level C or below	No impact on pedestrian provision or Pedestrian Comfort Level is at level B or above	Pedestrian provision enhanced by cycling provision or Pedestrian Comfort Level at level A	0	There is no dedicated on road provision	Explore dedicated cycle provision options
	Minimise street clutter	Signing required to support scheme layout	Signs are informative and consistent but not overbearing or inappropriate		Large number of signs needed, difficult to follow and or leading to clutter	Moderate amount of signing particularly around junctions	Signing for wayfinding purposes only and not causing additional obstruction.	1	Signage only at junctions for vehicle traffic	Explore signage options to the application site
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	Evidence of bicycles parked to street furniture or cycle stands.		No additional cycle parking provided or inadequate provision in insecure non-overlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided sufficient to meet demand	1	Cycle parking provision on Frogmore Street however it is limited.	Where appropriate provide additional cycle parking.
Comfort	Surface Quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes and poor quality carriageway paint. Pavement or carriageway construction provides a smooth and level surface	Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor surface defects - cracking / potholes raised ironworks	Ensure surface quality is maintained
		Pavement or carriageway construction providing smooth and level surface	Surface type.		Any bumpy, unbound, slippery and potentially hazardous surface.	Hand laid materials, concrete paviours with frequent joints	Machine laid smooth and non-slip surface	2	Good quality non slip surface	No Recommendations
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	There are no dedicated cycle facilities which may expose cyclists to conflict	Explore dedicated cycle provision options
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	1	There is a lack of signage for cyclists	Explore signage options between the application site and town centre
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible	Deviation of route. Calculated by dividing the actual distance along the route by the as the crow flies distance		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2	1	Deviation of 1.4	No Recommendations
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give-way at junctions or crossings, motorcycle barriers, pedestrian only zones etc	Stopping and give-way frequency		The number of stops or give-ways on the route is more than 4 per km	The number of stops or give-ways on the route is between 2 and 4 per km	The number of stops or give-ways on the route is < 2 per km	2	2 give way across 600m	No Recommendations
	Time: Delay at junctions	The length of delay by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc	Delay at junctions.		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions	1	There is no cyclist priority therefore delay is the same for cyclists as it is for motor vehicles	Explore options to give priority to cyclists at junctions
	Time: Delay on Links	The length of delay caused by not being able to bypass slow moving traffic.	Ability to maintain own speed links.		Cyclists travel at speed of slowest vehicle (including a cycle)	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed	1	There is ample width on roads which should allow cyclists to bypass vehicles the majority of the time	Explore options to allow cyclists to always pass traffic
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum.	Gradient.		Route includes sections steeper than the recommended gradients	There are no sections of route steeper than the recommended gradients	There are no sections of route which are steeper than 2%	2	There is a steady slope of approximatly 1% on Merthyr Road	No Recommendations
Safety	Reduce / Remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph - 30mph	85th percentile < 20mph	1	No speed surveys have been undertaken however the sped limit is 30mph on the route and due to the geometry of the roundabouts it is likely speeds are generally maintained.	Explore opportunities to remove cyclists sharing the carriageway at junctions or reduce vehicle speeds
			Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph - 30mph	85th percentile < 20mph	1	No speed surveys have been undertaken however the sped limit is 30mph on the route.	Explore opportunities to remove cyclists sharing the carriageway or reduce vehicle speeds
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater such as at junctions.	Motor traffic volume on sections of shared carriageway expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000 - 10000 AADT and 2-5%HGV	2500 - 5000 and <2% HGV	0-2500 AADT	1	The route was not observed to be heavily used during the audit.	No Recommendations
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic.	Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists	Cyclists in unrestricted traffic lanes outside critical range (3.2m - 3.9m) or in cycle lanes <1.8m wide	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor speed max 30mph	0	No cycle lanes are available	Explore opportunities to provide dedicated cycling facilities
			Conflicting movements at junctions		Side road junctions frequent and/or untreated. Major junctions, conflicting cycle/motor traffic movements separated.	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle. Motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	1	Infrequent links which conflict with cycle movements	Explore opportunities to reduce conflicting cycle movements particularly at junctions
	Avoid complex design	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they should make.	Legible road markings and road layout		Faded, old, unclear, complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear understandable simple road markings and road layout	1	The road layout is clear but some of the road markings are faded	Ensure road markings are maintained
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking / loading	Significant conflict with kerbside activity - nearside cycle lane <2m (including buffer) wide alongside kerbside parking	Some conflict with kerbside activity - less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer	No/very limited conflict with kerbside activity width of cycle lane including buffer exceeds 3m.	0	No cycle lanes available	Explore opportunities to provide dedicated cycling facilities
	Reduce severity of collisions where they do occur	Wherever possible routes should include 'evasion room' (such as grass verges) and avoid any unnecessary physical hazards such as guardrail. Build outs etc. to reduce the severity of a collision should it occur.	Evasion room and unnecessary hazards.		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	There were no noticable physical hazards which would affect a cyclists route	No Recommendations
Cohesion	Connections	Cyclists should be able to easily join and navigate along different sections of the same route and between different routes in the network	Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting.	Cyclists can connect to other routes with minimal disruption to their journey .	Cyclists have dedicated connections to other routes provided, with no interruption to their journey.	1	Cyclists can connect to other routes with minimal disruptuion	Explore opportunities to provide dedicated cycling facilities
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions.	1	The route follows the road network and can navigate between links and junctions	Explore opportunities to provide dedicated cycling facilities
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	Density of routes based on mesh width i.e. distances between primary and secondary routes within the network.		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250m - 1000m	Route contributes to a network density mesh width <250m	1	Not part of a dense network however this route does connect with others.	Extend the network in line with the MCC INM
							Total Score	25		
							Percentage	50%		

Route	CTP-A5 Baker Street	Client	Monmothshire County Council	Audit Date	04.02.20
				Project Code	CTP-19-147

Audit Category	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Suggested Amendments
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	Lighting		Most of all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	The route is lit throughout	No Recommendations
		Routes provide natural surveillance	Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2	The route is overlooked throughout the route.	No Recommendations
	Impact on pedestrians including people with disabilities	Introduction of dedicated on-road provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	Impact on pedestrians and pedestrian comfort level		Route impacts negatively on pedestrian provision, pedestrian comfort is at a level C or below	No impact on pedestrian provision or Pedestrian Comfort Level is at level B or above	Pedestrian provision enhanced by cycling provision or Pedestrian Comfort Level at level A	0	There is no dedicated on road provision	Explore dedicated cycle provision options
	Minimise street clutter	Signing required to support scheme layout	Signs are informative and consistent but not overbearing or inappropriate		Large number of signs needed, difficult to follow and or leading to clutter	Moderate amount of signing particularly around junctions	Signing for wayfinding purposes only and not causing additional obstruction.	2	Signage available along route	No Recommendations
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	Evidence of bicycles parked to street furniture or cycle stands.		No additional cycle parking provided or inadequate provision in insecure non-overlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided sufficient to meet demand	0	No cycle parking provision on the route	Where appropriate provide cycle parking
Comfort	Surface Quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes and poor quality carriageway paint. Pavement or carriageway construction provides a smooth and level surface	Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Minor surface defects - cracking	Ensure surface quality is maintained
		Pavement or carriageway construction providing smooth and level surface	Surface type.		Any bumpy, unbound, slippery and potentially hazardous surface.	Hand laid materials, concrete paviours with frequent joints	Machine laid smooth and non-slip surface	2	Good quality non slip surface	No Recommendations
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	There are no dedicated cycle facilities which may expose cyclists to conflict	Explore dedicated cycle provision options
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	2	Route is well signed along the route	No Recommendations
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as-the-crow-flies' distance as possible	Deviation of route. Calculated by dividing the actual distance along the route by the as the crow flies distance		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Deviation of 1.0	No Recommendations
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give-way at junctions or crossings, motorcycle barriers, pedestrian only zones etc	Stopping and give-way frequency		The number of stops or give-ways on the route is more than 4 per km	The number of stops or give-ways on the route is between 2 and 4 per km	The number of stops or give-ways on the route is < 2 per km	2	2 give way across 300m	No Recommendations
	Time: Delay at junctions	The length of delay by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc	Delay at junctions.		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions	1	There is no cyclist priority therefore delay is the same for cyclists as it is for motor vehicles	Explore options to give priority to cyclists at junctions
	Time: Delay on Links	The length of delay caused by not being able to bypass slow moving traffic.	Ability to maintain own speed links.		Cyclists travel at speed of slowest vehicle (including a cycle)	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed	1	There is ample width on roads which should allow cyclists to bypass vehicles the majority of the time	Explore options to allow cyclists to always pass traffic
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum.	Gradient.		Route includes sections steeper than the recommended gradients	There are no sections of route steeper than the recommended gradients	There are no sections of route which are steeper than 2%	2	The route is generally flat	No Recommendations
Safety	Reduce / Remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph - 30mph	85th percentile < 20mph	1	No speed surveys have been undertaken however the sped limit is 30mph on the route and due to the geometry of the roundabouts it is likely speeds are generally maintained.	Explore opportunities to remove cyclists sharing the carriageway at junctions or reduce vehicle speeds
			Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph - 30mph	85th percentile < 20mph	1	No speed surveys have been undertaken however the sped limit is 30mph on the route.	Explore opportunities to remove cyclists sharing the carriageway or reduce vehicle speeds
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater such as at junctions.	Motor traffic volume on sections of shared carriageway expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000 - 10000 AADT and 2-5%HGV	2500 - 5000 and <2% HGV	0-2500 AADT	1	The route was not observed to be heavily used during the audit.	No Recommendations
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic.	Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists	Cyclists in unrestricted traffic lanes outside critical range (3.2m - 3.9m) or in cycle lanes <1.8m wide	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor speed max 30mph	0	No cycle lanes are available	Explore opportunities to provide dedicated cycling facilities
			Conflicting movements at junctions		Side road junctions frequent and/or untreated. Major junctions, conflicting cycle/motor traffic movements separated.	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle. Motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	1	Infrequent links which conflict with cycle movements	Explore opportunities to reduce conflicting cycle movements particularly at junctions
	Avoid complex design	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they should make.	Legible road markings and road layout		Faded, old, unclear, complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear understandable simple road markings and road layout	1	The road layout is clear but some of the road markings are faded	Ensure road markings are maintained
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking / loading	Significant conflict with kerbside activity - nearside cycle lane <2m (including buffer) wide alongside kerbside parking	Some conflict with kerbside activity - less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer	No/very limited conflict with kerbside activity width of cycle lane including buffer exceeds 3m.	0	No cycle lanes available	Explore opportunities to provide dedicated cycling facilities
	Reduce severity of collisions where they do occur	Wherever possible routes should include 'evasion room' (such as grass verges) and avoid any unnecessary physical hazards such as guardrail. Build outs etc. to reduce the severity of a collision should it occur.	Evasion room and unnecessary hazards.		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	There were no noticeable physical hazards which would affect a cyclists route	No Recommendations
Cohesion	Connections	Cyclists should be able to easily join and navigate along different sections of the same route and between different routes in the network	Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting.	Cyclists can connect to other routes with minimal disruption to their journey .	Cyclists have dedicated connections to other routes provided, with no interruption to their journey.	1	Cyclists can connect to other routes with minimal disruption	Explore opportunities to provide dedicated cycling facilities
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions.	1	The route follows the road network and can navigate between links and junctions	Explore opportunities to provide dedicated cycling facilities
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	Density of routes based on mesh width i.e. distances between primary and secondary routes within the network.		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250m - 1000m	Route contributes to a network density mesh width <250m	1	Not part of a dense network however this route does connect with others.	Extend the network in line with the MCC INM
							Total Score	27		
							Percentage	54%		

COTSWOLD
TRANSPORT
PLANNING

Appendix H

Proposed Site Layout Plan

A1
ORIGINAL
PLOT SIZE

2.4m x 25m
2.4m x 17m
5.5m access road with asphalt concrete finish
Cycle parking (6 no. Sheffield stands)
3 no. shipping containers for secure storage
30m x 3m cellular gravel hardstanding warm up area
Cycle parking (4 no. Sheffield stands)
Car parking (cellular gravel)- 80 spaces including10 disabled and 11longer spaces to acccmmodate vans
Cycle parking (6 no. Sheffield stands)
Cutting slope 1:2 along this section
Cut through
Cut through
Embankment slope 1:2 along this section
50m long 3m wide hardstanding
250m start / finish straight
Start / finish line
Potential overspill parking within field for large events (approx. 110 spaces)
Potential overspill parking within field for large events (approx. 210 spaces)

Key

- 6m offset either side of HP gas main to denote assumed extents of easement (to be confirmed with Wales & West Utilities). Works within the gas main easement are to be agreed with WWU and undertaken strictly in accordance with the guidelines and supervision.
- High voltage overhead cables (approximate outline). Works within the vicinity to be undertaken strictly in accordance with National Grid guidance and supervision.
- Approximate route of foul sewers
- Approximate extent of Flood Zone 2
- Approximate extent of Flood Zone 3
- Approximate route of existing PROW from Monmouthshire CC mapping
- Proposed diverted route for PROW
- Proposed footway / cycleway link to Westgate site (3m wide)
- Applicaton boundary

Rev	Date	Details	Drawn by	Checked by

COTSWOLD TRANSPORT PLANNING

CLIENT:
Monmouthshire County Council

PROJECT:
Abergavenny Velo Park

TITLE:
Track Layout and Levels

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	15.01.20	LG	MP	MP

JOB NO:	DRAWING NO:	REVISION:
CTP-19-147	SK01	D

INDICATIVE

COTSWOLD
TRANSPORT
PLANNING

Appendix I

Event Management Plan

Monmouthshire County Council

Proposed Velo Park, Llanfoist, Abergavenny, Monmouthshire

Technical Note - Events Management Plan

CTP-19-147

September 2020

1. Introduction

1.1 Cotswold Transport Planning Ltd (CTP) has been instructed by Monmouthshire County Council (MCC) to prepare an Events Management Plan (EMP) in support of the proposed development of a new Velo Park in Llanfoist, Abergavenny, Monmouthshire, which shall comprise a closed road cycling circuit with ancillary storage areas and car parking.

Site Location / Context

1.2 The site is located off Iberis Road and the Llanfoist Household Waste and Recycling Centre (LHWRC) Access Road. It is bound to the north by the LHWRC Access Road, to the west by the McDonald's and the termination of Iberis Road and Foxhunters Care Community, to the south by undeveloped land, and to the east by LHWRC and undeveloped land.

1.3 The wider area is characterised by the commercial development (i.e. Mahmilad Park Estate) and residential development to its west / northwest and the Heads of Valley Road (A465) to its north.

1.4 The site and its relationship with immediate adjoining areas is illustrated in the Site Location Plan provided in **Appendix A**.

1.5 A Transport Statement and an Active Travel Audit have also been produced by CTP to support this application.

Scope of Report

1.6 This report shall provide information which will seek to minimise the highways and transportation impacts associated with the regional / national events hosted by the Velo Park on an infrequent basis.

1.7 This EMP shall provide details in relation to the following:

i) Regional and national event information;
ii) Car parking locations / arrangements for those visiting site;
iii) Nearby services / amenities for those visiting site;
iv) Local walking and cycling routes for those visiting site; and
v) Event management procedures.

2. Event Management Plan

Regional / National Event Information

2.1 Should a regional / national event take place, it would not follow a rigid programme as it would be organised by individual cycling clubs / organisations and require approval by Welsh Cycling and MCC. The amount of staff on-site / off-site shall be commensurate with the scale of the event.

2.2 In relation to such events, it is not considered that they shall attract many spectators in their own right, as the majority of those watching tend to be associated with the event or competitors in some form (i.e. family, friends, guardians, or competitors awaiting their specific event(s)).

2.3 Furthermore, the frequency and trip attraction of such events is based on advice provided by Welsh Cycling due to their experience as the governing body for cycling in Wales and being the organisation that licences the events.

Cyclocross

2.4 Regional / national cyclo-cross events are considered to be the largest events that may occasionally be hosted by the Velo Park and shall take place during the winter months (i.e. October to February) between the hours of 10:00 to 16:00 across both Saturday and Sunday. These types of events, particularly at national scale, may typically attract large numbers of attendees (i.e. c.400) as they would not be restricted by the racing capacity of the circuit - due to their off-circuit nature - and their ability to attract competitors across all age groups and ability levels.

2.5 However, it should be noted that the number of competitors would be spread out across two days (i.e. c.200 each day), as opposed to all arriving, competing, and departing in one day.

Road Cycling

2.6 In addition to the above, regional / national road cycling race events shall sporadically take place at the Velo Park, although, in the event they do, they shall occur during weekends (i.e. Saturday and / or Sunday) between the hours of 10:00 and 16:00 or, less frequently, during the week between the hours of 18:00 to 21:00. The summer series shall take place between the months of March to September, whilst the winter series, in accordance with the aforementioned larger cyclocross events, shall take place between October and February.

2.7 However, it should also be noted that the road cycling events shall be associated with less attendees as, unlike the cyclocross events, the number of competitors shall be restricted by the racing capacity of the road circuit (i.e. based on information provided by Welsh Cycling).

Parking Locations / Arrangements

2.8 The main car parking provision shall be located on-site and shall comprise a total of 80 allocated parking bays. This is expected to accommodate the typical demand associated with the regular use of the Velo Park (i.e. club training sessions and small scale events).

2.9 However, in order to mitigate against the occurrence of on-street parking in the surrounding residential / commercial areas, should parking demand associated with events not be accommodated on-site, further off-street parking provision has been identified as follows:

2.10 The adjacent field to the Velo Park (320 spaces) is considered to be the primary overflow car park which shall typically be available to use for both regional and national events (should they occur), whilst Llanfoist Fawr Primary School (52 spaces) shall be available – pending discussions / confirmation via prior agreement - if such demand associated with the potential / infrequent larger scale national events cannot be accommodated on-site or within the aforementioned adjacent field car park.

2.11 NB: If an event organiser is expecting the required levels of parking to exceed the previously detailed parking provision (on and off-site), which is anticipated to be limited to national level events held during the winter - when the ground conditions of the overflow fields may be unusable - it will be the responsibility of the Event Organiser to identify / negotiate additional off-site parking areas commensurate with the anticipated demand and that safe and suitable routes - comprising sufficient signage and marshals - shall be provided from those parking areas to the circuit. In the event that a Race Organiser is unable to demonstrate such provision the management of the circuit should not approve its use for the event.

2.12 In terms of cycle parkin, the site shall comprise a total of 16 Sheffield stands, which equates to a total of 32 cycle parking spaces available for use by staff and attendees.

Local Services and Amenities

2.13 The site benefits from being in proximity to a range of services, which are predominantly located within the nearby mixed-use commercial development.

2.14 **Table 2.1** provides details of local / convenient services and amenities that may be accessed from the site via walking or cycling and may benefit staff / visitors / competitors during regional / national events. It is envisaged that the proximity of eating / drinking establishments and overnight accommodation to the site, would be complimentary for those travelling to regional / national events from further afield.

Service / Amenity	Approx. Distance	Approx. Walking Time		Approx. Cycling Time	
		IHT	GM	RB	GM
McDonalds	300m	4 mins	3 mins	1 min	1 min
Brewers Fayre – Abergavenny	420m	5 mins	4 mins	2 mins	2 mins
Premier Inn – Abergavenny	460m	5 mins	4 mins	2 mins	2 mins
Costa Coffee	470m	5 mins	4 mins	2 mins	2 mins
Public Bus Stops	650m	8 mins	3 mins	8 mins	3 mins
Waitrose Supermarket	1.2km	14 mins	14 mins	5 mins	5 mins
Abergavenny Bus Station	2.3km	27 mins	29 mins	10 mins	9 mins
Abergavenny Railway Station	2.9km	35 mins	34 mins	12 mins	10 mins

Table 2.1: Summary of local services and amenities considered suitable for staff / visitor / competitor use during regional / national events.

Local Walking and Cycling Routes

2.15 An indicative walking and cycling route plan is provided in **Appendix B** of this report and illustrates the links between the aforementioned off-site overflow parking locations, in addition to nearby public transport links (i.e. public bus stops) and local services / amenities (i.e. shops, restaurants / cafes etc.).

Event Management Procedures

2.16 Temporary directional signage shall be erected at key junctions / locations to direct visitors / competitors to the site. The location and frequency of signage shall be determined by the regional / national event organisers.

2.17 Marshals shall be present on-site, off-site along the above-detailed walking and cycle routes, and at each of the designated off-site parking locations, in order to help with any queries or issues. The number of marshals shall be determined by the regional / national event organisers and may be commensurate with the scale of the event.

2.18 Indicative plans illustrating the suggested location of temporary directional signage and presence of marshals is provided in **Appendix C** of this report.

2.19 As standard practice amongst event organisers, emails shall be distributed to all competitors containing key event information (i.e. location, contact details of race event organisers, site facilities etc.), in addition to the locations of off-site parking facilities and the advisable local walking and cycling routes. Furthermore, all social media platforms linked to the site shall be updated to ensure that visitors will also be made aware of such information detailed above.

3. Summary & Conclusion

3.1 CTP has been instructed by MCC to prepare an EMP in support of the proposed development of a new Velo Park in Llanfoist, Abergavenny, Monmouthshire, which shall comprise a closed road cycling circuit with ancillary changing rooms, storage areas and car parking.

3.2 In conclusion, this report has provided information in relation to the operational periods, parking arrangements, nearby complimentary services and facilities, and typical event management procedures, which will all serve to minimise the highways and transportation impacts associated with the regional / national events hosted by the Velo Park on an infrequent basis.

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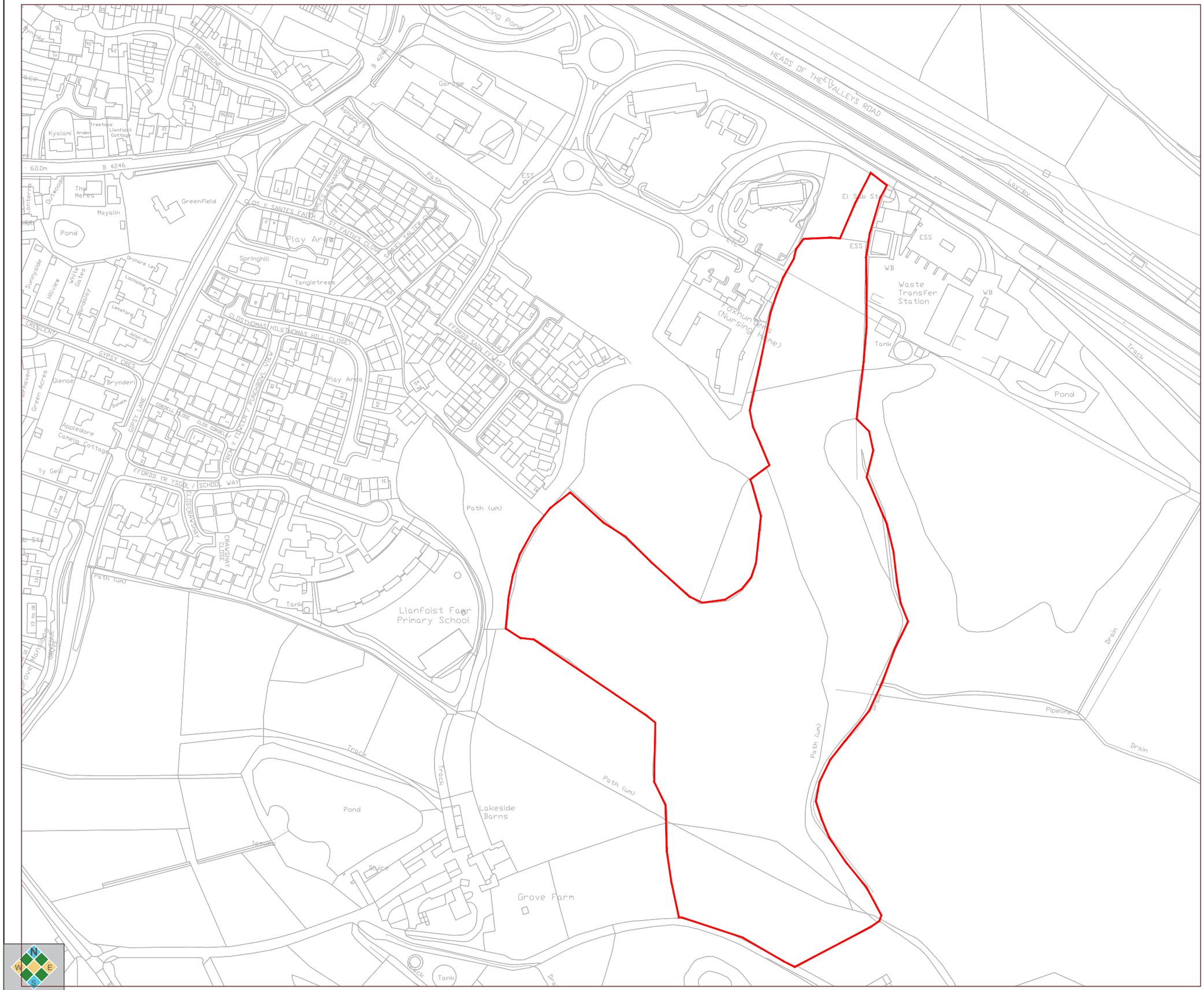
Appendix A

Site Location Plan



Notes:

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2. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

Key

Application boundary

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Monmouthshire CC

PROJECT:
Abergavenny Velo Park

TITLE:
Site Location Plan

STATUS:
INFORMATION

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:2500	04.11.20	MP	MF	MF

JOB NO:	DRAWING NO:	REVISION:
CTP-19-147	SK08	-

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Appendix B

Indicative Walking and Cycling Route Plan

Indicative Walking and Cycling Routes to the Velo Park from Off-Site Parking Provision and Surrounding Areas

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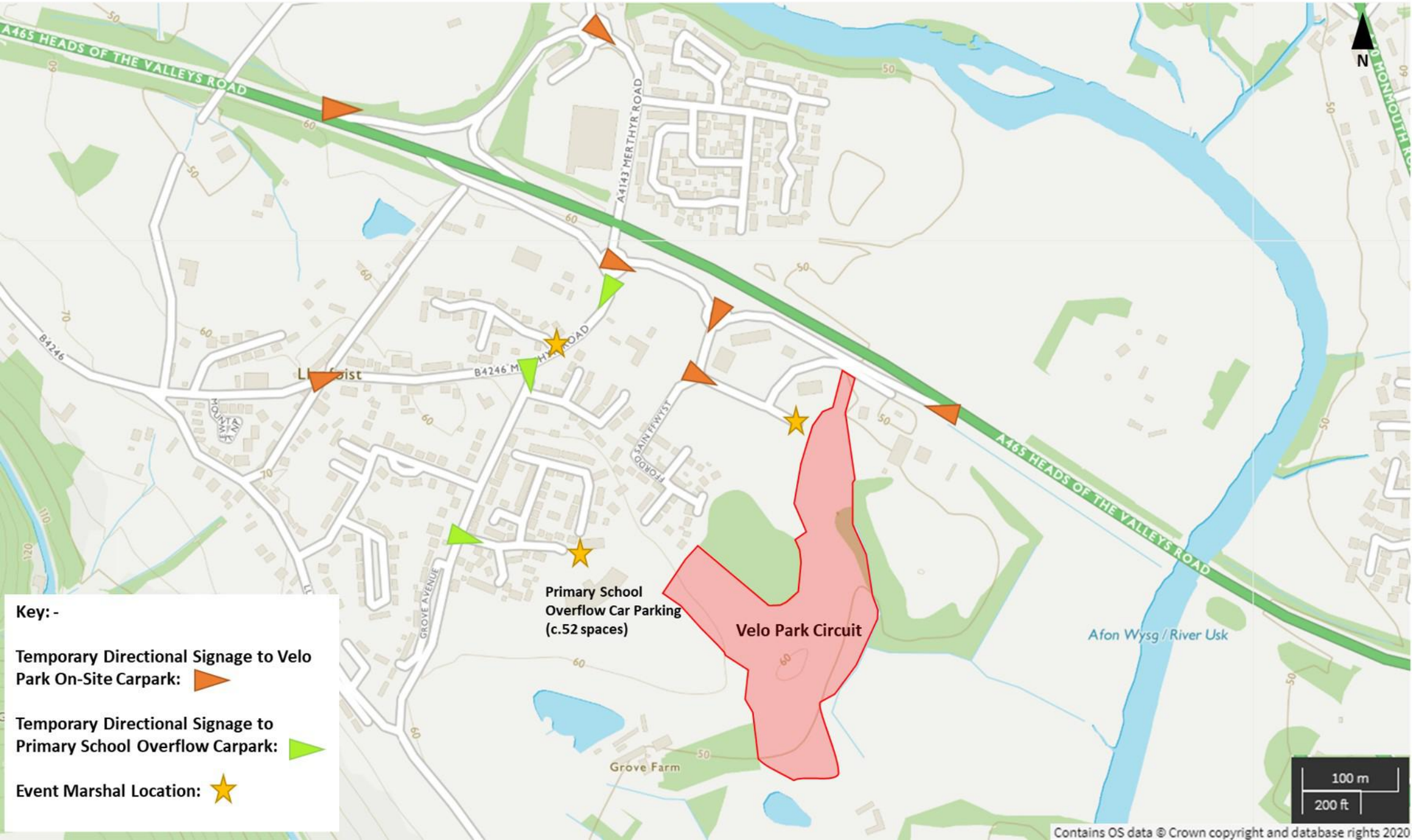
PLANNING

Appendix C

Indicative Temporary Directional Signage and Event Marshal Location Plan

Indicative Temporary Directional Signage and Event Marshal Location Plan – Regional Events



Indicative Temporary Directional Signage and Event Marshal Location Plan – National Events

COTSWOLD
TRANSPORT
PLANNING

Appendix J

Access Arrangement and Swept Path Analysis Drawing

A1
ORIGINAL
PLOT SIZE

2.4m x 25m
2.4m x 17m
5.5m access road with asphalt concrete finish
Cycle parking (6 no. Sheffield stands)
3 no. shipping containers for secure storage
30m x 3m cellular gravel hardstanding warm up area
Cycle parking (4 no. Sheffield stands)
Car parking (cellular gravel)- 80 spaces including10 disabled and 11longer spaces to acccmmodate vans
Cycle parking (6 no. Sheffield stands)
Cutting slope 1:2 along this section
Cut through
Cut through
Embankment slope 1:2 along this section
50m long 3m wide hardstanding
250m start / finish straight
Start / finish line
Potential overspill parking within field for large events (approx. 110 spaces)
Potential overspill parking within field for large events (approx. 210 spaces)

Key

- 6m offset either side of HP gas main to denote assumed extents of easement (to be confirmed with Wales & West Utilities). Works within the gas main easement are to be agreed with WWU and undertaken strictly in accordance with the guidelines and supervision.
- High voltage overhead cables (approximate outline). Works within the vicinity to be undertaken strictly in accordance with National Grid guidance and supervision.
- Approximate route of foul sewers
- Approximate extent of Flood Zone 2
- Approximate extent of Flood Zone 3
- Approximate route of existing PROW from Monmouthshire CC mapping
- Proposed diverted route for PROW
- Proposed footway / cycleway link to Westgate site (3m wide)
- Applicaton boundary

Rev	Date	Details	Drawn by	Checked by

COTSWOLD TRANSPORT PLANNING

CLIENT:
Monmouthshire County Council

PROJECT:
Abergavenny Velo Park

TITLE:
Track Layout and Levels

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	15.01.20	LG	MP	MP

JOB NO:	DRAWING NO:	REVISION:
CTP-19-147	SK01	D

INDICATIVE

Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.

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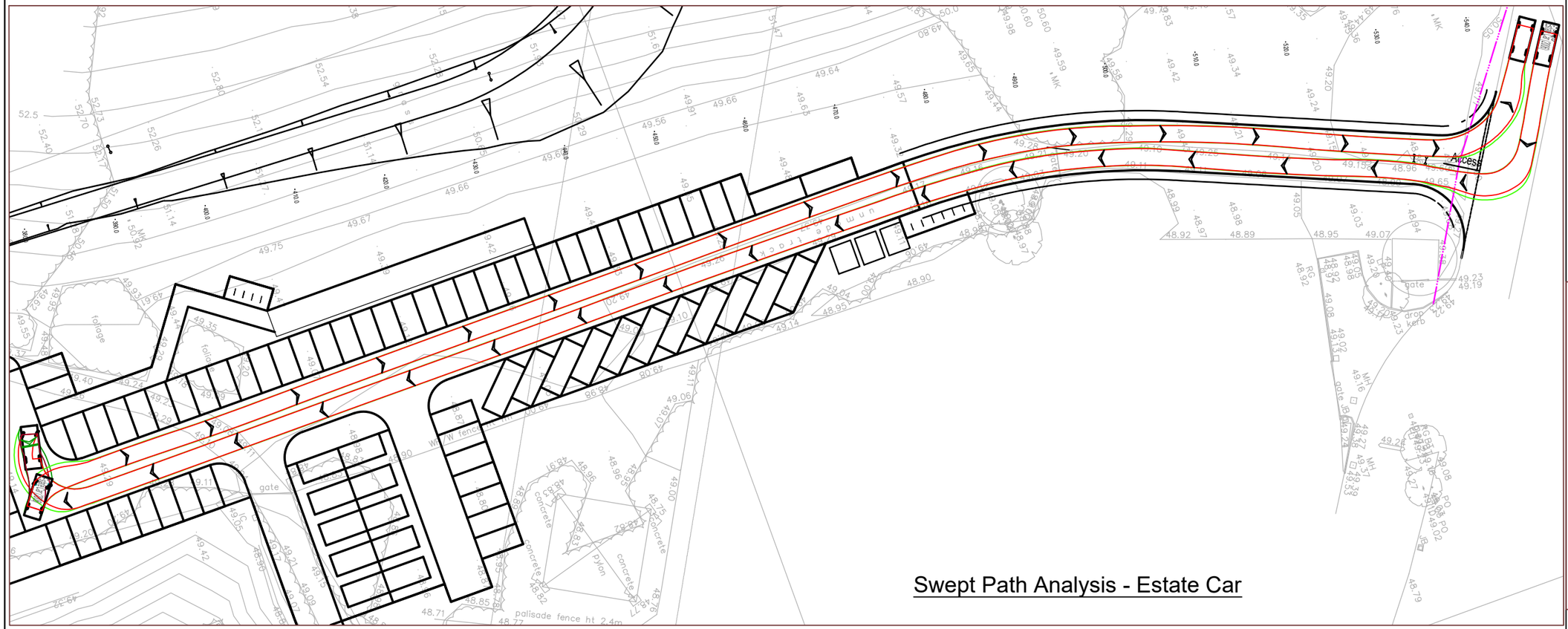
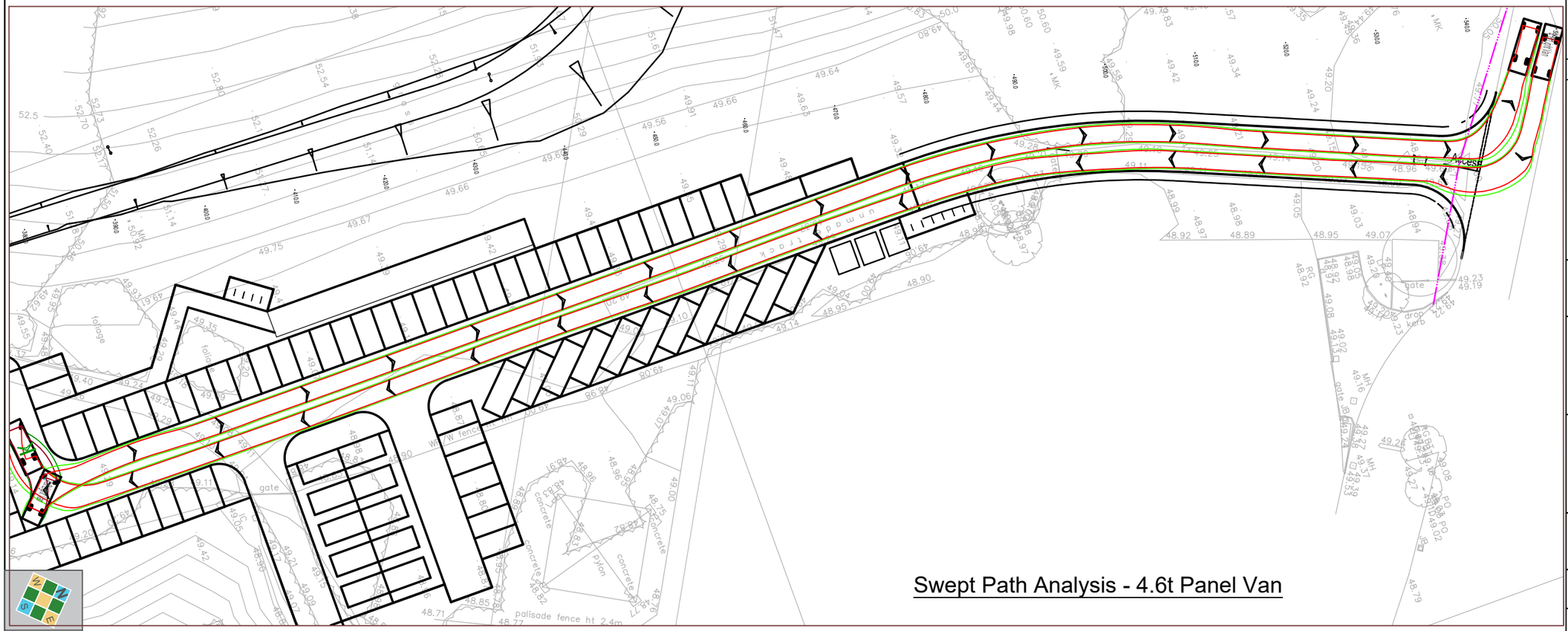
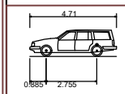


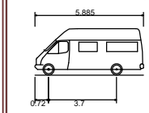
Swept Path Analysis - Estate Car



Swept Path Analysis - 4.6t Panel Van



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Monmouthshire CC

PROJECT:
Abergavenny Velo Park

TITLE:
Car Park Swept Paths
Estate Car / Van

STATUS:
INFORMATION

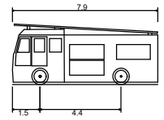
SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	04.11.20	MP	MF	MF

JOB NO:	DRAWING NO:	REVISION:
CTP-19-147	SP01	-

INDICATIVE

Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2.



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Monmouthshire CC

PROJECT:
Abergavenny Velo Park

TITLE:
Car Park Swept Paths
Fire Tender

STATUS:
INFORMATION

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	04.11.20	MP	MF	MF

JOB NO:	DRAWING NO:	REVISION:
CTP-19-147	SP02	-

INDICATIVE

COTSWOLD
TRANSPORT
PLANNING

Appendix K

Multi-Modal Survey Data: Odd Down Cycle Circuit

Bath Sports Centre, Saturday 22nd February 2020

Main Access

Minibus with occupancy 16 inbound at 9:15 and outbound at 12:00

	Car Occupancy Inbound						Car Occupancy Outbound					
TIME	1	2	3	4	>4	**TOTAL**	1	2	3	4	>4	**TOTAL**
0830 - 0845	2	2	1	0	0	**5**	0	0	0	0	0	**0**
0845 - 0900	6	7	0	0	0	**13**	3	0	0	0	0	**3**
Hourly Total	**8**	**9**	**1**	**0**	**0**	**18**	**3**	**0**	**0**	**0**	**0**	**3**
0900 - 0915	5	2	1	0	0	**8**	2	0	0	0	0	**2**
0915 - 0930	1	2	0	0	1	**4**	3	0	0	0	0	**3**
0930 - 0945	2	14	7	1	0	**24**	2	1	0	0	0	**3**
0945 - 1000	2	32	5	2	0	**41**	3	1	0	0	0	**4**
Hourly Total	**10**	**50**	**13**	**3**	**1**	**77**	**10**	**2**	**0**	**0**	**0**	**12**
1000 - 1015	6	15	3	0	0	**24**	9	0	0	0	0	**9**
1015 - 1030	9	14	3	1	0	**27**	4	5	0	0	0	**9**
1030 - 1045	7	8	1	0	0	**16**	7	0	0	0	0	**7**
1045 - 1100	5	22	2	0	1	**30**	4	2	1	0	0	**7**
Hourly Total	**27**	**59**	**9**	**1**	**1**	**97**	**24**	**7**	**1**	**0**	**0**	**32**
1100 - 1115	4	8	3	2	0	**17**	6	12	3	1	0	**22**
1115 - 1130	2	3	0	0	0	**5**	5	9	3	1	0	**18**
1130 - 1145	5	3	0	0	0	**8**	4	13	3	0	0	**20**
1145 - 1200	5	4	1	0	0	**10**	3	6	1	0	0	**10**
Hourly Total	**16**	**18**	**4**	**2**	**0**	**40**	**18**	**40**	**10**	**2**	**0**	**70**
1200 - 1215	5	8	0	0	0	**13**	12	25	5	1	1	**44**
1215 - 1230	4	8	0	0	0	**12**	1	10	1	1	0	**13**
1230 - 1245	10	4	1	0	0	**15**	1	3	0	0	0	**4**
1245 - 1300	2	7	1	0	0	**10**	4	4	0	0	0	**8**
Hourly Total	**21**	**27**	**2**	**0**	**0**	**50**	**18**	**42**	**6**	**2**	**1**	**69**
1300 - 1315	7	3	1	0	0	**11**	8	2	0	0	0	**10**
1315 - 1330	3	6	0	0	0	**9**	4	2	0	0	0	**6**
1330 - 1345	1	4	0	0	0	**5**	2	2	1	0	0	**5**
1345 - 1400	4	5	0	0	0	**9**	2	2	1	0	0	**5**
Hourly Total	**15**	**18**	**1**	**0**	**0**	**34**	**16**	**8**	**2**	**0**	**0**	**26**
1400 - 1415	3	4	1	1	0	**9**	1	1	1	0	0	**3**
1415 - 1430	4	2	1	0	0	**7**	3	0	0	2	0	**5**
1430 - 1445	2	6	1	0	0	**9**	5	8	2	0	0	**15**
1445 - 1500	10	4	0	0	0	**14**	10	9	4	0	0	**23**
Hourly Total	**19**	**16**	**3**	**1**	**0**	**39**	**19**	**18**	**7**	**2**	**0**	**46**
1500 - 1515	6	3	0	0	0	**9**	8	8	2	0	0	**18**
1515 - 1530	1	6	1	1	0	**9**	4	8	0	0	0	**12**
1530 - 1545	1	3	0	1	0	**5**	6	4	0	0	0	**10**
1545 - 1600	1	4	0	0	0	**5**	4	7	1	0	0	**12**
Hourly Total	**9**	**16**	**1**	**2**	**0**	**28**	**22**	**27**	**3**	**0**	**0**	**52**
1600 - 1615	3	3	1	0	0	**7**	5	3	1	0	0	**9**
1615 - 1630	2	4	0	0	0	**6**	6	5	1	0	0	**12**
1630 - 1645	1	0	3	0	0	**4**	6	2	0	0	0	**8**
1645 - 1700	2	2	0	0	0	**4**	5	9	0	1	0	**15**
Hourly Total	**8**	**9**	**4**	**0**	**0**	**21**	**22**	**19**	**2**	**1**	**0**	**44**
TOTAL	**133**	**222**	**38**	**9**	**2**	**404**	**152**	**163**	**31**	**7**	**1**	**354**

Bath Sports Centre, Saturday 22nd February 2020

Cycle Access

	Inbound			Outbound		
TIME	PEDESTRIANS	CYCLES	**TOTAL**	PEDESTRIANS	CYCLES	**TOTAL**
0830 - 0845	1	0	**1**	0	0	**0**
0845 - 0900	1	2	**3**	0	0	**0**
Hourly Total	**2**	**2**	**4**	**0**	**0**	**0**
0900 - 0915	0	6	**6**	0	0	**0**
0915 - 0930	0	0	**0**	0	1	**1**
0930 - 0945	0	1	**1**	0	0	**0**
0945 - 1000	7	8	**15**	0	0	**0**
Hourly Total	**7**	**15**	**22**	**0**	**1**	**1**
1000 - 1015	0	2	**2**	0	1	**1**
1015 - 1030	0	0	**0**	0	0	**0**
1030 - 1045	0	3	**3**	0	0	**0**
1045 - 1100	6	15	**21**	0	0	**0**
Hourly Total	**6**	**20**	**26**	**0**	**1**	**1**
1100 - 1115	1	0	**1**	7	12	**19**
1115 - 1130	0	0	**0**	0	5	**5**
1130 - 1145	0	1	**1**	0	1	**1**
1145 - 1200	0	3	**3**	0	1	**1**
Hourly Total	**1**	**4**	**5**	**7**	**19**	**26**
1200 - 1215	0	3	**3**	0	23	**23**
1215 - 1230	0	9	**9**	0	0	**0**
1230 - 1245	0	2	**2**	0	1	**1**
1245 - 1300	0	3	**3**	0	4	**4**
Hourly Total	**0**	**17**	**17**	**0**	**28**	**28**
1300 - 1315	0	2	**2**	0	0	**0**
1315 - 1330	0	3	**3**	0	0	**0**
1330 - 1345	0	8	**8**	0	1	**1**
1345 - 1400	0	2	**2**	0	2	**2**
Hourly Total	**0**	**15**	**15**	**0**	**3**	**3**
1400 - 1415	1	3	**4**	0	7	**7**
1415 - 1430	1	7	**8**	0	6	**6**
1430 - 1445	0	2	**2**	1	3	**4**
1445 - 1500	0	6	**6**	2	10	**12**
Hourly Total	**2**	**18**	**20**	**3**	**26**	**29**
1500 - 1515	0	0	**0**	0	2	**2**
1515 - 1530	0	0	**0**	0	0	**0**
1530 - 1545	0	0	**0**	0	0	**0**
1545 - 1600	0	0	**0**	0	9	**9**
Hourly Total	**0**	**0**	**0**	**0**	**11**	**11**
1600 - 1615	0	2	**2**	0	6	**6**
1615 - 1630	0	2	**2**	0	0	**0**
1630 - 1645	0	1	**1**	0	1	**1**
1645 - 1700	0	1	**1**	0	0	**0**
Hourly Total	**0**	**6**	**6**	**0**	**7**	**7**

TOTAL	**18**	**97**	**115**	**10**	**96**	**106**

Bath Sports Centre, Saturday 22nd February 2020

Pedestrian Access

	Inbound			Outbound		
TIME	PEDESTRIANS	CYCLES	**TOTAL**	PEDESTRIANS	CYCLES	**TOTAL**
0830 - 0845	0	0	**0**	0	0	**0**
0845 - 0900	0	0	**0**	2	0	**2**
Hourly Total	**0**	**0**	**0**	**2**	**0**	**2**
0900 - 0915	1	0	**1**	0	0	**0**
0915 - 0930	2	0	**2**	1	0	**1**
0930 - 0945	0	0	**0**	1	0	**1**
0945 - 1000	0	0	**0**	0	0	**0**
Hourly Total	**3**	**0**	**3**	**2**	**0**	**2**
1000 - 1015	0	0	**0**	0	0	**0**
1015 - 1030	0	0	**0**	0	0	**0**
1030 - 1045	0	0	**0**	0	0	**0**
1045 - 1100	0	0	**0**	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	**0**	0	2	**2**
1115 - 1130	0	0	**0**	0	0	**0**
1130 - 1145	0	0	**0**	0	0	**0**
1145 - 1200	0	0	**0**	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**2**	**2**
1200 - 1215	0	1	**1**	0	3	**3**
1215 - 1230	0	0	**0**	0	0	**0**
1230 - 1245	0	0	**0**	0	0	**0**
1245 - 1300	0	0	**0**	0	0	**0**
Hourly Total	**0**	**1**	**1**	**0**	**3**	**3**
1300 - 1315	0	0	**0**	0	0	**0**
1315 - 1330	0	0	**0**	0	0	**0**
1330 - 1345	0	0	**0**	0	1	**1**
1345 - 1400	0	0	**0**	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**1**	**1**
1400 - 1415	0	0	**0**	0	0	**0**
1415 - 1430	0	0	**0**	1	1	**2**
1430 - 1445	4	0	**4**	3	1	**4**
1445 - 1500	0	0	**0**	0	0	**0**
Hourly Total	**4**	**0**	**4**	**4**	**2**	**6**
1500 - 1515	1	0	**1**	2	0	**2**
1515 - 1530	1	0	**1**	4	0	**4**
1530 - 1545	1	0	**1**	0	0	**0**
1545 - 1600	0	0	**0**	0	0	**0**
Hourly Total	**3**	**0**	**3**	**6**	**0**	**6**
1600 - 1615	0	0	**0**	0	0	**0**
1615 - 1630	0	0	**0**	2	0	**2**
1630 - 1645	1	0	**1**	0	0	**0**
1645 - 1700	0	0	**0**	0	0	**0**
Hourly Total	**1**	**0**	**1**	**2**	**0**	**2**

TOTAL	**11**	**1**	**12**	**16**	**8**	**24**

COTSWOLD
TRANSPORT
PLANNING

Appendix L

Parking Accumulation Assessment : Odd Down Cycle Circuit

Car Parking Accumulation

Client	Monmouthshire County Council
Job	Abergavenny Velo Park
Job Code	CTP-19-147
Date	22.04.20

This document contains the car parking accumulation based on proposed trip rates derived from Odd Down Sports Centre Multi-Modal Surveys

Sheet 1	Car Parking Accumulation - Cycling Club Training Session
Sheet 2	Car Parking Accumulation - Regional Event
Sheet 3	Car Parking Accumulation - National Event

TIME	Trip Rates based on vehicle occupancy at Odd Down Sports Centre															
	Multi-Modal Inbound								Multi-Modal Outbound							
Hr Starting	1	2	3	4 >4	Ped	Cycle	TOTAL		1	2	3	4 >4	Ped	Cycle	TOTAL	
08:00	0.444	0.500	0.056	0.000	0.000	0.000	0.000	**1.000**	0.600	0.000	0.000	0.000	0.000	0.400	0.000	**1.000**
09:00	0.125	0.625	0.163	0.038	0.013	0.038	0.000	**1.000**	0.714	0.143	0.000	0.000	0.000	0.143	0.000	**1.000**
10:00	0.278	0.608	0.093	0.010	0.010	0.000	0.000	**1.000**	0.750	0.219	0.031	0.000	0.000	0.000	0.000	**1.000**
11:00	0.400	0.450	0.100	0.050	0.000	0.000	0.000	**1.000**	0.250	0.556	0.139	0.028	0.000	0.000	0.028	**1.000**
12:00	0.412	0.529	0.039	0.000	0.000	0.000	0.020	**1.000**	0.250	0.583	0.083	0.028	0.014	0.000	0.042	**1.000**
13:00	0.441	0.529	0.029	0.000	0.000	0.000	0.000	**1.000**	0.593	0.296	0.074	0.000	0.000	0.000	0.037	**1.000**
14:00	0.442	0.372	0.070	0.023	0.000	0.093	0.000	**1.000**	0.365	0.346	0.135	0.038	0.000	0.077	0.038	**1.000**
15:00	0.290	0.516	0.032	0.065	0.000	0.097	0.000	**1.000**	0.379	0.466	0.052	0.000	0.000	0.103	0.000	**1.000**
16:00	0.364	0.409	0.182	0.000	0.000	0.045	0.000	**1.000**	0.478	0.413	0.043	0.022	0.000	0.043	0.000	**1.000**

TIME	Odd Down Cycle Access Trips		
Hr Starting	Inbound	Outbound	Total
08:00	4	0	**4**
09:00	22	1	**23**
10:00	26	1	**27**
11:00	5	26	**31**
12:00	17	28	**45**
13:00	15	3	**18**
14:00	20	29	**49**
15:00	0	11	**11**
16:00	6	7	**13**

TIME	Number of Road Cycle Track Trips at Odd Down Sports Centre															
	Multi-Modal Inbound								Multi-Modal Outbound							
Hr Starting	1	2	3	4 >4	Ped	Cycle	TOTAL		1	2	3	4 >4	Ped	Cycle	TOTAL	
08:00	2	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:00	3	14	4	1	0	1	0	22	1	0	0	0	0	0	0	1
10:00	7	16	2	0	0	0	0	26	1	0	0	0	0	0	0	1
11:00	2	2	1	0	0	0	0	5	7	14	4	1	0	0	1	26
12:00	7	9	1	0	0	0	0	17	7	16	2	1	0	0	1	28
13:00	7	8	0	0	0	0	0	15	2	1	0	0	0	0	0	3
14:00	9	7	1	0	0	2	0	20	11	10	4	1	0	2	1	29
15:00	0	0	0	0	0	0	0	0	4	5	1	0	0	1	0	11
16:00	2	2	1	0	0	0	0	6	3	3	0	0	0	0	0	7

TIME	Vehicle Accumulation Starting From:				
	0				
Hr Starting	1	2	3	4 >4	TOTAL
08:00	2	1	0	0	0	**3**
09:00	4	8	1	0	0	**13**
10:00	10	16	2	0	0	**28**
11:00	6	10	1	0	0	**17**
12:00	6	6	0	0	0	**12**
13:00	11	9	1	0	0	**21**
14:00	9	8	0	0	0	**16**
15:00	5	6	0	0	0	**10**
16:00	4	5	0	0	0	**8**

COTSWOLD TRANSPORT PLANNING	**Project**	**Abergavenny Velo Park**	**Client** Monmouthshire County Council
			Project Code CTP-19-147
	Title	**Car Parking Accumulation - Cycling Club Training Session**	**Date** 22.04.20
			Number Sheet 1

TIME	Trip Rates based on vehicle occupancy at Odd Down Sports Centre															
	Multi-Modal Inbound								Multi-Modal Outbound							
Hr Starting	1	2	3	4 >4	Ped	Cycle	TOTAL		1	2	3	4 >4	Ped	Cycle	TOTAL	
08:00	0.444	0.500	0.056	0.000	0.000	0.000	0.000	**1.000**	0.600	0.000	0.000	0.000	0.000	0.400	0.000	**1.000**
09:00	0.125	0.625	0.163	0.038	0.013	0.038	0.000	**1.000**	0.714	0.143	0.000	0.000	0.000	0.143	0.000	**1.000**
10:00	0.278	0.608	0.093	0.010	0.010	0.000	0.000	**1.000**	0.750	0.219	0.031	0.000	0.000	0.000	0.000	**1.000**
11:00	0.400	0.450	0.100	0.050	0.000	0.000	0.000	**1.000**	0.250	0.556	0.139	0.028	0.000	0.000	0.028	**1.000**
12:00	0.412	0.529	0.039	0.000	0.000	0.000	0.020	**1.000**	0.250	0.583	0.083	0.028	0.014	0.000	0.042	**1.000**
13:00	0.441	0.529	0.029	0.000	0.000	0.000	0.000	**1.000**	0.593	0.296	0.074	0.000	0.000	0.000	0.037	**1.000**
14:00	0.442	0.372	0.070	0.023	0.000	0.093	0.000	**1.000**	0.365	0.346	0.135	0.038	0.000	0.077	0.038	**1.000**
15:00	0.290	0.516	0.032	0.065	0.000	0.097	0.000	**1.000**	0.379	0.466	0.052	0.000	0.000	0.103	0.000	**1.000**
16:00	0.364	0.409	0.182	0.000	0.000	0.045	0.000	**1.000**	0.478	0.413	0.043	0.022	0.000	0.043	0.000	**1.000**

TIME	Odd Down Cycle Access Trips		
Hr Starting	Inbound	Outbound	Total
08:00	4	0	**4**
09:00	22	1	**23**
10:00	26	1	**27**
11:00	5	26	**31**
12:00	17	28	**45**
13:00	15	3	**18**
14:00	20	29	**49**
15:00	0	11	**11**
16:00	6	7	**13**

TIME	Forecast trips based on an event with 100 attendees															100
	Multi-Modal Inbound								Multi-Modal Outbound							
Hr Starting	1	2	3	4 >4	Ped	Cycle	TOTAL		1	2	3	4 >4	Ped	Cycle	TOTAL	
08:00																
09:00																
10:00																
11:00	3	2	0	0	0	0	0	5								
12:00	11	7	0	0	0	0	1	19								
13:00	11	6	0	0	0	0	0	17	4	1	0	0	0	0	0	3
14:00	14	6	1	0	0	3	0	24	21	10	3	1	0	4	2	29
15:00	0	0	0	0	0	0	0	0	8	5	0	0	0	2	0	11
16:00	3	2	0	0	0	0	0	6	7	3	0	0	0	1	0	7

TIME	Vehicle Accumulation Starting From:				
	28				
Hr Starting	1	2	3	4 >4	TOTAL
08:00					
09:00					
10:00					
11:00	31	2	0	0	0 **33**
12:00	42	9	1	0	0 **52**
13:00	49	14	1	0	0 **65**
14:00	42	10	-1	0	0 **51**
15:00	34	5	-1	0	0 **37**
16:00	30	4	-1	0	0 **33**

COTSWOLD TRANSPORT PLANNING			
Project	**Abergavenny Velo Park**	**Client**	Monmouthshire County Council
		Project Code	CTP-19-147
Title	**Car Parking Accumulation - Regional Event**	**Date**	22.04.20
		Number	Sheet 2

TIME	Trip Rates based on vehicle occupancy at Odd Down Sports Centre															
	Multi-Modal Inbound								Multi-Modal Outbound							
Hr Starting	1	2	3	4 >4	Ped	Cycle	TOTAL		1	2	3	4 >4	Ped	Cycle	TOTAL	
08:00	0.444	0.500	0.056	0.000	0.000	0.000	0.000	**1.000**	0.600	0.000	0.000	0.000	0.000	0.400	0.000	**1.000**
09:00	0.125	0.625	0.163	0.038	0.013	0.038	0.000	**1.000**	0.714	0.143	0.000	0.000	0.000	0.143	0.000	**1.000**
10:00	0.278	0.608	0.093	0.010	0.010	0.000	0.000	**1.000**	0.750	0.219	0.031	0.000	0.000	0.000	0.000	**1.000**
11:00	0.400	0.450	0.100	0.050	0.000	0.000	0.000	**1.000**	0.250	0.556	0.139	0.028	0.000	0.000	0.028	**1.000**
12:00	0.412	0.529	0.039	0.000	0.000	0.000	0.020	**1.000**	0.250	0.583	0.083	0.028	0.014	0.000	0.042	**1.000**
13:00	0.441	0.529	0.029	0.000	0.000	0.000	0.000	**1.000**	0.593	0.296	0.074	0.000	0.000	0.000	0.037	**1.000**
14:00	0.442	0.372	0.070	0.023	0.000	0.093	0.000	**1.000**	0.365	0.346	0.135	0.038	0.000	0.077	0.038	**1.000**
15:00	0.290	0.516	0.032	0.065	0.000	0.097	0.000	**1.000**	0.379	0.466	0.052	0.000	0.000	0.103	0.000	**1.000**
16:00	0.364	0.409	0.182	0.000	0.000	0.045	0.000	**1.000**	0.478	0.413	0.043	0.022	0.000	0.043	0.000	**1.000**

TIME	Odd Down Cycle Access Trips		
Hr Starting	Inbound	Outbound	Total
08:00	4	0	**4**
09:00	22	1	**23**
10:00	26	1	**27**
11:00	5	26	**31**
12:00	17	28	**45**
13:00	15	3	**18**
14:00	20	29	**49**
15:00	0	11	**11**
16:00	6	7	**13**

TIME	Forecast trips based on an event with 250 attendees															250
	Multi-Modal Inbound								Multi-Modal Outbound							
Hr Starting	1	2	3	4 >4	Ped	Cycle	TOTAL		1	2	3	4 >4	Ped	Cycle	TOTAL	
08:00																
09:00																
10:00																
11:00	8	4	1	0	0	0	0	14								
12:00	28	18	1	0	0	0	1	48								
13:00	26	16	1	0	0	0	0	43	9	2	0	0	0	0	1	3
14:00	35	15	2	0	0	7	0	60	53	25	7	1	0	11	6	29
15:00	0	0	0	0	0	0	0	0	21	13	1	0	0	6	0	11
16:00	9	5	1	0	0	1	0	16	17	7	1	0	0	2	0	7

TIME	Vehicle Accumulation Starting From:				
	28				
Hr Starting	1	2	3	4 >4	TOTAL
08:00					
09:00					
10:00					
11:00	36	4	1	0	0 **42**
12:00	64	22	2	0	0 **88**
13:00	81	36	2	0	0 **119**
14:00	63	26	-3	-1	0 **85**
15:00	42	13	-4	-1	0 **51**
16:00	34	10	-3	-1	0 **41**

COTSWOLD TRANSPORT PLANNING

Project	**Abergavenny Velo Park**	**Client**	Monmouthshire County Council
		Project Code	CTP-19-147
Title	**Car Parking Accumulation - National Event**	**Date**	22.04.20
		Number	Sheet 3

COTSWOLD
TRANSPORT
PLANNING

Cotswold Transport Planning Ltd

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