



monmouthshire  
sir fynwy

## Integrated Impact Assessment Template

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

<b>Name of the Officer</b> completing the evaluation  Madeleine Boase  <b>Phone no:</b> 07971 140534 <b>E-mail:</b> madeleineboase@monmouthshire.gov.uk	<b>Please give a brief description of the aims of the proposal</b>  Llanfoist to Abergavenny active travel bridge Construction of a new Active Travel Bridge across the River Usk Llanfoist Abergavenny and connecting routes on Merthyr Road and in Castle Meadows
<b>Name of Service area</b>  Infrastructure	Date 20.05.26

- 1. 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.

<p><u>Protected Characteristics</u></p>	<p><b>Describe any positive impacts your proposal has on the protected characteristic</b></p>	<p><b>Describe any negative impacts your proposal has on the protected characteristic</b></p>	<p><b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?</b></p>
<p><b>Age</b>  <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></p>	<p>Enable all people, regardless of age, better access to trip attractors in Abergavenny and Llanfoist.</p> <p>This is particularly relevant to those excluded by age from other modes, including driving, and improving access to services particular to young and old people.</p>	<p>Older people: Where Shared Use Paths are used, the presence of cyclists affects some older people's safety and/or feeling of safety on routes.</p>	<p>Promotion that represents age diversity in active travel/ route use. Provision of seating for those who need to rest more frequently. Representation of underrepresented groups in promotion of the route.</p> <p>Providing wider paths and signage to promote awareness of shared use and encourage respectful use.</p> <p>Consult with stakeholders and note trip attractors which are particular to age.</p> <p>ATAG 4.2.9 As a general principle, the network should cater for children to travel independently, as a walker, wheeler or cyclist, from the age at which they start secondary school.</p> <p>Where using the carriageway for cycling, consider safety and comfort of route for old and young cyclists.</p> <p>ATAG 9.9.1 Designs should meet the needs of everyone who cycles at any age or physical condition. Cycle routes should cater for a wide spectrum of people with different levels of confidence and experience, and those who use adapted cycles or cycles with trailer</p>

<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?
<p><b>Disability</b>  <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></p>	<p>Improve access for disabled people to trip attractors in Abergavenny and Llanfoist. This is particularly relevant to those excluded by disability from other modes, including driving, and improving access to services particular to their disability. The existing infrastructure is poorly accessible and exclusive to some.</p> <p>ATAG 4.2.10 The active travel network is important to the many disabled people who cannot otherwise travel independently.</p>		
<p><b>Gender reassignment</b>  <i>Consider the provision of inclusive services for transgender people and groups. Also consider what issues there are for employment and training.</i></p>	<p>Inclusiveness: Enable all people better access</p>	<p>People already underrepresented in active travel feel less welcome, perpetuating underrepresentation.</p>	<p>Representation of underrepresented groups in promotion of the route.</p>
<p><b>Marriage or civil partnership</b>  <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></p>	<p>Inclusiveness: Enable all people better access</p>	<p>N/A</p>	<p>N/A</p>

<u>Protected Characteristics</u>	<b>Describe any positive impacts your proposal has on the protected characteristic</b>	<b>Describe any negative impacts your proposal has on the protected characteristic</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?</b>
<b>Pregnancy or maternity</b> <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>	Inclusiveness: Enable all people better access. Accessible, rollable routes.	N/A	Provision of seating for those who need to rest more frequently. Representation of underrepresented groups in promotion of the route.
<b>Race</b> <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 &amp; Traveler, migrant communities and recording of racist incidents etc.</i>	Inclusiveness: Enable all people better access	People already underrepresented in active travel feel less welcome, perpetuating underrepresentation.	Representation of underrepresented groups in promotion of the route.
<b>Religion or Belief</b> <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>	Inclusiveness: Enable all people better access.	N/A	N/A

<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?
<b>Sex</b> <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>	Inclusiveness: Enable all people better access.	People already underrepresented in active travel feel less welcome, perpetuating underrepresentation.	Representation of female active travel users in promotion of the route.
<b>Sexual Orientation</b> <i>Consider the provision of inclusive services for e.g. older and younger people from the Lesbian, Gay and Bi-sexual communities. Also consider what issues there are for employment and training.</i>	Inclusiveness: Enable all people better access.	People already underrepresented in active travel feel less welcome, perpetuating underrepresentation.	Representation of underrepresented groups in promotion of the route.

## 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>	<b>Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage</b>	<b>Describe any negative impacts your proposal has in respect of people suffering from socio economic disadvantage.</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts in relation to the Socio-economic disadvantage?</b>
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<p><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></p>	<p><b>Access</b></p> <p>This bridge will provide the option of sustainable and affordable travel between Llanfoist and Abergavenny, on a route that currently is exclusive to some people (particularly those who need rollable access) and unsafe, uncomfortable or unattractive to many. Improved active travel infrastructure has a positive social justice impact, offering the option of low-cost, healthy and accessible travel, - with the greatest benefit to those who need it most. It will have a wider effect on the resilience and connectedness of the community. Those who do not or cannot drive (for reasons of disability, affordability, age, etc.) will be able to travel to a wider range of destinations, and access education, work and services without depending on others. At the same time, potential trips made by driving will be made by active travel, reducing the effect of personal modal choice on public infrastructure, others' propensity to walk and cycle, congestion and pollution.</p>	None	N/A
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### **3. 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.*

<b>How does your proposal impact on the following aspects of the <a href="#">Council's Welsh Language Standards</a>:</b>	<b>Describe the positive impacts of this proposal</b>	<b>Describe the negative impacts of this proposal</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts</b>
<b>Policy Making:</b> <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>	Promotion of Welsh terms and place names in wayfinding	None	N/A
<b>Operational:</b> <b>Recruitment &amp; Training of workforce</b> <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>	Inclusion of Welsh speakers	None	N/A
<b>Service Delivery:</b> <b>Use of Welsh language in service delivery</b> <i>When advertising our services you must promote the fact that people can deal with the council in Welsh by</i>	Bilingual provision of scheme information  Promotion of Welsh terms and place names in wayfinding	None	N/A

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>	<b>Describe the positive impacts the proposal has on the wellbeing goal.</b>	<b>Describe the negative impacts the proposal has on the wellbeing goal.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
<p><b>A prosperous Wales</b> <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></p>	<p>The scheme will have a positive economic benefit to individuals and communities through improved access to education, work and affordable modes of travel.</p>	<p>Cost of scheme</p>	<p>Scheme developed through the WeITAG process to demonstrate value for money over 'do nothing' and other options.</p>
<p><b>A resilient Wales</b> <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></p>	<p>Improving provision for and access to active and sustainable travel supports resilient communities by improving sustainable connectivity and reducing the harmful effects of the transport system.</p> <p>Castle Meadows are historic water-meadows which flood seasonally, and this has been taken into account in the bridge design and construction programme. To mitigate flooding that already happens and minimise the</p>	<p>Impact on the ecology and water management on Castle Meadows: The area has recognized flooding issues and there is a risk of</p> <ul style="list-style-type: none"> <li>- The bridge impacting flooding and water management</li> </ul>	<p>We will protect and manage existing ecosystems as part of the delivery of schemes and design schemes around biodiversity net gain.</p> <p>Installation of the active travel bridge and ramps will be carried out under environmental permit Flood Risk Activity Permit (FRAP) number DFR/S/2022/0143 granted following completion of the Flood Consequences Assessment section and associated documents. Analysis and mitigations are provided in part 10 chapter 9 of the Environmental Statement accompanying planning application DM/2018/00408.</p>



<p><u>Well Being Goals</u></p>	<p><b>Describe the positive impacts the proposal has on the wellbeing goal.</b></p>	<p><b>Describe the negative impacts the proposal has on the wellbeing goal.</b></p>	<p><b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b></p>
	<p>effect of the bridge on local flooding, the scheme includes a suite of Property Flood Resilience measures offered to identified local properties.</p>	<p>- The scheme being blamed for causing flooding</p> <p>Flood risk to potential users of the footpaths remains the same as for the existing footpaths.</p>	<p>During the construction of the proposed footbridge, works will be undertaken on the floodplain and within the channel of the River Usk, including the caisson construction and the installation of temporary piling ramps on the riverbanks. Consultation with Natural Resources Wales found that the planned temporary works in the Usk and Castle Meadows (floodplain) would be likely to have 'direct, temporary, short-term effect' on the River Usk of 'negligible significance' because the volume of flood storage lost as a result of these activities is negligible compared to the volume of storage available in the floodplain.</p> <p>The Flood Consequences Assessment (FCA) report found that, taking into consideration the existing fluvial flood risk to nearby properties, the impacts of the proposed footbridge on flood risk at the affected properties is considered to be low, nonetheless, Property Flood Resilience (PFR) measures have been offered to specific residential properties in the scheme area.</p>
<p><b>A healthier Wales</b> <i>People's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.</i></p>	<p>Increase healthy travel options overall. Improving provision for and access to active and sustainable travel supports physical and mental wellbeing through active lifestyles, social connectivity and</p>	<p>None</p>	<p>High-quality, wider paths to allow space for more people and different uses, increasing the diversity of users and encouraging people 'Share With Care' to ensure that more vulnerable users do not feel excluded. Promoting a vision of active travel as local, useful, and open to all in the community.</p>

<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?
	reducing the harmful air quality effects of the transport system.		
<p><b>A Wales of cohesive communities</b>  <i>Communities are attractive, viable, safe and well connected</i></p>	Improving provision for and access to active and sustainable travel supports sociable connected communities where people can get to school, work and services within their local area using low-impact, affordable modes.	None	N/A
<p><b>A globally responsible Wales</b>  <i>Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</i></p>	<p>Improving provision for and access to active and sustainable travel supports local action to mitigate and reduce the causes and effects of climate warming.</p> <p>Castle Meadows, where the bridge will land on the Abergavenny side, is a Site of Special Scientific Interest (SSSI) and the River Usk is a Special Area of Conservation (SAC). The bridge and plan for its construction has taken this into account, securing required permissions for in-river working and work on the Meadows, and collaborating with MCC Countryside (who manage the Meadows) to minimise and mitigate negative impacts</p>	None	N/A

<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?
	and include benefits in line with the Castle Meadows Management Plan.		
<p><b>A Wales of vibrant culture and thriving Welsh language</b>  <i>Promotes and protects culture, heritage and the Welsh language, and participation in the arts, and sports and recreation</i></p>	Transport options can be integral to improving intergenerational and community connections that support language and cultural links. Access to the local area, local cultural and education can all support Welsh language resilience, promotion and access.	None	Ensure that routes are accessible to locals and visitors, through bilingual signage and coherent wayfinding.
<p><b>A more equal Wales</b>  <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></p>	Transport options contribute to systemic equality in society, and transport can be integral to improving equality.	None.	<p>Inclusive representation of active travel users in promotion of the route, so underrepresented groups feel more welcome.</p> <p>We will work to make active travel in general, and these routes specifically, accessible, promoted and welcoming to all backgrounds, particularly supporting the transition to active travel for people whose intersectional disadvantages could be reduced by access to active travel.</p>

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

<p><b><u>Sustainable Development Principles</u></b></p>	<p><b>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</b></p>	<p><b>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</b></p>
 <p><b>Long Term</b></p> <p>Balancing short term need with long term and planning for the future</p> <p><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></p>	<p>The scheme will use high-quality and durable materials. The design has considered the unique requirements of the area, which is partially flood-plain and holds grazing cattle for part of the year. These elements support the local ecology and mitigate flooding in other areas, which will support the long-term sustainability of the community.</p>	<p>Build high-quality infrastructure to be durable, fit-for-purpose and resource-efficient. This will allow us to continually expand the active travel network in a way that supports sustainable, future-ready behaviour.</p>
 <p><b>Collaboration</b></p> <p>Working together with other partners to deliver objectives</p>	<p>We have worked with local stakeholders and residents, as well as consulting experts on network planning, scheme design, infrastructure design, accessibility and ecology.</p>	<p>We will continue to consult stakeholders and the public and incorporate views into scheme design, balancing individuals' needs with those of the future-ready community and area.</p>
 <p><b>Involvement</b></p> <p>Involving those with an interest and seeking their views</p> <p><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></p>	<p>We have consulted an array of stakeholders, residents, campaign groups and experts on elements of the scheme. Beside open public consultation in 2022 and 2024, consultees include Abergavenny Pro-Mobility group, Abergavenny Town Team, Abergavenny Civic Society, Abergavenny Cycle Club, Transition Abergavenny, Abergavenny Town Council, Llanfoist Fawr Community Council, Friends of Castle Meadows, MCC Castle Meadows Management, Cadw, Design Commission for Wales.</p>	<p>We will continue to listen to views and aim to hear from a diversity of people by making consultations visible and accessible.</p>

<p><b><u>Sustainable Development Principles</u></b></p>	<p><b>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</b></p>	<p><b>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</b></p>
 <p><b>Prevention</b></p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>Sustainable behaviour requires (costly) change and facilitation. The investment in this scheme has been assessed through the WelTAG process to present a business case for the investment it requires.</p> <p>The scheme will use high-quality and durable materials. The design has taken into account the unique requirements of the area which is partially flood-plain and holds grazing cattle for part of the year. These elements support the local ecology and mitigate flooding in other areas, which will support the long-term sustainability and resilience of the community.</p>	<p>Build high-quality infrastructure to be durable and fit-for-purpose. This will allow us to expand the active travel network in a resource-efficient way that supports sustainable, future-ready behaviour.</p>
 <p><b>Integration</b></p> <p>Considering impact on all wellbeing goals together and on other bodies</p> <p><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></p>	<p>The objectives of the bridge scheme, to increase local active travel, connect communities, reduce severance points and promote modal shift, are designed to support sustainable travel and transport in Abergavenny and Llanfoist. The increasing urgency to better meet local transport needs have to work with the needs of the ecology of Castle Meadows, and we are working with sometimes opposing local views. This shows that there are cross-cutting impacts that must be considered and balanced. We will continue to consider the bigger picture, through working with the policy-aligned Active Travel Fund grant objectives, and how these can be positively carried out in the local context.</p>	<p>The impacts are more positive than negative. Negative impacts will be mitigated through the design, delivery and promotion.</p>

**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?
<p><b><u>Safeguarding</u></b>  <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></p>	N/A	N/A	N/A
<p><b><u>Corporate Parenting, Care Leavers and Care Experienced People</u></b>  <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></p>	N/A	N/A	N/A

## 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.*

The bridge scheme has been developed as part of a wider project to improve active travel connectivity between Abergavenny and Llanfoist, started with the WeITAG options appraisal study. Options for addressing connectivity issues in the area. Adaptations to the existing Usk Bridge were not possible, so plans for an additional river crossing – Once the decision was made that an additional crossing near the Usk Bridge was needed, the ‘active travel bridge’ plan was developed.

Options for the location and design of the bridge were analyzed in terms of their impact on transport connectivity (based on the principle that active travel routes need to be accessible, safe, direct, cohesive, comfortable and attractive), the sensitive ecology, landscape and historic monuments of the area and the Special Area of Conservation. MCC’s Active Travel Schemes are funded through the Active Travel Fund. Funding is achieved following the WeITAG (Welsh Transport Appraisal Guidance) framework which includes consultation, monitoring and evaluation prior, during and post implementation.

Two bridge options were put to the stakeholders in a collaborative workshop, who unanimously voted in favour of a natural timber footbridge (the option that was taken to detailed design). Following the support of the general public and the key stakeholders, the Llanfoist Active Travel Bridge was presented to Design Commission for Wales (DCfW) in late November 2016.

Once the proposed design was developed further the project team held a second Public Exhibition in January 2018 and again obtained largely unanimous support from the public, the summary of which is stated in The Public Engagement Report, dated 8<sup>th</sup> January 2018.

### Planning Application and NRW Engagement (2018-19)

Following the support of DCfW the bridge design and adjacent links to Merthyr Road were developed and a thorough Environmental Statement, Flood Consequences Assessment and Planning Submission were submitted, and obtained unanimous support from the Local Planning Authority (DM/2018/00408, granted on 4<sup>th</sup> October 2018). Subsequently the Flood Risk Activity Permit (FRAP) was rejected by NRW on the grounds of increased risk to flooding. In October 2019, a collaborative workshop was held with NRW to agree the appropriate way forward in order to reduce the flood impact. In FY20/21 a detailed flood analysis exercise was undertaken, and this submission will include the continued liaison with NRW and will seek to implement measures to mitigate the risk of flooding to the affected residents to enable the award of the FRAP for the construction of the footbridge.

### Ongoing data collection

Data from various qualitative consultations has been collected at several points in scheme development, along with ongoing air quality, route use and transport data collection.

## 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 proposal is to provide improved active travel connectivity in Llanfoist and Abergavenny. This has many benefits, including inclusive access, social equality and environmental impact mitigation. Negative impacts will be mitigated through the scheme design, social value activities and promotion.

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

<b>What are you going to do?</b>	<b>When are you going to do it?</b>	<b>Who is responsible?</b>
Ecological monitoring	Ongoing during construction	Construction partners instructed through NEC4 PM
Scheme monitoring & evaluation	Ongoing, to 3 years post-implementation	MCC Active Travel
Stakeholder engagement	Ongoing	MCC Active Travel, construction partners

**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.**

<b>Version No.</b>	<b>Decision making stage</b> <i>e.g. budget mandate, DMT, SLT, Scrutiny, Cabinet etc</i>	<b>Date considered</b>	<b>Brief description of any amendments made following consideration</b>
2	Decision to proceed with Stage 2 construction contract	May 2026	Update to all sections since previous IIA in 2022