



Key
 - - - Route Option 2 - One Way System (Westbound) Wyesham Avenue (In) / Wyesham Road Out
 - - - Link A/Link B

Main Considerations:

- Insufficient highway corridor to provide either mandatory or advisory lanes on carriageway (shared use footway only considered on Wyesham Road);
- One way system (westbound) Wyesham Road from A to B to C. Traffic Impact Assessment (TIA) will be required to determine the impact on the highway network and the junction form at A and C;
- At the top of Wyesham Avenue (B) carriageway to revert to two-way carriageway towards Kymyn Primary School;
- Widening of footway into carriageway to reduce carriageway width to 3.5m on Wyesham Road and provision of a 3.5m wide shared use footway / cycleway;
- Widening of footway into carriageway on Wyesham Avenue to reduce carriageway width to 3.5m;
- Provision of advisory lane (contraflow) for pedestrians only along pinchpoint at Point D;
- Does not address 'rat running' from Redbrook Road into Wyesham towards the A4136. Will encourage through traffic from Redbrook Road into Wyesham at peak times;
- Pedestrians / Cyclists to have priority at all side road junctions in accordance with 600 series design options in Active Travel Design Guidance document;
- Widening of shared use footway / cycleway into grassed area at E to provide link to Kymyn School. Widening may require removal of existing trees. Mitigation planting may be required;
- Parking laybys to be provided down Wyesham Avenue to replace existing - No loss of parking;
- The issue of vehicle priority / give way at the top of Wyesham Avenue (B) will be resolved due to one way system;
- Junction radii to be reduced throughout to mitigate vehicles turning against one way flow;
- Bus stops to be inline, holding up traffic due to single lane;
- Wyesham to become 20mph speed limit by 2023;
- Extensive engineering works required for kerbing / footway and structures.

Link B Considerations:

- 2.5m shared use footway cycle way through community woodland - route will require lighting provision;
- Provides safer option to Monmouth avoiding Redbrook Road, albeit off the desire line;
- Provides alternative route to Kymyn School - albeit off the desire line;
- Wooded area may present a security issue;
- Ecological / environmental constraints / issues through community woodland (Subject to ecological assessment);
- Option to apply quiet streets principle through Garage Area and adjacent to Scout Hall. Highway corridor not wide enough to accommodate mandatory / advisory on road lanes;
- Possibility to provide shared use facility, off road, with removal of trees in verge;
- Traffic speed to be reduced to 20mph;
- Quiet streets principle applied to Wyesham Avenue;
- Avoids the informal priority at the top of Wyesham Avenue;
- Risk that pedestrians / cyclist may use lane in any case or Redbrook Road, as closer to the desire line.

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING	
1.	Not considered at this conceptual stage
IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT	

Rev	Drawn	Chk'd	LM	SM	First Issue	Date
						16/12/2021

Purpose of Issue
S2 - Issued for Information

Classification
Confidential

Client
Monmouthshire County Council

Project
Monmouth / Wyesham Active Travel Options

Drawing
Section 2 - Option 2 WelTag Stage 2

Scale @ A1	Drawn	Checked	Approved
1:1000	SL	LM	SM

Project No.	Date
CS/101834	December 2021

Drawing Identifier	Project - Originator - Zone - Level - File Type - Role - Number	Revision
WYE-CAP-00-XX-DR-C-0011		P01

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Section 2 - Option 2 - One Way System (Westbound) Wyesham Avenue (In) / Wyesham Road (Out)
 Scale 1:1000