

Monmouthshire ATNM Consultation Q&A

Active Travel and the Active Travel Network Map (ATNM)

Active Travel Network Map - What is the Active Travel Network Map/ATNM?	The Active Travel Network Map (ATNM) is a strategic, Welsh Government-mandated planning tool that identifies existing and proposed walking, cycling, and wheeling routes. Mapping the network on the ATNM allows local authorities to safeguard existing and future routes, and to apply for funding to improve routes. The ATNM distinguishes between 'Existing Routes' and 'Future Routes', to show what part of the network has already passed audit, and what routes are needed but not in place/not up to the standards laid out in Welsh Government's Active Travel Act Guidance. The ATNM helps to prioritise, design, and implement improved accessible routes for walking, wheeling and cycling. This work supports development of sustainable transport networks. The map and prioritisation of routes on the map allows routes to be developed, improved and safeguarded. Identifying routes allows them to attract development and construction funding, or to be built into (or required as a condition of) local developments, with the overall goal of supporting active and sustainable travel across communities in Wales.
Active Travel Network Map - How is the Active Travel Network Map developed?	The ATNM is developed by the MCC Active Travel team, following consultation and engagement with people, stakeholder groups, statutory stakeholders and elected representatives. The active travel team mapped a network of routes that link where people live to trip attractors such as schools and public transport locations. The ATNM has been developed, revised and refined through area and route audits, mapping of trip origins and destinations (homes and 'trip attractors') and, most importantly, through consultations. Consultations ask you, as members of the public, stakeholders and public representatives, to comment on the proposed update to the ATNM. We will use your comments to check route alignment and network coverage, update our understanding of route and connectivity issues, and respond to changes in the area/local movement trends since the previous consultation. Following the consultation the Active Travel team review the feedback and update the map accordingly.
Active Travel Network Map - Where can I view the Active Travel Network Map?	You can see the most recent version of the ATNM in the 2026 Consultation materials (i.e. when you fill out the consultation survey). To view the ATNM approved in 2022, please go to

	Active Travel Network Maps DataMapWales or Mapiau Rhwydwaith Teithio Llesol MapDataCymru Welsh Government's Active Travel Network Map is updated by Local Authorities, as and when routes are developed, (re)audited or altered. The revised map is submitted to Welsh Ministers for approval every few years, as requested by Welsh Government. Monmouthshire's ATNM was most recently approved by Welsh Ministers in 2022, following extensive public and stakeholder consultation on the proposed map in 2020-21. Since 2021, interim updates to the ATNM have been made due to changes to infrastructure, the Local Development Plan and local development. The map presented for consultation shows these interim changes, to be updated through this consultation, before being sent to Welsh Government for approval.
What is 'Active Travel'?	'Active travel' (called 'AT' for short) refers to making everyday, purposeful journeys—such as commuting, school runs, or trips to local shops—by physically active, people-powered means. It primarily includes walking, cycling, and 'wheeling' (using wheelchairs or mobility aids), as well as scooting. Cycling includes travel by push-bike, adaptive cycle (trike, etc.), cargo bike and e-cycles. <i>Not included</i> are bikes that are legally classed as motorbikes (those that are throttle-controlled or engine-assisted above 15.5mph) and e-scooters.
What is an 'Active Travel route', in terms of the ATNM?	In terms of Monmouthshire's Active Travel Network Map (ATNM), an Active Travel route is an identified route forming a network of core Active Travel routes. These are mapped on the ATNM, to plan the construction or improvement and safeguarding of primary routes. Active travel (walking, wheeling or cycling) can be done on many footways, cycleways, shared use paths, footpaths or streets. The network of routes mapped on the ATNM specifically focuses on core routes identified as serving purposeful journeys in communities, such as everyday journeys to work, school, shops and services, and public transport stops. Active Travel routes can align with the existing Highway, but they don't have to be: The ATNM can show a route that's needed but isn't in place yet, or that would be needed in the future as part of a planned development, such as those in the Deposit sites identified in Monmouthshire's Replacement Local Development Plan. The map shows routes that have passed an 'Active Travel audit' as an 'Existing Route' and those that failed audit or can't yet be audited, i.e. those that need to be developed or improved, as a 'Future Route'.

Commented [BM1]: (?) check date of most recent approved map

What is not an 'Active Travel route' in terms of the ATNM?	The definition of an Active Travel Route excludes those for purely recreational use, such as an off-road circuit or mountain bike trail. Improvements to Active Travel routes can support leisure use, but the priority is given to supporting 'purposeful' journeys to destinations. Not every existing footway, path and cycle route is mapped on the ATNM, even though you may use it for active travel. This is because the purpose of the ATNM is to identify core Active Travel routes, to focus on routes that can provide the greatest benefit by being improved or constructed and safeguarded.
What is the difference between the Public Right of Way (PROW) network and the Active Travel Network Map (ATNM)?	The ATNM identifies a network of routes of importance to active travel - the term used to describe walking, wheeling and cycling for purposeful journeys. The Public Rights of Way (PROW) network is mapped for other uses including leisure and access. The same routes can be in both the ATNM and the PROW network. Where routes are both used for leisure and purposeful journeys, plans to improve the route will have to take the needs of the variety of uses into account.

Monmouthshire's ATNM consultation

What is the ATNM consultation?	The Active Travel Network Map (ATNM) consultation is to check and, where necessary, change routes mapped on Monmouthshire's ATNM. We will use your comments to check we've mapped a sufficient network of routes to get you to the places you need to get to. We want to check if there are any routes missing that should be included, if there is an issue with a route or part of the mapped network, or if you have comments on these routes.
What should I comment on?	It would be useful to comment on the mapped routes, suggest improvements to routes, and/or tell us if you think an additional route is needed. - Are there any routes shown in the Monmouthshire ATNM that you think should be removed, or modified for walking, wheeling, or cycling? For example, should a route follow a different street, or start / end at a different point. - What would make a specified route better for walking, wheeling, or cycling? Do you have any other comments or ideas for this route? Suggestions include path width and surface, dropped kerbs and rollable access, lighting, crossings and sightlines, vegetation clearance, traffic calming, wayfinding signs, seating and cycle stands, etc. - Are there any key destinations or journeys in Monmouthshire which you believe need to be better connected or more accessible by walking, wheeling or cycling?

What is the intended outcome of the consultation?	Feedback from the consultation will help the MCC Active Travel team to gather evidence on the routes and make any necessary changes to the ATNM. These changes may consist of adding or removing routes or re-directing a route, e.g. to follow a recognised desire-line or to avoid adverse topography. If a route is on the map, then funding can be found to help develop/upgrade it. If a route is not on the map after Welsh Government have approved it, then funding for the purposes of active travel improvements will not be forthcoming until the map is updated again.
Why is the consultation being held now?	The ATNM consultation is a part of the Active Travel Act and requires Local Authorities to update their maps to submit to Welsh Government to help to show progress as well as future works. These updates happen every few years and with the last consultation in 2020, with the ATNM approved by Welsh Government in 2021, it is now time to update them again.
When will the next consultation be held?	The maps should be re-consulted on every five years. Interim updates to the ATNM will be made as and when routes are developed or other changes take place, to prepare the next iteration of the map for public consultation and Welsh Government approval.

Commented [RS2]: Do we need to explain what the Regional Transport Fund is?

Completing the survey

What will happen with my response to the consultation?	The Active Travel team will use your responses to make changes to the active travel map where necessary.
What will happen as a result of this consultation?	Once the consultation is complete and the ATNM is updated it is submitted to Welsh Government for approval. Once approved the prioritisation of the routes is carried out to help identify the routes with the potentially biggest impact. Monmouthshire County Council can use the ATNM to apply for national and regional funding to develop the identified routes. If a route is not on the ATNM, funding for the purposes of active travel improvements will not be forthcoming for it.
Can I submit more than one response to the consultation?	Yes. You can submit as many responses as you like.
Why have the mapped routes changed since the previous consultation?	There are a number of reasons why the map has changed since the previous consultation. It could have been because the route has been re-aligned, constructed or improved, removed because of a change in the local Deposit Plan, or because it has been investigated and found to be unworkable. A route may have changed from 'Future Route' to 'Existing Route' or vice-versa,

	following audit to check if it meets the standards laid out in the Active Travel Act Guidance. These standards have been updated since the development of the first Integrated Network Map. Routes may have been added to the ATNM. Routes may have been re-aligned, moved and otherwise altered following new information. Routes may have been removed from the ATNM if identified as not being needed, not possible or superseded.
How do I complete the survey?	The easiest way is to go to the Let's Talk Monmouthshire website and comment online. Simply place a pin on the map in the location you wish to comment on, write your comments, answer a couple of questions and submit it. The website gives you all the instructions you need. Alternatively, you can speak to one of the Active Travel team at one of the 'drop-in' consultations around the county. A list of dates and locations will be promoted on social media and the survey page.
What if I can't complete the survey online?	There will be a number of in person events around Monmouthshire where you will be able to pop in and leave your comments. A list of dates and locations will be promoted on social media and the survey page. If specific provision is required, please contact the Active Travel team by emailing activetravel@monmouthshire.gov.uk or call 01633 644644
Will I be contacted once I have submitted my response?	No. You will not be automatically contacted if you submit a comment as responses are kept anonymous. If you wish to have a direct response to your comment, please contact the Active Travel team directly by emailing activetravel@monmouthshire.gov.uk
I submitted comments on the last ATNM consultation: Will these still be valid?	Your previous comments were used to shape Monmouthshire's ATNM. Please comment on the newly proposed update to the ATNM, which will replace the previous map.
Nothing has happened to the route I commented on last time: Why should I comment again?	All comments are welcomed as it helps the Active Travel team to update our understanding of what routes are required and where. There are around 400 existing and future active travel routes identified across Monmouthshire, all with their own level of work and funding required. The routes with the potential to have the biggest impact have been prioritised and funded, which means many routes are still awaiting improvement. If you commented on the previous ATNM, you helped to shape Monmouthshire's ATNM. Since the previous consultation, this ATNM has been iteratively updated to reflect what's changed in the meantime. The proposed update to Monmouthshire's ATNM will replace our previous ATNM – Please comment on the proposed map to ensure

we capture the current situation and prioritise improvements accordingly.

Routes – Mapped routes, and routes missing from the map

Existing routes - What is an 'Existing Route' on the ATNM	An 'Existing Route' on the ATNM is one that has been audited in-person and has achieved a score of 70% or above, meaning that it is up to 'Active Travel standards' according to the Active Travel Guidance and its Active Travel audit tool. 'Existing routes' already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys.
Future Routes – What is a 'Future Route' on the ATNM	A 'Future Route' on the ATNM is a route that has either not been built yet or needs improvement to pass an Active Travel audit. These routes are ones that Monmouthshire recognises as needing to be constructed or improved to bring them up to standard.
What if a route I want to comment on is missing from the map?	If you think there is a route that is missing, please place a pin on the map in the correct location, supply exact locations and a detailed description of the route so that the Active Travel team can investigate it and adapt the network map if needed. As a reminder, any suggested routes need to be used for Active Travel purposes and not just recreational use.
What is an 'Active Travel standard' route?	An Active Travel Standard route is one that meets the minimum requirements set by the Active Travel Act Guidance. Routes can be plotted on the ATNM as 'Existing' when it gets a minimum score of 70% from an in-person audit of the route, using the Active Travel audit tool in the Active Travel Act Guidance. The aim of the audit is to ensure a consistent approach for assessing active travel routes across Wales. The audit considers indicators contributing towards the five key principles of an active travel route (comfort, safety, directness, coherence and attractiveness). The audit has two uses: • To assess a proposed route. • To assess a route design as part of a route design process. The walking and wheeling audit is scored out of 20 indicators, and the cycling audit of 25 indicators. Each indicator is scored out of a maximum of 2 points, with a maximum of 40 points available for walking and wheeling routes, and 50 available for a cycling route. These scores are then converted to percentages to establish if a route is a 'pass' or 'fail'.

ATNM routes - prioritisation for funding and development

How are ATNM routes funded?	Development of routes on the ATNM can be done through various funding sources including Welsh Government funding, Section 106 and UK Government funding. Funding is allocated for development and construction, as well as performance monitoring, certain facilities and promotion. Active Travel funding does not currently support maintenance of routes, which means that routes that are not privately maintained are part of the maintenance responsibility of various other County Council departments. The need for funding can be avoided by securing the construction/improvement and safeguarding of routes through the planning process, as part of developments. Certain off-site improvements can be achieved through highway or funding agreements as a condition of gaining planning permission. It is essential to map those routes so as to ensure that routes and facilities meet active travel standards without needing to be revisited in the near-term. The need for funding can also be reduced through partnership working - e.g. part-funding work to include betterment for Active Travel in work focused on another issue such as drainage. Active Travel route development funding has changed recently to a regional model. It was previously centrally administered by Welsh Government and Transport for Wales. Monmouthshire County Council can now apply for funding to develop and improve Active Travel routes and facilities via the Cardiff Capital Region's Regional Transport Fund, which regionally manages Welsh Government's Transport Funding. Funding is governed by policies in the Wales Transport Strategy, Future Wales and the Active Travel Act, amongst others.
How are ATNM routes prioritised for development?	Generally, routes with the greatest potential for increasing levels of active travel and supporting 'modal shift' (replacing car trips with walking, wheeling and cycling), are prioritised for development. High-impact routes are often those around schools, public transport hubs and other 'trip attractors' including shops and services, hospitals and health services, libraries, community centres, and leisure centres, and to connect residential areas to those trip attractors.
How are ATNM routes brought up to standard?	Routes that exist on the ground are audited using the Welsh Government's Active Travel audit tools. Some ATNM routes do not yet exist on the ground and need to be developed from scratch. Routes that fail audit or do not yet exist can be developed through different scales of intervention – development can vary from minor works such as installing cycle parking and dropped kerbs, to full re-designs of the highway.

	The process of developing the route depends on the scale of intervention, with larger schemes needing studies, permissions and multiple stages of design and consultation prior to construction. The work to develop routes is grant-funded and a limited number of routes can be funded and developed each year. 'Scheme' and 'minor works' funding can allow MCC to work on different scales of scheme in the same year. Minor works can be completed in a shorter time-frame and include works such as improving side-road crossings, installing cycle racks and benches, and removing barriers. Larger projects, called 'Schemes', that require extensive, multi-year investigation, development and construction funding will go through the 'Welsh transport appraisal guidance' (WelTAG) process, used in the development and appraisal of transport proposals promoted or funded by Welsh Government. The WelTAG process determines what the issue is, and options on how the problem could be solved, then develops detailed plans to install or construct the chosen option. The WelTAG process includes consultation with the public and stakeholders (people/groups with specific relevance to the area, scheme or design) to determine the preferred location, alignment, design details and accessibility considerations.
WelTAG – What is the WelTAG process?	The Welsh Transport Appraisal Guidance (WelTAG) process covers the complete lifecycle of a proposed intervention in the transport system from assessment of the problem, consideration of possible solutions and scheme design, through to implementation and project evaluation. The WelTAG process is used in the development and appraisal of transport proposals promoted or funded by Welsh Government. Welsh transport appraisal guidance (WelTAG) GOV.WALES or Arweiniad ar arfarnu trafnidiaeth Cymru (WelTAG) LLYW.CYMRU
Will the route that I comment on be developed?	Mapping and updating the ATNM allows us to capture the current situation and prioritise improvements accordingly. All comments on routes, both future and existing, are reviewed by the MCC Active Travel team and used to adapt the ATNM as needed, prior to submission of the map to Welsh Government for approval. All routes on the ATNM are prioritised by a combination of information gathered at public and stakeholder consultation, the Transport for Wales (TfW) route impact tool and TfW prioritisation mapping. The routes that are assessed to have the biggest potential impact in supporting active travel journeys and to modal shift will be prioritised to be developed first. Improvements to other routes alongside prioritised schemes achieved wherever possible, through partnership working - e.g. part-funding work to include betterment for Active Travel in work focused on another issue such as drainage.

Active Travel Designated Localities

What is an Active Travel Designated Locality?	An Active Travel Designated Locality (ATDL) is an area selected using the criteria listed below, providing a focus for the prioritisation of routes with potential to support active travel for the greatest number of people, and convert car trips to walking and cycling. You can see a map of the ATDLs in Wales by going to Active Travel Designated Localities (Wales) DataMapWales or Ardaloedd Dynodedig Teithio Llesol (Cymru) MapDataCymru Direction designating localities in relation to Active Travel routes. The Welsh Ministers, in exercise of the powers conferred on them by section 2(4) and (5) of the Active Travel (Wales) Act 2013 ('the Act'), make the following Direction: Section 2(1) of the Act provides that for the purposes of the Act a route in a local authority's area is an active travel route if: a) the route is situated in a designated locality in the area; Section 2(4) of the Act provides that, in the Act, "designated", in relation to a locality, means specified, or of a description specified, in a direction given by the Welsh Ministers. Section 2(5) provides that the Welsh Ministers may, in particular, specify a locality, or description of a locality, by reference to: a) density of the population, b) size, c) proximity to densely-populated localities above a particular size, d) position between such localities, e) proximity to community services and facilities, f) potential for other reasons to be a locality, or a description of locality, in which more travel is undertaken by walkers and cyclists by active travel journeys.* *[The definition of an active travel journey includes travel to work, school, shops, and services, leisure facilities, public transport interchanges and health services.]
Where are Monmouthshire's Active Travel Designated Localities?	The Designated Active Travel Localities in Monmouthshire are 1. Abergavenny with Llanfoist, 2. Caldicot, 3. Chepstow, 4. Gilwern, 5. Magor with Undy, 6. Monmouth with Wyesham, and 7. Usk.
Why is the majority of routes within towns?	Priority is given to routes that would benefit the most people, and the majority of Monmouthshire's population live in towns. You are welcome to tell us about routes outside of towns, and a pin can be dropped anywhere on the map. Under section 2(4) of the Active Travel Act, the Welsh Ministers are empowered to designate localities in a Direction. The duty to map routes is specific to those designated localities. This is to ensure that there are plans in place for the creation of active travel networks in all the most populous areas in each authority.

	It does however not limit an authority's ability to develop network maps for other localities, where there is demand for active travel routes and a high potential for their use. A schedule of designated localities by local authority area, can be found in appendix B of the Active Travel Act Guidance.
Can a route outside of a designated locality be developed?	Connecting outlying communities to a nearby designated locality, and linking populations to key destinations, such as workplaces and transport stops and hubs, is a core element of network planning. Routes serving these purposes may therefore be included on the ATNM, even though they sit outside a Designated Locality. Monmouthshire County Council's Active Travel Strategic Focus, which is on journeys of 3 miles or less, recognises that more people want to use active travel for short, local trips, using other modes to travel longer distances because of ability, journey time and destination. Routes on the ATNM, reflecting MCC's Strategic Focus and the focus of funding, will largely focus within the designated localities which are likely to have a higher impact.