

Rural Proofing Checklist

The application of the Bill to rural areas has been considered. We consider that urban and semi-rural areas will benefit from the delivery of the active travel bill, but it will have less application to deeper rural areas. This is mainly due to the limitations of active travel as a mode of transport. A 45 minute active travel journey (roughly 3 miles by foot or 10 miles by bike) is likely to be suitable for accessing goods and services in an urban or semi-rural environment. In a deeper rural area this distance might not be sufficient to access goods and services, in which case motorised travel (either public or private transport) becomes the only feasible mode of access.

For reasons of affordability and practicality, the Bill is taking a settlement based approach. The population threshold is currently set at 2,000 people in a settlement. This would mean that approximately 77% of people in Wales will live in a settlement that is targeted for mapping. People living within 10 miles of these settlements may also benefit from improved infrastructure and information regarding active travel to these settlements.

On balance we recognise that the benefits accruing from the Active Travel (Wales) Bill will be predominantly in urban areas. However, there is no evidence to indicate that the Active Travel Bill will disadvantage people living in rural areas. It will not make car ownership or use more difficult or expensive, which would be detrimental to those who rely on motorised transport due to the isolation of their location. It will also not undermine the provision of public transport, including bus services that can be of critical importance for people living in rural areas.

Division/Unit	LGC – Transport
Policy/Programme/Initiative to be rural proofed	The Active Travel (Wales) Bill
Key Contact	Victoria Minshall-Jones

	Policy Question	Yes	No	Comment
1.	Will your policy affect the availability of other public and private services in the rural area?		X	It will benefit disadvantaged people who live in settlements over a certain threshold. Some of these people will be in semi-rural areas; but it is likely that those living in deeper rural areas would have to travel too far for active travel to be a viable mode of transport. However, the Active Travel (Wales) Bill will not reduce the availability of public or private services in rural areas.
2.	Could you deliver the policy you are proposing to implement through existing service outlets? E.g. schools, banks and GP surgeries	X		The maps could be made available through schools, GP surgeries, libraries, leisure centres, tourist information centres and other existing service outlets. It might also be appropriate to publicise through parish and community councils. They can be also be made available electronically. Existing examples of publicised maps that could be used as models include the Countryside Rights of Way Open Access maps.
3.	Will there be an extra cost to delivering your policy to rural areas?	N/A	N/A	This is not applicable, as the Bill is taking a settlement based approach targeting urban and potentially semi-rural areas. If the Bill was extended to cover rural areas, then the increased area to be mapped and targeted for improvement would increase the costs of the Bill significantly.
4.	Will the policy affect travel needs or the ease and cost of travel for rural communities?		X	While the Bill will have a positive impact on semi-rural communities within 10 miles of a targeted settlement, making active travel easier and safer, it will not affect deeper rural areas.
5.	Does the policy rely on communicating information to clients?	X		The maps will be tools for informing the general public of how they may travel actively
6.	Will the policy be delivered		X	This will be delivered by the local

	through the private sector or through a public-private partnership?			authorities and the regional transport consortia, as well as the Welsh Government.
7.	Does the policy rely on infrastructure for delivery that may put rural communities at a disadvantage? E.g. Broadband ICT, main roads and utilities	X		This will depend on how the Bill is implemented, and access to on line maps was raised in consultation sessions. We will be addressing this issue as part of guidance to support the delivery of the Bill. Local authorities will be encouraged to make the maps as available as widely as possible, taking the circumstances of their area into account. The guidance will also include links with public transport (such as access to stations and bus links), which might be of particular relevance to rural areas where motorised transport would be needed due to the distances involved.
8.	Will the policy impact on rural businesses particularly the self employed and micro businesses and on the Third Sector including social enterprises and local voluntary organisations?	X		There might be benefits depending on the nature of their business. A greater increase in walking and cycling could benefit small businesses that are linked to walking and cycling (e.g. cycle repair, outdoor clothing etc). It might also benefit social enterprises and voluntary organisations linked to physical activity, health promotion or active travel.
9.	Will the policy have a particular impact on land based industries and therefore on rural economies and the environment?		X	It should not affect any land based industries.
10.	Will the policy affect those on low wages or in part-time or seasonal employment?	X		They might have easier access to employment if it is easier and safer to walk and cycle.
11.	Will the policy target disadvantaged people living in rural areas?		X	It will benefit disadvantaged people who live in settlements over a certain threshold. Some of these people will be in semi-rural areas. The Bill should not make it harder for people in rural areas (disadvantaged or otherwise) to access services and facilities.
12.	Will the policy rely on local organisations for delivery?	X		It will be delivered by local authorities and local highway authorities.
13.	Does the policy depend on a		X	The duty of continuous improvement

	new building or development site?			applies to existing infrastructure, and does not require new infrastructure to be provided.
14.	Will the policy impact on the quality and character of the natural and built rural landscape?		X	As the Bill will be targeted at urban areas, it will not affect the natural and built rural environment.
15.	Will the policy impact on people wishing to reach and use the countryside as a place for recreation and enjoyment?		X	The Bill is focused on active travel as a mode of transport as opposed to a form of recreation. However, this definition does include journeys to recreational centres if these journeys could sensibly be made by active travel. If, for example, a visitor centre in the countryside was accessible by active travel and located suitable near to a mapped settlement, then the Bill might facilitate access to this site, giving people an alternative to motorised travel in this case.