

# Public Document Pack



County Hall  
Rhadyr  
Usk  
NP15 1GA

Wednesday, 14 May 2025

## Notice of meeting:

### Place Scrutiny Committee

**Thursday, 22nd May, 2025 at 2.00 pm**

**The Council Chamber, County Hall, Rhadyr, Usk, NP15 1GA with remote attendance**

*Please note that a pre meeting will be held 30 minutes prior to the start of the meeting for members of the committee.*

## AGENDA

Item No	Item	Pages
1.	Election of Chair.	
2.	Appointment of Vice-Chair.	
3.	Apologies for Absence.	
4.	Declarations of Interest.	
5.	Place Scrutiny Committee Forward Work Programme and Action List.	1 - 6
6.	Council and Cabinet Work Planner.	7 - 12
7.	To confirm the minutes of the previous meeting.	13 - 20
8.	<p><b>Public Open Forum.</b></p> <p>Our Scrutiny Committee meetings are live streamed and a link to the live stream will be available on the meeting page of the Monmouthshire County Council <a href="#">website</a></p> <p>If you would like to speak under the Public Open Forum at an upcoming meeting you will need to give three working days' notice in advance of the meeting by contacting <a href="mailto:Scrutiny@monmouthshire.gov.uk">Scrutiny@monmouthshire.gov.uk</a></p> <p>The amount of time afforded to each member of the public to speak is at the Chair's discretion, but to enable us to accommodate multiple speakers we ask</p>	

	<p>that contributions be no longer than 3 minutes.</p> <p>Alternatively, if you would like to submit a written, audio or video representation, please contact the team via the same email address to arrange this. The deadline for submitting representations to the Council is 5pm three clear working days in advance of the meeting. If combined representations received exceed 30 minutes, a selection of these based on theme will be shared at the meeting. All representations received will be made available to councillors prior to the meeting.</p> <p>If you would like to suggest future topics for scrutiny by one of our Scrutiny Committees, please do so by emailing <a href="mailto:Scrutiny@monmouthshire.gov.uk">Scrutiny@monmouthshire.gov.uk</a></p>	
<b>9.</b>	<b>Active Travel - To scrutinise various aspects of Active Travel.</b>	<b>21 - 58</b>
<b>10.</b>	<b>Next Meeting: Thursday 5th June 2025 at 2.00pm (Special Meeting).</b>	

**Paul Matthews**

**Chief Executive**

**MONMOUTHSHIRE COUNTY COUNCIL  
CYNGOR SIR FYNWY**

**THE CONSTITUTION OF THE COMMITTEE IS AS FOLLOWS:**

County Councillor Louise Brown	Shirenewton;	Welsh Conservative Party
County Councillor Emma Bryn	Wyesham;	Independent Group
County Councillor Tomos Dafydd Davies	Llanfoist & Govilon;	Welsh Conservative Party
County Councillor Lisa Dymock	Portskewett;	Welsh Conservative Party
County Councillor Jane Lucas	Osbaston;	Welsh Conservative Party
County Councillor Jackie Strong	Caldicot Cross;	Welsh Labour/Llafur Cymru
County Councillor Laura Wright	Grofield;	Welsh Labour/Llafur Cymru
County Councillor Tudor Thomas	Park;	Welsh Labour/Llafur Cymru
County Councillor John Crook	Magor East with Undy;	Welsh Labour/Llafur Cymru

## **Public Information**

### **Access to paper copies of agendas and reports**

A copy of this agenda and relevant reports can be made available to members of the public attending a meeting by requesting a copy from Democratic Services on 01633 644219. Please note that we must receive 24 hours notice prior to the meeting in order to provide you with a hard copy of this agenda.

### **Welsh Language**

The Council welcomes contributions from members of the public through the medium of Welsh or English. We respectfully ask that you provide us with adequate notice to accommodate your needs.

# Aims and Values of Monmouthshire County Council

## Our purpose

To become a zero-carbon county, supporting well-being, health and dignity for everyone at every stage of life.

## **Objectives we are working towards**

- Fair place to live where the effects of inequality and poverty have been reduced.
- Green place to live and work with reduced carbon emissions and making a positive contribution to addressing the climate and nature emergency.
- Thriving and ambitious place, where there are vibrant town centres and where businesses can grow and develop.
- Safe place to live where people have a home where they feel secure in.
- Connected place where people feel part of a community and are valued.
- Learning place where everybody has the opportunity to reach their potential.

## Our Values

**Openness.** We are open and honest. People have the chance to get involved in decisions that affect them, tell us what matters and do things for themselves/their communities. If we cannot do something to help, we'll say so; if it will take a while to get the answer we'll explain why; if we can't answer immediately we'll try to connect you to the people who can help – building trust and engagement is a key foundation.

**Fairness.** We provide fair chances, to help people and communities thrive. If something does not seem fair, we will listen and help explain why. We will always try to treat everyone fairly and consistently. We cannot always make everyone happy, but will commit to listening and explaining why we did what we did.

**Flexibility.** We will continue to change and be flexible to enable delivery of the most effective and efficient services. This means a genuine commitment to working with everyone to embrace new ways of working.

**Teamwork.** We will work with you and our partners to support and inspire everyone to get involved so we can achieve great things together. We don't see ourselves as the 'fixers' or problem-solvers, but we will make the best of the ideas, assets and resources available to make sure we do the things that most positively impact our people and places.

**Kindness:** We will show kindness to all those we work with putting the importance of relationships and the connections we have with one another at the heart of all interactions.

## Monmouthshire Scrutiny Question Guide

### Role of the Pre-meeting

1. Why is the Committee scrutinising this? (background, key issues)
2. What is the Committee's role and what outcome do Members want to achieve?
3. Is there sufficient information to achieve this? If not, who could provide this?

- Agree the order of questioning and which Members will lead
- Agree questions for officers and questions for the Cabinet Member

### Questions for the Meeting

#### Scrutinising Performance

1. How does performance compare with previous years? Is it better/worse? Why?
2. How does performance compare with other councils/other service providers? Is it better/worse? Why?
3. How does performance compare with set targets? Is it better/worse? Why?
4. How were performance targets set? Are they challenging enough/realistic?
5. How do service users/the public/partners view the performance of the service?
6. Have there been any recent audit and inspections? What were the findings?
7. How does the service contribute to the achievement of corporate objectives?
8. Is improvement/decline in performance linked to an increase/reduction in resource? What capacity is there to improve?

#### Scrutinising Policy

1. Who does the policy affect ~ directly and indirectly? Who will benefit most/least?
2. What is the view of service users/stakeholders? What consultation has been undertaken? Did the consultation process comply with the Gunning Principles? Do stakeholders believe it will achieve the desired outcome?
3. What is the view of the community as a whole - the 'taxpayer' perspective?
4. What methods were used to consult with stakeholders? Did the process enable all those with a stake to have their say?
5. What practice and options have been considered in developing/reviewing this policy? What evidence is there to inform what works? Does the policy relate to an area where there is a lack of published research or other evidence?
6. Does the policy relate to an area where there are known inequalities?
7. Does this policy align to our corporate

	<p>objectives, as defined in our corporate plan? Does it adhere to our Welsh Language Standards?</p> <p>8. Have all relevant sustainable development, equalities and safeguarding implications</p> <p>9. been taken into consideration? For example, what are the procedures that need to be in place to protect children?</p> <p>10.</p> <p>11. How much will this cost to implement and what funding source has been identified?</p> <p>12.</p> <p>13. How will performance of the policy be measured and the impact evaluated</p>
--	--

### **General Questions:**

#### Empowering Communities

- How are we involving local communities and empowering them to design and deliver services to suit local need?
- Do we have regular discussions with communities about service priorities and what level of service the council can afford to provide in the future?
- Is the service working with citizens to explain the role of different partners in delivering the service, and managing expectations?
- Is there a framework and proportionate process in place for collective performance assessment, including from a citizen's perspective, and do you have accountability arrangements to support this?
- Has an Equality Impact Assessment been carried out? If so, can the Leader and Cabinet/Senior Officers provide members with copies and a detailed explanation of the EQIA conducted in respect of these proposals?
- Can the Leader and Cabinet/Senior Officers assure members that these proposals comply with Equality and Human Rights legislation? Do the proposals comply with the Local Authority's Strategic Equality Plan?

#### Service Demands

- How will policy and legislative change affect how the council operates?
- Have we considered the demographics of our council and how this will impact on service delivery and funding in the future?
- Have you identified and considered the long-term trends that might affect your service area, what impact these trends could have on your service/your service could have on these trends, and what is being done in response?

#### Financial Planning

- Do we have robust medium and long-term financial plans in place?
- Are we linking budgets to plans and outcomes and reporting effectively on these?

*Making savings and generating income*

- Do we have the right structures in place to ensure that our efficiency, improvement and transformational approaches are working together to maximise savings?
- How are we maximising income?
- Have we compared other council's policies to maximise income and fully considered the implications on service users?
- Do we have a workforce plan that takes into account capacity, costs, and skills of the actual versus desired workforce?

*Questions to ask within a year of the decision:*

- Were the intended outcomes of the proposal achieved or were there other results?
- Were the impacts confined to the group you initially thought would be affected i.e. older people, or were others affected e.g. people with disabilities, parents with young children?
- Is the decision still the right decision or do adjustments need to be made?

**Questions for the Committee to conclude...**

Do we have the necessary information to form conclusions/make recommendations to the executive, council, other partners? If not, do we need to:

- (i) Investigate the issue in more detail?
- (ii) Obtain further information from other witnesses – Executive Member, independent expert, members of the local community, service users, regulatory bodies...

Agree further actions to be undertaken within a timescale/future monitoring report...





## Monmouthshire's Scrutiny Forward Work Programme 2024-25

Place Scrutiny Committee – Meetings at 2pm unless otherwise stated				
22 <sup>nd</sup> May 2025	Active Travel	To scrutinise various aspects of Active Travel, including Bridges, Engagement, Disabled Access, Castle Meadows, Llanfoist and Abergavenny Railway Station links.	Paul Sullivan Graham Kinsella Nicholas Tulp Cllr Burch	Pre-decision Scrutiny
SPECIAL 5 <sup>th</sup> June 2025	Destination Management Plan	To conduct pre-decision scrutiny.	Colette Bosley Cllr Burch	Pre-decision Scrutiny
10 <sup>th</sup> July 2025 (single item agenda)	Placemaking Plans	To scrutinise the Monmouth, Abergavenny, Magor (and Chepstow? Usk?) Placemaking Plans.	Craig O'Connor Daniel Fordham Cllr Griffiths	Pre-decision Scrutiny
25 <sup>th</sup> September 2025 (single item agenda)	RLDP	To scrutinise the Replacement Local Development Plan before Council.	Craig O'Connor Deb Hill-Howells Cllr Griffiths	Pre-decision Scrutiny
6 <sup>th</sup> November 2025	Markets and Stalls	To scrutinise the rates for markets and stallholders, and the policies for them generally.	Simon Parfitt Mathew Wooles Cllr ?	Policy Development
	<b>Local Flood Strategy (Joint with Public Services Committee?) – TBC</b>	<i>Pre-decision scrutiny of adoption of the Local Flood Strategy.</i>	<i>Craig O'Connor Cllr Maby</i>	<i>Pre-decision Scrutiny</i>
11 <sup>th</sup> December 2025	<b>Sustainable Drainage Systems – TBC (covered in Flood Strategy scrutiny?)</b>	<i>To scrutinise SuDs and drainage on estates in the county.</i>	<i>Ross Price Craig O'Connor Cllr Griffiths</i>	<i>Policy Development</i>
5 <sup>th</sup> February 2026				

## Monmouthshire's Scrutiny Forward Work Programme 2024-25

Page 2

Place Scrutiny Committee – Meetings at 2pm unless otherwise stated				
19 <sup>th</sup> March 2026				
<b>To be confirmed – Summer 2025?</b>	<b>Car Parking Review</b>		Carl Touhig Cllr Griffiths	
<b>To be confirmed</b>	<b>Pavement Café Policy</b>	<i>To scrutinise the pavement café policy as the basis for making decisions on applications for licences.</i>	? Cllr Griffiths	<i>Policy Development</i>
<b>To be confirmed</b>	<b>Road Safety Strategy</b>	<i>To scrutinise the Road Safety Strategy.</i>	Graham Kinsella Geraint Roberts Cllr Maby	<i>Pre-decision Scrutiny</i>
<b>To be confirmed</b>	<b>Tackling Poverty and Inequality Action Plan</b>	<i>To scrutinise performance against the action plan.</i>	Lucinda Boyland Cllr Sandles	<i>Performance Monitoring</i>
<b>To be confirmed</b>	<b>Electric Vehicle Charging Strategy</b>	<i>To scrutinise progress of the strategy prior to Cabinet decision.</i>	Deb Hill-Howells Ian Hoccom Cllr Maby	<i>Pre-decision Scrutiny</i>
<b>To be confirmed</b>	<b>Monlife Heritage Strategy</b>		Tracey Thomas	
<b>Corporate and Community Plan Items for the Committee's consideration for inclusion into the Place Scrutiny Forward Plan:</b>				
<b>Inclusive Cultural Strategy</b>				
<b>Increase the use of local produce in schools and care</b>				

## Monmouthshire's Scrutiny Forward Work Programme 2024-25

Place Scrutiny Committee – <i>Meetings at 2pm unless otherwise stated</i>				
homes and new food strategies and policies approved by Cabinet				
Nature Isn't Neat expansion				
Development of a new station at Magor and improvements at Severn Tunnel Junction Creating plans for a metro that links Monmouthshire to Bristol, Newport and Cardiff				
Develop a county-wide digital solution that matches those who need to travel with those who have car spaces				
RLDP for adoption				

## Monmouthshire's Scrutiny Forward Work Programme 2024-25

Place Scrutiny Committee – <i>Meetings at 2pm unless otherwise stated</i>				
Find new ways to progress refurbishment of Caldicot Leisure Centre				
Deforestation and school meals procurement - Food Strategy - Jointly with P&O				

## **Place Scrutiny Committee**

### **Action List**

**27<sup>th</sup> March 2025**

<b>Minute Item:</b>	<b>Subject</b>	<b>Officer / Member</b>	<b>Outcome</b>
<b>8</b>	Send outstanding questions to NRW for a formal response	Robert McGowan	Sent 31 <sup>st</sup> March, chased 8 <sup>th</sup> May – officers to continue pushing for a response.
<b>8</b>	A further meeting to be organised between NRW, MCC officers and members	Chair /MCC officers	Chair to discuss with members how they would like further discussions to progress.

This page is intentionally left blank

Committee / Decision Maker	Meeting date / Decision due	Report Title	Cabinet member	Purpose	Author	Date item added to the planner
Cabinet	Deferred	Pavement Café Policy	Paul Griffiths - Sustainable Economy	To adopt the pavement café policy as the basis for making decisions on applications for licences	Carl Touhig	4-Oct-22
Council	23-Oct-25	RLDP for Adoption	Paul Griffiths - Sustainable Economy		Rachel Lewis	17-Apr-25
Cabinet	15-Oct-25	Review of Monmouth Cluster and proposed statutory consultation	Martyn Groucutt - Education		Matt Jones	3-Mar-25
Cabinet	16-Jul-25	Destination Management Plan	Sara Burch & Paul Griffiths		Collette Bosley	17-Apr-25
Council	26-Jun-25	Licensing Act Policy 2025	Angela Sandles - Engagement	Policy has to be approved by Full Council and it needs to be in place by 1 <sup>st</sup> July 2025	Linda O Gorman	10-Jan-25
Cabinet	25-Jun-25	Play Sufficient Assessment	Angela Sandles - Engagement	Play sufficiency assessment update.	Nick John	28-Mar-25
Cabinet	25-Jun-25	Shire Hall Delivery Stage - Financial Approval	Ben Callard - Resources		Tracey Thomas	25-Mar-25
Cabinet	25-Jun-25	Nature Recovery Action Plan & Green Infrastructure Strategy	Catrin Maby - Climate Change and Environment		Collette Bosley	17-Apr-25
Cabinet	21-May-25	Placemaking Grant 25/26 & 26/27	Paul Griffiths - Sustainable Economy		Craig O Connor	29-Apr-25
Cabinet	21-May-25	Marches Forward Partnership	Mary Ann Brocklesby - Whole Authority Strategy		Peter Davies / Cath Fallon	1-Apr-25
Cabinet	21-May-25	Active Gwent Sports Partnership	Angela Sandles - Engagement	For Monmouthshire County Council to formally enter into the Active Gwent sport partnership.	Nick John	28-Mar-25
Cabinet	21-May-25	Y Prentis Update	Paul Griffiths - Sustainable Economy		Hannah Jones	26-Feb-25

Cabinet	21-May-25	Digital, Data and Technology Collaboration	Mary Ann Brocklesby - Whole Authority Strategy	To develop proposals to build on existing collaborative arrangements in place for the provision of technology services through the Shared Resource Service. Expanding on these to include digital and data services will generate	Peter Davies & Matt Gatehouse & Sian Hayward	14-Mar-25
Council	15-May-25	SAC Membership Report	Martyn Groucutt - Education	To inform Council of SAC recommendations to appoint members of SAC	Sharon Randall-Smith	16-Apr-25
Council	10-Apr-25	Constitution Review	Angela Sandles - Engagement		James Williams	25-Mar-25
Council	10-Apr-25	Senior Pay Review	Ben Callard - Resources		Julie Anthony	3-Mar-25
ICMD	09-Apr-25	PSPO Lane Closure to prevent fly tipping & off roading	Catrin Maby - Climate Change and Environment		Mark Cleaver	13-Mar-25
ICMD	09-Apr-25	Welsh Church Fund Working Group - meeting 4	Ben Callard - Resources			
Cabinet	02-Apr-25	Marches Forward Partnership	Mary Ann Brocklesby - Whole Authority Strategy		Peter Davies - Lead (Cath Fallon)	3-Mar-25
Cabinet	02-Apr-25	Reponse to Boundary Commission Electoral Review Consultation	Angela Sandles - Engagement		John Pearson	12-Feb-25
ICMD	26-Mar-25	Proposal to increase the fee payments to Monmouthshire Foster Carers	Ian Chandler - Social Care & Safeguarding		Charlotte Drury	4-Feb-25
ICMD	12-Mar-25	Highway Traffic Regulation Amendment Order No 16	Catrin Maby - Climate Change and Environment			



Council	06-Mar-25	Appointment of Chief Officer - Head of Transport - Exempt info	Catrin Maby - Climate Change and Environment		Deb Hill Howells	21-Jan-25
Council	06-Mar-25	Publication of the Councils Pay Policy	Ben Callard - Resources	To approve the publication of Monmouthshire County Council's Pay Policy, in compliance with the Localism Act.	Matt Gatehouse / Pip Green	17-Jan-25
Council	06-Mar-25	Contract Procedure Rules	Ben Callard - Resources		Scott James	9-Jan-25
Council	06-Mar-25	2025/26 Final Budget sign off including CT resolution	Ben Callard - Resources		Jon Davies	13-Jun-24
Council	06-Mar-25	2025/26 Capital Strategy & Treasury Strategy	Ben Callard - Resources		Jon Davies	13-Jun-24
Cabinet	05-Mar-25	Approval of a Discretionary Policy for Council Tax Premiums	Ben Callard - Resources		Ruth Donovan	27-Jan-25
Cabinet	05-Mar-25	2025/26 Final Revenue and Capital Budget Proposals	Ben Callard - Resources		Jon Davies	4-Jun-24
Cabinet	05-Mar-25	2025/26 WCF/Mon Farm Strategy	Ben Callard - Resources		Jon Davies	4-Jun-24
ICMD	26-Feb-25	County of Sanctuary: Homes for Ukraine	Angela Sandles - Engagement	To confirm future support arrangements for Ukrainian's living in Monmouthshire as part of the Homes for Ukraine Scheme following changes to the national arrangement for both funding & visas	Richard Drinkwater/Matt Gatehouse	7-Feb-25
ICMD	26-Feb-25	Housing Allocations Policy				
Cabinet	19-Feb-25	2024/25 Revenue and Capital Monitoring Month 9	Ben Callard - Resources		Jon Davies	4-Jun-24

Cabinet	19-Feb-25	UK Shared Prosperity Fund post March 2025 – financial implications and impact	Paul Griffiths - Sustainable Economy		Hannah Jones	10-Jul-24
ICMD	29-Jan-25	2025/26 Community Council and Police Precepts final	Ben Callard - Resources		Jon Davies	17-Dec-24
Council	23-Jan-25	Council Diary 2025/26	Angela Sandles - Engagement		John Pearson	
Council	23-Jan-25	GWENT REGIONAL PARTNERSHIP BOARD (RPB) AREA PLAN AND RPB ANNUAL REPORT 23/24	Ian Chandler - Social Care & Safeguarding		Natasha Harris (Torfaen)	
Council	23-Jan-25	Council Tax Reduction Scheme 2025/26	Ben Callard - Resources		Jon Davies	13-Jun-24
Cabinet	22-Jan-25	Business case for the purchase of a property in Abergavenny to develop supported accommodation for care experienced young people	Ben Callard - Resources		Jane Rogers	7-Jan-25
Cabinet	22-Jan-25	2025/26 Draft Revenue and Capital Budget Proposals	Ben Callard - Resources		Jon Davies	4-Jun-24
Cabinet	22-Jan-25	Education Middle Tier	Martyn Groucutt - Education		Will McLean	20-Nov-24
ICMD	15-Jan-25	Decision to transfer Dixton Archive from Monmouth Museum to Herefordshire Record Office			Rachael Rogers	9-Dec-24
ICMD	15-Jan-25	Welsh Church Fund Working Group - meeting 3	Ben Callard - Resources		Dave Jarrett	13-Jun-24
ICMD	18-Dec-24	2025/26 Community Council and Police Precepts draft	Ben Callard - Resources		Jon Davies	13-Jun-24


This page is intentionally left blank

## Monmouthshire Select Committee Minutes

**Meeting of Place Scrutiny Committee held at The Council Chamber, County Hall, Rhadyr, Usk, NP15 1GA with remote attendance on Thursday, 27th March, 2025 at 2.00 pm**

### Councillors Present

County Councillor Jane Lucas (Chair)

County Councillors: Louise Brown, Emma Bryn, Tomos Davies, Lisa Dymock, Jackie Strong, Laura Wright, Tudor Thomas, John Crook, Malcolm Lane and M. Newell

### Officers in Attendance

Hazel Ilett, Scrutiny Manager  
Robert McGowan, Policy and Scrutiny Officer  
Craig O'Connor, Chief Officer, Place  
Ross Price, Engineer  
Kate Stinchcombe, Biodiversity & Ecology Officer  
Sali Palmer, Biodiversity & Ecology Officer  
James Galsworthy (NRW, Team Leader Integrated Engineering)  
Andy Karran (Gwent Wildlife Trust)

**APOLOGIES:** None

#### **1. Declarations of Interest**

None.

#### **2. To confirm the minutes of the previous meeting**

The minutes were agreed.

#### **3. Place Scrutiny Committee Forward Work Programme and Action List**

Members were reminded about Welsh Water visits at Monmouth and Pwllmeyric on 24<sup>th</sup> April. Members were asked to give contact details for disability reps and for the public to get in touch, ahead of the Active Travel item at the next meeting.

#### **4. Council and Cabinet Work Planner**

#### **5. Public Open Forum**

Councillor Strong read a submission on behalf of a resident, concerning the Nedern, Item 8. The resident noted that the Nedern was problem-free until the mid-1990s when the construction of the second Severn Bridge began. The river runs through a tunnel under the M4 Motorway, which is protected by a screen. This screen often gets blocked with debris, causing the river to flood. In the 1980s, the river was dredged to remove weeds and silt but now only weeds are removed, which leads to additional problems. The river runs alongside the old Pill House site, which now hosts a concrete recycling business. This business stores large amounts of aggregate near the river, posing a risk of spillage without a proper removal mechanism. Winter flooding from the Nedern could hinder access to the walk from Caldicot Castle to the Cornfield project. A new drainage channel was constructed to remove water from house building plans in the area. However, with high river levels, previously dry areas are now flooded. This issue could

be resolved by fitting a non-return flap on the river end of the drainage channel. The proposal to build around 100 houses is welcomed, but it is important to consider that this will lead to more water draining into the river. To address these issues, the resident suggested redesigning or modifying the M4 tunnel screens to make them more efficient, to implement an early warning system for high river levels, and to establish a better river maintenance program.

A resident delivered a presentation outlining concerns about the protection of bats, relating to Item 9. They raised concerns about the removal of key protections for bats by Monmouthshire County Council, questioning the rationale behind it. They highlighted the importance of stringent safeguards for developments in the bats' core sustenance zones, as recommended by environmental consultants. They emphasised the need for specific bat surveys and mitigation measures to protect bat populations and criticised the council's replacement of specific survey requirements with vague wording in policy NR1. They provided information on the greater horseshoe bat, its habitat requirements, and its endangered status and discussed the impact of proposed developments on bat habitats, particularly the Lease Brook site near Newton Court. They suggested that the council remove the dilution of protections for bats and adding specific wording to ensure no adverse effects on bats from developments. They highlighted the importance of protecting the bats' core sustenance zones and ensuring proper survey and mitigation measures are in place.

Andy Karran, Evidence Manager at Gwent Wildlife Trust, provided comments relating to Item 9, specifically on the HA4 site in Monmouth. They expressed concerns about the impact on the triple SI, SAC, and the greater horseshoe bat population. Andy noted that the 1-kilometre juvenile sustenance zone is not commonly used in Wales and referenced its use in North Somerset and Mendip SAC guidance. They emphasised the need for more survey work to determine the impact on the bats, suggesting that surveys should be conducted by qualified individuals at the appropriate times with sufficient effort.

**6. Nedern Maintenance - To discuss the maintenance of the Nedern, particularly throughout the Castle grounds, Caldicot**

James Galsworthy (NRW) answered the members' questions with Ross Price.

- Can you provide an update on NRW's maintenance programme for the Nedern and its offshoots?

*The maintenance programme for the Nedern involves annual grass cutting around September-October and in-channel vegetation removal around December-January. This work is done by contractors and used to be every other year but is now done annually.*

- What exactly is NRW's role and responsibility when it comes to protecting river health and preventing pollution?

*The responsibility for river health and pollution prevention is not within the remit of the speaker from NRW, and such questions should be directed to their enquiries team, as the ultimate responsibility for river health lies with the landowner.*

- Whose responsibility is it to maintain the public land where the Nedern runs through Magor?

*The responsibility for maintaining watercourses rests with the landowner. For public land, it would be the responsibility of the relevant authority, such as Monmouthshire County Council.*

- Can we arrange a separate meeting to establish responsibilities for the Nedern maintenance and flooding issues?

*James agreed to attend a separate meeting to discuss these issues, and it was suggested that David Penny from the internal drainage district team should also be involved.*

- How effective is the current maintenance programme in preventing further flooding?

*NRW recognises the significant impact of flooding on local businesses. The current maintenance programme involves annual grass cutting and in-channel vegetation removal, which has been increased from every other year to annually. This has improved the effectiveness in preventing flooding.*

- What are the risks of the current level of maintenance?

*The risks of the current level of maintenance include potential flooding if the maintenance is not sufficient to manage significant flood risks, especially in areas with limited numbers of properties.*

- How effective are the relationships between NRW, MCC, and English Highway in managing flood risks?

*Effective relationships between NRW, MCC, and English Highway are crucial for managing flood risks, especially regarding assets like the trash gate. Coordination and communication among these entities are necessary to address flood risks effectively.*

- What responsibility does NRW have for maintaining rivers on land owned by Monmouthshire County Council or private landowners?

*The responsibility for maintaining rivers rests with the landowner, but NRW has permissive powers to undertake work where there is a significant flood risk. This applies to both council-owned and private land.*

- How is the Nedern managed through the Country Park?

*Any work in the main river watercourse, including the Nedern through the Country Park, would require a flood risk activity permit from NRW. Coordination with NRW is necessary to determine the requirements for such work. The trash gate is a Highways England asset, with remedial work being their responsibility.*

- How are river health and flooding related, especially concerning sewage discharge?

*River health and flooding are related because sewage discharge during flooding can impact both residents and businesses. The health and safety concerns arise when polluted water affects these areas. There have been previous site meeting with Welsh Water to discuss sewer systems in local areas.*

- Does NRW monitor pollution in the Mountain Brook, which connects to the Nedern?

*NRW does not have the resources to monitor pollution in the Mountain Brook, which connects to the Nedern. Concerns about pollution should be directed to NRW's environment management team. Welsh Water is responsible for minimising pollution from their assets and NRW can take action against organisations that pollute.*

Ross Price, MCC Project Engineer, commented on the member's question from MCC's perspective:

- He explained that the Section 19 flood report, produced after the February 2020 flood events, identified flooding mechanisms and affected areas, and made recommendations for various risk management authorities, including NRW, National Highways, and Monmouthshire County Council. He noted that NRW now undertakes annual maintenance, including clearing cut vegetation from the banks to prevent downstream blockages. National Highways has improved their maintenance practices for the M4 culvert and trash screen, including weekly inspections and inspections during significant weather events. They also have manual lifting equipment available if the hydraulic system fails.
- MCC has formalised its maintenance strategy for the Country Park section of the Nedern, which is in the final stages of consultation with NRW. This strategy will clarify who does what and when. Ross highlighted the importance of the relationships between risk management authorities, noting that MCC works closely with NRW and National Highways to address flooding issues. He mentioned that the Castle grounds and the industrial park are part of the Nedern floodplain, and flooding is expected annually. Only one property at Castle Lodge Crescent was directly flooded from overtopping banks during Storm Dennis, while other properties were affected by surcharging Welsh Water surface water systems.

### **Chair's Summary:**

Members acknowledged the significant flooding impact on businesses and properties, particularly during Storm Dennis. The importance of regular maintenance and coordination among various authorities has been emphasised. Officers highlighted improvements in maintenance practices, such as annual vegetation clearance and proactive inspections of the M4 culvert and trash screen and recognised the need for a formalised maintenance strategy to clarify responsibilities and improve flood risk management. Members appreciate the efforts of NRW and MCC in addressing flood



risks and maintaining the Nedern, while noting the ongoing need for vigilance and collaboration.

The Chair expressed thanks on behalf of the committee for Mr Galsworthy's attendance today. Members' further questions will be sent to NRW for a formal written response – **ACTION**

**7. Bats and Habitats Regulations Appraisals - To discuss the protection of horseshoe bats and related HRA, particularly regarding proposed new housing**

Craig O'Connor delivered introductory remarks, in which they emphasised MCC's commitment to the climate and nature emergency, ensuring that development proposals are sustainable and balanced. He clarified that MCC is not removing protections for bats and aims to protect and enhance ecological and wildlife interests. Craig explained that the council's approach to policy wording aims to avoid being too prescriptive, allowing flexibility to request bat surveys and ecological assessments across all development types and areas, not just within core sustenance zones. He assured members that the replacement local development plan is undergoing a detailed consultation process, including addressing concerns raised by Natural Resources Wales regarding the habitat regulations assessment methodology. Craig mentioned that the plan will be reviewed by an independent planning inspector, who will examine the habitat regulations assessment and make an informed decision on the development's acceptability.

Kate Stinchcombe delivered a presentation, outlining MCC's responses to the concerns that have been raised. Craig O'Connor and Kate Stinchcombe answered the members' questions:

- A member asked Andy Karran of Gwent Wildlife Trust if they believed that there has been a dilution in protection for horseshoe bats.

*Mr Karran stated that he did not believe there had been any dilution in the protection of horseshoe bats. He explained that the wording changes were made to ensure impacts on bats are assessed across all areas within Monmouthshire under different circumstances. He expressed concerns about the significance of the proposed development area within the core sustenance zone, noting that areas closer to the maternity roost may be more valuable. He emphasised the need to look into whether the proposed development area is still of significance despite being a small percentage of the sustenance area.*

- A member expressed concerns about the general details of the core sustenance zones for greater and lesser horseshoe bats, specifically mentioning a site in Shirenewton. They questioned whether surveys were being conducted for other sites within these zones.

*It was clarified that the Redlands site in Shirenewton is within the two-kilometre zone of a hibernation site, which requires different survey considerations compared to maternity sites. It was explained that the Redlands site had low ecological value, with closely managed hedgerows, and highlighted the importance of case-by-case assessment. The need for flexibility in survey requirements to address site-specific conditions was*

*emphasised. Members were assured that effects on hibernation roosts are being considered in the addendum to the habitat regulations assessment.*

- The member argued that removing specific details of bat surveys and mitigation from the policy weakens it. They suggested that local policies should reinforce national policies to emphasise local importance.

*It was explained that the replacement local development plan (RLDP) must align with Welsh Government's guidance, which requires avoiding duplication of national policies. They acknowledged the challenge but emphasised that the RLDP is part of a broader planning policy framework, including national and regional policies. They assured that all consultation responses are being reviewed, and amendments may be made to strengthen policies where necessary.*

- She noted a general weakening of wording and protections in the proposed replacement local development plan compared to the current LDP, suggesting that development priorities were overriding protections.

*The officer responded that the amount of information gathered for the Monmouth site is the highest level of information they have ever seen for a development site, which is appropriate given its proximity to the SAC. It was highlighted that the RLDP aims to enhance policies beyond the existing adopted LDP, incorporating new standards for net zero requirements and renewable energy, which will provide the planning committee with tools to enforce higher standards on development proposals. If significant time passes before the development is taken forward, updated surveys would be required.*

- A member asked for clarification on who was involved in signing off the process for the Habitat Regulations Assessment (HRA) and how different views within the ecology team were considered in the final outcome.

*It was explained that MCC contracted Aecom to conduct the HRA. The process involved discussions between Aecom and the council's internal ecology team. The council felt that Aecom's policy wording was too prescriptive and needed flexibility to ask for ecological surveys outside the three-kilometre zone. The HRA was signed off by officers and will be reviewed by an independent planning inspector when submitted to Welsh Government.*

- Are the measures being taken sufficient to protect bats, and is more survey work needed? There are concerns about the impact of building houses on bat habitats, including noise, light, and disturbance.

*The officer explained that while any development will have some impact, the goal is to manage and mitigate these effects. The current level of information for the Monmouth site is extensive and includes measures like dark corridors to minimise light pollution. It was noted that the principle of development is based on the best available information and that further surveys would be required if significant time passes before development begins. The RLDP aims to balance housing needs with ecological protection, ensuring sustainable development. It was mentioned that the plan includes significant ecological surveys for all sites and that the process involves thorough assessment and review by*

*an independent planning inspector. The importance of providing housing and economic opportunities while maintaining ecological interests was highlighted.*

- The member asked further if there would be no detriment to bats from building.

*The officers responded that it will be detrimental, but the key consideration is whether that detriment is adverse. They explained that the proposed measures, such as the dark skies policy and woodland buffer planting, aim to mitigate the impact on bats. The purpose of the HRA is to make an informed decision based on evidence. They emphasised that the assessment suggests the development will not have a significantly adverse impact on the preservation of the conservation species, and this will be reviewed by NRW and the planning inspector.*

- A member asked if there has been a study on the extent of the negative effects of human development beyond development borders, including noise, litter, and damage caused by pets. They enquired about what can be done at the RLDP stage to mitigate these risks, particularly for sensitive sites.

*The officer explained that there are many studies showing the impacts of development, including noise, litter, and predation by pets. They mentioned that the RLDP includes measures like green infrastructure, rain gardens with biodiversity planting, and thorny planting to protect species like dormice from cats. The importance of balancing development needs with ecological protection and managing long-term impacts through design and policy measures was emphasised.*

- A member expressed reassurance with the mitigation measures proposed by the officers to protect bat habitats while balancing the need for housing development. They emphasised the importance of providing housing for people in Monmouthshire, noting the challenges faced by those in temporary accommodation or homeless. The difficulty of predicting the exact impact of development was acknowledged but they felt confident in the measures outlined to mitigate potential harm. They highlighted the lack of brownfield sites in Monmouthshire, which necessitates developing Greenfield sites, and stressed the need to balance conservation with housing needs.
- A member asked if the five local plan allocations identified in relation to bat sites in the HRA will be publicly available. They sought more information on the surveys done for these sites, as detailed information was provided for the Monmouth site but not for the other four sites.

*The officer explained that there is no radio tracking data for the other candidate sites, and the level of information is different. They mentioned that the addendum by Acom will provide a qualitative and quantitative assessment of each site within the core sustenance zones, but there are no associated maps available. They noted that past surveys will be drawn upon for site assessments, and activity bat surveys have been requested for the Redlands site to inform development. It was added that if a planning application is submitted, updated ecology surveys will be requested to ensure the design of the site is influenced by ecological movements and foraging. Officers emphasised that the process is strategic at this stage, but detailed surveys will be required as the years go on.*

- Members emphasised that the importance of providing accommodation for those in need is well understood but it is equally important to have a rigorous process before anything is built, as by that time it will be too late. Members need to ensure that what is being put forward enables the right sites to progress.

### **Chair's Summary:**

The Chair thanked everyone for their attendance and contributions, emphasizing the importance of engaging conversations and challenging questions. They acknowledged the strong feelings about the need for housing and the protection of habitats. The Chair recapped the discussions about the impact of development on bat habitats, including concerns about the dilution of bat protection, the need for more detailed surveys, and the impact of human development on bat habitats. They noted the importance of ensuring sustainable development and the need for thorough assessments.

### **8. Next Meeting**

Thursday 22<sup>nd</sup> May 2025 at 2.00pm.

The meeting ended at **4.10 pm**.

<b>SUBJECT:</b>	<b>ACTIVE TRAVEL PERFORMANCE</b>
<b>MEETING:</b>	<b>PLACE SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>THURSDAY 22<sup>ND</sup> MAY 2025</b>
<b>DIVISION/WARDS AFFECTED:</b>	<b>ALL</b>

## 1. PURPOSE:

To provide an update on various aspects of performance with the Active Travel portfolio, and wider associated cross directorate work, to include but not limited to; current strategic & core funded projects, engagement, accessibility and school-based projects.

## 2. RECOMMENDATIONS:

That Place Scrutiny Committee review the information detailed within this report, and supporting documentation (*Active Travel Presentation*).

## 3. KEY ISSUES:

- 3.1 Under the 'Active Travel (Wales) Act 2013', there is a statutory requirement for authorities to continuously improve facilities and routes for pedestrians and cyclists. The overall objective is to create a modal shift away from the car for shorter journeys. The production of Active Travel Network Maps which identify existing and potential future routes is a key legal requirement of the Act, as is for any new road schemes or developments to consider the needs of pedestrians and cyclists at design stage. Active Travel has an important part to play in a number of existing policies adopted by Monmouthshire County Council.
- 3.2 Each financial year Welsh Government invites local authorities to bid for funding to deliver Active Travel capital infrastructure projects, as well as providing core funding to support actions in line with the act.
- 3.3 Relating to 3.2, Monmouthshire has seen a significant increase in funding allocated through the national Active Travel Fund. This has been supported internally by a robust governance structure with project managers and project sponsors allocated to each project to support implementation. More information on the funding allocated and project delivery can be found within the supporting presentation.
- 3.4 A strategic focus has been set for Active Travel to provide clarity on our key priorities for route development. This was agreed by members as part of our most recent Active Travel Network Map statutory consultation (2021) and is focused on the following 'to

develop routes up to 3.0 miles where the key destinations focus on travel to; schools, town centres, key employment sites, bus and rail stations’.

- 3.5 Active Travel is aligned with a number of key policies such as our community and corporate plan, future generations and wellbeing objectives, Gwent PSB and decarbonisation plans. Active Travel is a key component of our collective response to climate change and providing a sustainable environment for our future generations.
- 3.6 Whilst the focus of our Active Travel strategic bids have been on Abergavenny, Caldicot and Monmouth (due to limitations in the national bidding criteria) progress has been made on a number of county wide initiatives.
- 3.7 All project design is done in accordance with the Active Travel (Wales) Act 2013 design guidance. Each project follows the Welsh Transport Appraisal Guidance (WeITAG) process through scheme development and consultation, ensuring that accessibility is designed into all schemes for all users.
- 3.8 Use of data and public consultation has informed decision making in Active Travel scheme development and design. A focused and targeted approach to data collection has enabled tracking and monitoring of usage at key points across the county to monitor levels of sustainable transport through our Active Travel dashboard.
- 3.9 Officers continue to work towards maximising Active Travel opportunities right across Monmouthshire. The current focus is on increasing connectivity within our 7 main settlement boundaries, as this is where there is greater opportunity for modal shift (an increase in walking and cycling) in line with our Active Travel strategic focus. There is a longer term ambition to connect communities based on the rurality of Monmouthshire, providing it fits within the grant funding criteria.
- 3.10 Through a coordinated approach to grant funding applications, Monmouthshire County Council has been able to leverage significant levels of grant funding to support project delivery across the county. This coordinated approach has been focused on maximising grant funding opportunities against the agreed project priorities.
- 3.11 Officers will continue to support a county wide approach to Active Travel, providing support and guidance to wider services. Alignment with policy change and adapting to new opportunities, such as the recent curriculum reform in Education, is essential to ensure progress continues to be made. Work with officers in the Road Safety team, leading on education provision across Monmouthshire, is providing education settings with support to develop school travel plans and improve levels of Active Travel through a range of interventions.
- 3.12 Officers continue to work with key departments, such as planning, to maximise the potential of new developments to support the growth of our Active Travel Network. Data captured through our Active Travel Network Map consultation is important to provide detailed solutions and opportunities at pre planning stage.



- 3.13 Promotional work undertaken through the ‘Get More From Your Journey’ campaign sets out clearly the benefits of Active Travel. Continued promotion of Active and sustainable transport is essential for our collective climate emergency response.

## 4. INTEGRATED IMPACT ASSESSMENT, (includes equality, future generations, social justice, safeguarding and corporate parenting).

The report is for information only, so no impact assessment is required at this time.

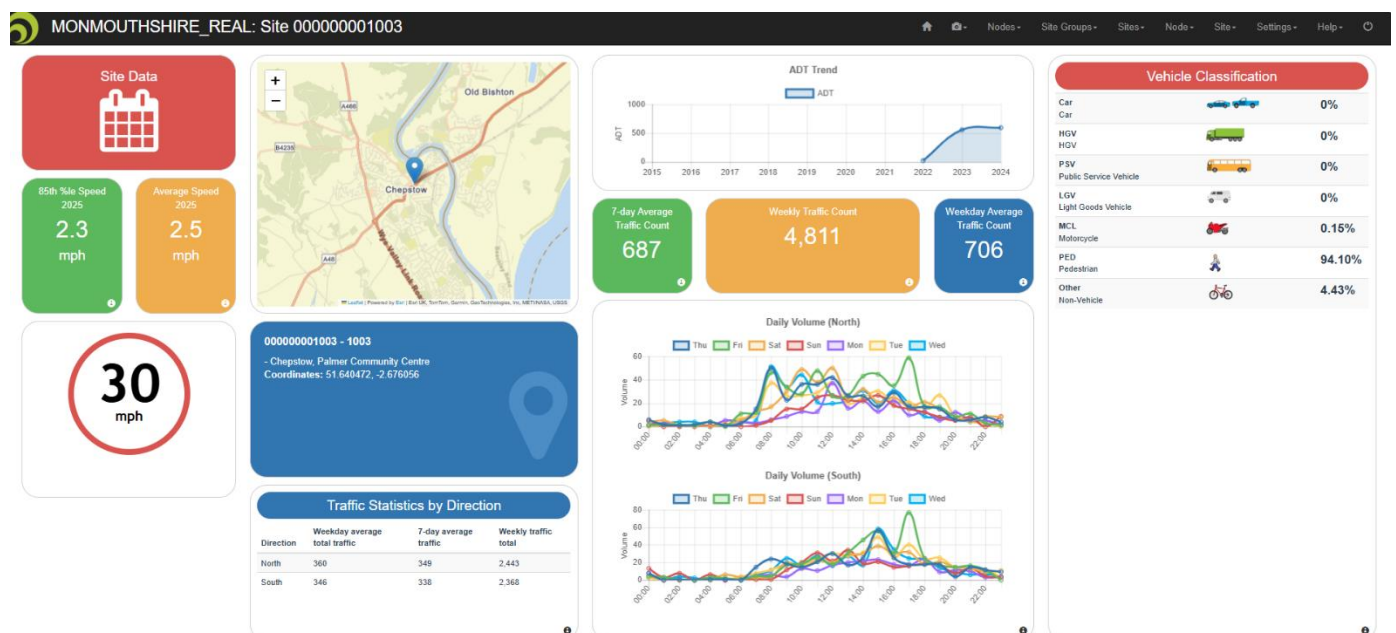
## 5. OPTIONS APPRAISAL

The report is for information only so no options are presented at this time.

## 6. EVALUATION CRITERIA

Progress continues to be monitored against the Active Travel Delivery Plan, CCW Service Business Plan and Welsh Government / Transport for Wales Quarterly returns. Robust monitoring and evaluation arrangements are in place to track progress against grant objectives, overseen by the Active Travel Governance Board.

Evaluation of data, both at scheme design and implementation is a key part of work across Active Travel. More information is available within the supporting presentation and a key piece of work that has been developed over recent years is the implementation of data collection at key locations across the county, feeding a central dashboard with live data. An example of this can be seen below:



## 7. REASONS:

No decisions need to be made at this time.

**8. RESOURCE IMPLICATIONS:**

There are no resource implications at this time.

**9. CONSULTEES:**

Strategic Leadership Team  
Lead Cabinet Representatives

**10. BACKGROUND PAPERS:**

Appendix A: Active Travel Presentation – Place Scrutiny 220525

**11. AUTHOR:**

Paul Sullivan.  
Head of Customer, Communication and Engagement.

**12. CONTACT DETAILS:**

Tel: 07825 853882  
E-mail: [paulsullivan@monmouthshire.gov.uk](mailto:paulsullivan@monmouthshire.gov.uk)



# Active Travel Update – Place Scrutiny 22<sup>nd</sup> May 2025

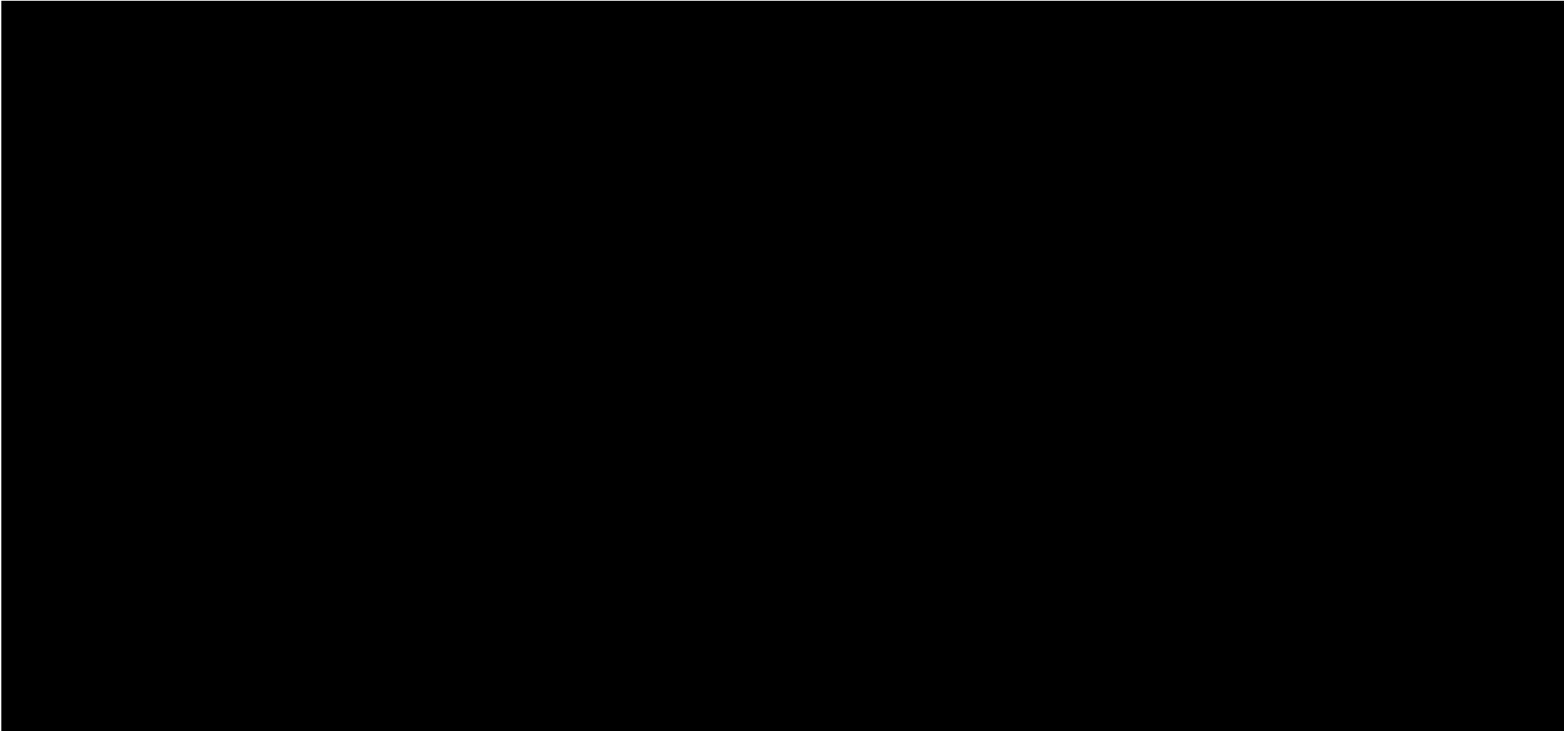
Paul Sullivan

Head of Customer, Communication and Engagement

[paulsullivan@monmouthshire.gov.uk](mailto:paulsullivan@monmouthshire.gov.uk)



# Active Travel in Monmouthshire



# Active Travel

Walking or wheeling for purposeful journeys, to key destinations, as a replacement for short car journeys.

## Why Active Travel?

- Statutory duties as per the Active Travel (Wales) Act 2013 legislation
- Helps reduce carbon footprint
- Physical and mental health benefits
- Financial benefits and increasing equality
- Sustainable alternative to motor vehicle transport, not leisure focused.



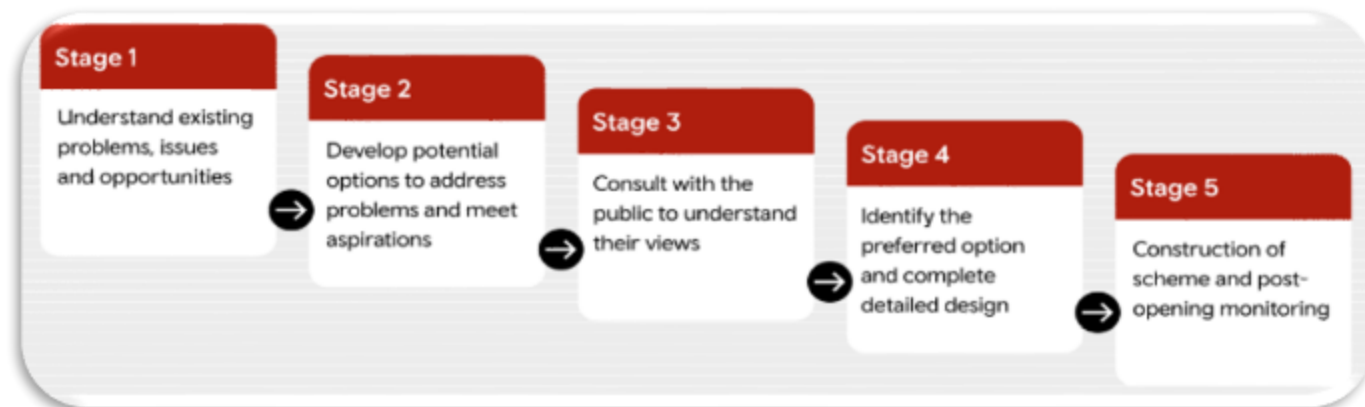
# Active Travel – Strategic Focus

Page 28  
'To develop routes up to 3 miles where the key destinations focus on travel to; **schools, town centres, key employment sites, bus and rail stations**'



# Active Travel – A Whole Authority Approach

- Active Travel was re positioned under Customer, Culture and Wellbeing (MonLife) at the start of 2020.
- Development of a more holistic approach to Active Travel.
- Integration of cross policy working, with national recognition received.
- Active Travel now much more prominent in cross directorate work.
- An increase of projects moving through the WelTAG process:





# Monmouthshire Settlements

There are 7 designated localities identified in Monmouthshire, in accordance with the Active Travel (Wales) 2013 act:

- Abergavenny
- Caldicot
- Chepstow
- Gilwern
- Magor and Undy
- Monmouth
- Usk

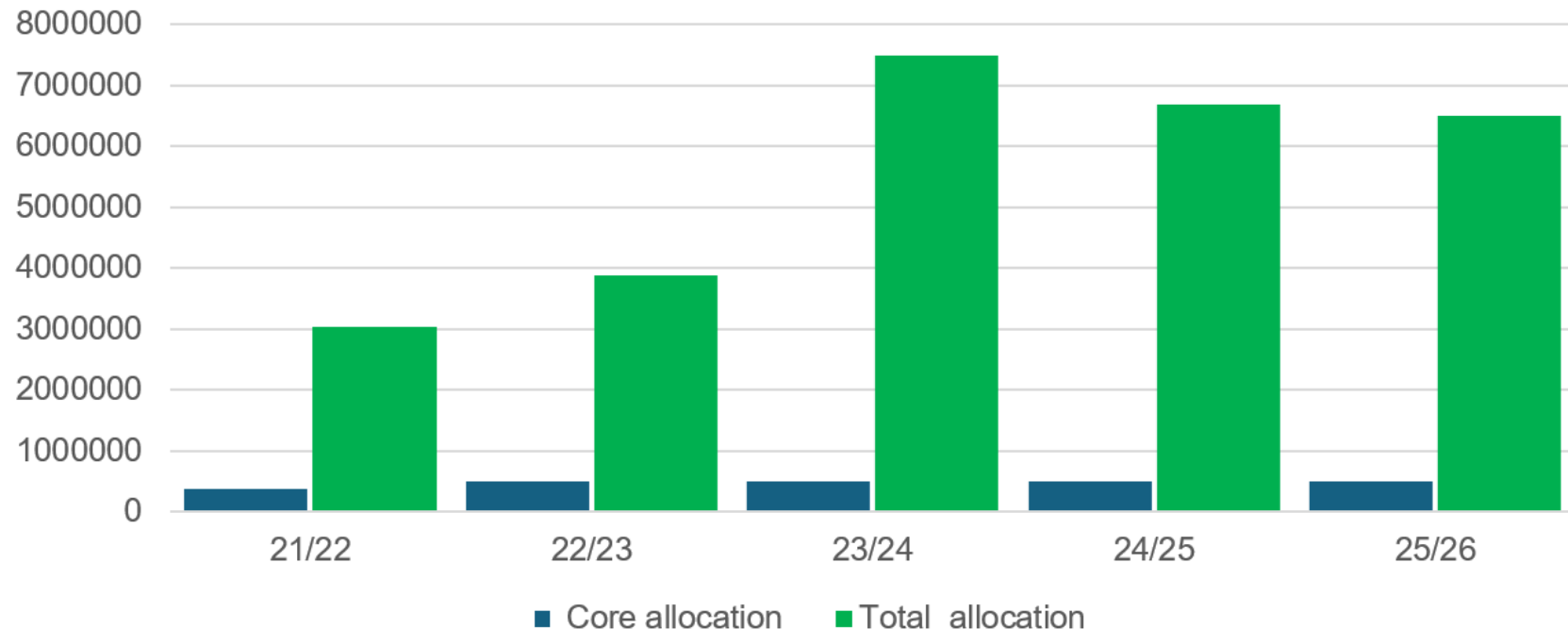


# Active Travel Funding

- Annual funding submission to Welsh Government, submitted via Transport for Wales.
- A split of core funding and strategic funding applications.

Page 31

*Active Travel  
Fund (ATF)  
awarded to  
MCC  
£ per year*



# 24/25 Active Travel Fund Allocation - Strategic

## ATF Scheme funding

- Abergavenny Active Travel Bridge and Links
  - Development of Abergavenny AT bridge and Llanfoist Links
  - Procurement of bridge contractor
- Severnside Spinal route
  - Construction of Woodstock Way AT scheme
  - Scheme development of Caldicot Castle Multi-User Route, CEaLL Phase 2 (Caldicot Mill Lane), STJ Links
- Monmouth Wye Bridge and Links - Scheme development
- Monmouth Kingswood Gate – Construction ready design

Page 32





# 24/25 Active Travel Fund Allocation - Core

## ATF Core funding

- Quick Wins –
  - Scheme Development: Chepstow prep for LUF, routes to school in Usk and Gilwern
  - Dropped kerbs, barrier removal
  - Promotion of behaviour change for modal shift
  - Route monitoring and auditing
- Supporting cross-departmental collaboration with Planning, Public Transport, Highways Development, Road Safety, Countryside Access and Green Infrastructure



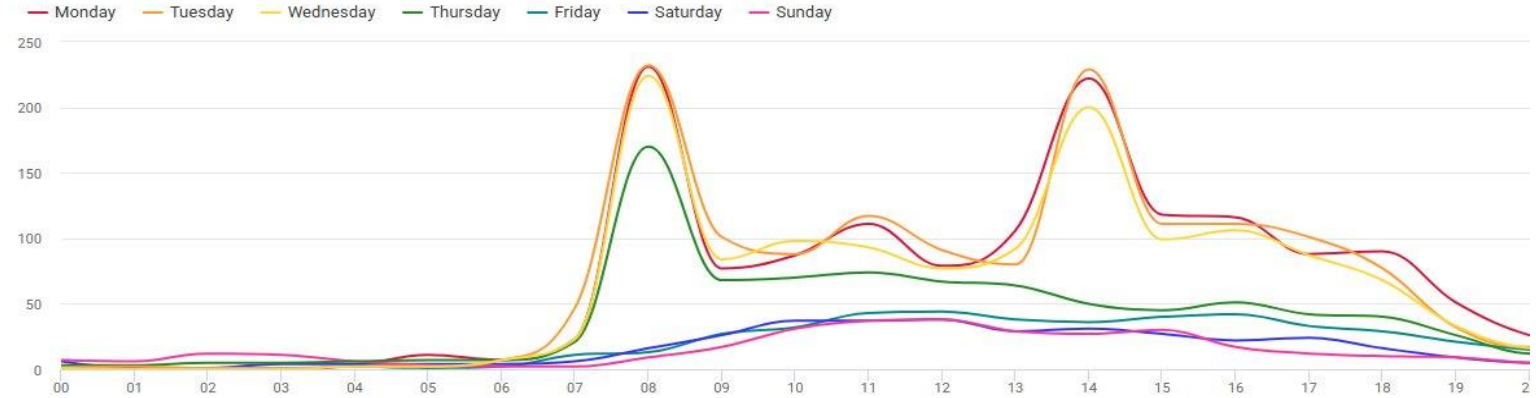
# Examples of Progress



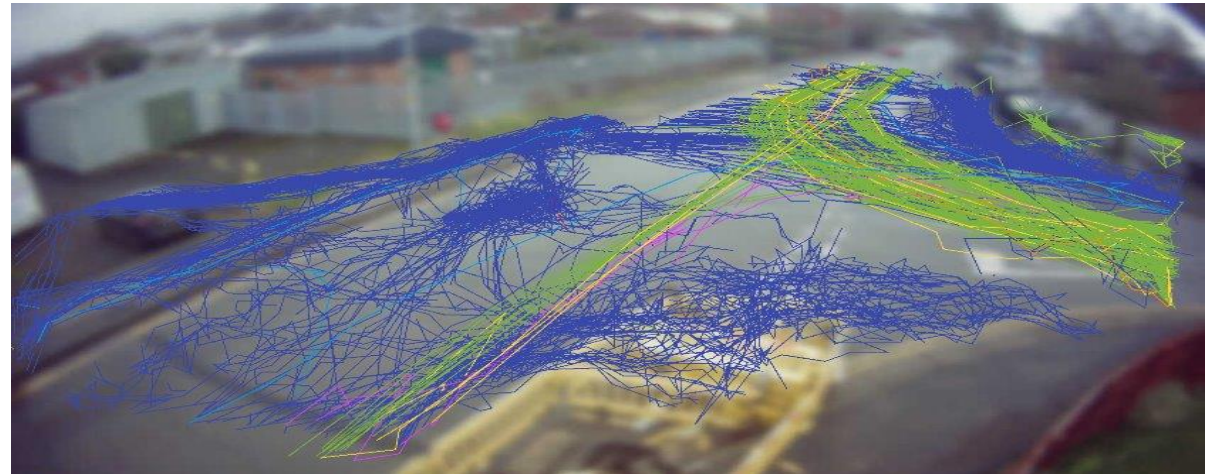
*Barrier Removal  
(Monmouth)*

**Typical Day**

Average hourly counts by day of the week



*Monitoring  
and analysis  
of traffic and  
movement  
patterns  
(Caldicot)*





# Examples of Infrastructure



**Strategic Scheme Delivery:** including junction and crossing upgrades, reallocation of space for vulnerable users and the inclusion of sustainable urban drainage. (Monmouth)



# Examples of Infrastructure



*Formalised Desire  
Line (Caldicot)*



*Active Travel path constructed  
on disused railway  
(Caldicot/Portskewett)*





# Active Travel design development

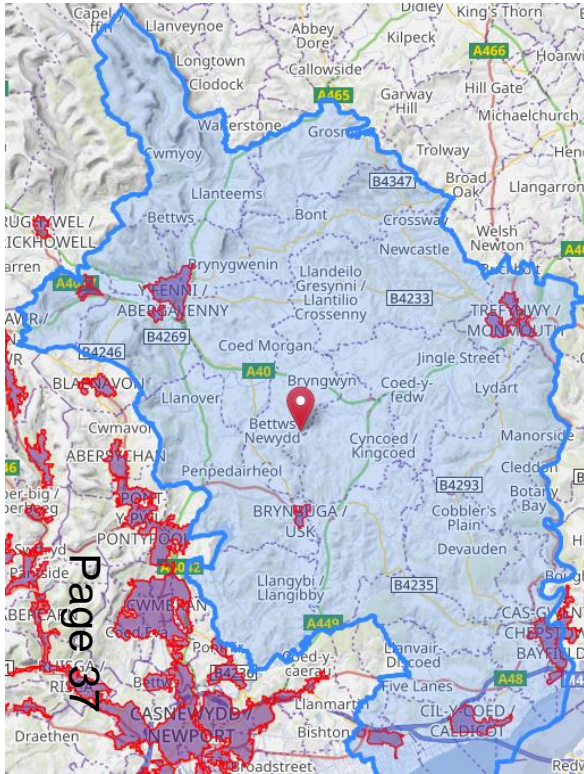
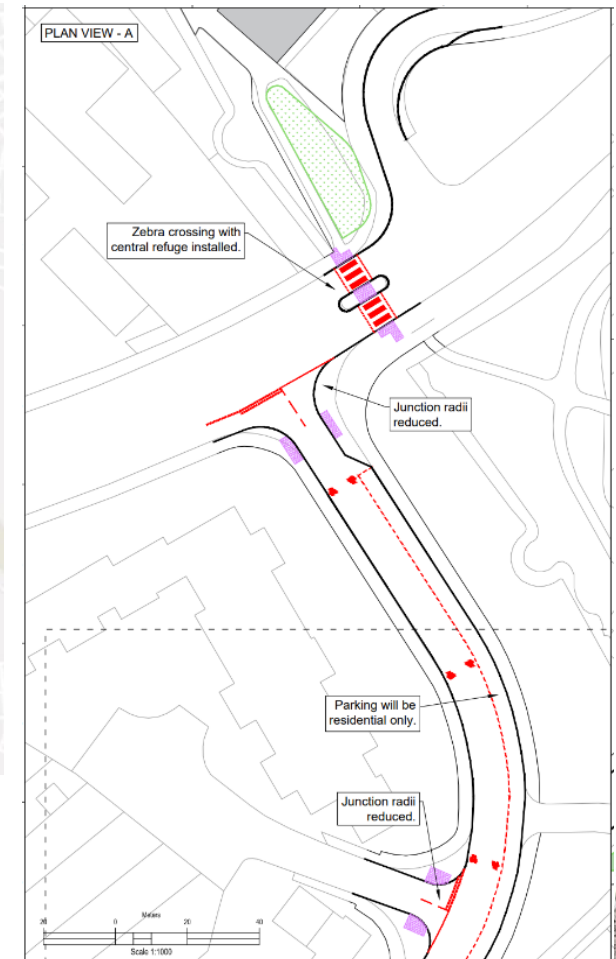
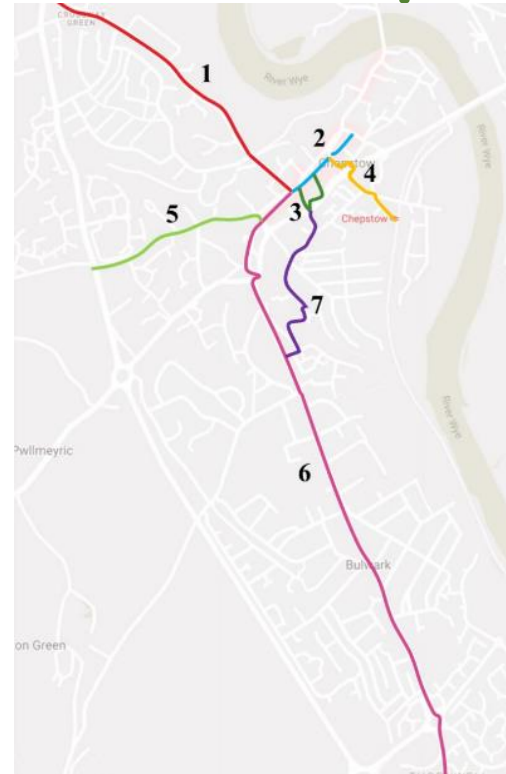


Figure 1: Chepstow ATNM (Walking), 2021



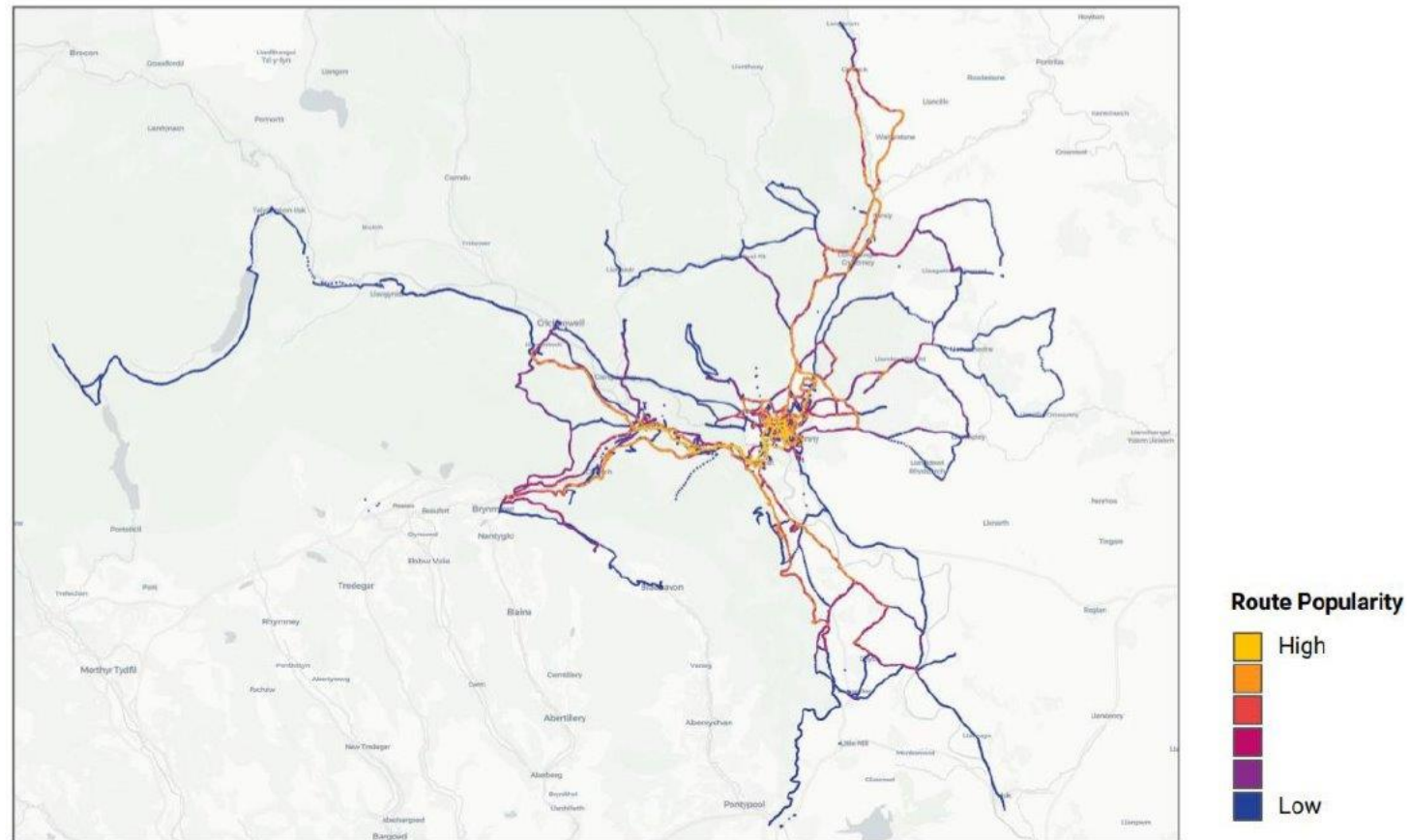
1. Identified Active Travel localities for route mapping
2. Active Travel Network Map (ATNM) - network of routes across each locality
3. Identification of primary routes based on impact
4. Design development of tailored interventions on routes

# E-Move behaviour change initiative 24/25

## E-move Scheme, Abergavenny

Our E-Move project offered the opportunity to loan e-cycle and e-cargo cycles.

*Loaned E-cycle usage  
and routes monitored  
through 'See.Sense'  
tracking*





# E-Move behaviour change initiative 24/25

## Scheme objectives

- Promote and gather evidence on e-cycle usage.
- Enable access to e-cycles to improve accessibility and transport options for all.

## Engagement

- E-cycles were **loaned to 78 individuals**, typically for one month. Additional, longer loans to local organisations.
- **584 trips** recorded
- Average trip distance **5.1km** (3.2 miles)



# E-Move behaviour change initiative 24/25

## Immediate outcomes

- Increased Active Travel
- Reduced Car Usage
- New Journeys
- Improved Mobility

Page 40

## Medium- to Long-term Outcomes

- **Promotion:** Increased intention to cycle and interest in E-cycle purchase
- **Health & Wellbeing:** majority reported improvements through increased exercise, reduced stress, and enhanced social connectedness
- **Community and Independence:** participants reported better connection with local environment, overcoming health limitations, and spending quality time with family.





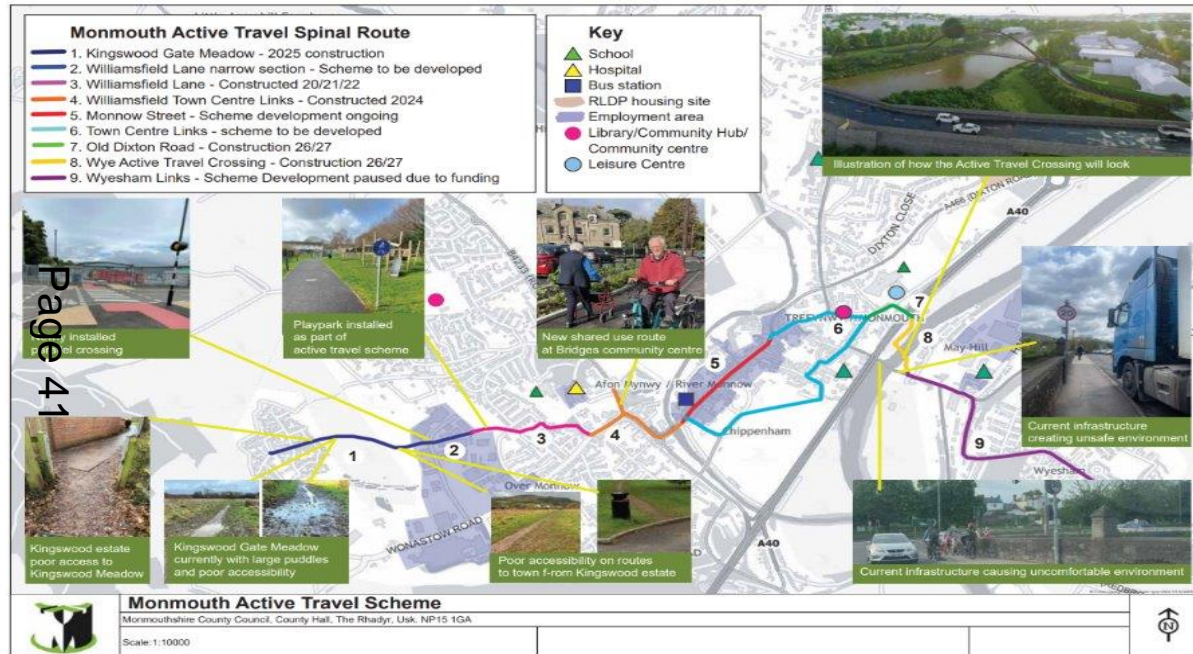
# Williamsfield Lane scheme - Overview

**Phase 1** – Williamsfield Lane, constructed 2021

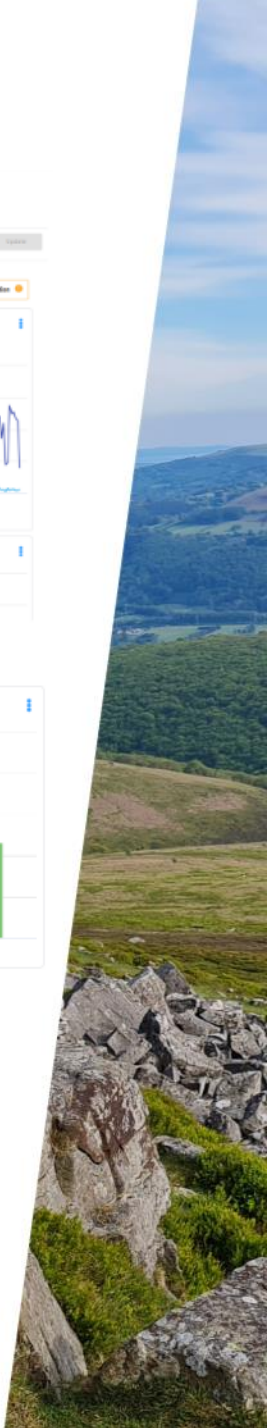
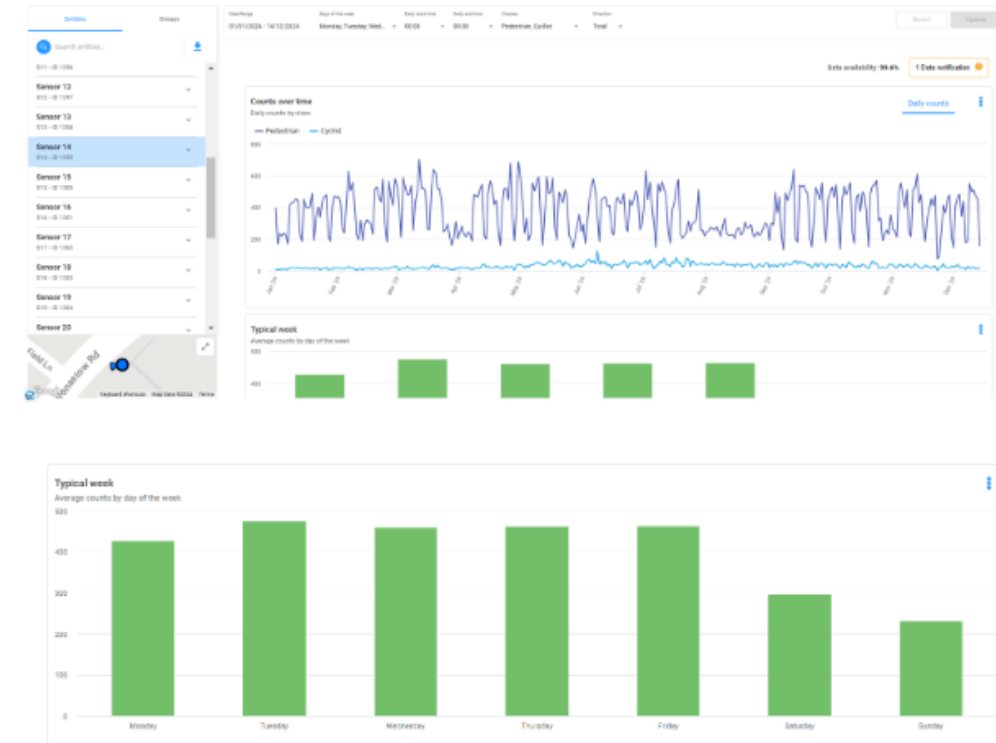
**Phase 2** – Williamsfield town centre links, constructed 2024

**Phase 3** – Kingswood Gate Meadow, planned 2025 construction

**Phase 4** – Williamsfield Lane narrow section

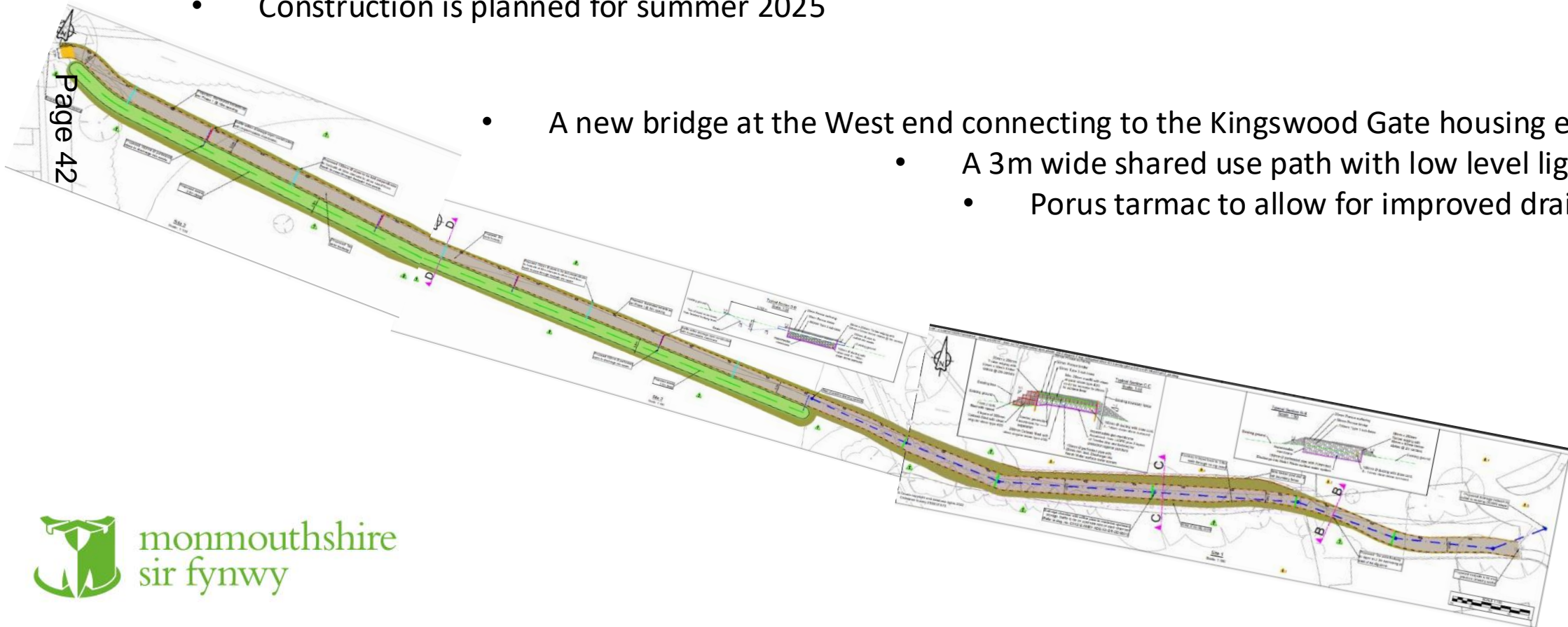


Williamsfield Lane overall usage



# Williamsfield Lane Scheme (Phase 3) 25/26

- A successful bid for the Monmouth Kingswood Gate Link through the Safe Routes In Communities grant (SRiC, previously funded by ATF)
  - £338k granted + £102k S106 Contribution
  - Land agreements are in the final stages
  - Tender pack issued
  - Construction is planned for summer 2025
- A new bridge at the West end connecting to the Kingswood Gate housing estate
    - A 3m wide shared use path with low level lighting
    - Porus tarmac to allow for improved drainage





# 25/26 Active Travel Fund applications

- **One** strategic bid invited (reduced from **four**)
- Competitive process against other LA's across Wales
- Core funding to be used for Construction (60% min.) & scheme development (40% max.)
- Administered by TfW for last year before moving to CJs and delivery through Regional Development Plans
- Must include construction during the financial year
- All risks (land ownership, planning, permissions, etc.) must be mitigated before bid

Page 43



# 25/26 Monmouthshire Active Travel Fund – Strategic Bid

## Abergavenny - £6m award

- Due to change in funding criteria, Officer and Cabinet decision to progress with the Abergavenny project due to the multiyear nature of the project and its current development position.
- Work to include:
  - Fabrication of bridge deck
  - Llanfoist Links
  - Mobilisation for in River working 2026
  - Castle Meadows



# 25/26 Monmouthshire Active Travel Fund – Core Funding

## £500k award

- £210k contribution towards construction of Caldicot Multi User Route
- £140k Scheme development for Monmouth Wye Active Travel Crossing
- £150k county wide quick wins programme, promotional activities and training.



# Road Safety Revenue Interventions

## £58,500 award

- Child Pedestrian Training (Kerbcraft) - £43,250
- Active Travel Workshops for u7s - £4,500
- National Standards Cycle Training - £8,000
- Road Safety School Transition Intervention - £750
- Mature Drivers Intervention - £2,000



# Road Safety Revenue Interventions

## Child Pedestrian Training (formally Kerbcraft)

•The **Child Pedestrian Training Programme** is designed to equip young children with essential road safety skills, focusing on how to navigate real-world road environments safely. Aimed at children aged 5 to 7 (typically Years 1 and 2), the programme helps them understand the risks of crossing roads and teaches them how to make safe, informed decisions when walking near traffic.

•**Offered to all primary schools in Monmouthshire**

•**Delivered in 5-6 week programmes**, tailored to fit within the half-term schedule.





# Road Safety Revenue Interventions

## Active Travel U7 Workshops

- Available to all primary schools in Monmouthshire
- Delivered by a mix of grant-funded staff and volunteers
- Three engaging workshops throughout the academic year, designed to encourage safe and active travel to school

Page 48

## Workshop Themes:

- Be Bright Be Seen – Promoting visibility and safety when walking or cycling
- Scoot2School – Scooter training focused on safe riding skills.
- Cool Kids Wear Lids – Helmet safety and the importance of protecting your head





# Road Safety Revenue Interventions

## National Standards Cycle Training

- Level 1 (Yard) and Level 2 (On Road) Training are available to primary schools with a proven track record of promoting active travel.
- Level 1 training is conducted on the school grounds, while Level 2 training takes place on the road to provide real-world experience.
- These sessions are delivered by an external provider with expertise in road safety education.
- Additional Level 1 training is offered to all schools through the Road Safety Officer to ensure broad access and support.



# Road Safety Revenue Interventions

## Road Safety School Transition

- The Road Safety School Transition Intervention is currently being delivered to Year 6 pupils as they prepare to transition to comprehensive school. This initiative, led by the Road Safety Team, is designed to equip students with key road safety knowledge, encouraging active and independent travel.



# Road Safety Revenue Interventions

## Mature Drivers Course

- Two courses are delivered, one in the North and one in the South of Monmouthshire
- Delivered by the Road Safety Team in collaboration with an external Advanced Driving Instructor (ADI)
- Target audience: Individuals aged 65+ who can book onto the course via promotion through local social groups and social media
- The programme is a combination of classroom discussions and practical sessions with the ADI
- Practical sessions are tailored to each participant's needs, with the ADI facilitating a discussion about specific areas the candidate would like to improve in their driving



# Safe Routes to School

Safer route assessments are undertaken in line with guidance from Welsh Government under the Learner Travel (Wales) Guidance 2014, to ensure that wherever possible pupils have the opportunities to Actively Travel to School and not rely on provided School Transport. Officers examine routes from home addresses to the individual schools to ensure that the exact route a pupil can undertake is fully assessed.

Page 52

During the last year the distances for the provision of school transport have been changed. This has resulted in over 250 individual assessments needed to be carried out. In some instances, these assessments have been accompanied by the family.

Safer route assessments have resulted in less dependence on school transport and has sometimes used off road footpaths in addition to pavements. The assessments give the opportunity to feed back to Active Travel officers and Highways departments where sections of a route could be improved to help inform future decision making.



# Active Travel School Plans

**21 of the 34 Schools** in Monmouthshire currently have an **Active Travel School Plan (ATSP)** in place, with another 4 schools currently working on their plans.

The purpose of an ATSP is to create a list of actions for a school to commit to which will support Active Travel.

The aim is to inspire students, parents, guardians and staff to walk or wheel to school. This includes the promotion of park and stride schemes to reduce congestion outside of the school gates and reduce dependence on private vehicles. Plans are tailored to the unique needs and vision of each school to create a healthier and more sustainable approach to the daily school run.

Actions that have been carried out in Monmouthshire include providing additional in class education sessions, installing barriers to protect cyclists and scooters as well as developing methods of reducing congestion outside of the school gates via a School Street.





# School Streets

The *School Streets* pilot project is designed to create a safer, cleaner environment outside school gates by reducing traffic congestion during peak times. It supports and encourages active travel and park and stride behaviour among families, contributing to improved safety and air quality.

## Current Status

- The scheme is being trialled using a signage-only approach, without physical enforcement measures.
- Communication and promotion are being carried out via participating schools to inform parents and carers.
- The pilot is now in its first year, and we are actively monitoring the school streets via sensors, and, where possible, asking our Civil Enforcement team to attend the sites to promote the School Street.

## Engagement

- Schools have been encouraged to promote the School Street via promotional videos, poster competitions and other forms of engagement with families and the community.

## Challenges

- Without physical enforcement, compliance depends heavily on voluntary behaviour change.
- Messaging, reach and clarity vary depending on school engagement and parent participation.



# School Streets Pilot

## Impact

**Undy Primary** School, traffic monitoring has shown a significant reduction in vehicle movements on Pennyfarthing Way, the designated School Street:

- Morning closure: A **70.6%** reduction in vehicles compared to pre-intervention data (June 2024).
- Afternoon closure: A **51.3%** reduction in vehicles

**Gilwern Primary** School, traffic monitoring has shown a reduction in vehicle movements on New School Road:

- Morning closure: **56.5%** reduction in vehicles
- Afternoon closure: **68.8%** reduction in vehicles

**Castle Park Primary** School, there has been a reduction in vehicle movements on Llanthony Close:

- Morning closure: **40.9%** reduction in vehicles
- Afternoon closure: **19%** reduction in vehicles



# School Streets Pilot - Next Steps

## **Continue Community Engagement**

- Collect and evaluate feedback from parents, school staff, and local residents to understand perceptions, challenges, and areas for improvement.
- Share key findings with participating schools, local members and stakeholders to maintain transparency and support.

Page 56

## **Monitor and Evaluate Impact**

- Continue monitoring traffic data at pilot sites to measure long-term changes in vehicle volumes and behaviour.
- Compare additional pre and post intervention data where available.

## **Improve Communication and Visibility**

- Support schools with additional messaging tools (e.g. newsletters, parents evenings)





# Thank you for your time

[ActiveTravel@monmouthshire.gov.uk](mailto:ActiveTravel@monmouthshire.gov.uk)

[RoadSafety@monmouthshire.gov.uk](mailto:RoadSafety@monmouthshire.gov.uk)



This page is intentionally left blank