



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 Madeleine Boase – Active Travel Officer Phone no: E-mail: madeleineboase@monmouthshire.gov.uk	Please give a brief description of the aims of the proposal STJ Links Phases 1a and 1 - a shared-use active travel route between Undy and Rogiet
Name of Service area Infrastructure / Active Travel	Date 26-05-2026

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.

<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>	Enable all people, regardless of age, better access to trip attractors in Rogiet, rail and bus stops and a route between Undyand Rogiet. 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.	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. Young people may not want to/be permitted to cycle on-road.	Promotion that represents age diversity in active travel/ route use. Separate mode where possible, Where using Shared Use Paths, refer to Active Travel Act Guidance (ATAG) Figure G.1: Decision tree demonstrating suitability of shared use facilities within wider design context, Consult with stakeholders and note trip attractors which are particular to age. 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. Where using the carriageway for cycling, consider safety and comfort of route for old and young cyclists. 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 trailers

<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>	Improve access for disabled people to trip attractors in Rogiet, rail and bus stops and a route between Undy and Rogiet. This is particularly relevant to those excluded by disability from other modes, including driving, and improving access to services particular to their disability. ATAG 4.2.10 The active travel network is important to the many disabled people who cannot otherwise travel independently.	None N/A	Promotion that represents disability in active travel/ route use. 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 trailers
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>	Inclusiveness: Enable all people better access to train station and between Undy and Rogiet by active travel.	N/A	N/A
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>	Inclusiveness: Enable all people better access to train station and between Undy and Rogiet by active travel.	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?
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>	Inclusiveness: Enable all people better access to train station and between Undy and Rogiet by active travel.	N/A	Promotion that represents pregnancy/maternity in active travel/ as route users.
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>	Inclusiveness: Enable all people better access to train station and between Undy and Rogiet by active travel.	It is recognized that race is a factor in propensity to use active travel, with people from racial minorities disproportionately in the minority in active travel. This can be a vicious cycle.	Consultation of local people, particularly racial minority groups. Promotion that represents racial diversity in active travel/as route users.
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>	Inclusiveness: Enable all people better access to train station and between Undy and Rogiet by active travel.	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?
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>	Create better places for everyone to walk, wheel and/or cycle. Women can particularly benefit from improved active travel options, because of care and trip-chaining responsibilities which women have to carry out more than men, in combination with access to vehicle, loss of time spent parking, need to travel with others/with baggage (including babies/toddlers/elderly/disabled /carrying shopping)	It is recognized that sex is a factor in propensity to use active travel, with women in the minority in active travel. This can be a vicious cycle.	Promotion that represents women in active travel/ as route users. Consult with stakeholders and note trip attractors which are particular to women. Design with consideration for factors that affect women's access – surveillance, lighting, convenience and effort., need to travel with passengers, sightlines and remoteness.. - See ATAG 5.3.20, 8.6.2, 9.3.9-10, 9.9.8, 12.9.3 and 15.5.4,
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>	Inclusiveness: Enable all people better access to train station and between Undy and Rogiet by active travel.	Remote and dark routes can be exclusive of/off-putting to LGBTQ+ people where they may feel unsafe.	Promotion that represents LGBTQ+ people in active travel/ as route users. Design with consideration for factors that affect LGBTQ+ access – surveillance, lighting, sightlines and remoteness.. - See ATAG 15.5.4, Some groups of people (such as women and girls, and LGBTQ+, for example) are more likely to feel unsafe in a dark space, especially if there is no passive surveillance.

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

Socio-economic Duty	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?
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<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>	Active travel is low-cost and does not require access to a car. It can therefore improve equity of access to destinations for those excluded from other options by age, ability, economic and access factors. It will make connections better for anyone walking wheeling or cycling and improve access to the train station, educational institutions, affordable services and employment. The benefits of improving the travel options available to people include access to those destinations and what they offer (employment, education, social connection, shops services and onwards travel connections) and also active travel has benefits in itself to individuals and communities terms of wellbeing, fitness, connection to nature, place, heritage and language, social connection and natural surveillance.	N/A	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.

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>	Signage will be bilingual promoting the Welsh language Welcome and support all people to undertake active journeys, including: use of inclusive language and imagery	n/a	Local connections allowing deepened connection to place, community, language and local history. Improved options for local trips can support Welsh Language learners' access to meet-ups and classes. Bi-lingual signage would be used along the route, increasing the presence of the Welsh Language in a largely English-speaking area.
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>	Equitable access to a wider area and wider education and employment offers.	n/a	n/a
Service Delivery: Use of Welsh language in service delivery	Following current guidance from MCC all material is bilingual	n/a	n/a

When advertising our services you must promote the fact that people can deal with the council in Welsh by 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>	Improved equitable access to education and employment opportunities. Levels of active travel are lower in Rogiet and Undy compared to Monmouthshire as a whole. At the same time, the proportion of residents in the local area who drive a car or van is higher than Monmouthshire as a whole (Census 2021). The 2021 Census also indicated that Magor and Rogiet has a high proportion (63.7%) of working-age residents who are likely to travel regularly to commute and therefore would directly benefit from improved access to Caldicot and		Wayfinding and promotion, highlight the route to people who need it to get to work in a healthier/more practical/more affordable way, and to expand access to local employment.

<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?
	Severn Tunnel Junction Railway Station.		
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>	Improved sustainable transport offer to reduce the impact of transport on the environment.		As part of the project biodiversity improvements will be explored, with the aim of biodiversity net gain.
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>	Encourage people to be more active, allowing people to get the physical and mental health benefits of active lifestyles without needing to reserve extra time for exercise.		Potential for play on the way/ adult fitness facilities on the route.
A Wales of cohesive communities <i>Communities are attractive, viable, safe and well connected</i>	It will improve connections between the two settlements and railway station. The existing options for active travel are limited and inaccessible to various users, due to high traffic speeds and volume, and a lack of barrier-free and safe paths, meaning that nearby communities are separated and car-reliant.		Promote inclusiveness in route wayfinding and advertising.

<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 globally responsible Wales <i>Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</i>	It will improve local wellbeing, contributing to global well being. Improved sustainable transport offer to reduce the impact of transport on the environment – these impacts contribute to global warming which disproportionately affects already disadvantaged people across the world.		Highlight environmental benefit of sustainable travel to support globally responsible choices.
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>	Welsh Language The route improves local connections allowing deepened connection to place, community, language and local history.		Promote improved options for local trips can support Welsh Language learners' access to meet-ups and classes. Bi-lingual signage would be used along the route, increasing the presence of the Welsh Language in a largely English-speaking area. As part of the project we will explore if artwork or local references can be included to promote and protect welsh culture

<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 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>	This route will improve access for all and give new options to people on how to travel between the two locations, mitigating factors such as access to a car, poverty, disability, sex and race that can affect access to travel and transport.		Promote inclusiveness in route wayfinding and advertising.

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?
 Balancing short term need with long term and planning for the future Long Term <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>	The proposed route can cut impacts, inequities and costs associated with travel and provide benefits to people and communities. The area needs better connections between homes and sustainable travel options, to reduce the negative impacts of the transport system and increase connectivity. The population is growing in the Cardiff/Bristol corridor, and the needs of this population should be met through sustainable systems. With planned improvements to the rail network and improved / extra services as well as Magor getting funding for a walkway train station, as well as the increase in housing provision in the south of the county and neighboring authorities everything we can do to reduce on our road network and promote active travel and better access to public transport will provide long term benefits going forwards.	Plan for ongoing promotion and maintenance This route should be adopted and maintained as part of the Highway.
 Working together with other partners to deliver objectives Collaboration	Yes Working with internal partners, elected members, stakeholders and Transport for Wales to help design the route	

<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>	<i>Several rounds of consultation have been held. We continue to consult. Community engagement is planned</i>	
 Prevention Putting resources into preventing problems occurring or getting worse	The traffic is problem in the south of the county and whilst one project won't solve it overnight multiple small Interventions will help reduce demand on the road network.	
 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>	This proposal seeks to improve local active travel provision in a way that supports healthy, connected and resilient communities while mitigating the impact of construction.	Ongoing consultation and engagement are needed to ensure the best possible inclusiveness, and negative impact mitigation in design. Promotion and wayfinding are needed to promote the wider impact and continue to highlight the option of active travel and the particular routes.

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>	N/A		

<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>	N/A		
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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.

Following on from public consultation and the WelTAG Studies there is a local demand for this route which will have a positive effect on the local community

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

From completing this form, the negative impacts are:

Cost:

Up-front financial outlay. That would be funded through Grant and section 106 funding where possible.

Maintenance: The Council would have to maintain the route.

Mitigation: Find grant funding where possible. The impact of active travel on infrastructure is lighter than vehicle use, and the conversion of some trips from driving to active travel will further reduce wear on the network.

Inclusiveness:

Route being Shared Use may put off some users:

Mitigation: Signage, promotion and engagement. Explore additional offer if needed once constructed.

There is the need to balance affordability/achievability with user needs.

Overall impact will be positive for equity and inclusion, and will be an essential element in the sustainable transport infrastructure of the area.

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?
Review this document as the scheme progresses	Annual	MB

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