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County Hall
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NP15 1GA

Wednesday, 23 September 2026

Notice of meeting :

Place Scrutiny Committee

Thursday, 1st October, 2026 at 2.00 pm,

AGENDA

Item No	Item	Pages
1.	Election of Chair	
2.	Appointment of Vice Chair	
3.	Apologies for Absence	
4.	Declarations of Interest	
5.	Public Open Forum	
6.	Monmouthshire Road Safety Strategy 2026-2040	1 - 32
7.	Place Scrutiny Committee Forward Work Programme and Action List	33 - 38
8.	Cabinet and Council Work Planner	39 - 46
9.	To confirm the minutes of the previous meeting 30th July 2026	47 - 58
10.	Next Meeting: 26th November 2026	

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 Maria Stevens	Severn;	Welsh Labour/Llafur Cymru
County Councillor Jackie Strong	Caldicot Cross;	Welsh Labour/Llafur Cymru
County Councillor Tudor Thomas	Park;	Welsh Labour/Llafur Cymru
County Councillor Martyn Groucutt	Lansdown;	Welsh Labour/Llafur Cymru

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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 that contributions be no longer than 3 minutes.

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.

If you would like to suggest future topics for scrutiny by one of our Scrutiny Committees, please do so by emailing Scrutiny@monmouthshire.gov.uk

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

	objectives, as defined in our corporate plan? Does it adhere to our Welsh Language Standards? 8. Have all relevant sustainable development, equalities and safeguarding implications 9. been taken into consideration? For example, what are the procedures that need to be in place to protect children? 10. 11. How much will this cost to implement and what funding source has been identified? 12. 13. How will performance of the policy be measured and the impact evaluated
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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 ROAD SAFETY STRATEGY 2026–2040

SUBJECT:	MONMOUTHSHIRE ROAD SAFETY STRATEGY 2026–2040
MEETING:	PLACE SCRUTINY COMMITTEE
DATE:	1 OCTOBER 2026
DIVISION/WARDS AFFECTED:	ALL

NON-PUBLICATION: Not applicable. This report and its appendices are intended for publication.

1. PURPOSE

1.1 To present the draft Monmouthshire Road Safety Strategy 2026–2040 to the Place Scrutiny Committee and seek feedback to inform its further development before it progresses through the Council's governance process.

2. RECOMMENDATION

2.1 That the Place Scrutiny Committee scrutinises the draft Monmouthshire Road Safety Strategy 2026–2040 and provides feedback to inform the final version of the Strategy.

3. KEY ISSUES

3.1 The Council is developing a Road Safety Strategy for 2026–2040 to provide a clear framework for reducing road casualties and supporting the Safe System and Vision Zero approach.

3.2 Monmouthshire's extensive rural network, dispersed communities, strategic routes, popular motorcycle routes and growing active travel provision require a place-based and evidence-led response.

3.3 Between 2021 and 2024, Monmouthshire recorded 425 collisions, 559 casualties and 177 people killed or seriously injured. The evidence identifies vulnerable road users, particularly motorcyclists and young people aged 16–25, as priority groups.

3.4 The Strategy proposes a minimum 40% reduction in vulnerable road user KSI casualties by 2040, reducing the 2024 baseline from 18 to no more than 11. Its five local priorities are:

- Reduce serious harm to vulnerable road users.
- Target motorcyclist risk.
- Improve safety for young people aged 16–25.
- Target higher-risk roads, speeds and locations.
- Protect and enable active travel.

3.5 The Strategy is being brought to the Committee to give Members an opportunity to shape the document while it remains in draft form and supports the developing timetable.

3.6 Following scrutiny, feedback will be reviewed and incorporated where appropriate. The Strategy will then progress through the remaining engagement, governance and approval stages (TBC). The Action Plan will be reviewed annually against casualty evidence, performance measures, emerging risks, funding and partner activity.

4. INTEGRATED IMPACT ASSESSMENT

4.1 The completed assessment identifies an overall positive impact through preventing death and serious injury, improving community safety, supporting active travel and improving accessibility for vulnerable road users.

4.2 Potential adverse effects are mainly associated with individual schemes, including temporary disruption, inaccessible layouts or diversions, traffic displacement and unequal access to engagement. These will be managed through bilingual and inclusive consultation, accessibility and safeguarding checks, scheme-level assessment and monitoring.

5. RESOURCE IMPLICATIONS

5.1 Scrutiny of the draft Strategy has no immediate additional financial implications. Delivery will be subject to available Council resources, external funding, partner capacity and the normal approval processes. Actions will be reviewed and reprioritised annually to reflect evidence, affordability and capacity.

6. NEXT STEPS

- Consider feedback from the Place Scrutiny Committee and amend the draft where appropriate.
- Undertake the remaining engagement and progress through the Council's governance and approval process.
- Implement and annually review the Action Plan following approval.
- Report progress against targets and milestones to elected Members annually.

7. BACKGROUND PAPERS

- Appendix 1: Draft Monmouthshire Road Safety Strategy 2026–2040.
- Appendix 2: Integrated Impact Assessment

8. AUTHOR AND CONTACT DETAILS

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MONMOUTHSHIRE COUNTY COUNCIL

Road Safety Strategy

2026–2040

Evidence base: 2021–2024 road collision and casualty data

Contents

1. Executive Summary	2
2. Strategic Context.....	4
3. Strategic Framework	4
4. Evidence Base: Monmouthshire 2021–2024	5
5. Vulnerable Road User Priority	5
6. Safe System Priorities for Monmouthshire.....	6
7. Targets and Milestones	8
8. Delivery	9
9. Action Plan 2026–2040	11

1. Executive Summary

Monmouthshire is a distinctive road-safety environment. The county combines rural roads and dispersed communities with established towns and villages, busy through-routes, local journeys, commuting, visitor travel and journeys associated with work, education and everyday community life. The strategy therefore takes a place-based approach: the safest solution will not be the same in every part of the county.

The strategy recognises that road safety is not only an issue for the highway network. It is also about the way people move between communities, the quality of streets and crossings, the speeds at which vehicles travel through settlements, and the choices made by drivers and other road users.

This strategy sets the direction for safer roads and safer journeys across Monmouthshire for the period 2026–2040. It is evidence-led, aligned with the Welsh Government Safe System approach and focused on the road-user groups, locations and behaviours where the evidence indicates the greatest opportunity to prevent serious harm.

The strategy establishes five local priorities: safer speed; safer roads and streets; safer vehicles and technology; safer road users; and effective partnership, leadership and intelligence. Together, these priorities provide a practical framework for coordinated action across the Council and with external partners.

A long-term target is set to reduce killed or seriously injured (KSI) casualties involving vulnerable road users by 40% by 2040, using 2024 as the baseline. The evidence identifies a baseline of 18 vulnerable-road-user KSI casualties in 2024 and an intended 2040 level of no more than 11. Interim milestones will provide staged checks on progress.

Delivery will be monitored through a small set of outcome measures and an annually reviewed Action Plan. This is intended to keep the strategy focused on measurable change while allowing individual interventions to evolve as evidence, funding and emerging risks change.

Vision

To create a safer Monmouthshire where all road users can travel confidently, sustainably and without preventable harm.

Monmouthshire Council's Role

Monmouthshire County Council, as the highway authority, will lead the local road safety programme through evidence-led action, partnership working and practical interventions. The Council will use its responsibilities for the local highway network, education, engineering, maintenance, active travel and fleet/work-related road risk to reduce the likelihood and severity of collisions.

Under Section 39 of the Road Traffic Act 1988, local authorities have responsibilities to prepare and carry out road safety measures, study collisions on roads other than trunk roads, take appropriate measures to prevent collisions, provide information and advice and practical training, and construct, improve, maintain or repair roads for which they are the highway authority.

Why a Monmouthshire-Specific Strategy Is Needed

Monmouthshire has an extensive rural road network, strategic transport corridors, popular motorcycle routes and growing active travel facilities. These characteristics create a distinctive road safety

environment in which risk can vary substantially between rural roads, settlements, strategic routes and routes used by vulnerable road users. The Council therefore needs interventions that reflect local road function, community needs, travel patterns and collision risk rather than relying on a predominantly urban model.

To sharpen this local focus, annual analysis will examine casualty severity alongside route, location and road-environment factors. Where data quality and sample size allow, this will include rural and urban comparisons, cluster and route analysis, speed information, school-route assessments, community intelligence and the circumstances affecting walking, cycling and motorcycle journeys. Findings will be presented spatially wherever practicable so that Members, partners and communities can see where risk is concentrated and why particular interventions are prioritised.

The annual Action Plan will identify named routes, settlements or communities where a priority is location-specific. This will help connect the county-wide strategy to practical decisions on engineering, maintenance, speed management, education, enforcement and investment.

Mission

To reduce road casualties through evidence-led action, strong partnerships, and practical, achievable interventions that reflect Monmouthshire's rural landscape, communities and transport demands.

The Council's Strategic Road Safety Priorities

The evidence points to five local priorities for the strategy. These sit within the Welsh Government Safe System framework and should guide the Council's Action Plan:

1. Reduce serious harm to vulnerable road users

Make the safety of pedestrians, pedal cyclists and motorcyclists a central consideration in highway design, maintenance, speed management, education and enforcement activity.

2. Target motorcyclist risk

Motorcyclists account for the largest share of the 2024 VRU (vulnerable road users) KSI baseline (11 of 18). Monmouthshire's popular motorcycle routes and rural network make motorcycle safety a specific local priority.

3. Improve safety for young road users aged 16–25

Young people are over-represented in VRU KSI in some years, particularly 2021 and 2023. Targeted pre-driver, driver, passenger and wider road-user interventions should form part of the Council's prevention approach.

4. Target higher-risk roads, speeds and locations

Use collision evidence, road characteristics and local knowledge to identify roads and locations where engineering, speed management, maintenance, education or enforcement can reduce risk and injury severity.

5. Protect and enable active travel

As walking and cycling facilities grow, the Council should ensure that active travel is supported by safe infrastructure, appropriate speeds, safer crossings/junctions and behaviour-change measures.

These priorities do not replace the Safe System themes; they provide a Monmouthshire-specific focus for implementation and prioritisation.

2. Strategic Context

Why Road Safety Matters in Monmouthshire

Monmouthshire's geography and settlement pattern mean that people use roads for a wide range of purposes and across very different environments. A single county-wide approach must therefore work at several scales: the rural road, the village and community, the market town and the strategic route. The strategy is intended to provide that common direction while allowing interventions to be targeted to local circumstances.

The local road-safety challenge is shaped by the interaction between these environments and the people who use them. Vulnerable road users can be particularly exposed where walking, cycling or motorcycle journeys share space with faster-moving traffic, while children and young people require particular attention on journeys to and from education and in pre-driver and early-driver settings.

A Monmouthshire strategy must therefore combine engineering, speed management, education, enforcement, partnership working and better use of intelligence. No single intervention will address the county's road-safety challenge on its own.

This Strategy supports the Welsh Government's Safe System approach and Vision Zero ambition and complements wider transport and active travel objectives for Wales. It provides a local framework for Monmouthshire County Council and its partners to reduce road danger, protect vulnerable road users and support safer, healthier and more sustainable travel.

3. Strategic Framework

Vision Zero and the Safe System

Monmouthshire Council adopts the Welsh Government Safe System Framework and a Vision Zero ambition. Vision Zero is a long-term approach to eliminating deaths and serious injuries by designing a transport system that anticipates human error and prevents it from resulting in severe harm. It recognises that responsibility is shared between road users and those who design, manage and operate the transport system.

Local delivery will be organised around four Safe System themes:

- Safe Road Users
- Safe Roads & Roadsides
- Safe Speeds
- Safe Vehicles

4. Evidence Base: Monmouthshire 2021–2024

Reading the Evidence in a Monmouthshire Context

The evidence base should be read as a guide to where risk is concentrated and which road-user groups need the greatest attention. It should not be treated as a reason to apply identical measures everywhere. The Council will use local intelligence to identify priority locations, routes, communities and groups and then select measures appropriate to the setting.

The collision data provided for the strategy records 425 collisions and 559 casualties between 2021 and 2024, including 177 people killed or seriously injured (KSI).

Year	Total collisions	Total casualties	Slight injuries	KSI
2021	121	160	97	63
2022	103	125	93	32
2023	88	121	81	40
2024	113	153	111	42
Total	425	559	382	177

What the Data Tells Us

- Collisions and casualties reduced between 2021 and 2023, before increasing in 2024.
- The 2024 increase in casualties was largely associated with an increase in slight injuries.
- KSI in 2024 was 42, substantially below the 2021 level of 63, indicating an overall reduction in collision severity over the period despite the recent rise in casualty numbers.
- Motorcyclists consistently represent a higher-than-average share of VRU KSI compared with Wales.
- Young people aged 16–25 are notably over-represented in VRU KSI in some years, particularly 2021 and 2023.

5. Vulnerable Road User Priority

The 2024 baseline provides a clear local focus for reducing serious and fatal injury among vulnerable road users (VRUs). The evidence identifies VRUs as a significant proportion of serious and fatal casualties, with motorcyclists and young people disproportionately represented in the KSI data.

VRU category	2024 KSI baseline	40% reduction target for 2040
Pedestrians	5	≤3
Motorcyclists	11	≤7
Pedal cyclists	2	≤1
Total VRU KSI	18	≤11
Young people (16–25)*	6	≤4

** Young people (16–25) is a cross-cutting VRU group and overlaps with pedestrian, motorcycle and cycle categories.*

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Success Criteria

- A 40% reduction in VRU KSI
- A reduction in motorcyclist KSI
- A reduction in KSI among young road users

- An improvement in public perceptions of road safety
- An increase in active travel participation

Progress against targets and actions will be reported annually to elected members and reviewed formally every five years to ensure emerging risks, technological change and national policy developments are reflected.

Priority 1 – Motorcyclist safety

Motorcyclists should be treated as a principal local KSI priority. The 2024 baseline is 11 KSI, compared with 5 pedestrian and 2 pedal cyclist KSI. The Council should use collision evidence and route characteristics to identify higher-risk motorcycle routes and locations, and combine engineering, speed management, education and partnership enforcement measures.

Priority 2 – Young people aged 16–25

Young people aged 16–25 form a cross-cutting high-risk group. The strategy should maintain a specific focus on pre-driver choices, new and inexperienced drivers, passenger behaviour and partnership education, while recognising the overlap with pedestrian, cycling and motorcycle risk.

6. Safe System Priorities for Monmouthshire

Applying the Safe System Locally

The four Safe System themes are retained because they provide a strong framework for action. For Monmouthshire, however, each priority will be interpreted through the county's particular mix of rural roads, settlements, town centres, strategic routes and community journeys. This is what turns a national or Welsh framework into a Monmouthshire strategy.

Safe Road Users

- Educate, train and encourage road users to use Monmouthshire's roads safely.
- Prioritise vulnerable road users, particularly motorcyclists and young people aged 16–25.
- Promote travel that is unimpaired and alert.
- Promote shared and proportionate responsibility for road safety.
- Work closely with Gwent Police to support compliance with road traffic law.

Safe Roads & Roadsides

- Design and maintain roads and roadsides to reduce both collision risk and injury severity.
- Use local collision and casualty evidence to identify higher-risk roads and locations.
- Prioritise evidence-based engineering measures, particularly where walking and cycling risk is identified.
- Support active travel by ensuring that new and improved facilities are designed, operated and maintained with road safety in mind.

Safe Speeds

- Set and review speed limits according to road features, road function, the surrounding environment and the physical tolerances of road users.

- Target speed management at locations and routes where evidence indicates that speed contributes to collision risk or injury severity.
- Combine speed enforcement and education campaigns with appropriate engineering and road design.

Safe Vehicles

- Promote safer vehicle choices among consumers and businesses, including through travel-to-work recommendations, where appropriate.
- Maintain Monmouthshire Council's commitment to fleet safety and work-related road risk.
- Reduce unnecessary Council travel where practicable and support transfer to active modes where appropriate and safe.

Preparing for Emerging Risks and Technological Change

The strategy covers a period in which travel behaviour, vehicle technology and the composition of road users are likely to change. The Council will therefore maintain a proportionate horizon-scanning approach rather than treating the 2024 risk profile as fixed.

- Micromobility and electrically assisted cycles: monitor casualty and local intelligence relating to e-bikes, cargo cycles and other emerging forms of mobility, and consider implications for infrastructure, education and enforcement partnerships.
- An ageing population: use available evidence to consider the needs of older drivers and pedestrians, including fitness to drive messaging, accessibility, crossing provision, legibility and the consequences of frailty when collisions occur.
- Connected, automated and assisted vehicles: consider how new vehicle systems, data sources and infrastructure requirements may affect highway operation, fleet policy and collision investigation.
- Distraction, impairment and changing behaviour: monitor risks associated with mobile technology, fatigue, alcohol, drugs and other forms of inattention, using partnership intelligence to target activity.
- Data and technology: explore appropriate use of speed, traffic, asset, near-miss and community information to complement recorded collision data, while applying proportionate information-governance and quality controls.

Emerging issues will be considered through the annual evidence review. A material change in risk, legislation, technology or travel behaviour may trigger an in-year revision to the Action Plan rather than waiting for a formal five-year review.

7. Targets and Milestones

The strategy adopts a long-term target to reduce KSI involving vulnerable road users by at least 40% by 2040, using 2024 as the baseline. This equates to reducing total VRU KSI from 18 to no more than 11. The quantified target is a minimum delivery threshold, not an acceptance of preventable death or serious injury. Monmouthshire will retain the longer-term Vision Zero ambition of eliminating deaths and serious injuries, and will seek to outperform the target wherever evidence, funding and partnership delivery allow. Interim milestones provide staged checks on progress.

Milestone year	Reduction from 2024 baseline	Purpose
2027	15% reduction	Early progress check; confirms direction of travel
2030	25% reduction	Medium-term delivery milestone aligned with national road safety frameworks
2035	35% reduction	Acceleration phase; ensures momentum toward final target
2040	40% reduction	Long-term strategic target achieved

Milestones are intended as staged checks on progress towards the 2040 target.

The local 2040 target of a 40% reduction in vulnerable road user KSI is consistent with the Welsh Government's 2040 ambition of a 40% reduction in fatalities. The measures are not identical: the national target concerns fatalities across Wales, while Monmouthshire's target focuses specifically on vulnerable road user KSI. The local target therefore provides a clear contribution to the national road safety direction while remaining tailored to Monmouthshire's evidence and risks.

Progress should be reviewed using casualty data alongside appropriate Safety Performance Indicators. Interim trends, including reversals in performance, should trigger review of the targeted interventions.

8. Delivery

Progress will be monitored through annual collision and casualty analysis, relevant performance indicators and evaluation of significant interventions. Progress will be reported to elected Members, with formal strategic reviews at the 2027, 2030, 2035 and 2040 milestones. Actions may be amended or reprioritised where evidence indicates that a different approach is required.

Partnership and Operational Delivery

Delivery will depend on coordinated working with Welsh Government, Transport for Wales, emergency services, education providers, employers, community organisations and other relevant partners. Individual responsibilities and timescales are set out in the Action Plan.

Governance and Accountability

The Road Safety service will coordinate the annual evidence review and Action Plan refresh, working with Highways, Strategic Transport, Active Travel, Fleet, Education and other relevant Council services. Senior officer oversight will be provided through the Council's established transport and highways governance arrangements.

An annual road safety performance report will be presented to elected Members through the appropriate democratic reporting route. It will set out casualty outcomes, progress against milestones, delivery of actions, significant changes in risk, funding dependencies and any recommended reprioritisation.

Operational partnership arrangements will support intelligence sharing and coordinated delivery with Gwent Police, Welsh Government, Transport for Wales, emergency services, education providers,

neighbouring authorities and other relevant organisations. Public health and health-sector input will be sought where it can strengthen prevention, evidence or evaluation.

The named lead officer for each Action Plan item is accountable for reporting progress and identifying barriers. Where delivery depends on external funding or partner action, this will be recorded explicitly and escalated through the annual review.

Speed Management and Enforcement

The Council will work with Gwent Police and other partners to support appropriate speed management, targeted enforcement, Community Speed Watch, intelligence sharing and joint road safety activity where evidence identifies a need.

Safer Roads and Infrastructure

Highway and transport investment will be informed by collision and risk evidence. Measures may include targeted collision reduction schemes, speed management, junction and crossing improvements, and measures that improve the safety of walking and cycling.

The Council will also continue to support the safety of journeys to and from school through the assessment of school routes and the identification of measures that can improve the safety and accessibility of the highway environment for children and young people. Assessments will consider factors such as crossing facilities, footway provision, traffic speeds, visibility, road layout and other local conditions that may influence road safety. Where appropriate, findings will be used to inform highway improvements, active travel schemes, road safety education initiatives and future investment priorities. This will be informed by relevant guidance, including Road Safety GB guidance on walked routes to school and the Learner Travel (Wales) Measure.

Education, Training and Engagement

The Council will work with schools, colleges, employers, communities and partners to promote safer road-user behaviour. Activity will focus particularly on vulnerable road users and young people aged 16–25, supported by targeted awareness, training and community engagement. Partnership work with South Wales Fire and Rescue will be key to delivering pre-driver interventions.

9. Action Plan 2026–2040

A Place-Based Action Plan for Monmouthshire

Delivery should be targeted according to the characteristics of the location and the risk identified. The annual review should therefore consider not only casualty totals, but also where collisions occur, who is involved, the road environment, community concerns, speed data and opportunities to coordinate investment with wider transport and place-making programmes.

Where a priority relates to a particular town, village, route or community, the Action Plan should identify that place explicitly. This will make delivery more transparent to Members and communities and will help ensure that investment is directed to the places where it is most needed.

The Action Plan is the delivery mechanism for this strategy. It should be treated as a live programme rather than a fixed list of projects, with priorities reviewed annually against casualty data, emerging risks, available funding and partner activity.

For each priority, delivery should be managed through clear ownership, timescales, performance measures and review points. Where an intervention depends on partner action or external funding, this should be identified explicitly through the annual review process.

The Action Plan translates the strategy's five Monmouthshire priorities into a focused programme of delivery. It will be reviewed annually and updated in response to the latest evidence, funding and emerging risks.

Page 12

Strategic Targets and Measures

Measure	2024 baseline	2040 target
Total VRU KSI	18	≤11
Motorcyclist KSI	11	≤7
Pedestrian KSI	5	≤3
Pedal cyclist KSI	2	≤1
Young people aged 16–25 KSI*	6	≤4

Performance will be assessed primarily through casualty outcomes, supported by delivery and activity measures. Outcome measures should remain the principal test of whether the strategy is making Monmouthshire's roads safer.

Core monitoring set

- Vulnerable-road-user KSI casualties — principal long-term outcome measure.
- Progress against the 2040 target and interim milestones — annual trajectory check.
- Delivery of agreed Action Plan measures — implementation and governance measure.

- Emerging collision patterns and high-risk locations — intelligence measure used to refresh priorities.
- Vehicle speeds at selected monitored locations, including changes following significant interventions.
- Public and user perception of road safety, using repeatable survey questions where a suitable baseline can be established.
- School-route assessments completed, identified issues progressed and relevant improvements delivered.
- Walking and cycling participation or route usage where reliable local monitoring is available, interpreted alongside casualty and exposure data.
- Reach, participation and available evaluation results for targeted education and training programmes.
- Post-implementation evaluation of significant engineering and speed-management schemes.
- Council fleet and work-related road-risk indicators, including relevant training, incidents and procurement compliance.
- Partnership activity, funding secured and actions completed within agreed timescales.

The precise indicator set, data source, reporting frequency and accountable owner will be confirmed in the first annual performance report. Measures without a reliable 2024 baseline will be baselined during 2026–27 and then tracked consistently. Casualty outcomes will remain the principal measure of success, with Safety Performance Indicators used to show whether risk is changing before casualty trends become statistically clear.

The 16–25 measure is cross-cutting and may overlap with other VRU categories.

Council Action Plan

Action	Outcome	Lead Officer	Partners	Priority	Timescale	KPI	Funding
Maintain an annual, risk-based assessment of collision locations and routes, including VRU and motorcycle risk.	Resources are focused on the locations and road-user groups presenting the greatest risk.	Road Safety / Highways	Gwent Police; TFW; Welsh Government	High	Annual	Annual risk assessment and priority list completed.	MCC Traffic & Road Safety
Undertake targeted site and route safety reviews and deliver	Collision risk and injury severity are reduced through	Highways / Road Safety	Active Travel; Planning; Gwent Police	High	2026–30, then ongoing	Priority sites reviewed; schemes delivered; significant	CCR RTDP

Action	Outcome	Lead Officer	Partners	Priority	Timescale	KPI	Funding
evidence-based engineering measures at priority locations.	proportionate highway and roadside improvements.					schemes evaluated.	
Embed VRU safety in walking, cycling and highway schemes, including crossings, junctions, separation, speed and maintenance considerations.	Active travel is enabled by safe, accessible and well-maintained infrastructure.	Active Travel / Highways	Road Safety; Planning; communities	High	Ongoing	Relevant schemes demonstrate road safety consideration; priority improvements delivered.	MCC Highways / Traffic & Road Safety / Active Travel / CCR RTDP
Identify higher-risk motorcycle routes and locations and deliver targeted engineering, speed management, education and partnership interventions.	Motorcycle collision risk and serious injury are reduced.	Road Safety / Highways	Gwent Police; Welsh Government; motorcycle safety partners	High	2026–30; annual review	Motorcycle risk routes reviewed; interventions delivered; motorcycle KSI trend monitored.	MCC Traffic & Road Safety / CCR RTDP
Deliver a targeted road safety programme for young people aged 16–25, including pre-driver, new-	Serious injury risk among young road users is reduced.	Road Safety	Schools; colleges; youth organisations; Gwent Police; employers	High	2026–27, then annual	Programme delivered; participation recorded; 16–25 KSI trend monitored.	CCR RTDP

Action	Outcome	Lead Officer	Partners	Priority	Timescale	KPI	Funding
driver, passenger and behaviour-change interventions.							
Review speed-related risk and support proportionate speed-limit, engineering, education and enforcement measures.	Speed management reflects road function, local conditions and identified risk.	Highways / Road Safety	Gwent Police; Welsh Government; communities	High	Annual	Priority speed locations reviewed; appropriate measures progressed.	MCC Traffic & Road Safety
Maintain collision investigation, casualty analysis and review of roadside and maintenance-related safety risks.	Emerging risks are identified early and highway safety activity remains evidence-led.	Road Safety / Highways	Gwent Police; maintenance teams; data partners	High	Annual and ongoing	Annual collision review completed; priority safety issues addressed.	MCC Traffic & Road Safety
Deliver targeted education, community engagement and partnership activity on safe, unimpaired and attentive road use.	Safer road-user behaviour and compliance are supported across Monmouthshire.	Road Safety	Gwent Police; schools; colleges; communities; employers	Medium–High	Annual	Programme delivered; reach and available evaluation measures reported.	MCC Traffic & Road Safety / CCR RTDP
Maintain Council work-	Council journeys,	Fleet / HR / Procurement	Road Safety; service areas	Medium	Annual and ongoing	Policy reviewed;	MCC

Action	Outcome	Lead Officer	Partners	Priority	Timescale	KPI	Funding
related road risk, fleet safety and safer vehicle procurement arrangements.	drivers and vehicles support the Safe System approach.					relevant training completed; safety criteria applied to procurement.	
Produce an annual road safety performance report and review the Action Plan against casualty outcomes, KPIs, funding and emerging risks.	Members and partners can demonstrate progress and adjust delivery where required.	Road Safety / Strategic Transport	Highways; Active Travel; Gwent Police; senior officers; Members	High	Annual; formal milestone reviews 2027, 2030, 2035 and 2040	Annual report completed; progress against VRU KSI milestones reported; Action Plan refreshed.	MCC Traffic & Road Safety
Establish and maintain a formal road safety governance and reporting cycle, including an annual Member report and refreshed Action Plan.	Clear accountability, transparent oversight and timely reprioritisation of delivery.	Road Safety / Strategic Transport	Highways; Active Travel; Fleet; Education; senior officers; Members	High	Annual from 2026–27	Annual report presented; Action Plan refreshed; exceptions and funding risks recorded.	MCC Traffic & Road Safety
Develop a proportionate Safety Performance Indicator framework covering	Changes in road risk and delivery performance are identified before casualty data alone can	Road Safety / Strategic Transport	Highways; Active Travel; Fleet; Data / Performance; partners	High	Baseline 2026–27; annual thereafter	Indicator definitions and owners agreed; baseline report completed;	MCC Traffic & Road Safety

Action	Outcome	Lead Officer	Partners	Priority	Timescale	KPI	Funding
selected speed, perception, school-route, active travel, education, scheme-evaluation and fleet measures.	demonstrate a trend.					annual trend reported.	
Undertake an annual emerging-risk and technology review covering micromobility, ageing road users, distraction and impairment, vehicle technology and new data sources.	The Action Plan remains responsive throughout the 2026–2040 strategy period.	Road Safety	Highways; Fleet; Gwent Police; TfW; Welsh Government; public health partners	Medium–High	Annual	Horizon scan completed; material risks assessed; actions added or amended where required.	MCC Traffic & Road Safety
Produce place-based road safety intelligence, including mapped collision patterns and route or cluster analysis where data	Members, partners and communities can understand where risk is concentrated and the basis for investment decisions.	Road Safety / Highways	Data partners; Gwent Police; Active Travel; communities	High	Annual	Annual mapped evidence summary produced; named priority routes and locations included in the Action Plan.	MCC Traffic & Road Safety

Action	Outcome	Lead Officer	Partners	Priority	Timescale	KPI	Funding
quality permits.							

What Success Will Look Like

Success will mean fewer people killed or seriously injured, particularly among vulnerable road users; safer speeds and road environments; better targeted interventions; and stronger coordination between the Council, partners and communities. The 2040 target provides the long-term outcome, while annual monitoring will show whether delivery is moving Monmouthshire in the right direction.

Action Plan Review

The Action Plan will be reviewed annually against collision and casualty evidence, performance measures, funding and emerging risks. Actions may be amended or reprioritised where evidence indicates that a different approach is required.



monmouthshire
sir fynwy

Integrated Impact Assessment Template

(incorporating Equalities, Socio-economic Duty, Future Generations, Welsh Language Measures, Corporate Parenting)

Name of the Officer completing the evaluation Geraint Roberts Name of Service Area Traffic & Road Safety	Monmouthshire Road Safety Strategy 2026-2040
Name of Service area	23 September 2026

19 **Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below.

19 <u>Protected Characteristics</u>	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age <i>Consider the impact on our community in relation to age, e.g. how do we engage with older and younger people about our services, access issues etc. Also consider what issues there are for employment and training.</i>	The strategy specifically prioritises young people aged 16-25 and also considers the needs of older road users.		Monitor casualty and participation data by age and review interventions annually.

<u>Protected Characteristics</u>	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Disability <i>Consider the impact and what issues there are around each of the disability needs groups e.g. access to buildings/services, how we provide services and the way we do this; producing information in alternative formats, employment issues etc.</i>	Improved crossings, active travel infrastructure and safer road environments can benefit disabled road users.		Apply inclusive design principles when developing schemes.
Gender reassignment <i>Consider the provision of inclusive services for transgender people and groups. Also consider what issues there are for employment and training.</i>			
Marriage or civil partnership <i>Same-sex couples registered as civil partners have the same rights as married couples and must be provided with the same benefits, such as survivor pensions, flexible working, maternity/paternity pay and healthcare insurance. Consider the impact of your proposal on these rights.</i>			

<u>Protected Characteristics</u>	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Pregnancy or maternity <i>A woman is protected from discrimination during her pregnancy, maternity leave and 26 weeks from the day she gives birth. Including the provision of services, goods and facilities and recreational or training facilities. Consider the impact of your proposal on these protections.</i>	Safer crossings, footways and reduced road danger can benefit pregnant people and those travelling with young children.		Consider accessibility requirements when delivering schemes.
Race <i>What will the proposal do to promote race equality with the aim of eliminating unlawful discrimination, promoting equality of opportunity and promoting good relations between different racial groups. Think about the potential to affect racial groups differently. Possible issues include providing translation/interpreting services, cultural issues and customs, access to services, issues relating to Asylum Seeker, Refugee, Gypsy & Traveler, migrant communities and recording of racist incidents etc.</i>	Engagement and consultation provide opportunities to ensure all communities benefit from road safety improvements.		Provide accessible engagement methods where required.
Religion or Belief <i>Consider the impact e.g. dietary issues, religious holidays or days associated with religious observance, cultural issues and customs. Also consider what issues there are for employment and training.</i>			

<u>Protected Characteristics</u>	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Sex <i>Consider what issues there are for men and women. Will this impact disproportionately on one group more than another e.g. equal pay, responsibilities for dependents, issues for carers, access to training, employment issues.</i>	Road casualty reduction benefits all road users.		Monitor available demographic data where available.
Sexual Orientation <i>Consider the provision of inclusive services for e.g. older and younger people from the Lesbia, Gay and Bi-sexual communities. Also consider what issues there are for employment and training.</i>			

2. The Socio-economic Duty

The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions.

Socio-economic disadvantage can be defined as living in less favorable social and economic circumstances than others in society. It also includes social justice, which is about reducing inequalities by working towards more equal distribution of wealth and opportunities so everyone can achieve their full potential.

Consider how the proposal could affect the following vulnerable groups:

Armed Forces Community (including veterans)

Single parents

Vulnerable families

Single adult households

Carers

Students

People living in the most deprived areas

Pensioners

Homeless People

People misusing substances

People who have experienced the asylum system

People involved in the criminal justice system

<u>Socio-economic Duty</u>	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering from socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts in relation to the Socio-economic disadvantage?
<i>Think of what evidence you have about socio-economic disadvantage and inequalities of outcome in relation to this proposal. Will it impact disproportionately on certain groups? Can the proposals be improved to reduce inequalities of outcome?</i>	Safer routes and reduced casualties can improve access to education, employment and services, particularly for vulnerable communities.		Use casualty, community and accessibility data to inform priorities.

3.2 Policy making and the Welsh language

What are the effects that the proposals would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English? How could positive effects be increased, or negative effects be mitigated? Explain how you believe the proposals could be improved so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
Policy Making: <i>Consider what impact this policy decision will have on the Welsh Language. This includes opportunities for people to use the language, opportunities to promote the language and treating the language no less favourably than the English language. Include any data and evidence e.g. WESP, Census Data, Cymraeg 2050, Welsh Language Strategy.</i>	The Strategy and associated consultation can be provided bilingually.		Ensure Welsh and English are treated equally in consultation and publication.
Operational: Recruitment & Training of workforce <i>Carefully consider whether vacant posts require Welsh language skills as a desirable or essential skill. This is especially pertinent with front line roles as more than 10 % of the population of Monmouthshire speak Welsh. Also, when assessing the need for Welsh language skills keep in mind the existing Welsh language skills within the workforce. In service areas where there is a current lack of Welsh language skills, posts should be advertised as Welsh language essential. Additionally, consider where further training may be needed to increase the number of staff who can speak Welsh and to enhance the skills of current Welsh speakers.</i>			
Service Delivery: Use of Welsh language in service delivery <i>When advertising our services you must promote the fact that people can deal with the council in Welsh by</i>	Road safety campaigns and engagement can be delivered bilingually.		Continue to comply with Welsh Language Standards.

phone, email, twitter, Facebook, letters, forms, website transactions etc.			
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4. Does your proposal deliver any of the well-being goals below? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

<u>Well Being Goals</u>	Describe the positive impacts the proposal has on the wellbeing goal.	Describe the negative impacts the proposal has on the wellbeing goal.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A prosperous Wales <i>An innovative, productive and low carbon society which recognises global limits and uses resources efficiently (including acting on climate change); a skilled and well-educated population in an economy which generates wealth and provides jobs.</i>	Supports safer access to employment, education and services.		
A resilient Wales <i>Maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).</i>			
A healthier Wales <i>People's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.</i>	Reduces death and serious injury and supports active travel.		

<u>Well Being Goals</u>	Describe the positive impacts the proposal has on the wellbeing goal.	Describe the negative impacts the proposal has on the wellbeing goal.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
A Wales of cohesive communities <i>Communities are attractive, viable, safe and well connected</i>	Creates safer and better connected communities.		
A globally responsible Wales <i>Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</i>			
A Wales of vibrant culture and thriving Welsh language <i>Promotes and protects culture, heritage and the Welsh language, and participation in the arts, and sports and recreation</i>	Supports bilingual engagement and participation.		
A more equal Wales <i>People can fulfil their potential no matter what their background or circumstances. (This includes the protected characteristics listed in Section 1 above. You can add more detail there. Don't forget to think about the impacts on poverty)</i>	Benefits vulnerable road users and improves accessibility.		

5. How has your proposal embedded and prioritised the sustainable governance principles in its development?

<u>Sustainable Development Principles</u>	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 Long Term Balancing short term need with long term and planning for the future <i>We are required to look beyond the usual short term timescales for financial planning and political cycles and instead plan with the longer term in mind (guidance says at least 10 years, but preferably 25)</i>	15-year strategy with milestones to 2040.	
 Collaboration Working together with other partners to deliver objectives	Delivered through partnership working.	

<u>Sustainable Development Principles</u>	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 Involvement Involving those with an interest and seeking their views <i>Who are the stakeholders who will be affected by your proposal? Have they been involved? Do those people reflect the diversity of the area which is served?</i>	Member, stakeholder and community engagement informs delivery.	
 Prevention Putting resources into preventing problems occurring or getting worse	Focused on preventing collisions and serious injury.	
 Integration Considering impact on all wellbeing goals together and on other bodies <i>Focus here on how you will better integrate the Wellbeing Goals impacts on people, economy and environment described above and balance any competing impacts. Think about impacts the proposal may have on other organisations</i>	Links road safety, health, active travel and community objectives.	

6. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Corporate Parenting, Care Leavers, Care Experienced People and Safeguarding. Are your proposals going to affect any of these responsibilities?

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
<u>Safeguarding</u> <i>Safeguarding in this context applies to children (not yet reached 18th birthday) and adult at risk (identified as a person over the age of 18 and who (a) is experiencing or is at risk of abuse or neglect, (b) has needs for care and support (whether or not the authority is meeting any of those needs), and (c) as a result of those needs is unable to protect himself or herself against the abuse or neglect or the risk of it.) Safeguarding is about ensuring that everything is in place to promote the well-being of children and adults at risk, preventing them from being harmed and protecting those who are at risk of abuse and neglect.</i>	Supports safer journeys for children and vulnerable people, including school route assessments.		

<u>Corporate Parenting, Care Leavers and Care Experienced People</u> <i>This relates to those children who are 'looked after' by the Local Authority either through voluntary arrangements with their parents or through a Court Order. The Council has a corporate duty to consider 'children who are looked after especially and to promote their welfare (in a way, as though those children were their own). It also relates to care experienced people (people who have spent time in care when they were under 18 years old). The Council must consider how to help overcome the disadvantages and discrimination they experience.</i>	The focus on young people aged 16-25 is relevant to care leavers and care-experienced young people.		
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7. What evidence and data has informed the development of your proposal?

This will include your baseline position, measures and studies that have informed your thinking and the recommendation you are making. It should allow you to identify whether any changes resulting from the implementation of the recommendation have had a positive or negative effect. Key strategies and documents that may help you include: Community and Corporate Plan, Asset Management Strategy, Digital and Data Strategy, Medium Term Financial Strategy, People Strategy, Socially Responsible Procurement Strategy: [Enabling Strategies](#) See Guidance for more examples.

Evidence includes Monmouthshire collision and casualty data 2021-2024: 425 collisions, 559 casualties and 177 KSI casualties. The strategy uses a 2024 vulnerable road user KSI baseline of 18 and sets a target reduction of 40% by 2040. Priority groups include motorcyclists and young people aged 16-25.
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8. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

This section should summarise the key issues arising from the evaluation. This summary must be included in the Committee Report Template

The Strategy is expected to have a positive impact by reducing road casualties, supporting active travel and improving safety for vulnerable road users. No significant negative impacts have been identified at strategy level. Any impacts arising from individual schemes will be considered during project development and consultation.

9. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do?	When are you going to do it?	Who is responsible?
Undertake consultation and stakeholder engagement.	During strategy development and review.	Road Safety Team
Monitor delivery through annual performance reporting.	Annually.	Road Safety Team
Review equality and accessibility impacts of individual schemes.	As schemes are developed.	Project Lead Officers

10. VERSION CONTROL: The Integrated Impact Assessment should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision-making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.

Version No.	Decision making stage <i>e.g. budget mandate, DMT, SLT, Scrutiny, Cabinet etc</i>	Date considered	Brief description of any amendments made following consideration
0.1	Draft	23/09/2026	Proportionate IIA completed for draft strategy.

Monmouthshire's Scrutiny Forward Work Programme 2025-26

All meetings at 2pm unless otherwise stated				
1 st October 2026	ELECTION OF CHAIR AND VICE-CHAIR			
	Road Safety Strategy	To scrutinise the draft Road Safety Strategy.	Graham Kinsella Geraint Roberts Deb Hill-Howells Carl Touhig Cllr Maby	Pre-decision Scrutiny
26 th November 2026 (invite P&O members)	Economy, Employment and Skills Strategy action plan update	To update the committee on the Economy, Employment and Skills Strategy action plan.	Hannah Jones James Woodcock Jackie Godfrey Will McLean	Performance Reporting
	Public Protection and Registration Services Performance Report	To review the performance of the service areas.	Lisa Griffin Huw Owen Jennifer Walton Jane Rodgers	Performance Reporting
	Electric Vehicle Charging Strategy	To scrutinise progress of the strategy prior to Cabinet decision.	Deb Hill-Howells Ian Hoccom Gwenllian Frost Cllr Maby	Pre-decision Scrutiny
28 th January 2027	Caldicot Placemaking Plan	To scrutinise the plan before adoption by Cabinet.	Daniel Fordham Craig O'Connor	Pre-decision scrutiny
	Home to School Transport Policy update (in new year; TBC)	To update the committee on the implementation of the HTST Policy	Deb Hill-Howells Cllr Wright?	Performance Reporting

Monmouthshire's Scrutiny Forward Work Programme 2025-26

All meetings at 2pm unless otherwise stated				
		<i>and answer any queries or concerns.</i>		
	STEAM figures	Scrutiny of the latest Monmouthshire STEAM (tourism volume and value) figures.	Colette Bosley Cllr Sandles	Performance Reporting
11th March 2027				
22nd April 2027	<i>Sustainable Drainage Systems</i>	<i>To scrutinise SuDs and drainage on estates in the county.</i>	Ross Price Deb Hill-Howells Cllr Griffiths	<i>Policy Development</i>
17th June 2027 (provisional)				
Future Items – dates to be confirmed				
To be confirmed	<i>Toilet Strategy</i>	<i>To involve the committee in the development of an updated Public Toilet Strategy for Monmouthshire.</i>	Principal Environmental Health Officer ~ Alan Thomas	<i>Policy Development</i>
To be confirmed	<i>Pavement Café Policy</i>	<i>To scrutinise the pavement café policy as the basis for making decisions on applications for licences.</i>	Carl Touhig Cllr Griffiths	<i>Policy Development</i>
To be confirmed	<i>Monlife Heritage Strategy</i>		Tracey Thomas	<i>Pre-decision Scrutiny</i>
To be confirmed	<i>Surplus Council Assets (link to Property Assets review under P&O?)</i>		Nick Keyse Peter Davies Cllr Callard	<i>Pre-decision Scrutiny</i>

Monmouthshire's Scrutiny Forward Work Programme 2025-26

All meetings at 2pm unless otherwise stated

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Place Scrutiny Committee

Action List

30th July 2026

Minute Item:	Subject	Officer / Member	Outcome
4.	To notify the lead petitioner of the committee's decision regarding the petition.	Scrutiny team	Done
5.	To provide members with the exact figures regarding timings clearing a sluice gate at Deep Weir in the event of a blockage	Ross Price and team	Sent to Members
5.	To provide members with a cumulative cost estimate for measures proposed in the Strategy	Ross Price and team	Sent to Members
5.	To provide an emergency template to Members for Town and Community Councils	Ross Price and team	Sent to Members
5.	To obtain further details regarding NRW's T98 inspection schedule in relation to Usk	Ross Price and team	Sent to Members

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Committee / Decision Maker	Meeting date / Decision due	Report Title	Cabinet member	Purpose	Author	Date item added to the planner	Date item originally scheduled for decision
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	21-May-25
Cabinet	07-Mar-28	Strategic Equality Plan	Angela Sandles - Engagement	To seek Council approval of the Strategic Equality Plan 2028-2033 in line with the Public Sector Equality Duty	Pennie Walker		
Council	31-Mar-27	Welsh Language Strategy	Angela Sandles - Engagement	To approve the publication of the Welsh Language Strategy 2027 - 2032 in line with the Welsh Language Standards.	Pennie Walker	19-Feb-26	
Council	05-Mar-27	COUNCIL TAX RESOLUTION AND REVENUE AND CAPITAL BUDGETS FOR 2027/28	Ben Callard - Resources	To agree the Council tax resolution and Revenue and Capital budgets for 2027/28	Jon Davies	15-Jun-26	
Council	04-Mar-27	COUNCIL TAX RESOLUTION AND REVENUE AND CAPITAL BUDGETS FOR 2027/28	Ben Callard - Resources	To agree the Council tax resolution and Revenue and Capital budgets for 2027/28	Jon Davies	15-Jun-26	
Council	04-Mar-27	2027/28 Capital Strategy and Treasury Management Strategy	Ben Callard - Resources	To approve the Council's 2027/28 Capital and Treasury Management Strategies, including the Minimum Revenue Provision (MRP) policy'	Jon Davies	15-Jun-26	
Council	04-Mar-27	Adoption of Replacement Local Development Plan (RLDP)2018-2033	Paul Griffiths - Sustainable Economy	To consider adoption of RLDP following the public examination by PEDW	Craig O Connor	19-Feb-26	
Cabinet	03-Mar-27	2027/28 Welsh Church Fund / Monmouthshire Farm treasury strategy & funding allocations	Ben Callard - Resources	To approve the 2027/28 Investment and Fund strategy for Trust Funds for which the Authority acts as sole or custodian trustee. To approve the 2027/28 grant allocation to Local Authority beneficiaries of the Welsh Church Fund.	Jon Davies	15-Jun-26	
Cabinet	03-Mar-27	2027/28 Final Revenue & Capital budget proposals	Ben Callard - Resources	To update Cabinet with the consultation responses to the draft budget proposals issued by them in January 2027 in respect of the Capital and Revenue budgets for 2027/28. To make recommendations to Council on the Capital and Revenue budgets including the level of Council Tax for 2027/28. To receive the statutory report of the Responsible Financial Officer on the budget process and the adequacy of reserves. To receive the Responsible Financial Officer's Prudential Indicator calculations for capital financing.	Jon Davies	15-Jun-26	
Cabinet	03-Mar-27	'Financial update report	Ben Callard - Resources	To provide Cabinet with an update of the progress against the Councils revenue and capital budgets for the 2026/27 financial year	Jon Davies	15-Jun-26	
Cabinet	10-Feb-27	Gypsy & Traveller Accommodation Assessment 2027'	Angela Sandles - Engagement	To approve and adopt the Gypsy & Traveller Accommodation Assessment	Ian Bakewell	30-Jul-26	
Council	21-Jan-27	COUNCIL TAX REDUCTION SCHEME 2027/28	Ben Callard - Resources	Present arrangements for the implementation of the Council Tax Reduction Scheme and approve it for 2027/28.	Jon Davies	15-Jun-26	
Cabinet	20-Jan-27	2027/28 Draft Revenue & Capital budget proposals	Ben Callard - Resources	To set out draft revenue and capital budget proposals for financial year 2027/28. To commence a period of consultation on draft budget proposals for a four-week period.	Jon Davies	15-Jun-26	
Cabinet	20-Jan-27	Caldicot Placemaking Plan	Paul Griffiths - Sustainable Economy	To consider adoption of the Caldicot Place making Plan	Craig O Connor	19-Feb-26	
ICMD	13-Jan-27	LOCAL GOVERNMENT (WALES) ACT 1994 THE LOCAL AUTHORITIES (PRECEPTS) (WALES) REGULATIONS 1995 – Determination of Payment Schedule'	Ben Callard - Resources	To determine the schedule of precept payments to precepting authorities for 2027/28 as required by statute and following the results of the consultation process.'	Jon Davies	15-Jun-26	

ICMD	16-Dec-26	COUNCIL TAX BASE 2027/28 AND ASSOCIATED MATTERS	Ben Callard - Resources	To agree the Council Tax base figure for submission to Welsh Government, together with the collection rate to be applied for 2027/28 and to make other necessary related statutory decisions.	Jon Davies	15-Jun-26	
Council	10-Dec-26	Proposed adoption of an Electric Vehicle Charging Infrastructure Strategy	Catrin Maby - Climate Change & E	To seek approval to adopt the proposed electric vehicle charging infrastructure strategy. The strategy includes a pavement channel solution allowing those without off street parking to charge their vehicles using their own energy supply. The strategy also sets out the proposals for on street and destination charging infrastructure.	Deb Hill Howells	22-Sep-26	
Cabinet	09-Dec-26	Financial update report	Ben Callard - Resources	To provide Cabinet with an update of the progress against the Councils revenue and capital budgets for the 2026/27 financial year	Jon Davies	15-Jun-26	
Cabinet	09-Dec-26	Public Services Ombudsman for Wales (PSOW) Annual letter	Angela Sandles - Engagement	To fulfil the expectation of the PSOW that their report is brought to the attention of Cabinet.	Annette Evans	2-Mar-26	
Cabinet	09-Dec-26	Strategic Risk Assessment	Ben Callard - Resources	To provide Cabinet with an overview of the current strategic risks facing the authority.	Hannah Carter	19-Feb-26	
ICMD	18-Nov-26	LOCAL GOVERNMENT (WALES) ACT 1994 THE LOCAL AUTHORITIES (PRECEPTS) (WALES) REGULATIONS 1995 – Proposed Payment Schedule	Ben Callard - Resources	To seek approval of the proposals for consultation purposes regarding payments to precepting authorities during the 2027/28 financial year as required by statute.	Jon Davies	15-Jun-26	
Council	12-Nov-26	Annual Director's Report for Social Care	Ian Chandler - Social Care & Safeguarding	Present the annual report to Council	Jane Rodgers	3-Mar-26	
Council	12-Nov-26	Safeguarding Annual Evaluation Report	Ian Chandler - Social Care & Safeguarding	Present the annual evaluation of safeguarding across Council services	Jane Rodgers	3-Mar-26	
Cabinet	11-Nov-26	Council of Sanctuary: Ukraine Support	Angela Sandles - Engagement	To confirm the future support arrangements for Ukrainian families living in Monmouthshire and local groups and families who continue to welcome and assist them.	Matt Gatehouse	16-Sep-26	
Cabinet	11-Nov-26	Children Looked After Sufficiency Plan	Ian Chandler - Social Care & Safeguarding	To set out the steps the Local Authority will take in pursuance of its duties to secure accommodation for Children Looked After	Jane Rodgers	26-Aug-26	
Cabinet	11-Nov-26	2027/28 Revenue & Capital MTFP update and process	Ben Callard - Resources	To provide the latest six-monthly update of the Council's Medium Term Financial Plan (MTFP), reflecting updated assumptions, risks, and strategic context	Jon Davies	15-Jun-26	
Cabinet	11-Nov-26	Monmouthshire Active Travel Network Map (ATNM) 2026 Submission	Sara Burch - Rural, Tourism & Housing	To seek Cabinet Approval for the 2026 submission of the ATNM in line with the Active Travel Act duties	Nick Tulp	3-Sep-26	
Cabinet	11-Nov-26	Monmouth Wye AT Bridge Land	Ben Callard - Resources	To seek Cabinet permission to purchase land for the proposed Monmouth Wye Active Travel Bridge.	Nick Tulp	3-Jun-26	
ICMD	21-Oct-26	Planning Annual Performance Review (APR) 2025/26	Paul Griffiths - Sustainable Economy	To provide the Cabinet Member for Planning & Economic Development with a report on the performance of the Council's Planning Service for the financial year period 2025-26.	Andrew Jones	4-Sep-26	
Cabinet	14-Oct-26	Abergavenny Active Travel - Llanfoist Links Construction award	Sara Burch	To seek Cabinet approval to enter into a construction contract for the Llanfoist Links element of the Abergavenny bridge AT project.	Nick Tulp	1-Sep-26	
Cabinet	14-Oct-26	Monmouthshire STEM Skills Centre (WITHDRAWN)	Paul Griffiths - Sustainable Economy	To approve the training provider/college to deliver the STEM Skills Centre	Hannah Jones	30-Jul-26	

Cabinet	14-Oct-26	Scrutiny Self Evaluation 2025-2026 and Mid Term Reports of the Scrutiny Committees	Angela Sandles	To report to Cabinet the findings of the Scrutiny Self-Evaluation to continue improvement of the scrutiny function and to report the workings of the four Scrutiny Committees over 2025-Summer 2026.	Hazel Ilett	26-Aug-26	
Cabinet	14-Oct-26	Adoption of a Protocol for the Award of Freedom of the County	Mary Ann Brocklesby - Whole Authority Strategy	This report proposes the adoption of a protocol which will clarify the nomination process and the way in which the Freedom of the County will be awarded in future.	Joe Skidmore	7-Sep-26	
Cabinet	14-Oct-26	Community Asset Transfer - Raglan MUGA	Ben Callard - Resources	To consider the Community Asset Transfer of the Raglan MUGA and adjacent field to Raglan Community Council	Nick Keyse	10-Sep-26	
Cabinet	14-Oct-26	Financial update report	Ben Callard - Resources	To provide Cabinet with an update of the progress against the Councils revenue budget for the 2026/27 financial year.	Jon Davies	15-Jun-26	
Cabinet	30-Sep-26	Growthspace Grant Programme Update	Paul Griffiths - Sustainable Economy	To provide an update on LGF Growthspace Grant programme and to seek approval for delegate power to the Strategic Director for Children, Learning, Skills and Economy in consultation with the Deputy Leader and Cabinet Member for Economic Development and Planning for the decisions for the allocation of the grant	Hannah Jones	22-Sep-26	
Council	24-Sep-26	Highways Reactive Maintenance	Catrin Maby - Climate Change and Environment	To respond to a motion from Cllr Kear to consider opportunities to improve existing highways reactive repairs methodology	Deb Hill Howells	25-Jun-26	
Council	24-Sep-26	Self-Assessment Report 2025/26	Mary Ann Brocklesby - Whole Authority Strategy	To seek Council approval of the self-assessment report 2025/26 to ensure that members have a clear and transparent assessment of the authority's performance during the year ending 31 March 2026 in line with requirements outlined in the Local Government and Elections (Wales) Act 2021.	Hannah Carter	10-Feb-26	
Council	24-Sep-26	Appointment to the South Wales Fire and Rescue Authority	Angela Sandles	To appoint a member of the executive to represent the council on the South Wales Fire and Rescue Authority in line with The Fire and Rescue Services (National Framework and Variation of Combination Schemes) (Wales) Order 2026	James Williams	17-Jul-26	
Cabinet	16-Sep-26	Gypsy & Traveller Accommodation Assessment	Angela Sandles - Engagement	To approve the undertaking of the statutory Gypsy & Traveller Accommodation Assessment for completion by 24th February 2027.	Ian Bakewell	30-Jul-26	
Cabinet	16-Sep-26	A Gwent Regional Workforce Development Team for Social care	Ian Chandler - Social Care & Safeguarding	To seek approval to move into a Gwent Regional Workforce Development Team	Jane Rodgers	12-Aug-26	
Cabinet	16-Sep-26	Local Flood Risk Management Strategy	Catrin Maby - Climate Change and Environment	To seek Cabinet approval of the new Local Flood Risk Management Strategy,	Ross Price	2-Jun-26	
ICMD	09-Sep-26	Transfer of Archive	Sara Burch - Rural, Tourism & Housing	Consideration of archive material from Monmouth Museum Collections to be transferred to Gwent Archives.	Lowri Jenkins / Rachael Rogers	7-Aug-26	

ICMD	12-Aug-26	Highways Traffic Amendment Order 19 ICMD Report	Catrin Maby - Climate Change and Environment	To seek Cabinet Member approval to make and implement Amendment Order No. 19 to The Monmouthshire County Council Traffic Regulation, Speed Limits and Parking Regulations Consolidation Order 2019, comprising a proposed 7.5 tonne structural weight restriction on the A4077 Gilwern Viaduct, the revocation of the prohibition of motor vehicles on Glynwood Road, Pontyseison, Tintern, and a proposed term-time School Street (Prohibition of Driving) restriction on Harold Road, Abergavenny, following completion of the statutory consultation process.	Gareth Freeman	17-Jul-26	
Council	16-Jul-26	Response to Council motion: Review of Council and Pension Fund Investments	Ben Callard - Resources	To provide Council with an update on progress made in response to the motion agreed at Full Council on 18th September 2025 concerning the review of Monmouthshire County Council's own treasury investments and the request that the Greater Gwent (Torfaen) Pension Fund reviews relevant pension fund investments.	Peter Davies	8-Jul-26	
Cabinet	08-Jul-26	Disposal of land to rear of 40 Leechpool Holdings	Ben Callard - Resources	To seek approval for the disposal of land adjacent to number 40 Leechpool Holdings, Portskewett.	Nick Keyse	22-Jun-26	
Cabinet	08-Jul-26	Adoption of the Charter for the Rights of the Rivers	Catrin Maby - Climate Change and Environment	To seek Cabinet approval for the adoption of the Charter for the Rights of Rivers in Monmouthshire, following the motion agreed by Council on 25 June 2026.	Craig O Connor	29-Jun-26	
Cabinet	08-Jul-26	Development of Supported Accommodation Provision (Updated Business Case)	Ian Chandler - Social Care & Safeguarding	To acquire and refurbish a property in Monmouth for the purposes of developing a supported accommodation provision for care experienced young people.	Jane Rodgers	19-Jun-26	
Cabinet	08-Jul-26	Financial update report	Ben Callard - Resources	To provide Cabinet with information on the Authority's final financial results for the 2025/26 financial year in respect of the revenue budget, capital programme, and associated reserves position. To update Cabinet on the early indicative progress against the 2026/27 revenue budget.	Jon Davies	15-Jun-26	
Cabinet	08-Jul-26	Statutory consultation regarding Durand Nursery	Laura Wright - Education	Following the Statutory Objection Period, this report seeks to provide Cabinet with final feedback on the Statutory consultation process concerning the nursery at Durand Primary School, and asks Cabinet Members for a decision on whether proposals should proceed to implementation	Matthew Jones	5-May-26	
Cabinet	08-Jul-26	Social Partnership and Public Procurement (Wales) Act 2023: Monmouthshire County Council's Annual Report	Ben Callard - Resources	To seek approval of the Social Partnership Duty Report 2026, setting out how the authority will build on existing practice and work collaboratively with trade unions to ensure compliance with the Social Partnership and Public Procurement (Wales) Act 2023.	Philippa Green	9-Feb-26	

Cabinet	08-Jul-26	Chief Officer decision for acquisition of plots of land for the Undy to Rogiet Severn Tunnel Junction (STJ) Links active travel route'	Ben Callard - Resources	To seek authorisation to proceed with the purchase of a defined number of parcels of land for provision for an active travel (walking, wheeling and cycling) path alongside the B4245 between Undy and Rogiet, and to request authority to agree terms to be delegated to the Chief Officer for Infrastructure and the Cabinet Member for Resources, in liaison with the Cabinet Member for Rural Affairs, Housing and Tourism. '	Madeleine Boase		
Council	25-Jun-26	Chepstow Transport Update		Cllr Pavia submitted a motion to Council requesting: 1. An update on the current status of previous commitments made by the Council in the Chepstow Transport Study 2. Available options for progressing WelTAG Stage 3 3. A clear timetable for engagement and decision-making with Gloucestershire County Council, Welsh Government and UK Government Partners. This report seeks to respond to the motion by providing the requested information.	Deb Hill Howells	5-Jun-26	
Council	25-Jun-26	Code of Corporate Governance	Ben Callard - Resources	For Full Council to approve the revised Code of Corporate Governance and it's inclusion into the Councils Constitution following it's endorsement by the Governance & Audit Committee on 16/04/26.	Jan Furtek	7-May-26	
Council	25-Jun-26	Re:fit Phase 2	Catrin Maby - Climate Change and Environment	To seek approval to submit a Salix loan application to enable MCC to progress with the next programme of energy efficiency works.	Deb Hill Howells	9-Apr-26	
Council	25-Jun-26	Panel Performance Assessment	Mary Ann Brocklesby - Whole Authority Strategy	To receive the Panel Performance Assessment report and the authority's response to the recommendations.	Matt Gatehouse	17-Mar-26	
Cabinet	10-Jun-26	Llanfoist to Abergavenny Active Travel Bridge	Sara Burch - Rural, Tourism & Housing	To update cabinet on the progress of the Llanfoist to Abergavenny active travel bridge project and to seek approval to enter into the stage 2 contract with updated cost figures	Nick Tulp	10-May-26	
Cabinet	10-Jun-26	Building the Foundations for Data and AI Enabled Public Services	Mary Ann Brocklesby - Whole Authority Strategy	To present the business case for foundational investment in data and AI infrastructure necessary to secure programme funding and deliver sustainable service benefits and outcomes.	Peter Davies	27-Apr-26	
Cabinet	10-Jun-26	Investment Package for Caldicot Leisure Centre	Angela Sandles - Engagement	Consideration of proposed investment to improve facilities at Caldicot Leisure Centre	Craig O Connor	19-Feb-26	
Cabinet	10-Jun-26	Strategic Risk Assessment	Ben Callard - Resources	To provide Cabinet with an overview of the current strategic risks facing the authority.	Hannah Carter	19-Feb-26	
Cabinet	10-Jun-26	Allocation of Crick Road S106 Offsite Recreation Funding - Portskewett Recreation Hall and Caldicot Skatepark	Paul Griffiths - Sustainable Economy	To seek Cabinet approval for the allocation of Section 106 offsite recreation funding received from the Crick Road development towards Portskewett Recreation Hall and Caldicot Skatepark	Mike Moran		
Cabinet	20-May-26	S106 Affordbale Housing Contributions	Sara Burch	To recommend options to commit and spend some of the contributions	Louise Corbett	#	
Cabinet	20-May-26	Self Assessment	Mary Ann Brocklesby - Whole Authority Strategy	To enable Cabinet to input to the development of the authority's Self Assessment at an early stage. The assessment will subsequently be considered by scrutiny committees before being subject to a decision of full Council in September	Matt Gatehouse	20-Apr-26	

Cabinet	20-May-26	Panel Performance Assessment	Mary Ann Brocklesby - Whole Authority Strategy	To consider the Panel Performance Assessment report and the council's response to the recommendations	Matt Gatehouse	20-Apr-26	
ICMD	20-May-26	REVOKING THE USK AIR QUALITY MANAGEMENT AREA ORDER 2005	Angela Sandles - Engagement	To request the Cabinet Member (Cllr Angela Sandles) to agree to the revocation of the Usk Air Quality Management Area Order 2005.	Huw Owen	9-Apr-26	
Council	14/05/26	Local Resolution Protocol	Angela Sandles - Engagement	To seek Council's approval and adoption of a new Local Resolution Protocol to deal with low level member on member complaints in accordance with the guidance of the Public Services Ombudsman for Wales'	James Williams	15-Apr-26	
Council	14/05/26	Appointments to Outside Bodies	Angela Sandles - Engagement	To appoint representatives to serve on outside bodies.'	John Pearson	15-Apr-26	
Council	14/05/26	Appointment of Committees	Angela Sandles - Engagement	To appoint representatives to serve on outside bodies.'	John Pearson	15-Apr-26	
Council	14-May-26	Representation of Political Groups	Angela Sandles - Engagement	To review the representation of different political groups on the bodies to which the Council makes appointments pursuant to Section 15 of the Local Government and Housing Act 1989.	James Williams	15-Apr-26	
Cabinet	15-Apr-26	Consultation concerning the provision of Early Education at Durand Primary School	Laura Wright - Education	To provide Members with feedback following the statutory consultation process concerning proposals to replace the Local Authority Nursery with a non maintained setting at Durand Primary School	Matthew Jones	4-Mar-26	
ICMD	08-Apr-26	Goldwire Lane ICMD - Prohibition of Driving Except for Access, Goldwire Lane, Monmouth	Catrin Maby - Climate Change and Environment	To seek Cabinet Member approval to proceed to make permanent the MCC Goldwire Lane prohibition of driving (except for access) traffic order	Graham Kinsella	26-Mar-26	
ICMD	08-Apr-26	Welsh Church Fund Working Group	Ben Callard - Resources	The purpose of this report is to make recommendations to Cabinet on the Schedule of Applications for the Welsh Church Fund Working Group Meeting 4 held on Thursday 05th March 2026.	Dave Jarrett	6-Mar-26	
Cabinet	30-Mar-26	Proposed acquisition of land to construct a road diversion at Llanthony Valley	Catrin Maby - Climate Change and Environment	To seek Cabinet approval to the acquisition of land to enable the Highway Authority to construct a road realignment away from the land slip at Llanthony Valley.	Deb Hill Howells	19-Feb-26	
Council	05-Mar-26	PUBLICATION OF PAY POLICY STATEMENT AS REQUIRED BY THE LOCALISM ACT	Ben Callard - Resources	To approve the publication of Monmouthshire County Council's Pay Policy, in compliance with the Localism Act.	Philippa Green	14-Jan-26	
Council	05-Mar-26	2026/27 Capital Strategy and 2026/27 Treasury Management Strategy	Ben Callard - Resources	To approve the Council's 2026/27 Capital and Treasury Management Strategies, including the Minimum Revenue Provision (MRP) policy.	Jon Davies	3-Dec-25	
Council	05-Mar-26	COUNCIL TAX RESOLUTION and REVENUE AND CAPITAL BUDGETS FOR 2026/27	Ben Callard - Resources		Jon Davies	3-Dec-25	
Council	05-Mar-26	Corporate Parenting Strategy 2025 - 2028	Ian Chandler - Social Care & Safeguarding	Reason is to endorse a new Corporate Parenting Strategy for 2025 - 2028	Jane Rodgers	24-Oct-25	
Cabinet	04-Mar-26	To agree funding options for additional work at the former Deri View Primary School Site	Ben Callard - Resources	To review and agree funding options for additional work at the former Deri View Primary school site, this needs to be completed prior to the relocation of Ysgol Y Fenni to the site.	Nikki Wellington	16-Feb-26	
Cabinet	04-Mar-26	Monmouthshire Draft Local Growth Fund Investment Plan	Paul Griffiths - Sustainable Economy	To present to elected members UK Government's new Local Growth Fund and Monmouthshire Draft Fund Investment Plan.	Hannah Jones	12-Feb-26	

Cabinet	04-Mar-26	Property Acquisition for use as Temporary Accommodation - withdrawn 11/02/26	Sara Burch	To seek authorisation to proceed with the purchase of a residential 3 bed property and continue to use it as a House in Multiple Occupation (HMO) to support pressures linked to the availability of temporary accommodation.	Louise Corbett	2-Feb-26	
Cabinet	04-Mar-26	To consider the purchase of a Low Cost Home Ownership (LCHO) property Castlewood	Sara Burch	To consider the purchase of a Low Cost Home Ownership (LCHO) property Castlewood, Usk following receipt of the owner's intent to sell	Louise Corbett	2-Feb-26	
Cabinet	04-Mar-26	Revenue and Capital Budget 2026-27 – Final proposals following scrutiny and public consultation	Ben Callard - Resources	To update Cabinet with the consultation responses to the draft budget proposals issued in respect of the Capital and Revenue budgets for 2026/27. To make recommendations to Council on the Capital and Revenue budgets including the level of Council Tax for 2026/27. To receive the statutory report of the Responsible Financial Officer on the budget process and the adequacy of reserves. To receive the Responsible Financial Officer's Prudential Indicator calculations for capital financing.	Jon Davies	3-Dec-25	
Cabinet	04-Mar-26	2026-27 WCF/Mon Farm treasury strategy	Ben Callard - Resources	To present to Cabinet for approval the 2026/27 Investment and Fund strategy for Trust Funds for which the Authority acts as sole or custodian trustee. To approve the 2026/27 grant allocation to Local Authority beneficiaries of the Welsh Church Fund.	Jon Davies	12-Jun-25	
ICMD	25-Feb-26	Submission of Section 6 Biodiversity duty report to WG	Catrin Maby - Climate Change and Environment	To submit report outlining how the Council maintains and enhances biodiversity and promote the resilience of ecosystems	Craig O Connor	7-Jan-26	
Cabinet	11-Feb-26	Development of a Supported Accommodation Provision for Care Experienced Young People	Ian Chandler - Social Care & Safeguarding	To provide details and seek approval for the acquisition and refurbishing of a residential property in Monmouth for the purpose of developing a supported accommodation provision for care experienced children.	Jane Rodgers	16-Jan-26	
Cabinet	11-Feb-26	26/27 Placemaking Delivery	Paul Griffiths - Sustainable Economy	To agree funding allocations for Welsh Government Transforming Towns and Pride in Place. Impact Fund.	Craig O Connor	19-Dec-25	
Cabinet	11-Feb-26	2025/26 Budget - Financial update 3	Ben Callard - Resources	To provide the third update of the financial year of the Councils progress against the 2025/26 revenue and capita budget	Jon Davies	12-Jun-25	
Cabinet	11-Feb-26	Cultural Strategy	Sara Burch		Tracey Thomas	20-May-25	
ICMD	28-Jan-26	Local Government (Wales) Act 1994 The Local Authorities (PRECEPTS) (WALES) Regulations 1995 Determination of Payment Schedule	Ben Callard - Resources	To determine the schedule of precept payments to precepting authorities for 2026/27 as required by statute and following the results of the consultation process.	Ruth Donovan	28-Jan-26	

Council	22-Jan-26	Council Tax Reduction Scheme 2026/27	Ben Callard - Resources	The purpose of this report is to: • present arrangements for the implementation of the Council Tax Reduction Scheme and to approve it for 2026/27. • agree to adopt the amendments to the Regulations, proposed by Welsh Government, • affirm that annual uprating amendments will be carried out each year without a requirement to adopt the whole Council Tax Reduction Scheme.	Ruth Donovan	28-Nov-25	
Cabinet	21-Jan-26	Review of Nursery provision at Durand Primary School	Laura Wright - Education	To seek permission to enter into statutory consultation processes regarding proposals to replace the Local Authority Nursery at Durand Primary School with a non maintained setting.	Matthew Jones	23/12/25	
Cabinet	21-Jan-26	Disposal of two farm cottages at Leechpool Holdings	Ben Callard - Resources	To seek approval for the disposal of two vacant farm cottages located in Leechpool Holdings, Portskewett, identified as surplus to requirements following internal review with services that no longer have an identified need.	Nick Keyse	26-Nov-25	
Cabinet	21-Jan-26	Agree S106 Funding for Caldicot Multi-User Route that connects the newly constructed Caldicot Links/Greenway Active Travel route with the Country Park	Sara Burch	To agree additional funding for the Caldicot Multi-User Route	Colette Bosley	15-Oct-25	
Cabinet	21-Jan-26	2026/27 Draft Revenue & Capital budget proposals	Ben Callard - Resources	To seek the cabinet members approval of the 2024/25 Annual Health and Safety Report including priorities for 2025/26 To inform the Cabinet Member (Cllr Angela Sandles) of the need to revoke the Usk Air Quality Management Area Order 2005 and agree the principal steps for doing so. The purpose of this report is to make recommendations to Cabinet on the Schedule of Applications for the Welsh Church Fund Working Group Meeting 3 held on Thursday 04th December 2025 To agree the removal of 2 collections - one of newspapers and one of books from the museum collections, to offer to more appropriate homes. (This is part of a series of similar decisions) To agree the Council Tax base figure for submission to Welsh Government, together with the collection rate to be applied for 2026/27 and to make other necessary related statutory decisions.	Jon Davies	12-Jun-25	
ICMD	14-Jan-26	Annual Health and Safety Report 2024/25	Ben Callard - Resources		Kate Thompson	19-Dec-25	
ICMD	14-Jan-26	Revoking the Usk Air Quality Management Area Order 2005	Angela Sandles - Engagement		Huw Owen	17-Dec-25	
ICMD	14-Jan-26	Welsh Church Fund Working Group	Ben Callard - Resources		Dave Jarrett	10-Dec-25	
ICMD	14-Jan-26	Museum Service - Collections Rationalisation	Sara Burch - Rural Affairs, Housing and Tourism		Rachael Rogers	2-Dec-25	
ICMD	17-Dec-25	Council TaxBase 2026/27 and associated matters	Ben Callard - Resources		Ruth Donovan	28-Nov-25	
ICMD	17-Dec-25	Various Traffic Regulation Orders - Amendment Order No 18	Catrin Maby - Climate Change and Environment	The report seeks Cabinet Member approval to proceed with the making and implementation of the MCC Traffic Regulation, speed limit and parking regulations Consolidation Order 2019 (Amendment Order No.18) 2025	Gareth Freeman	26-Nov-25	
ICMD	17-Dec-25	Annual Performance Report - Planning	Paul Griffiths - Sustainable Economy	Report the Annual Performance Report to Welsh Government	Andrew Jones	15-Oct-25	

Monmouthshire Select Committee Minutes

Meeting of Place Scrutiny Committee held at Council Chamber, County Hall, The Rhadyr USK on Thursday, 30th July, 2026 at 2.00 pm

Councillors Present

County Councillor Jane Lucas (Chair)
County Councillor (Vice Chair)

County Councillors: Louise Brown, Emma Bryn, Tomos Davies, Jackie Strong, Tudor Thomas, Martyn Groucutt, Maria Stevens, Catrin Maby, M. Newell, Meirion Howells and Tony Kear
Martin Newell (Substitution).

Officers in Attendance

Hazel Ilett, Scrutiny Manager
Robert McGowan, Policy and Scrutiny Officer
Deb Hill-Howells, Chief Officer Infrastructure
Craig O'Connor, Chief Officer, Place and Community Well-being
Carl Touhig, Head of Neighbourhood Services

Also in attendance County Councillors:
Catrin Maby, Meirion Howells and Tony Kear

APOLOGIES: County Councillors Lisa Dymock (Substitution Sent)

1. Declaration of Interest

None.

Before the meeting's items began there was a temporary election of the Chair, owing to the omission of the appointment and election of Chair and Vice-Chair from the agenda Councillor Lucas was proposed by Councillor Newell, seconded by Councillor Strong.

The formal appointment and election of Chair and Vice Chair will be on the agenda for the next meeting on 1st October.

2. Public Open Forum

None.

3. Presentation of a Petition received on Prohibition of driving except for access, Goldwire Lane, Monmouth - To agree a course of action for the petition.

Councillor Newell presented the petition as the relevant ward member. He emphasised that his presentation of the petition was not to be taken as an endorsement of it.
The committee agreed that no further action was to be taken. The lead petitioner will be notified – ACTION

4. Local Flood Risk Management Strategy - To scrutinise the strategy in light of the consultation responses received and the Winter flooding in 2025.

Ross Price delivered a presentation and introduced the report, and answered the members' questions with Cabinet Member Catrin Maby, Craig O'Connor and Carl Touhig:

Who owns and maintains the sluice gate/rubbish screen infrastructure near Deep Weir that has been linked to flooding in Caldicot?"

The large rubbish screen on the M4 culvert at the lower end of the Nedern Brook is owned and maintained by National Highways. The Nedern Brook itself is a main river, and the downstream section is managed by Natural Resources Wales (NRW), which carries out routine maintenance such as vegetation clearance along the watercourse.

What is being done to prevent the sluice gate/rubbish screen problem from causing flooding again?

Following previous flooding events and the subsequent Section 19 investigation, several measures have been put in place:

- National Highways has strengthened its inspection and maintenance regime for the trash screen.
- The screen is now checked more rigorously during normal conditions and when severe weather warnings are issued.
- Arrangements are in place for additional inspections during significant rainfall events.
- A manual means of operating the screen has been introduced, so it can be lifted in an emergency if debris and water pressure prevent the hydraulic mechanism from working.
- NRW has changed its maintenance practices so that vegetation and debris cleared from the watercourse are removed from the site rather than left on the riverbank, reducing the risk of material being washed downstream and blocking the screen.

How often is the rubbish screen checked, and how quickly would any blockage be cleared?

Exact inspection schedules were not available during the meeting. However, inspections are believed to take place on a routine basis during the winter, potentially weekly, and that additional checks are carried out when amber weather warnings are issued and during significant rainfall events. – **ACTION: to get the exact timings and provide them to Members**

Is there a shorter, more accessible version of the Flood Strategy that residents can use to understand what is being done about flooding?

Yes. A summary version of the strategy has been produced, although it is necessarily quite high-level. The full strategy also contains detailed contents pages and sections that allow readers to focus on information relevant to them. In particular, there is a dedicated section explaining the roles and responsibilities of different flood risk authorities and tables within the strategy show which organisation is responsible for different aspects of flood management. The strategy has been organised around catchments and local flood risk areas, allowing residents to focus on the action plans applicable to their own communities rather than reading the entire document. Officers are willing to help councillors and residents navigate the document and locate relevant information.

What is being done to improve communication and engagement with residents about flooding and flood risk?

Engagement has continued beyond the formal consultation process. In addition to the public drop-in sessions held during consultation, flood risk officers have been meeting regularly with individual residents and community groups across the county since Storm Claudia. Further engagement opportunities may be provided through the National Flood Forum. Discussions have taken place with Welsh Government and the Welsh Local Government Association about bringing the Forum back into

Monmouthshire. Welsh Government has made funding available, and if approved, the National Flood Forum could hold additional community sessions on topics such as:

- Flood recovery
- Preparedness for future flooding
- Community resilience

Once the strategy is submitted to Welsh Government, how long will it take before actions are implemented?

The timing of Welsh Government approval is currently uncertain, particularly following changes within Welsh Government. However, actions identified within the strategy and associated reports do not have to wait until formal approval is received. Work can continue on recommendations and actions in the meantime, including holding discussions with partner organisations, progressing investigations and recommendations arising from flood events, and developing and advancing local flood management measures. The absence of formal sign-off does not prevent practical work from moving forward.

How well is Monmouthshire County Council working with Natural Resources Wales (NRW) on flood risk issues?

Relationships with NRW officers are generally positive and constructive, with strong working relationships having developed over many years. However, NRW has recently experienced staff retirements within its flood risk teams, which has affected capacity, and it is facing resource pressures similar to those experienced by local authorities. There also remains a need to continue pressing NRW to take ownership of major main-river flooding issues affecting Monmouthshire, while recognising that the organisation must balance Monmouthshire's concerns against flood risks elsewhere across Wales. Despite these challenges, cooperation between officers is generally good.

How can residents better understand which organisation is responsible for different flood-related issues?

The strategy contains clear information setting out the responsibilities of different risk management authorities, including NRW, Welsh Water and the Council. This information is also available on the Council's flood risk management webpages. Residents and councillors who are unsure which organisation is responsible for a particular issue can contact the flood risk management team directly for advice. The intention is to provide clearer information so that concerns are directed to the appropriate organisation and residents better understand who is responsible for different aspects of flood management.

How have the lessons from the major flooding events of winter 2025 been incorporated into the final Flood Strategy?

The strategy was originally developed using detailed flood-risk assessments, local knowledge and flood mapping data. Feedback from consultation and subsequent flooding events has led to additional actions being included in several catchment action plans. One example is the Mountain Brook catchment, where residents highlighted significant flooding issues during consultation. This resulted in a new action being added to investigate the potential for a natural flood management scheme in that area. The strategy and action plans have also been updated to reflect flooding associated with Storm Claudia and other recent flood events.

Why has it taken almost a year between the public consultation and the strategy returning to Scrutiny Committee?

The timetable was significantly affected by the severe flooding events that occurred between November 2025 and early 2026. Flood-risk staff had to divert their attention and resources away from finalising the strategy in order to respond to and manage those flood emergencies. As a result, work on the strategy had to be paused while the team dealt with the immediate impacts of the flooding. The delay was unavoidable given the scale of the events that occurred.

How does the Flood Strategy take account of future development proposed through the Replacement Local Development Plan (RLDP)?

Surface-water management for new developments is now governed through the Sustainable Drainage Systems (SuDS) approval process, which operates separately from planning permission. Developers must demonstrate that surface-water drainage proposals meet Welsh Government technical standards before approval is granted. Developments are required to manage runoff through approved sustainable drainage systems, ensure surface-water discharge does not exceed the rate that would occur from the site in its undeveloped, greenfield condition, and comply with technical drainage requirements assessed by the Council's SuDS Approving Body. In addition, all RLDP candidate sites have been assessed in relation to flood risk, and no built development is intended within floodplains.

What is the overall cost of delivering all of the actions contained within the strategy?

An aggregate cost figure was not available during the meeting.– **ACTION: to provide Members with cumulative costs outside the meeting.** The actions have been developed on the basis of what is considered realistically deliverable using existing statutory flood-risk management resources, available Council capacity, and additional grant funding where appropriate. The strategy has not been written on the assumption that unrealistic or unattainable projects will be undertaken.

How confident is the Council that it can secure the Welsh Government funding needed to deliver the proposed actions?

The strategy relies heavily on Welsh Government flood-risk grants, particularly the Small Scale Works Grant, which is used to deliver local flood mitigation schemes. The team has confidence in the continued availability of this funding because the grant was originally developed in response to requests from local authorities for support in addressing local flood-risk issues. In addition, every application submitted by Monmouthshire under this grant scheme since its introduction has been approved, and there is currently no indication that the programme will cease. While future funding decisions remain outside the Council's control, the strategy has been developed on the basis that the Council will continue to be able to apply for and access these funding streams.

What assurances are there that future development will not increase flood risk in Monmouthshire?

New developments must be designed so that they do not increase surface-water runoff compared with the site's existing greenfield condition. To achieve this, every development proposal is required to include a sustainable drainage system, and the associated drainage proposals are scrutinised through a technical approval process. The flood-risk team also works closely with planning officers when assessing proposed development sites, and no built development is planned within flood zones. In addition, drainage systems that serve two or more properties are adopted and maintained by the Council,

providing long-term oversight and maintenance. Together, these measures are intended to ensure that future development does not create additional surface-water flooding problems.

What is being done to address flooding issues in the Mounton Brook and Mathern areas, including the Welsh Water pumping station at Pwllmeyric and flooding beneath the bridge in Mathern?

Both of these issues are already known to the flood-risk management team and are the subject of ongoing land-drainage investigations. The flooding affecting the Welsh Water pumping station at Pwllmeyric has previously been raised with officers, and work is continuing to understand the causes and identify potential solutions. Likewise, the recurring flooding beneath the bridge in Mathern, which can effectively cut off part of the village during severe weather, is also being investigated. These site-specific issues are not individually listed within the strategy because doing so would make the document substantially larger, but work on both locations is continuing and that a further update could be provided.

How are highway drainage problems dealt with, and how do they fit into flood management work?

Flooding concerns are typically reported first to the flood-risk management team, which then investigates the causes. Where an investigation identifies highway drainage as a contributing factor, the team works directly with Highways officers and requests drainage clearance or other remedial action. Detailed surveys are also undertaken to record drainage assets in a growing council-wide database. This database is gradually providing a much clearer picture of the location, size and condition of drainage infrastructure across Monmouthshire, helping to inform future maintenance and flood-risk management decisions.

Where can residents find information about flood-prone areas and flood mapping?

The strategy contains links to Natural Resources Wales flood-risk maps and related online resources. Residents can use these maps to identify areas at risk of flooding and view flood-risk information relevant to their local communities. Similar links are also available through the Council's flood-risk management webpages, making it easier for residents to access up-to-date information about flood risk in their area.

Can measures such as ditches on farmland be used to reduce flood risk, and is support available for that type of work?

In some circumstances, yes, but it depends on local conditions. While creating a ditch can sometimes help reduce flood risk, it can also create new problems if it simply redirects water elsewhere. Any proposal must therefore consider where the water will ultimately flow and whether it could increase flooding in another location. There are farming schemes that support measures such as hedgerow planting and buffer strips, and where investigations identify that drainage works could help protect properties, officers can work with landowners to explore options. In some cases, Welsh Government flood funding may be available to help fund such interventions.

How is the value of natural floodplains taken into account when considering development?

Areas that regularly flood can play an important role in managing flood risk because they provide natural storage for floodwater and help protect homes and infrastructure elsewhere. Where development proposals affect areas that perform this function, developers may be required to provide compensatory

flood storage to replace the lost capacity. This could involve creating new storage areas, such as basins or lowered ground levels, capable of accommodating the displaced water. These matters are assessed through planning processes, flood consequence assessments and consultation with both Natural Resources Wales and the Council's flood-risk specialists.

How significant is the problem of blocked culverts, and what is being done to manage it?

Blocked culverts are a significant cause of flooding, particularly in rural parts of Monmouthshire. A culvert can be operating normally one day and become blocked the next, leading quickly to local flooding problems. To reduce this risk, the Council now operates a proactive inspection programme covering around 30 to 35 high-risk locations. These sites are typically inspected twice each year, usually ahead of and during the winter period. Officers also work with riparian landowners to encourage the maintenance of watercourses feeding into culverts. This more proactive approach has already helped reduce flooding incidents in a number of locations that previously experienced recurring problems.

Why has a specific flooding policy been removed from the Replacement Local Development Plan (RLDP), and does that weaken protection against flood risk?

No. Flood risk remains an important consideration in planning decisions, but Welsh Government guidance advises local authorities not to duplicate policies that are already covered comprehensively at national level. Flooding is addressed through national planning policy and Technical Advice Note 15 (TAN 15), both of which carry significant weight when planning applications are assessed. Flood-risk issues will continue to be scrutinised through consultations with Natural Resources Wales and the Council's own flood-risk specialists, and development proposals in flood-prone areas will remain subject to detailed examination. The removal of a local policy therefore does not reduce the protections that exist or diminish the importance of flood-risk assessments.

What proactive measures is the Council taking to monitor flood-risk infrastructure before problems occur?

The Council has significantly expanded its proactive monitoring arrangements in recent years. In addition to the inspection programme covering high-risk culverts and drainage assets, a network of cameras has been installed at key flood-risk locations around the county. These cameras allow officers to monitor river levels, watercourse conditions and the build-up of debris on critical structures in real time. This provides earlier warning of developing problems and enables operational teams to be deployed more quickly when intervention is required. The overall aim is to identify and address issues before they develop into significant flooding incidents.

What arrangements are in place to warn residents about flooding and help them prepare when a flood event occurs?

Residents can access a range of information and support before, during and after a flood event. The Council maintains dedicated flood-risk webpages containing guidance and information on how to prepare for flooding and what actions to take when flooding occurs. Natural Resources Wales (NRW) also provides extensive advice through its website. The key warning system is NRW's Floodline Warning Service, which residents in flood-risk areas can subscribe to in order to receive flood alerts and warnings by text message or email. Residents are encouraged not only to sign up to the service but also to understand what each warning level means and what actions they should take at each stage.

When should residents act on flood warnings, and is there a misunderstanding about how the warning system works?

Yes. There is often a misconception that people should wait for the most severe flood warning before taking action. However, when a flood warning is issued, that is already the point at which flooding is expected and residents should begin taking protective measures. The warning system is designed to provide increasing levels of notice as risk escalates, and residents should understand the difference between a flood alert, a flood warning and a severe flood warning so that they can respond appropriately and in good time.

What is being done to improve community preparedness and resilience to future flooding?

A significant part of the strategy is focused on improving community awareness of flood risk and helping communities become more resilient. Officers regularly engage with residents who have experienced flooding or are at risk of flooding and direct them to appropriate sources of information and advice. Looking ahead, one of the key objectives is the development of additional community flood plans. These plans are intended to help local communities understand the specific flood risks in their area, identify vulnerable locations and assets, and know what actions should be taken before and during a flood event. By building this local knowledge and preparedness, communities can respond more effectively when flooding occurs.

What progress is being made on property-level flood protection measures for residents in Forge Road, and when can residents expect to see action?

Natural Resources Wales (NRW) is now progressing a Property Flood Resilience (PFR) scheme for residents in Forge Road. This follows previous Section 19 investigations after the 2019 and 2020 flood events, both of which recommended that NRW assess potential mitigation measures for the area. Individual property surveys are expected to be undertaken in December 2026, with installation of resilience measures planned for the following summer. These measures could include flood doors, flood barriers and sealed air bricks. While such measures can help prevent flooding during less severe events, their primary purpose is to improve resilience rather than provide complete flood prevention, particularly during extreme events such as Storm Claudia, which overtopped existing flood defences at some properties.

What is being done to improve road closures during flood events, particularly in places such as Skenfrith and Forge Road where vehicles driving through floodwater can make conditions worse?

Work is underway to develop more formalised road closure plans for locations including Skenfrith and Forge Road. The intention is to have pre-prepared traffic management arrangements that can be put into operation when flood conditions reach agreed trigger levels. These plans will allow roads to be closed more quickly and consistently during flood events. The Council also intends to provide support and training for suitable local residents so they can assist with the deployment and management of road closure measures. The aim is to reduce the problem of vehicles driving through floodwater and creating bow waves, which can worsen flooding and damage nearby properties.

Can more be done to proactively maintain drains and other drainage assets in locations that are known to flood regularly?

The Council is seeking to take an increasingly proactive approach to drainage maintenance. Additional funding has recently been secured for drainage-related work, including extra resources for drainage maintenance and cleansing. As knowledge of local flood-risk locations has improved, programmes of work are being targeted more specifically at areas known to be vulnerable to flooding. Inspections and maintenance activities are concentrated on higher-risk locations, particularly during the autumn and winter period when flooding risks increase. The intention is to identify and address issues before heavy rainfall occurs.

Can the Council do more to support farmers and landowners in slowing the flow of water upstream through measures such as leaky dams, improved land management and other natural flood management techniques?

Yes. The Council is already working with the Wye and Usk Foundation and other partner organisations through projects such as the Resilient Rivers Monnow Project. This work focuses on encouraging and supporting landowners to implement natural flood management measures that improve the ability of soils to absorb and hold water. Examples include changes to land management practices, reducing soil compaction, altering crop rotations, reducing winter grazing pressure, and creating buffer strips. The objective is to reduce the speed and volume of runoff entering watercourses during heavy rainfall, thereby reducing peak flood levels downstream.

In addition, Welsh Government funding is available specifically for natural flood management projects. The Council has secured around £170,000 of grant funding in the current year to work with landowners on a range of measures within affected catchments. These schemes are already being implemented and that further opportunities will continue to be identified and pursued in partnership with organisations such as NRW, Network Rail and local landowners.

What progress has been made on the Woodside Flood Mitigation Scheme in Usk, and is there an update on the business case submitted to Welsh Government?

Work on the Woodside Flood Mitigation Scheme is continuing, and the Full Business Case is close to being completed. The scheme has proved technically challenging because of the very flat nature of the site, which has made the hydraulic modelling more complex. However, consultants have been working through those challenges and progress is continuing. The expectation is that the business case will be finalised within the coming weeks and then submitted to Welsh Government for consideration.

What are the new actions that have been added to the Usk catchment action plan following consultation?

Several amendments were made to the Usk catchment action plan as a result of consultation feedback and flooding experiences during Storm Claudia. In addition to a minor amendment to an existing action, new actions have been included relating to Abergavenny and Little Mill. One of the key additions concerns flooding associated with the Cibi Brook in Abergavenny, where blockages contributed to significant flooding. An action has therefore been included to work with the local community to raise awareness of flood risk and to develop a Community Flood Plan for the area. Officers have already been working with residents and local members and that the first draft of that flood plan had recently been produced.

Are there templates or guidance available to help town and community councils develop their own flood emergency plans?

Yes. Natural Resources Wales has developed a template for Community Flood Plans, which can be used by town and community councils as the basis for developing local arrangements. While NRW's approach is that these plans should be community-led and maintained by the community itself, Monmouthshire County Council is willing to provide support and add value by helping communities develop and refine their plans. Work already undertaken in places such as Abergavenny could also provide a useful model for other communities looking to develop similar plans. – **ACTION: to provide a copy of the template**

Can flood warnings and emergency communications be improved so that residents receive clearer, more direct information during flood events?

Yes. Feedback about the lack of direct communication during Storm Claudia has already been shared with emergency planning colleagues. Following discussions between the Council, emergency planning officers and the Fire Service, work is underway to develop emergency response arrangements specifically for Monmouth. As part of this work, a public information leaflet is being prepared for flood-prone areas. This could include practical information such as where residents can move vehicles during a flood event, where to obtain assistance, and what actions to take before, during and after flooding. Lessons learned from Storm Claudia should help to improve how information is communicated during future emergencies.

How can residents be helped to build resilience and better protect themselves before flooding occurs?

There is scope to improve preparedness information for residents. The proposed public information leaflet is intended to provide practical advice for people living in areas at risk of flooding. Consideration will also be given to wider communications ahead of the winter season, directing residents to flood-risk information, warning services and preparedness guidance. The aim is to ensure that residents have access to the information they need before severe weather arrives rather than only responding during an emergency.

Can more be done to support vulnerable residents and improve emergency planning following the experiences of Storm Claudia?

The experiences of Storm Claudia have led to significant learning for emergency services and the Council. Meetings have been held with emergency planning teams and local fire service representatives to review operational arrangements, identify difficult-to-access locations and improve future emergency responses. The emergency services were considered to have performed exceptionally well during the event, but lessons learned will help improve support for vulnerable residents and make future responses more effective if similar events occur again.

What progress is being made on property flood resilience and “Build Back Better” measures for residents affected by flooding in Monmouth?

The immediate focus in Monmouth is the completion of the Section 19 investigation report and understanding what that reveals about the causes and consequences of flooding. Future measures may include improvements to existing flood defences, the consideration of property flood resilience schemes and wider mitigation measures where these are shown to be necessary. The Council will continue to work closely with Natural Resources Wales in considering options once the findings of the Section 19

report have been finalised. Similar resilience schemes are already progressing in places such as Forge Road and Skenfrith and could help inform future approaches elsewhere.

Could officers carry out ward-based site visits with local councillors to identify drainage and flood-risk issues before winter?

Yes, such visits would be valuable and stated that they would be happy to undertake a walkabout with local members and, where appropriate, involve Highways officers as well. These visits could be used to review drainage assets, watercourses, highway drainage and other local issues that residents have identified. The intention would be to identify potential problems and address them proactively ahead of the winter period.

When will the Section 19 report on the recent flooding be completed, and how will it inform future work?

A draft version of the Section 19 report has been completed and is currently being reviewed. Following review, it will be shared with Natural Resources Wales for comment before being finalised. Publication is expected later in the year, subject to discussions with NRW and Welsh Government. Unlike previous reports, this Section 19 investigation is being undertaken on a catchment basis and will cover flooding in several locations, including Skenfrith, Rockfield, Forge Road and Monmouth Town. Although this broader approach has taken longer to complete, it is expected to provide a more comprehensive understanding of flood risk and future mitigation options across the catchment.

What is being done to ensure that road closures during flood events do not simply divert vehicles onto other roads that are also vulnerable to flooding?

This is an important issue. We recognise that closing major roads can unintentionally divert traffic, often using sat nav systems, onto smaller roads that may themselves be unsafe during flood events. Particular reference was made to the flooding at Panteg Goetre, where floodwater can cross the road with significant force. While traffic management arrangements already exist for some locations and further road-closure plans are being developed, more consideration needs to be given to the wider road network and to ensuring that diversion routes do not direct drivers into dangerous conditions. This will be taken away as an action to review existing arrangements and consider whether additional signage or measures are needed around affected areas when roads are closed.

What can be done to address recurring flooding at locations such as Panteg Goetre, where roads flood repeatedly and create risks for motorists?

Officers are very familiar with the location and the risks it presents. Panteg Goetre was described as particularly concerning because floodwater can flow across the road very rapidly, creating dangerous conditions for vehicles. The location is already being considered as part of the Council's work on road-closure and traffic-management arrangements for flood events. Managing these locations safely is a priority, particularly where motorists may not appreciate the depth or force of floodwater.

How can drivers be prevented from ignoring road closures or driving into floodwater during severe weather?

This remains a significant challenge. Even where road-closure signs, cones and warning measures are in place, some drivers still choose to continue through flooded areas. There are locations elsewhere in the county where motorists have driven past road-closure signs and even police tape. While additional

consideration will be given to signage and traffic-management arrangements, preventing risky behaviour entirely can be difficult and that public awareness remains an important part of flood-risk management.

How often are flood walls, flood banks and flood defences inspected, and who is responsible for maintaining them?

Flood defences such as the Usk Town flood-defence system are maintained by Natural Resources Wales (NRW). These assets are inspected through a formal inspection regime known as T98 inspections, which identify defects and help determine future maintenance requirements. Specific inspection frequencies were not available during the meeting, but NRW's inspection arrangements cover the formal flood defences that they maintain. – **ACTION: to obtain further details regarding the inspection schedule**

In relation to the wall behind the former police station in Usk, this forms part of the wider Usk flood-defence system and is therefore also an NRW-maintained asset. Information on maintained flood-defence assets is available through NRW's National Flood Asset Database.

What is being done to assess the long-term integrity of flood-protection structures in Usk?

Particular attention is being given to a section of wall associated with Usk Bridge opposite Woodside Cottages. Although it functions as part of the flood-defence system, it was not originally designed specifically as a flood wall. While it has successfully withstood recent flood events, including Storm Dennis, there remains a desire to obtain greater assurance regarding its long-term structural integrity. An action has therefore been included within the Usk catchment action plan to undertake further investigation and assessment of this structure so that the issue remains formally recorded and can be progressed.

Could a local stock of sandbags be established in Little Mill to help residents respond more quickly to flooding?

Yes. There is scope to establish a local sandbag store in Little Mill. Similar arrangements already exist elsewhere in Monmouthshire, although the model varies between communities. In some places the Council provides the storage facility and sandbags; in others the local community provides the storage infrastructure and the Council stocks it when required. Local discussions can take place to determine the most appropriate arrangement for Little Mill.

Who is responsible for removing self-seeded trees, gravel build-up and other obstructions from the River Usk?

Responsibility for managing the River Usk as a main river rests with Natural Resources Wales. Matters such as self-seeded trees, gravel shoals and other obstructions that may affect river flow should therefore be raised with NRW. Intervention usually takes place where NRW considers there to be a significant flood-risk issue. Specific concern was raised about areas downstream of Usk where vegetation and gravel deposits have accumulated. These concerns will be raised with NRW, although local members are also encouraged to contact NRW directly regarding those issues.

How is the additional drainage maintenance resource being prioritised, and how are flooding hotspots identified?

The additional drainage crews and equipment secured by the Council are already in operation. Priority is being given to locations where experience has shown there is a higher risk of flooding, particularly those

affected during recent flood events. As understanding of local flood risks improves, drainage maintenance programmes are becoming increasingly targeted towards known problem locations. The Council's knowledge base has expanded considerably through recent flood events, enabling a more informed approach to prioritising culverts, drains, road closures and other interventions. However, managing drainage remains challenging because many assets can become blocked very quickly during severe weather.

Can ward members help identify local flooding hotspots that should receive additional attention?

Yes. Local councillors are encouraged to report known hotspots and drainage concerns. The preferred route is through the Council's reporting systems, as this ensures there is an audit trail and that requests are logged formally. Officers are also willing to receive additional information directly from members where there are particular concerns that may not yet be reflected in existing records. While it is not possible to proactively inspect every drainage asset across the county, local knowledge is considered valuable in helping to identify and prioritise locations where additional preventative work may be beneficial.

Chair's Summary:

In her closing remarks, the Chair thanked the officers for their work and acknowledged that flooding is an emotional and highly personal issue for many residents who have experienced its effects directly. She also highlighted that while the discussion had focused on flooding, the county was simultaneously experiencing prolonged hot weather and drought conditions, underlining the wider challenges posed by climate change. She urged continued vigilance regarding wildfire risks and responsible behaviour by residents during dry conditions.

The Chair concluded by thanking members and officers for their contributions and recognised the considerable amount of work being undertaken by the flood-risk team. She noted that residents continue to need support, information and reassurance, and welcomed the officers' commitment to engagement and communication as the county approaches another winter season.

5. Place Scrutiny Committee Forward Work Programme and Action List

Noted.

6. Cabinet and Council Work Planner

Noted.

7. To confirm the minutes of the previous meeting

The minutes were confirmed.

8. Next Meeting: 01st October 2026

The meeting ended at **4.00 pm**