

## MONMOUTHSHIRE COUNTY COUNCIL 2021 – ROUTE LIST

Route	Location	Sections	Score (Walk)	Score (Cycle)
<b>Abergavenny</b>			<i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit. Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i>	
A01	NCN46 to Llanfoist Bridge	A/B/C	A – Unable to Audit B – 32% (Future) C – 83% (Existing)	A – Unable to Audit B – 46% (Future) C – 60% (Future)
A02	Llanfoist Bridge to Town Centre	A/B/C/D	A – 41% (Future) B – 92% (Existing) C – n/a (Future) D – n/a (Future)	A – 33% (Future) B – 72% Critical (Future) C – n/a (Future) D – n/a (Future)
A03	Llanfoist Bridge to Station Road	A/B/C/D	A – 68% (Future) B – n/a (Future) C – n/a (Future) D – n/a (Future)	A – 53% (Future) B – n/a (Future) C – n/a (Future) D – n/a (Future)
A04	Neville Hall Hospital to Town (via Tudor St and Castle St)	A/B/C/D	A – 78% (Existing) B – 37% (Future) C – n/a (Future) D – n/a (Future)	A – 72% (Existing) B – 63% (Future) C – n/a (Future) D – n/a (Future)
A05	Castle (Rear) to Meadows and Mill St	A/B/C/D/E	A – 22% (Future) B – n/a (Future) C – n/a (Future) D – 75% (Existing) E – n/a (Future)	A – 31% (Future) B – n/a (Future) C – n/a (Future) D – 73% (Existing) E – n/a (Future)
A06	Lower Monk St to Bus Station and A40	A/B/C	A – 78% (Existing)	A – n/a (Walk Only)

			B – n/a (Cycle Only) C – n/a (Future)	B – 72% (Existing) C – n/a (Future)
A07	Station to Town Links	A/B/C	A – 44% (Future) B – 41% (Future) C – 67% (Future)	A – 68% Critical (Future) B – 65% (Future) C – 68% (Future)
A08	King Henry VIII School to Town Centre	A/B/C	A – 85% (Existing) B – 70% (Existing) C – 75% (Existing)	A – 66% (Future) B – 70% (Existing) C – 70% (Existing)
A09	King Henry School to Cantref Ward	A/B/C	A – 50% (Future) B – 81% (Existing) C – 65% Critical (Future)	A – n/a (Walk Only) B – 57% (Future) C – 68% (Future)
A10	Bailey Park to Coed Glas Lane Residential area	A/B/C/D	A – 58% Critical (Future) B – 64% Critical (Future) C – 33% Critical (Future) D – 85% (Existing)	A – n/a (Walk Only) B – n/a (Walk Only) C – n/a (Walk Only) D – n/a (Walk Only)
A11	Ross Road to Tredilion/Maindiff Court Hospital	A/B/C	A – 72% (Existing) B – n/a (Future) C – n/a (Cycle Only)	A – 70% (Existing) B – 60% (Future) C – 50% (Future)
A12	Rear of Croesonen Park Route	A	A – 78% (Existing)	A – n/a (Future)
A13	St David's Road	A	A – 78% Critical (Future)	A – 68% (Future)
A14	Deri View Primary to Ross Road	A/B/C	A – 78% (Existing) B – 65% Critical (Future) C – 61% (Future)	A – 60% (Future) B – 64% (Future) C – 63% (Future)
A15	Llantilio Pertholey (new development)	A/B/C	A – n/a (Future) B – 65% Critical (Future) C – 61% (Future)	A – n/a (Future) B – n/a (Future) C – n/a (Future)
A16	Neville Hall Hospital to Town Centre (via A40)	A/B	A – 65% (Future) B – 45% (Future)	A – 56% (Future) B – 60% (Future)
A17	Desire Line Gilwern to Abergavenny	A	A – n/a (Cycle Only)	A – n/a (Future)
A18	Llanfoist (East)	A/B	A – 70% (Existing) B – 82% (Existing)	A – 46% (Future) B – 58% (Future)
A19	Morrison's to Mardy	A/B	A – 89% (Existing)	A – 56% (Future)

			B – 74% Critical (Future)	B – 48% (Future)
A20	Castle to Mardy	A/B/C/D/E	A – 55% (Future) B – 63% (Future) C – 61% (Future) D – 63% (Future) E – 14% (Future)	A – 58% (Future) B – 50% (Future) C – 42% (Future) D – 63% Critical (Future) E – 54% (Future)
A21	Town Centre East/West	A/B/C	A – 71% (Existing) B – 92% (Existing) C – 94% (Existing)	A – 48% (Future) B – 66% (Future) C – n/a (Walk Only)
A22	Town Centre Links	A/B	A – 88% (Existing) B – 85% (Existing)	A – 66% (Future) B – n/a (Walk Only)
A23	Pen-y-Pound to Eastern Residential Areas	A/B/C/D/E	A – 79% (Existing) B – 92% (Existing) C – 97% (Existing) D – 62% Critical (Future) E – n/a (Future)	A – 64% (Future) B – 83% (Existing) C – 85% (Existing) D – n/a (Future) E – n/a (Future)
A24	Town Centre West Links	A/B/C/D/E/F	A – 75% Critical (Future) B – 82% (Existing) C – 65% (Future) D – 32% (Future) E – n/a (Future) F – n/a (Future)	A – n/a (Walk Only) B – n/a (Future) C – n/a (Walk Only) D – n/a (Walk Only) E – n/a (Walk Only) F – n/a (Walk Only)
A25	Merthyr Road and Cantref North/South Links	A/B/	A – 58% Critical (Future) B – n/a (Future)	A – 59% (Future) B – n/a (Future)
A26	Sycamore Ave Links	A	A – 46% (Future)	A – n/a (Walk Only)
A27	Northern LDP Links	A/B/C	A – n/a (Future) B – n/a (Future) C – n/a (Future)	A – n/a (Future) B – n/a (Future) C – n/a (Future)
A29	Bus Station to Market Links	A	A – 71% (Existing)	A – n/a (Walk Only)
A30	Cantref East/West Links	A/B/C/D	A – n/a (Future) B – 82% (Existing) C – n/a (Future)	A – n/a (Future) B – n/a (Future) C – n/a (Future)

			D – 70% Critical (Future) D – n/a (Future)
A31	King Henry to Mardy Links	A	A – 59% Critical (Future) A – n/a (Future)
A32	Pen-y-Pound East/West Links	A/B/C/D	A – n/a (Future) A – n/a (Future) B – n/a (Future) B – n/a (Future) C – 61%(Future) C – 67% (Future) D – n/a (Cycle Only) D – 52% (Future)
A34	Mardy East/West Links	A	A – 32% (Future) A – n/a (Walk Only)
A36	Gwent Road Area Links	A/B/C	A – 38% (Future) A – n/a (Walk Only) B – 80% (Existing) B – n/a (Walk Only) C – 68% (Future) C – n/a (Walk Only)
A38	Hardwick Roundabout to Llanellen (Desire Line)	A	A – n/a (Cycle Only) A – n/a (Future)
A39	Llanfoist LDP Routes	A/B	A – n/a (Future) A – n/a (Future) B – n/a (Future) B – n/a (Future)
A40	Llanfoist New School	A	A – 65% (Future) A – n/a (Future)
A41	Llanfoist Network Connection	A	A – 82% (Existing) A – 65% (Future)
A43	Merthyr Road to Union Rd Connection	A	A – n/a (Future) A – 28% Critical (Future)
A44	Cresta Road	A	A – 47% (Future) A – n/a (Walk Only)
A45	Cantref East/West (Northern)	A/B/C	A – n/a (Future) A – n/a (Future) B – n/a (Future) B – n/a (Future) C – 70% Critical (Future) C – 70% (Existing)
A46	East/West to Old Hereford Road	A/B/C	A – n/a (Future) A – n/a (Walk Only) B – n/a (Future) B – n/a (Future) C – n/a (Future) C – n/a (Future)
A47	Desire Line Links to LDP (East)	A/B	A – n/a (Future) A – n/a (Future) B – n/a (Future) B – n/a (Future)
<b>Chepstow</b>			<i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit. Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i>

C01	Welsh St and through Town	A/B	A – 68% (Future) B – 78% (Existing)	A – 60% Critical (Future) B – 67% Critical (Future)
C02	Route to rear of Castle	A/B	A – 92% (Existing) B – 64% (Future)	A – n/a (Future) B – 43% (Future)
C03	Chepstow Town Centre (East/West)	A/B/C/D/E	A – 83% (Existing) B – 50% (Future) C – 53% (Future) D – n/a (Future) E – n/a (Future)	A – n/a (Future) B – 60% (Future) C – 50% (Future) D – n/a (Walk Only) E – n/a (Walk Only)
C04	Bulwark to Town Centre	A/B/C/D/E	A – 42% (Future) B – n/a (Cycle Only) C – 64% (Future) D – 81% (Existing) E – n/a (Future)	A – n/a (Walk Only) B – 34% (Future) C – 58% (Future) D – 71% (Existing) E – n/a (Walk Only)
C05	Bulwark to Mathern	A/B	A – 86% (Existing) B – n/a (Future)	A – 78% (Existing) B – 50% (Future)
C06	Chepstow Station to Town Centre	A/B	A – 72% (Existing) B – n/a (Cycle Only)	A – n/a (Walk Only) B – 34% (Future)
C07	Newhouse Farm Industrial Estate to Welsh St Roundabout (North/South Link along Wye Valley Link Rd)	A/B/C/D	A – 42% Critical (Future) B – n/a (Future) C – 64% (Future) D – 60% (Future)	A – 35% (Future) B – 73% Critical (Future) C – 50% (Future) D – 39% Critical (Future)
C08	Town Centre to Mounton (Direct)	A/B/C	A – 53% Critical (Future) B – n/a (Future) C – 31% (Future)	A – n/a (Future) B – n/a (Future) C – 65% (Future)
C09	Bulwark to Town Centre (Direct)	A/B/C/D	A – 66% (Future) B – 75% (Future) C – n/a (Future) D – n/a (Future)	A – 58% (Future) B – n/a (Walk Only) C – n/a (Future) D – n/a (Future)
C10	Chepstow Riverside to Rockwood Rd	A/B/C/D	A – 83% (Existing) B – n/a (Future) C – n/a (Future)	A – 56% (Future) B – n/a (Future) C – n/a (Future)

			D – n/a (Future)	D – n/a (Future)
C11	Chepstow to Pwllmeyric/Mounton via High Beech	A/B/C	A – n/a (Future) B – n/a (Future) C – n/a (Future)	A – n/a (Future) B – n/a (Future) C – n/a (Future)
C12	Kingsmark North/South Route	A	A – n/a (Future)	A – n/a (Future)
C13	Chepstow Riverside	A	A – 72% (Existing)	A – 52% Critical (Future)
C14	Mathern Village to Newhouse Farm Industrial Estate	A/B/C	A – n/a (Cycle Only) B – n/a (Cycle Only) C – n/a (Cycle Only)	A – 57% (Future) B – 13% (Future) C – 43% (Future)
C15	Welsh St Roundabout to St Arvans	A/B	A – 79% (Existing) B – n/a (Future)	A – 70% (Existing) B – 55% (Future)
C16	Kingsmark Lane to Chepstow Hospital	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Future)
C17	Meadow Walk to A466	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Future)
C19	Bridge Link to Sedbury	A/B	A – 45% Critical (Future) B – n/a (Future)	A – 45% Critical (Future) B – n/a (Future)
C20	Bridge Link to Sedbury	A	A – n/a (Future)	A – n/a (Future)
C21	Welsh St to King Edmund Locart Development	A	A – 44% (Future)	A – 32% (Future)
C22	Chepstow Comprehensive School & Leisure Centre to Mounton	A/B/C	A – n/a (Future) B – n/a (Future) C – 91% (Future)	A – n/a (Future) B – n/a (Future) C – n/a (Future)
C23	Mounton to Pwllmeyric	A	A – n/a (Cycle Only)	A – n/a (Future)
C24	Pwllmeyric to Mathern	A	A – n/a (Cycle Only)	A – n/a (Future)
C26	Link into Pembroke Primary	A	A – n/a (Future)	A – n/a (Future)
C27	Bulwark Avenue to High Beech	A/B/C	A – n/a (Future) B – n/a (Future) C – n/a (Future)	A – n/a (Future) B – n/a (Future) C – n/a (Future)
C28	Link from St Kingsmark Avenue to School/Leisure Centre	A	A – n/a (Future)	A – n/a (Future)
C29	St Mary's RC School to Mounton Rd	A	A – n/a (Future)	A – n/a (Future)
C30	Welsh St to Rockwood Rd via Bus Station	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Future)

C31	Newhouse Roundabout to Denbigh Drive	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Future)
C32	Burnt Barn Road Link	A	A – n/a (Future)	A – n/a (Future)
C33	Desire Line Link to Shirenewton	A	n/a (Cycle Only)	A – n/a (Future)
C34	Desire Line Link to LDP Site	A	n/a (Future)	A – n/a (Future)
C35	Desire Line (Proposed Chepstow Bypass)	A	n/a (Future)	A – n/a (Future)
<b>Gilwern (and links into Llanfoist)</b>			<i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit. Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i>	
G01	Canalside route	A	A – 64% (Future)	A – n/a (Walk Only)
G02	Dan-Y-Bryn to School through Park	A/B	A – 81% (Existing) B – n/a (Future)	A – 59% (Future) B – n/a (Future)
G03	Crickhowell Road to Gilwern Village Centre	A	A – 61% (Future)	A – 65% (Future)
G04	Common Road	A	A – 61% (Future)	A – 56% (Future)
G05	Gilwern Cae Meldon and link to Education Centre	A/B	A – 59% (Future) B – 73% Critical (Future)	A – 46% (Future) B – 68% (Future)
G06	Gilwern to Govilon	A/B/C	A – 65% (Future) B – n/a (Future) C – n/a (Future)	A – 65% (Future) B – 46% (Future) C – 52% (Future)
G07	Gilwern to Clydach (over A465)	A/B	A – 55% (Future) B – n/a (Cycle Only)	A – 46% (Future) B – 40% (Future)
G08 (DL)	Gilwern to Maesygartha (Desire Line)	A	A – n/a (Future)	A – 35% (Future*) assuming via on-road route.
G09	Gilwern to Powys Border	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Future)
G10	NCN46 (Clydach to Llanfoist)	A/B/C/D/E	A – n/a (Cycle Only) B – n/a (Cycle Only) C – n/a (Cycle Only)	A – 76% (Existing) B – 71% (Existing) C – n/a (Future)

			D – n/a (Cycle Only) E – n/a (Cycle Only)	D – 38% (Future) E – 60% (Future)
<b>Monmouth</b>			<i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit. Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i>	
M01	Monnow Bridge to Wonastow Industrial Estate	A/B/C	A – 0% (Future) B – 60% (Future) C – n/a (Future)	A – 62% (Future) B – 62% (Future) C – n/a (Future)
M02	Portal Road to Wyesham	A/B	A – 33% (Future) B – n/a (Future)	A – 46% (Future) B – 62% (Future)
M03	Shire Hall and Vauxhall Field Links	A/B	A – 60% (Future) B – n/a (Future)	A – 62% (Future) B – 68% (Future)
M04	Wye Bridge and links	A/B/C/D	A – 55% (Future) B – 60% (Future) C – n/a (Future) D – n/a (Future)	A – 62% (Future) B – 62% (future) C – n/a (Future) D – n/a (Walk Only)
M05	River Wye Western Bank (Desire Line to Herefordshire Border)	A/B	A – 80% (Existing) B – n/a (Future)	A – 58% (Future) B – n/a (Future)
M06	Rockfield Road to Health Centre and Overmonnow Estate	A/B/C	A – 83% (Existing) B – 88% (Existing) C – 58% (Future)	A – 70% (Existing) B – 80% (Existing) C – 52% (Future)
M07	Overmonnow Estate (South) Links	A/B/C	A – 80% (Existing) B – n/a (Future) C – 80% (Existing)	A – 64% (Future) B – 62% (Future) C – 44% (Future)
M08	Kingswood Road to Monnow Bridge via Williamsfield Lane	A/B/C	A – 55% (Future) B – 65% (Future) C – 78% (Future)	A – 52% (Future) B – 46% (Future) C – 70% (Existing)
M09	Monnow St to Wonastow Road	A/B	A – 85% (Existing)	A – 82% (Existing)



			B – n/a (Future)	B – n/a (Future)
M10	Dixton Road/Priory Street to Monmouth Comprehensive	A/B	A – n/a (Cycle Only) B – n/a (Cycle Only)	A – 82% (Existing) B – 80% (Existing)
M11	Monmouth Comprehensive to Osbaston (West)	A/B	A – 80% (Existing) B – n/a (Future)	A – 74% (Existing) B – n/a (Future)
M12	Monmouth to Osbaston (East)	A	A – 63% (Future)	A – 66% (Future)
M13	A466 North/South Link	A/B/C	A – 90% (Existing) B – 78% (Existing) C – 46% (Future)	A – 78% (Existing) B – 78% (Existing) C – 68% (Future)
M14	Wye Bridge (East) to Wyesham	A/B/C/D	A – 70% (Existing) B – n/a (Future) C – n/a (Future) D – n/a (Future)	A – 70% (Existing) B – 54% (Future) C – n/a (Future) D – 56% (Future)
M15	Town Centre links	A/B	A – 70% (Existing) B – 73% (Existing)	A – n/a (Walk Only) B – n/a (Walk Only)
M16	Hadcock Road Industrial Estate Links	A	A – 60% (Future)	A – 56% (Future)
M17	Watery Lane and Overmonnow Connections (including LDP Links)	A/B/C/D/E	A – 55% (Future) B – 55% (Future) C – n/a (Future) D – n/a (Future) E – n/a (Future)	A – 76% (Existing) B – 56% (Future) C – n/a (Walk Only) D – n/a (Walk Only) E – n/a (Walk Only)
M18	Town Centre to Dixton (via Old Dixton Rd)	A/B	A – 68% (Future) B – n/a (Future)	A – 62% (Future) B – n/a (Future)
M19	Rockfield Road to Monmouth Bus Station	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Future)
M20	Rockfield Road to Vauxhall Fields	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Walk Only) B – n/a (Walk Only)
M22 (DL)	Rockfield Rd (LDP Site)	A	A – n/a (Future)	A – n/a (Walk Only)
M23	Monnow St to Cinderhill St	A/B/C	A – n/a (Future) B – n/a (Future) C – n/a (Future)	A – n/a (Future) B – n/a (Future) C – 68% (Future)

M24	Chippenham Fields Link	A/B/C	A – n/a (Future) B – n/a (Future) C – n/a (Future)	A – n/a (Future) B – n/a (Future) C – n/a (Future)
M25 (DL)	LDP North Site	A	A – n/a (Future)	A – n/a (Walk Only)
M26	Mitchel Troy Connection	A/B	A – 53% (Future) B – n/a (Future)	A – n/a (Future) B – n/a (Future)
M28	Trefynwy Links	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Walk Only) B – n/a (Walk Only)
M29	Overmonnow Estate Links	A/B/C/D	A – n/a (Future) B – n/a (Future) C – n/a (Future) D – n/a (Future)	A – n/a (Walk Only) B – n/a (Future) C – n/a (Walk Only) D – n/a (Walk Only)
<b>Goytre/Penperlleni</b>			<i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit. Scores with a ‘Critical’ Element cannot be included as Existing Route, even if they score above 70%.</i>	
P01	Primary School to Residential Area	A	A – n/a (Future)	A – n/a (Future)
<b>Raglan</b>			<i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit. Scores with a ‘Critical’ Element cannot be included as Existing Route, even if they score above 70%.</i>	
R01	High St/Monmouth Rd	A	n/a - Future	
R02	High St to Enterprise Centre	A		
R03	Northern Residential Link	A		
R04	Usk Road	A		

R05	Station Road (via Primary School)	A		
R06	Fayre Oaks Residential Links	A		
R07	LDP Link	A		
<b>Severnside</b>			<i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit. Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.</i>	
S01	Town Centre East/West	A/B/C/D	A – 75% (Existing) B – 75% (Existing) C – 85% (Existing) D – n/a (Future)	A – 62% (Future) B – 68% (Future) C – 70% (Existing) D – 66% (Future)
S02	Town Centre and North Links	A/B/C/D/E	A – 80% (Existing) B – 80% (Existing) C – 76% (Existing) D – 73% (Existing) E – 90% (Existing)	A – 74% (Existing) B – 74% (Existing) C – 54% (Future) D – 74% (Existing) E – 90% (Existing)
S03	Links from Caldicot to Caerwent	A/B/C/D/E/F/G/H/I	A – n/a (Future) B – n/a (Future) C – 73% (Existing) D – 65% (Future) E – 78% (Existing) F – 95% (Existing) G – 63% (Future) H – 95% (Existing) I – 75% (Existing)	A – n/a (Future) B – n/a (Future) C – 76% (Existing) D – 64% (Future) E – 68% (Future) F – 90% (Existing) G – 68% (Future) H – 90% (Existing) I – 74% (Existing)
S04	Caldicot Greenway	A/B/C	A – 95% (Existing) B – 70% (Existing) C – n/a (Future)	A – 90% (Existing) B – 74% (Existing) C – n/a (Future)
S05	Severn Bridge Industrial Estate	A	A – 53% (Future)	A – 50% (Future)

S06	Caldicot to Rogiet (North)	A/B/C	A – 65% (Future) B – 73% (Existing) C – 90% (Existing)	A – 66% (Future) B – n/a (Future) C – 86% (Existing)
S07	Rogiet to Sudbrook (South)	A/B/C	A – 53% (Future) B – n/a (Future) C – n/a (Cycle Only)	A – 56% (Future) B – n/a (Future) C – n/a (Future)
S09	Magor Village to Residential	A	A – 78% (Existing)	A – 68% (Future)
S10	Meadow Rise to Wider Network Connections	A/B	A – 53% (Future) B – 55% (Future)	A – 40% (Future) B – 40% (Future)
S11	Magor School to Residential Area	A	A – 78% (Existing)	A – 68% (Future)
S12	East/West Undy School Link	A	A – 56% (Future)	A – 52% (Future)
S13	Undy School to Quarry Rise	A	A – 53% (Existing)	A – 52% (Future)
S14	Undy School to South of the Railway	A/B	A – 53% (Future) B – n/a (Future)	A – 50% (Future) B – 58% (Future)
S15	Railway (South) Links	A/B/C	A – n/a (Cycle Only) B – n/a (Cycle Only) C – n/a (Future)	A – 78% (Existing) B – 70% (Existing) C – n/a (Walk Only)
S16	B4245	A	A – 35% (Future)	A – 60% (Future)
S17	Undy to Wales 1 Business Park	A/B/C	A – 53% (Future) B – n/a (Future) C – n/a (Future)	A – 68% (Existing) B – n/a (Future) C – 52% (Future)
S18	Magor Southern Residential Connections	A/B	A – 80% (Existing) B – n/a (Future)	A – 76% (Existing) B – 60% (Future)
S19	Newport Rd, Caldicot	A	A – 68% (Future)	A – 76% (Existing)
S20	Caldicot School/Leisure Centre to Network (South)	A/B/C	A – 78% (Existing) B – 85% (Existing) C – 90% (Existing)	A – 76% (Existing) B – 76% (Existing) C – 52% (Future)
S21	Caldicot School/Leisure Centre to Network (East)	A/B	A – 85% (Existing) B – 60% (Future)	A – 80% (Existing) B – 60% (Future)
S22	North/South Link (Dewstow Primary)	A	A – 73% (Existing)	A – 74% (Future)
S23	South of Railway to LDP	A	A – n/a (Future)	A – 54% (Future)
S24	Caldicot to Chepstow Strategic	A/B	A – n/a (Cycle Only)	A – 52% (Future)

			B – n/a (Cycle Only)	B – n/a (Future)
S25	Country Park to Crick Rd (Archbishop Rowan Williams)	A	A – 53% (Future) B – n/a (Future)	A – 48% (Future) B – n/a (Future)
S26	Portskewett to Sudbrook	A	A – 58% (Future)	A – 70% (Existing)
S27 (DL)	LDP Site Desire Line	A/B	A – n/a (Future) B – n/a (Future)	A – n/a (Walk Only) B – n/a (Walk Only)
S28	Crick to Sudbrook via Old Railway Line	A/B/C	A – n/a (Future) B – 60% (Future) C – n/a (Future)	A – n/a (Future) B – n/a (Future) C – n/a (Future)
S29 (DL)	LDP Site North of Undy	A/B/C/D	A – 58% (Future) B – n/a (Future) C – n/a (Future) D – n/a (Future)	A – 48% (Future) B – n/a (Future) C – n/a (Future) D – n/a (Future)
S30 (DL)	A4810 Link into Newport	A	A – n/a (Cycle Only)	A – n/a (Future)
S31	Dewstow Primary to Residential Link	A	A – 75% (Existing)	A – 76% (Existing)
S32	Severn Tunnel Junction Links	A/B/C	A – 60% (Existing) B – n/a (Future) C – 63% (Future)	A – 64% (Future) B – n/a (Future) C – n/a (Walk Only)
S33	Gwndy North to Residential Area	A	A – n/a (Future)	A – n/a (Walk Only)
S34	Links from Residential to Castle Park Primary	A/B	A – 68% (Future) B – 78% (Existing)	A – 60% (Future) B – 78% (Existing)
S35	Woodstock Way Links to School	A/B	A – 80% (Existing) B – 80% (Existing)	A – 82% (Existing) B – 70% (Existing)
S36	Cobb Crescent Residential Area to Network	A	A – n/a (Future)	A – 66% (Future)
S37	Green Lane to Park Rd	A	A – 78% (Existing)	A – 74% (Existing)
S40	New Road and Fernleigh Rd	A	A – n/a (Future)	A – n/a (Future)
S42	Pennyfarthing Lane	A	A – n/a (Future)	A – n/a (Future)
<b>Usk</b>			<i>Note, not all Future Routes are associated with a score due for reasons attributed to either route not yet being in place (desire line), or are not relevant to both users, e.g. a walking route only, or is a new route that has recently been included which requires an audit.</i>	

			Scores with a 'Critical' Element cannot be included as Existing Route, even if they score above 70%.	
U01	Usk Bridge to Usk College/MCC Offices via A472	A	A – 75% (Existing)	A - 54% (Future)
U02	Llanbadoc to Usk Bridge	A	A – 45% (Future)	A – 56% (Future)
U03	Porthycarne Street / Abergavenny Road	A	A – 60% (Future)	A – 58% (Future)
U04	Usk Town East/West	A/B	A – 57% (Future) B – 63% (Future)	A – 60% (Future) B – 56% (Future)
U05	Usk Town South	A/B	A – 95% (Existing) B – 48% (Future)	A – 84% (Existing) B – 64% (Future)
U06	Usk Town North	A	A – 80% (Existing)	A – 58% (Future)
U07	Usk Campus (Rear)	A/B	A – 53% (Future) B – n/a (Future)	A – 56% (Future) B – 20% (Future)
U08	Old Railway Line (through Usk)	A/B	A – 40% (Future) B – n/a (Future)	A – 6% (Future) B – n/a (Future)
U10	Usk to Little Mill	A	A – n/a (Cycle Only)	A – n/a (Future)
U11	Usk Town Eastern Links	A/B/C	A – 57% (Future) B – n/a (Future) C – n/a (Future)	A – 48% (Future) B – n/a (Future) C – n/a (Future)
U12	Usk Riverside Route	A	A – n/a (Future)	A – n/a (Future)