



<p>Name of the Officer completing the evaluation Paul Sullivan</p> <p>Phone no: 07825 853882</p> <p>E-mail: paulsullivan@monmouthshire.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>To update cabinet on the Active Travel progress and whole funding overview.</p>
<p>Name of Service area</p> <p>MonLife</p>	<p>Date</p> <p>09/02/2022</p>

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.

Protected Characteristics	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	MonLife promotes diversity and inclusion and encourages everyone to live a healthier life. Increase in levels of walking and cycling will have a positive impact on physical and mental health for all users, whilst contributing towards the climate emergency.	None identified. All routes that are being developed are in line with the national Active Travel Design Guidance and takes into account accessibility for all, including those with protected characteristics.	Continued detailed consultation on proposals and route development ensures everyone has the opportunity to positively contribute to plans. We have seen a particular increase in engagement with Children and Young People for Active Travel work since the re purposing to MonLife.

<p>Disability</p>	<p>Not only does the increase in 'existing' Active Travel Routes (those that meet the national standard) have a positive impact on walking and cycling it also supports our wheeling community, whether that be individuals accessing routes with a pushchair or with a wheelchair.</p>	<p>None identified. All routes that are being developed are in line with the national Active Travel Design Guidance and takes into account accessibility for all, including those with protected characteristics.</p>	<p>Continued detailed consultation on proposals and route development ensures everyone has the opportunity to positively contribute to plans.</p> <p>Accessibility is a key part of the design guidance and officer ensure, that through detailed design, access for all users is considered.</p>
<p>Gender reassignment</p>	<p>MonLife promotes diversity and inclusion and encourages everyone to live a healthier life. Increase in levels of walking and cycling will have a positive impact on physical and mental health for all users, whilst contributing towards the climate emergency.</p>	<p>None identified at this stage.</p>	<p>Continued detailed consultation on proposals and route development ensures everyone has the opportunity to positively contribute to plans.</p>
<p>Marriage or civil partnership</p>	<p>MonLife promotes diversity and inclusion and encourages everyone to live a healthier life. Increase in levels of walking and cycling will have a positive impact on physical and mental health for all users, whilst contributing towards the climate emergency.</p>	<p>None identified at this stage.</p>	<p>Continued detailed consultation on proposals and route development ensures everyone has the opportunity to positively contribute to plans.</p>

<p>Pregnancy or maternity</p>	<p>MonLife promotes diversity and inclusion and encourages everyone to live a healthier life. Increase in levels of walking and cycling will have a positive impact on physical and mental health for all users, whilst contributing towards the climate emergency.</p> <p>A better connected and integrated network of Active Travel routes will provide opportunities to remain active during pregnancy and support time as a family thereafter.</p>	<p>None identified. All routes that are being developed are in line with the national Active Travel Design Guidance and takes into account accessibility for all, including those with protected characteristics.</p>	<p>More than ever there is a need for all people to exercise and exercise in the outdoors. MonLife will continue to offer support, interventions and look for new outdoor pathways to support opportunities for all.</p>
<p>Race</p>	<p>MonLife promotes diversity and inclusion and encourages everyone to live a healthier life. Increase in levels of walking and cycling will have a positive impact on physical and mental health for all users, whilst contributing towards the climate emergency.</p>	<p>None identified at this stage.</p>	<p>Continued detailed consultation on proposals and route development ensures everyone has the opportunity to positively contribute to plans.</p> <p>Through ongoing work with community groups and partnership work with MCC colleagues we aim to identify any barriers to modal shift and provide the environment to overcome these.</p>

<p>Religion or Belief</p>	<p>MonLife promotes diversity and inclusion and encourages everyone to live a healthier life. Increase in levels of walking and cycling will have a positive impact on physical and mental health for all users, whilst contributing towards the climate emergency.</p>	<p>None identified at this stage.</p>	<p>Continued detailed consultation on proposals and route development ensures everyone has the opportunity to positively contribute to plans.</p> <p>Through ongoing work with community groups, and partnership work with MCC colleagues, we aim to identify any barriers to modal shift and provide the environment to overcome these.</p>
<p>Sex</p>	<p>MonLife promotes diversity and inclusion and encourages everyone to live a healthier life. Increase in levels of walking and cycling will have a positive impact on physical and mental health for all users, whilst contributing towards the climate emergency.</p>	<p>Evidence as shown that women and girls participate less in sport and physical activity for a number of reasons.</p> <p>All routes that are being developed are in line with the national Active Travel Design Guidance and takes into account accessibility for all, including those with protected characteristics and safety of routes – a key factor in encouraging modal shift for all.</p>	<p>Continued detailed consultation on proposals and route development ensures everyone has the opportunity to positively contribute to plans.</p> <p>Through detailed design of routes and increase usage a natural safer environment is created to encourage walking and cycling. The more people are activity using the network the greater visibility and reduction of issues such as anti-social behavior.</p>

Sexual Orientation	MonLife promotes diversity and inclusion and encourages everyone to live a healthier life. Increase in levels of walking and cycling will have a positive impact on physical and mental health for all users, whilst contributing towards the climate emergency.	None identified at this stage.	Continued detailed consultation on proposals and route development ensures everyone has the opportunity to positively contribute to plans.
--------------------	--	--------------------------------	--

2. The Socio-economic Duty and Social Justice

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 This duty aligns with our commitment as an authority to Social Justice.

	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 socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Socio-economic Duty and Social Justice	<p>The proposal suggests living in more favorable social and economic circumstances where access to services can be obtained in a no cost/low cost solution by walking and cycling.</p> <p>The proposal works to a more equal distribution of wealth and opportunities so everyone can achieve their full potential.</p> <p>Incentives to promote increased levels of Active Travel, for</p>	None identified. The development of a more integrated and cohesive network, county wide, will provide increased opportunities for all.	<p>MonLife has developed a number of local initiatives across leisure centre and in the community to identify barriers to participation and develop opportunities.</p> <p>The work around Active Travel will continue to build on this, using a targeted approach and mitigating any potential barriers where identified.</p>

	example in our education settings, are being explored.		
--	--	--	--

3. Policy making and the Welsh 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
<p>Policy Making</p> <p>Effects on the use of the Welsh language</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language, no less favorably</p>	<p>All consultations and information are provided bilingually to ensure promotion of the Welsh Language is embedded into our work.</p>	<p>None identified at this stage.</p>	<p>MonLife will continue to promote the Welsh language and identify any areas to help develop this further, for example Welsh related artwork along identified routes where appropriate.</p>
<p>Operational</p> <p>Recruitment & Training of workforce</p>	<p>All posts within MonLife sport, leisure and youth specifies the Welsh language as desirable, and there are schemes in place to support and promote the use of the Welsh language and Welsh language skills.</p>	<p>None identified at this stage.</p>	<p>Training opportunities developed through Active Travel will ensure all documentation is provided bilingually to support the promotion of the Welsh Language.</p>
<p>Service Delivery</p>	<p>All consultations and information are provided bilingually to ensure promotion of the Welsh Language</p>	<p>None identified at this stage.</p>	<p>MonLife promotes the opportunities to communicate through the Welsh language and positively displays literature in</p>

Use of Welsh language in service delivery	is embedded throughout our work.		Welsh. All of our communication channels has equal priority and the opportunity to communicate in Welsh. And whilst face to face instant communication isn't always possible, the willingness and support is there to try and improve these areas. A number of MonLife channels has moved to digital, where it is much more straight forward to communicate in Welsh.
Promoting use of the language			

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!

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales</p> <p>Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The results of the Active Travel network development will provide a more affordable means for residents and visitors to travel within and around Monmouthshire</p> <p>Infrastructure proposals designed to improve the safety of walking and cycling will improve the attractiveness of Monmouthshire for visitors, businesses and developers.</p> <p>There are no negative impacts</p>	<p>No negative impacts. Continuing to involve transport planning for integrated public transport will enhance the proposal.</p> <p>Having a positive impact on the planning process for new residential and business developments will ensure greater impact on the network outside of MCC and Active Travel Fund grant investment.</p>

<p>A resilient Wales</p> <p>Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>As more people engage in active travel, it will alleviate traffic congestion around the local road network which will have a positive impact on public transport journey times and reliability.</p> <p>In the longer term, this could support the case for further public transport investment, providing more sustainable transport options to access popular employment areas and key destinations.</p> <p>There are no negative impacts</p>	<p>None Identified.</p>
<p>A healthier Wales</p> <p>People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>There are a number of known health benefits associated with increased levels of physical activity including improved cardiovascular health and reduced obesity levels, and these have associated cost savings to the NHS.</p> <p>Through an increased physical environment and education to support behavioral change it will have not only positive impacts on the physical and mental health of individuals engaged but also on our environment and response to climate change.</p> <p>There are no negative impacts</p>	<p>Links with colleagues internally, regionally and nationally to ensure all programme delivery is sector leading, ensuring any capital investment to improve infrastructure is maximised through behavior and educational change.</p>
<p>A Wales of cohesive communities</p> <p>Communities are attractive, viable, safe and well connected</p>	<p>Proposals will create a well-connected active travel network that provides ease of movement within our settlements, as well as</p>	<p>In the Active Travel Network Maps, recently submitted to Welsh Government for approval, every effort has been made to include key</p>

	<p>connecting communities as a longer term ambition.</p> <p>There is potential to aid regional connectivity by directly supporting access to proposed public transport schemes such as the South Wales Metro, providing onward services to key hubs such as Newport and Cardiff. Having a well-connected regional area will increase access to skills, services and jobs, helping to promote the development and economic growth of Monmouthshire.</p> <p>Creating a more connected active travel network will not only improve physical access but will also enhance social connections. Areas with high levels of walking and cycling are often associated with vibrant local communities which exhibit greater levels of social inclusion and community safety.</p> <p>A potential negative impact is that funding for Active Travel primarily focuses on defined settlements and communities that lay outside those settlements are less likely to attract funding.</p>	<p>routes identified by the public to the smaller settlements.</p>
<p>A globally responsible Wales</p> <p>Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>Walking and cycling are the two modes of transport with the smallest carbon footprints. If these are able to replace motorised journeys, up to 3 miles in line with our</p>	<p>Analysis of any ecological impact is carried out through all route design and development, ensuring where risks are identified they can be mitigated.</p>

	<p>strategic focus for Active Travel, it will have a significant impact on our carbon footprint.</p>	
<p>A Wales of vibrant culture and thriving Welsh language</p> <p>Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Promotional and engagement activities undertaken as part of the walking and cycling consultations will be designed to engage with different social groups and backgrounds, to develop a plan that meets the need of all communities</p> <p>There are no negative impacts.</p>	<p>Through our networks we will continue to promote the benefits of our services and Monmouthshire.</p>
<p>A more equal Wales</p> <p>People can fulfil their potential no matter what their background or circumstances</p>	<p>Walking and cycling are comparatively low-cost modes which, with the correct infrastructure in place, will help more communities achieve better outcomes.</p> <p>Evidence from 'Transport Fit for Future Generations' supports this, stating that 15.2% of households in Monmouthshire lack access to a car, limiting access to employment opportunities and key services. Active travel improvements are essential to reduce transport poverty.</p>	<p>Active Travel developments are planned to support county wide and across settlement boundaries to ensure the entire network is considered for future investment and improvements.</p>

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

Sustainable Development Principle	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?
 <p>Balancing short term need with long term and planning for the future</p> <p>Long Term</p>	<p>The ambition is to have a network which is linked in a sustainable way to ensure sustainable planning for the longer term. By having a network that is truly accessible for all will provide the opportunity for a real choice between short car journeys and active modes of transport.</p>	<p>None identified.</p>
 <p>Working together with other partners to deliver objectives</p> <p>Collaboration</p>	<p>Active travel works in collaboration with all aspects of society to ensure that the benefits are shared with all members of the public.</p>	<p>Continue to embed a 'whole authority approach' to maximise opportunities in this essential agenda, as part of our collective climate emergency response.</p>
 <p>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>Continued detailed consultation on proposals and route development ensures everyone has the opportunity to positively contribute to plans</p>	<p>Continue to evaluate, assess and monitor impact to ensure there are no gaps to involvement.</p>
 <p>Putting resources into preventing problems occurring or getting worse</p> <p>Prevention</p>	<p>Some of the decisions and projects that are being implemented now will not only benefit our current residents but also our future generations.</p>	<p>Continue to look to the future and ensure and projects are future proofed, as far as possible, to maximise the impact of investment.</p>



Considering impact on all wellbeing goals together and on other bodies

The impacts include less car traffic on the road, which may call for more demand for short bus, train journeys and therefore public transport planners and businesses will be interested in the proposals.

Other businesses may develop for an increased market in walking and cycling, whilst providing more localized employment opportunities.

Continue to align Active Travel with local, regional and national agendas to ensure maximum impact is achieved.

6. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Corporate Parenting 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?
Safeguarding	Having safer road and path networks will promote the safety and wellbeing of children and vulnerable adults.	None identified at this stage.	Ensure all future route development is designed in line with the Active Travel Design Guidance.
Corporate Parenting	Having safer road and path networks will promote the safety and wellbeing of all children and vulnerable adults.	None identified at this stage.	None identified at this stage.

7. What evidence and data has informed the development of your proposal?

Evidence generated, locally, regionally and nationally has been used to inform our decisions and develop the proposals. Standards within the Active Travel Guidance provides a framework on which to achieve. Collectively huge progress has been made in Active Travel over a short period of time since its repurposing to MonLife at the start of 2020. Our data led approach is informing decisions, bid writing and project plans to continue to maximise the impact.

Our recent Active Travel Network Map consultation provided invaluable data to support the short, medium and long term network planning of Active Travel in Monmouthshire. Through annual data collection this data will support our continued progression.

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?

The positive impacts will include; continued stakeholder engagement in the development of a comprehensive walking and cycling network, promotion of improved benefits of cycling and walking to the economy, individually, environment and communities. Our work will continue to align with the agreed strategic focus for Active Travel where the focus is 'to develop routes up to 3.0 miles where the key destinations focus on travel to schools; town centres, key employment sites, bus and train stations'

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
Continue to provide updates to members of progress to ensure ongoing endorsement of work from officer	Ongoing	Paul Sullivan (Youth, Sport and Active Travel Manager)

10. VERSION CONTROL: The Equality and Future Generations Evaluation 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	Date considered	Brief description of any amendments made following consideration
1	Cabinet	2 March 2022	