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18th January 2018

Response to Active Travel consultation 2018/19 for Monmouth (extended Capita deadline to 22.01.18)

Dear Kate,

The Chamber has been a stakeholder on the Welsh Government Active travel initiative since 2015. In December 2015 we submitted a list of routes our members would like to support. For various reasons, only a limited amount of Active Travel money has been spent in Monmouth as a result of funds received for 2016/17 financial year and we are keen that this application should be energetically supported by Monmouthshire County Council and when monies are received, they are promptly spent during the financial year to which they relate.

Our Chamber has been a stakeholder in the Active Travel group chaired by Monmouth Town Cllr Jamie Treharn and we support the routes mentioned in their submission, but from a Chamber perspective would like to prioritise the routes slightly differently. This is because we see Active Travel as a way to get residents to visit our town centre by foot or by cycle, rather than by car. Our **Priority 1 route** is already partially funded and can be costed accurately. The **priority 2** route is relatively simple to implement. All route numbers are taken from handouts made to stakeholders at the Active travel meeting at the Cwrt Bleddyn hotel on 8th December 2017.

Priority 1 route.

MCC-M8 links the top of Wonastow Road, Overmonnow Primary School and Kings Fee on to the Wonastow Road Industrial Estates and on via a spur on the footpath to the new Kingswood Gate housing development (eventually 325 houses or more). The foot and cycle path is already well used as far as the Industrial Estates by residents, accompanied primary school pupils and staff of the businesses on the industrial estate. The footpath is already well used by local people out for walks. It is also referred to as footpath 375/257.

Total cost of improving existing walking and cycle route and upgrading footpath to a 1.5-metre-wide path – all work meeting MCC requirements and those of Sustrans.

Total cost as per appendix 1. £131,780

Section 106 monies already agreed to be paid on sale of 150 housing unit by developers on Kingswood Gate housing estate

(Source MCC Mark Davies , Highways Development Manager) £100,000

Shortfall. Funds sought under this Active Travel consultation. £ 31, 780

Priority 2 route

Joining MCC-M6 to MCC- M3. This section of perhaps just 100 metres links the two routes. The link is already recognised in the Safe Routes to schools and would be used by children from the Rockfield Estates area reaching the Comprehensive School and Haberdashers School for Girls. To make this route effective it would require a new pedestrian crossing and traffic lights instead of the mini roundabout.

Cost of puffin crossing (Source: Internet) £ 50,000

Changes to road signage and removal of mini roundbaout £ 10,000

Total amount of funds sought under this Active Travel consultation £ 65,000

Please note that route M3 should be shown in green as this private road with its limited traffic could be and is already, both a walking and cycling route

Priority 3 route

MCC-M4 new pedestrian and cycle bridge over the river Wye upstream of the road bridge.

This necessity for this bridge with photographs supplied has been outlined in detail in Chris Munslow 's letter to Capita of 14th January 2018 and it is included as a top priority in the Monmouth town Council submission.

Priority 4.

Linking MCC-M2 in Troy Gardens via the Beaufort Bridge along the edge of the Boys School Sports ground and linking to MCC-M4. The Troy Gardens over Beaufort Bridge to Redbrook Road has been used by many residents of Wyesham for exercise, but also for getting to work on the Wonastow Road Industrial Estates.

All other routes described in the letters from Chris Munslow and Monmouth Town Council have merits. The routes we feel have no merit for consideration are MCC-M1 and MCC-M5. MCC-M1 because of the ditch and incomplete pavements and great difficulty in improving the route it is considered MCC-M8 a much safer route into town. MCC-M5 leads from Wye Bridge to Agincourt Primary School. the school has made it clear to us that all children must be accompanied to school and those choosing to arrive by cycle with their children will remain a very remote possibility. This route is already part of the Wye Valley Walk.

The pages above and the appendices below complete our submission for Active Travel for Monmouth for 2018/19 onwards. We are at the early stages of devising a route from the new Rockfield Road car park over the river Monnow to the old Budgens car park via a new bridge . More details will be supplied for 2019/20

Many thanks

R D Cummings

David Cummings FIAB.

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Monmouth and District Chamber of Trade and Commerce.

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Appendix 1. Costing for upgrading route MCC-M8

Kingwood Gate housing development to Wonastow Road Industrial Estate West by Natural Animal Feeds . Upgrading footpath to foot and cycle path of 1.5 metres in width .

378 metres x £150 per linear metre * £ 56,700

*Source of costing Sustrans

Improving 580 metre section from Wonastow Road Industrial Estate West by Travis Perkins to Wonastow Road by Milbury Van hire. 190 metres is of existing tarmac.

Removing leaf litter and restoring cycle and footpath

390 metres x £30 (estimated) per linear metre £ 11,700

Cost of providing bollard lighting over 1000 metres.

Bollards at 10 metre intervals, plus 8 extra for right angle sections of path

108 bollards x £325 (Source Chromatica, Coventry) £ 35,100

1000 metres of underground armoured cable £ 2,500

Installing boards and cable 108 x £100 £ 10,800

New signage £ 3,000

TOTAL COST £119,800

Contingency 10% £ 11,980

TOTAL COST INCLUDING CONTINGENCY £131,780

Appendix 2. Photos of existing paths making up part of route MCC-M8





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