20 Minute Neighbourhoods in a Scottish Context

❯ Stefanie O' Gorman and Rebecca Dillon-Robinson, Ramboll
February, 2021

Executive summary

The Programme for Government 2020[1] commits the Scottish Government to working with local government and other partners to take forward ambitions for 20 minute neighbourhoods: Places that are designed so residents have the ability to meet the vast majority of their day-to-day needs within a 20 minute walk (approximately 800 metres) of their home; through access to safe walking and cycling routes, or by public transport.

This projects supports this by:

1) Considering the ambition for 20 minute neighbourhoods in Scotland, taking account of the differing settlement patterns across the country, and to highlight interventions that would support delivery of the concept, supported by findings from the baseline analysis.

2) Analysing international evidence of the success of interventions to achieve these ambitions, including identifying specific success factors, place-making impacts, barriers to success, regulatory frameworks, funding mechanisms and stakeholder engagement and buy-in.

It uses **five dimensions** to capture the features and infrastructure, and quality of services and experience that make up a 20 minute neighbourhood: **Stewardship, Civic, Movement, Resources and Spaces.**

Together these dimensions are used to explore to what extent neighbourhoods across Scotland display characteristics that meet the 20 minute neighbourhood definition.

Key findings

The baseline assessment has shown that communities across Scotland have the required services and infrastructure that would allow them to be 20 minute neighbourhoods. This is the case across both urban and rural settlement areas. However, the assessment does not allow for the conclusion that the required quality of services or infrastructure is in place. Nor does it conclude that these places are performing as 20 minute neighbourhoods.

From the examples reviewed it is evident that a clear plan with bespoke local considerations is needed to achieve the vision. It is also clear that this plan must be people-centred and developed with the stakeholders in the community.

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1 https://www.gov.scot/publications/protecting-scotland-renewing-scotland-governments-programme-scotland-2020-2021/

Based on the findings the report sets out five initial ambitions for developing 20 minute neighbourhoods in Scotland:

1. Scotland has the opportunity to be a GLOBAL LEADER in delivering this concept across the country, showing that it is feasible in both urban and rural locations
2. EVERY NEIGHBOURHOOD in Scotland should be FACILITATED to be a 20 minute neighbourhood
3. Communities should be EMPOWERED to make changes in their neighbourhoods to allow them to meet their daily needs in a fair and equitable way
4. This concept should ENABLE people to travel actively in support of their health and well-being, without access being limited by the cost of transport
5. The 20 minute neighbourhood concept should be the ambition that PULLS TOGETHER all other relevant policies in a given location

Recommendations

To realise these ambitions we make eight recommendations across policy, national and local delivery, and further research:

I. Use the development of the 4th National Planning Framework to rationalise and coordinate the policy landscape to support delivery of the 20 minute neighbourhood concept.
II. A greater emphasis on reducing private car journeys. This can be done through providing high-quality active travel infrastructure as part of reallocating space away from private cars to other modes, and via the reimagining of public transport to be more flexible in rural and urban settings.
III. Defining concept, framework, and funding at a national level
IV. Defining local ambition, delivery, and community participation
V. Further assessment on a number of demonstration areas, selected to ensure diversity of type of neighbourhood; including locations, current score across quantitative features and qualitative indicators, and levels of deprivation.
VI. A national survey on walkable distances and visual perceptions should be undertaken to nuance the 20 minute neighbourhoods' concept and help design guidance for implementation.
VII. Mapping to establish a detailed baseline which can be used to both support development of national and local plans and monitor national and local outcomes.
VIII. Review whether the Place Principle is being operationalised by Local Authorities, to identify barriers and mechanisms to overcome these.

Contents

1. Scotland's current position

This research project draws together Scottish, UK and international examples and baseline evidence on the concept of '20 minute neighbourhoods', and how it can be best translated in a Scottish context. The project identifies areas of good practice, and takes account of our geography, demography, economy, governance and relevant policy drivers to inform the translation of the concept.

The Scottish Government defines a 20 minute neighbourhood as:

'where people can meet their needs within a 20 minute walk from their house – enabling people to live better, healthier lives and supporting our net zero ambitions.'[2]

The project had two main aims:

1. **To consider the ambition for 20 minute neighbourhoods in Scotland, taking account of the differing settlement patterns across the country, and to highlight interventions that would support delivery of the concept, supported by findings from a baseline analysis**
2. **To analyse international evidence of the success of interventions to achieve these ambitions, including identifying specific success factors, place-making impacts, barriers to success, regulatory frameworks, funding mechanisms and stakeholder engagement and buy-in.**

The Scottish policy context is defined in section 1.1, while the details of the definition of a 20 minute neighbourhood and the desired outcomes are explained in section 1.2. The baseline methodology and results are set out in sections 1.3 and 1.4. Section 2 presents the evidence from UK and international case studies. Feedback from a range of stakeholders informed the subsequent suggested ambitions and recommendations for implementation, see organisations listed in Appendix C.

1.1 Scottish policy context

The Programme for Government 2020[3] commits the Scottish Government to working with local government and other partners to take forward ambitions for 20 minute neighbourhoods. This commitment is also carried through to the draft Infrastructure Investment Plan for Scotland 2021-22 to 2025-26 which identifies three core strategic themes to guide investment; **enabling the transition to net zero emissions and environmental sustainability, driving inclusive economic growth, and building resilient and sustainable places**.

The desire to deliver the 20 minute neighbourhood ambitions is also identified in the new spatial plan for Scotland to 2050, National Planning Framework 4 (NPF4) Position Statement[4]. As noted by the Improvement Service in their recently published Elected Members briefing note[5] '*It promotes 20 minute neighbourhoods as a key opportunity and clarifies a desire to guide change in both existing and new places. Importantly, it confirms an ambition to explore how the emphasis on living locally could work in different parts of Scotland, from remote rural communities to cities and towns, taking into account the needs of everyone in society so that equality is built in from the start*.'

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2 https://www.gov.scot/publications/protecting-scotland-renewing-scotland-governments-programme-scotland-2020-2021/ P5
3 https://www.gov.scot/publications/protecting-scotland-renewing-scotland-governments-programme-scotland-2020-2021/
4 https://www.gov.scot/publications/scotlands-fourth-national-planning-framework-position-statement/
5 https://www.improvementservice.org.uk/__data/assets/pdf_file/0016/23173/EMBriefing-20MinuteNeighbourhoods.pdf

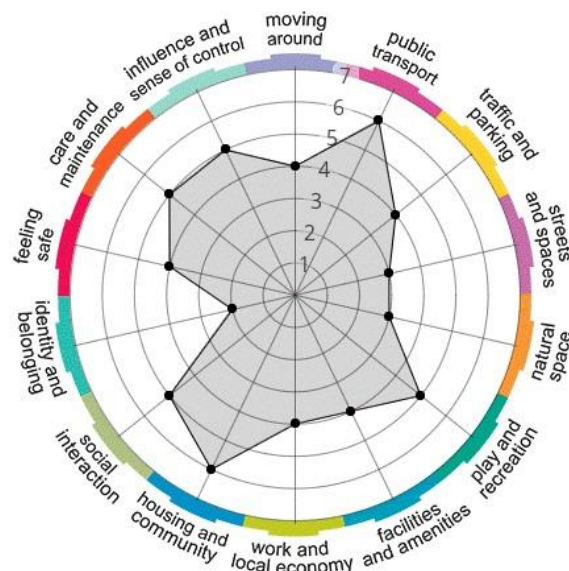### 1.1.1 The Place Standard and place based thinking

The proposed Place Based Investment Programme (outlined in the draft Infrastructure Investment Plan) will invest £275 million to support community-led regeneration and town centre revitalisation. This will be achieved via the Place Principle[6], with the aim that the pace of implementation is increased, interventions are relevant to the place, and benefit all the people in that place. The core commitment of the Place Principle is to create and deliver a collaborative, place-based approach where partners have a shared purpose to support a clear way forward for all services, assets, and investments.

The Place Standard[7] supports local delivery. This tool has been developed in Scotland to 'structure a conversation about place.[8] It is used across Scotland at a community level to assess places based on physical elements and social aspects. Where we spend our time has an important effect on our lives. Improving the quality of places and the opportunities we have access to, can support our health and wellbeing, tackle inequalities, and improve our environment.[9]

Communities and local authorities can use the Place Standard Tool to discuss places based on physical elements and social aspects, and the relationship between them. This tool aligns with the Place and Wellbeing Outcomes: **Stewardship, Civic, Resources, Space and Movement**.

The outcomes in the National Performance Framework (NPF) all have a relationship to place; the Place Principle has been adopted by the Scottish Government and CoSLA, and the Planning (Scotland) Act 2019 highlights the importance of place and wellbeing. Place and Wellbeing Outcomes have also recently been published by the Scottish Improvement Service informed by Public Health Scotland, COSLA, Heads of Planning, Directors of Public Health and Edinburgh University. These outcomes place people at the centre of the process.[10]

Figures 1 and 2: Scotland Place and Wellbeing Outcomes[11] and The Place Standard Tool[12]

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6 https://www.gov.scot/publications/place-principle-introduction/

7 https://placestandard.scot/

8 https://placestandard.scot/

9 https://www.placestandard.scot/docs/Place_Standard_Strategic_Plan.pdf

10 https://www.improvementservice.org.uk/__data/assets/pdf_file/0016/23173/EMBriefing-20MinuteNeighbourhoods.pdf P6

11 https://www.improvementservice.org.uk/__data/assets/pdf_file/0016/23173/EMBriefing-20MinuteNeighbourhoods.pdf P6

12 https://placestandard.scot/

1.1.2   Tackling the climate crisis, health inequality and a green recovery

As set out in the **Climate Change Plan Update** (December 2020) [13], the Scottish Government is also committed to delivering a place based approach to support Scotland's green recovery: '*working closely with those communities and organisations that need change, are undergoing change or affected by change'*. It is noted that the ongoing planning system reforms will aim to reduce processes and procedures so that planning can focus more on places and people and '*evolving concepts such as 20 minute neighbourhoods will prioritise quality of life and health as well as our net zero ambitions'*. The Climate Change Plan update also commits the Scottish Government to a significant reduction in car kilometres driven over the coming years (a reduction of 20% by 2030, against a 2019 baseline). Creating places that allow day-to-day access to services on foot, by bike, on wheels, or public transport will support this commitment.

In line with the principles set out by the Just Transition Commission[14], it is vital that this policy contributes fairly and equally to the growth of an inclusive, net-zero economy. On this basis and in recognition of the transport inequalities that exist in many communities in Scotland, it is important that everyone is equally able to access basic yet high quality services without access being limited by the cost of transport to them.
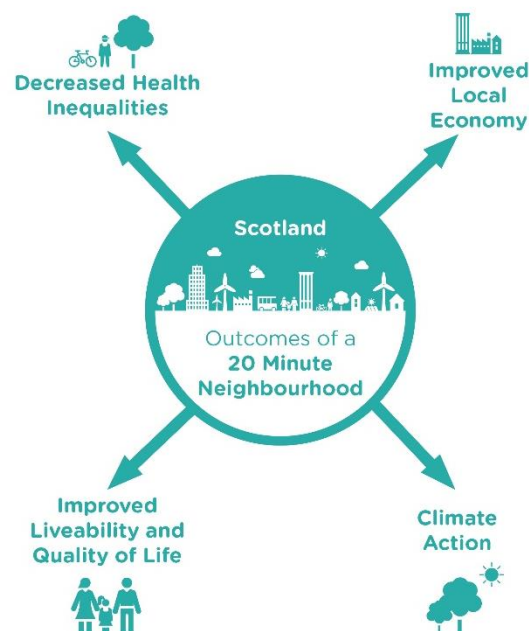
Furthermore, it has been proven in multiple studies that investing in sustainable and active transport modes brings economic benefits alongside the health and wellbeing related benefits associated with an active lifestyle. The evidence is clear that investment in sustainable and active transport modes provides good value for money.

Tackling health inequality is also an ambition set out in Scotland's Programme for Government 2020-2021. Promoting Lifelong Health and Wellbeing forms a key part of the programme with the focus on *'improving population health and tackling health inequalities.'*[15] 20 minute neighbourhoods are part of this ambition. It is noted that the ambition to have *'a Scotland where we eat well, have a healthy weight and are physically active…will link with our work on communities, particularly our ambitions for 20 minute neighbourhoods and increased low carbon active travel'.* [16]

Figure 3: Outcomes of a 20 minute neighbourhood

These multiple outcomes of implementing 20 minute neighbourhoods are shown in figure 3.

Although the spectrum of issues and outcomes that can be addressed by implementing 20 minute neighbourhoods in Scotland is broad, this concept cannot and should not be seen as a panacea to address all of the social and economic challenges that places in Scotland face.

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13 https://www.gov.scot/publications/securing-green-recovery-path-net-zero-update-climate-change-plan-20182032/
14 https://www.gov.scot/groups/just-transition-commission/
15 https://www.gov.scot/publications/protecting-scotland-renewing-scotland-governments-programme-scotland-2020-2021/pages/6/
16 https://www.gov.scot/publications/protecting-scotland-renewing-scotland-governments-programme-scotland-2020-2021/pages/6/

A 20 minute neighbourhood remains part of a wider urban or rural area. Not every need can or should be met within a local setting, but a 20 minute neighbourhood should be able to meet daily needs. In a wider context, town and city centres will provide specialised retail, workspaces, cultural spaces and transport hubs which act to connect local neighbourhoods together. Industry and innovation, industrial production and innovation centres will not necessarily always be within walking distance from their workforces' homes. Although the concept does cover access to green space, it is not expected that access to wilderness and wider rural areas should be accessible as part of a day-to-day routine.

With these varying policy and wider position statements supporting the concept of 20 minute neighbourhoods, it is important that the Scottish Government uses evidence to develop their position on the extent of the opportunity and the nature of the delivery approach. This research project seeks to support that evidence-based approach to policy development.

1.2 What defines a 20 Minute Neighbourhood in Scotland?

1.2.1 Definitions

The concept of 20 minute neighbourhoods (also known in some places as 15 minute cities) is a people centred approach to urban design and planning. It is being implemented around the world with local variations. Using an understanding of how it is being defined elsewhere, this section defines what is contained in a 20 minute neighbourhood for Scotland, expanding the definition currently used by the Scottish Government.

The current Scottish Government definition[17] is:

"The 20 minute neighbourhood is a place designed so that residents can meet the vast majority of their day-to-day needs within a 20 minute walk (approximately 800 metres) of their home. Day-to-day needs are defined as shopping, leisure activities, access to schools, local services such as a GP practice and ideally access to work. It also means access to green space and a local environment that encourages active travel to promote health and wellbeing, as well as wider connections across and between local neighbourhoods and further afield. A 20 minute neighbourhood is a place where people want and can afford to live, so affordable housing must be part of it".

Scottish Community Alliance[18] further defines the hallmarks of a 20 minute neighbourhood as:

- being safe, accessible, and well connected for pedestrians and cyclists to optimise active transport;
- offering high-quality public realm and open spaces;
- providing services and destinations that support local living;
- facilitating access to quality public transport that connects people to jobs and higher-order services;
- delivering housing/population at densities that make local services and transport viable; and
- facilitating thriving local economies.

A number of further definitions are used in the UK:

- Architecture and Design Scotland (A+DS): 'this concept supports the idea of living more locally to support lower carbon lifestyles, giving people the ability to access their daily needs within a 20 minute walk from home, with safe cycling and local transport connections nearby'[19]

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17 Protecting Scotland, Renewing Scotland: The Government's Programme for Scotland 2020-2021;
https://www.gov.scot/publications/protecting-scotland-renewing-scotland-governments-programme-scotland-2020-2021/
18 https://scottishcommunityalliance.org.uk/2020/08/11/just-20 minutes/
19 https://www.ads.org.uk/wp-content/uploads/Designing-for-a-Changing-Climate-Planning-Reform.pdf

- Sustrans: 'the concept of having all your basic needs – shops, health centres, work hubs, places to socialise - within a 20 minute walk, cycle or wheel is core to creating liveable cities and towns for everyone. More importantly, 20 minute neighbourhoods are key to creating communities.'[20]
- TCPA: 'places in which most of people's daily needs can be met within a short walk or cycle.'[21]
- RTPI: 'one where people have access to the facilities and services they need within walking distance.'[22]
- Scottish Community Alliance: 'this is a very simple idea, a neighbourhood in which we can all get the goods and services we need within a 20 minute walk of our house.'[23]

This concept is being explored and implemented globally, a detailed exploration can be found in the benchmarking in section 2.

C40[24] provides a definition of a 15 minute city as one where:

- Residents of every neighbourhood have easy access to goods and services, particularly groceries, fresh food, and healthcare.
- Every neighbourhood has a variety of housing types, of different sizes and levels of affordability, to accommodate many types of households and enable more people to live closer to where they work.
- Residents of every neighbourhood can breathe clean air, free of harmful air pollutants, there are green spaces for everyone to enjoy.
- More people can work close to home or remotely, thanks to the presence of smaller-scale offices, retail and hospitality, and co-working spaces.

A global example where the concept has been applied in planning policy is in The Melbourne Plan[25]. This plan uses a 20 minute neighbourhood framework. This identifies a range of features, shown in figure 4 below.

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20 https://www.sustrans.org.uk/our-blog/get-active/2020/in-your-community/what-is-a-20-minute-neighbourhood
21 https://www.tcpa.org.uk/the-20-minute-neighbourhood
22 https://www.rtpi.org.uk/blog/2021/january/20-minute-neighbourhoods-local-place-plans-new-tools-for-a-healthier-greener-scotland/
23 https://scottishcommunityalliance.org.uk/2020/08/11/just-20-minutes/
24 https://www.c40knowledgehub.org/s/article/How-to-build-back-better-with-a-15-minute-city?language=en_US#:~:text=In%20Melbourne%2C%20this%20is%20defined,safe%20cycling%20and%20transport%20options .
25 https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/20-minute-neighbourhoods

Figure 4: Features of a 20 minute neighbourhood, Melbourne[26]

1.2.2   Elements of a 20 minute neighbourhood in the Scottish context

Learning from these definitions, three aspects ensure that neighbourhoods perform as walkable, liveable and thriving places. The first is 'features and infrastructure' – these are essential services and include shops, active travel infrastructure and green space. Secondly, beyond just the presence of these features, there needs to be a certain 'level of quality and experience' of these services and this infrastructure. Finally an 'engaged community prepared to adapt or change their behaviours' is essential to make sure places perform as 20 minute neighbourhoods on the ground. These are shown in figure 5 below.

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26 https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/20-minute-neighbourhoods

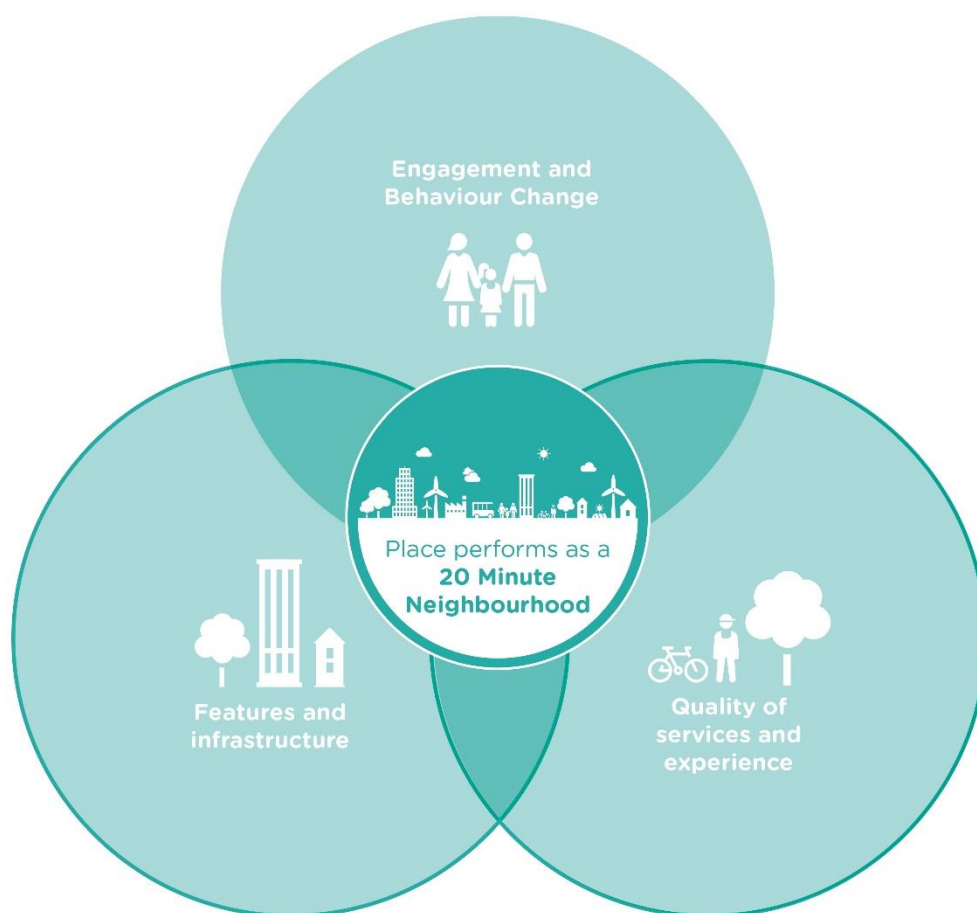Figure 5: Necessary elements of a performing 20 minute neighbourhood

Five dimensions capture the features and infrastructure, and quality of services and experience that make up a 20 minute neighbourhood: **Stewardship, Civic, Movement, Resources and Spaces.** These dimensions and the features they capture have been identified and aligned with the 'Place Standard' and the 'Place and Wellbeing Outcomes'.[27] They are unified by three underpinning themes; **Supporting the System, Equitable Outcomes for All** and **Climate Change, Sustainability and Biodiversity** as discussed at the beginning of this chapter. It has not been possible in this study to consider the behavioural aspect of the concept.

The five dimensions are broken down into the 14 categories shown in Figure 6. Within these 14 **categories** multiple **features and indicators** make up a thriving 20 minute neighbourhood. Every feature needs to be considered with both its presence and quality.

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[27] Place and wellbeing outcomes table

Figure 6: Features of a 20 minute neighbourhood in the Scottish context
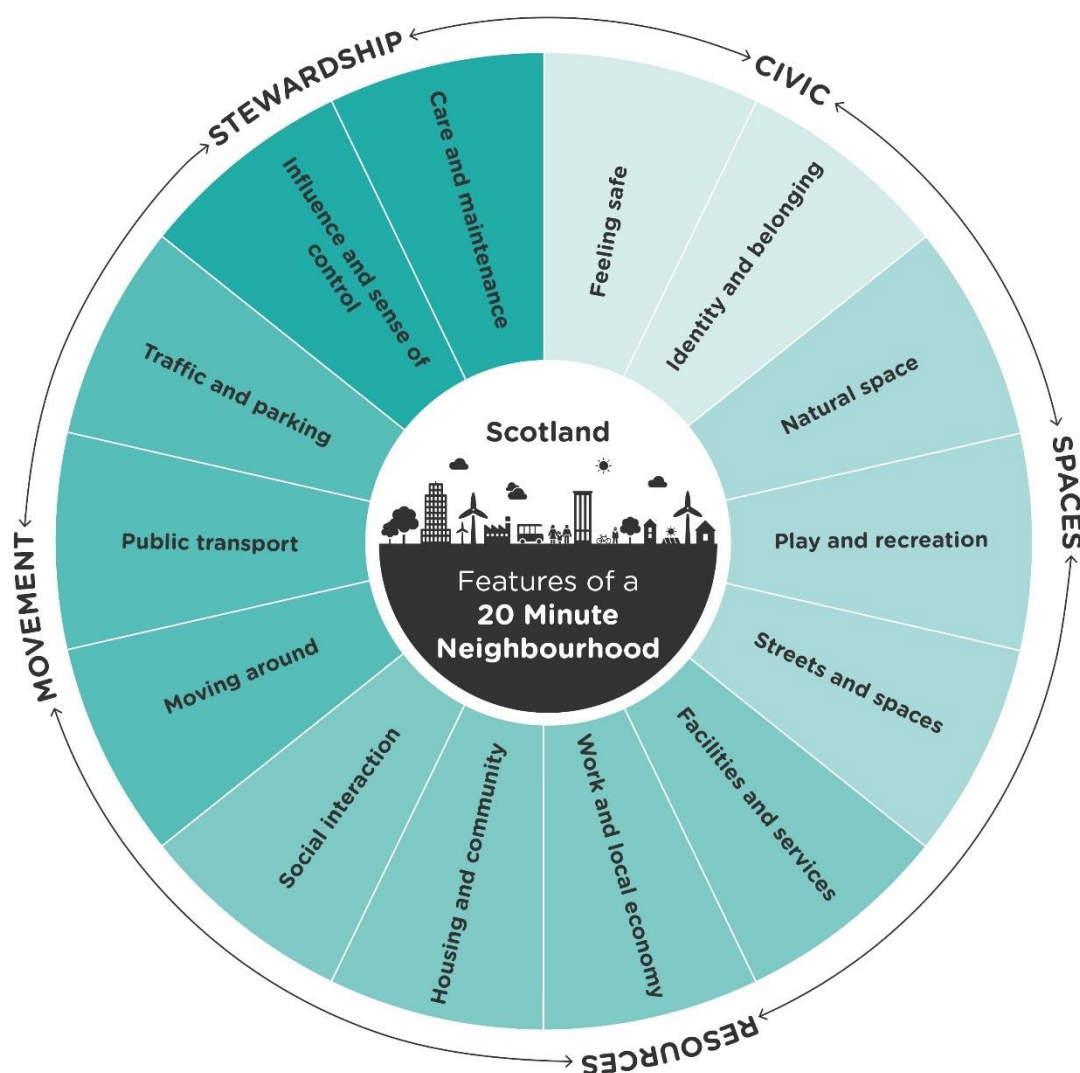
Table 1 lists each of the quantitative features and qualitative indicators that could be found in a 20 minute neighbourhood. Each neighbourhood is different and therefore will have different needs and wants. The features suitable to each community will depend on the local context. Table 1 presents a holistic framework of the qualitative features and associated qualitative indicators. The qualitative features presented are used as examples under each category. They are not an exhaustive list and would need to be defined on a place by place basis, but they act as a starting point for discussion.

As noted above alongside these qualitative features and qualitative indicators, 'behaviour change and community engagement is the third crucial element to ensuring that places perform as 20 minute neighbourhoods. This is further discussed in section 2, lessons learnt from international best practice.

Table 1: Features of a 20 minute neighbourhood

Place Standard Dimension	Place Standard Category	Sub-category	Quantitative features	Qualitative indicators
Movement	Public Transport		Bus stations, bus stops, railway stations, subway stations, ferry ports	Frequency, reliability, connectivity, ease of access for all, convenient access from homes, necessary facilities provided at stations, affordable, high quality and well maintained.
	Active Travel	Safe Cycle Networks	Cycle Parking, bike rental Local cycle routes, national cycle routes	Safe routes designed for all users, priority over vehicle traffic, routes connect places people want to go, routes are of a high quality, routes are safe to use 24 hours and all year round, residential streets are designed to normalise on street cycling, secure cycle parking is provided where needed, bikes are available for all.
		Walk and Wheel ability	Footpaths, pavements, seating	Safe routes designed for all users, crossings and routes prioritise pedestrians over all other modes, paths are of a high quality, well maintained and are continuous along roadways, routes are safe to use 24 hours and all year round, seating and shading are provided.
	Traffic and parking		Rationalised car parking, Electric Vehicle Charging Points, vehicle speeds, traffic calming measures	People take priority over vehicle traffic, noise pollution is lessened, air quality is improved, secure and safe parking, traffic-calming benefit's the community, safety is increased.
Civic	Identity and Belonging	Flexible Community Spaces	Church Hall or Religious Meeting Place, Conference or Exhibition Centre, Public or Village Hall, Other Community Facility	Place is viewed positively, local groups and networks help people feel involved in their community, people feel connected to their neighbours and community, whatever their background, everyone feel like they belong, whatever their age, sex, ethnic group, religious beliefs, sexuality or disability.
		Cultural spaces and Heritage Assets	Historic or Disused Cemetery or Graveyard, Historic Structure or Object, Museum, Gallery, Castle or Historic Ruin, Monument, Heritage Centre, Public Libraries, Public Mobile Libraries, Listed Buildings, Properties in Care Conservation Areas, World heritage sites, Scheduled monuments	history, heritage, and culture of the place are known and celebrated, historic and heritage sites are well maintained.
	Feeling Safe		Street lighting, absence of empty and derelict properties	People feel safe regardless of their age, sex, ethnic group, religious beliefs, sexuality or disability, routes are well used at different times of day and throughout the year, spaces are overlooked by buildings that are well used.
Stewardship	Influence and sense of control		Community organisations, high local voting rate	People contribute to decisions that affect them , everyone contributes, whatever their age, sex, ethnic group, religious belief, sexuality or disability, local community services or groups allow people to get involved, organisations such as local authorities, health services or housing associations actively work with the community to understand their needs, local people feel listened to.
	Care and Maintenance		Residents associations, recycling and refuse storage and processing	Antisocial behaviour is reduced, facilities such as parks, public spaces or public properties well maintained, good facilities for recycling and refuse storage and is collection well organised, local authorities, housing associations, landlords and residents know their responsibilities and take action when necessary, effective local residents' associations.

Place Standard Dimension	Place Standard Category	Sub-category	Quantitative features	Qualitative indicators
Resources	Work and Economy	Local Employment Opportunities	Number of Businesses	SMID - "Employment" ranking
		Flexible work-space	Offices, Studios, messy spaces, homeworking hubs	Digital connectivity, an active local economy that helps to create different kinds of jobs, opportunities for people to gain skills for work, such as education, training and volunteering, local people access job opportunities, whatever their age, sex, ethnic group, religious belief, sexuality or disability, local services such as jobcentres, recruitment agencies and affordable childcare help people to find and keep work, opportunities and spaces for local businesses to start up and grow.
	Services and support	Local Schools and Education Opportunities	Colleges, Education, First School, Further Education, Higher Education, Higher Education, Junior School, Non-State Secondary School, Other Education Establishment, Primary School, Secondary School, High School, University	High quality education, lifelong learning opportunities, accessible to all within a reasonable distance.
		Local Shopping Centres and Services	Retail, Shop or Showroom, Local Services (pharmacies, banking, hairdressers)	A range of shops and services meet a variety of different needs, there is not an over-provision of alcohol, tobacco, fast-food and gambling outlets, shops are of good quality and well maintained, the shops are within a reasonable distance and easily accessible.
		Restaurant / Cafe	Fast Food Outlet or Takeaway, Restaurant or Cafeteria	A range of facilities meet a variety of different needs, there is not an over-provision of fast-food outlets, facilities are of good quality and well maintained, they are within a reasonable distance and easily accessible.
		Local health Facilities and Services	Care or Nursing Home, Dentist, General Practice Surgery or Clinic, Health Care Services, Health Centre, Hospice, Hospital	The facilities and amenities are being used to their full potential to help to support a healthy lifestyle, everyone can use the facilities and amenities, whatever their age, sex, ethnic group, disability, religious belief or sexuality, the facilities are of high quality.
		Supermarket	Supermarket	Fresh fruit and vegetables are sold, products are reasonably priced.
	Housing and Community		House types: Detached, Semi-detached, terraced, flats, shared housing	Housing diversity and flexibility, homes allow ageing in place, homes allow for working from home, housing is of a high quality and contributes to the feeling of the area, housing types complement each other, homes are energy efficient and provide pleasant environments throughout the year, densities are high enough to provide a critical mass to support local shops and services.
	Social Interactions		Indoor and outdoor spaces to accommodate community events, Art Gallery, Bowls Facility, Cinema, Market (Indoor or Outdoor), Museum, Gallery, Tenpin Bowling Facility, Theatre	Spaces provide opportunities for people to meet, a range of different spaces (indoor, outdoor, purpose-built and more informal) where people can meet, these spaces can be used at different times of the day, throughout the year, and in different types of weather.
Spaces	Play and recreation	Local playgrounds and parks	Play Area, Playground	There are opportunities to take part in play and recreation for all age groups, the spaces and facilities to support play and recreation of good quality, well maintained and used to their full potential, the spaces and facilities accessible and can everyone afford to use them, children able to challenge themselves and build their confidence while playing, the community

Place Standard Dimension	Place Standard Category	Sub-category	Quantitative features	Qualitative indicators
				welcomes children playing outdoors, the spaces are usable at all times of year
Spaces	Play and recreation	Sport and recreation facilities	Activity / Leisure / Sports Centre, Cricket Facility, Football Facility, Golf Facility, Indoor / Outdoor Leisure / Sporting Activity / Centre, Leisure - Applicable to recreational sites and enterprises, Rugby Facility, Sport / Leisure Support, Water Sports Facility, Shinty Facility	The facilities and amenities are being used to their full potential to help to support a healthy lifestyle, everyone can use the facilities and amenities, whatever their age, sex, ethnic group, disability, religious belief or sexuality, the facilities are of a high quality.
	Natural Space		Forest / Arboretum / Pinetum (Managed / Unmanaged), Forestry, Park, Private Park / Garden, Public Open Space / Nature Reserve, Public Park / Garden, Recreation Ground, Woodland	There is a variety of natural spaces that are available to people, there are opportunities for people to experience and have contact with nature, the natural space is attractive and well maintained and is there seating for those who need it, the natural space is not affected by negative features such as excessive noise or poor air quality, a range of natural space is accessible to everyone, whatever their age, mobility, disability, sex, ethnic group, religious belief or sexuality.
	Streets and spaces		Bench, Dog Litter Bins, Litter Bins, Memorial, Street Lighting, wide pavements and pedestrian priority over traffic	The buildings or public spaces make being in or passing through the area a pleasant experience, there are positive features such as local landmarks, historic buildings, public squares or natural features that make the place look attractive, the effects of poor aspects such as derelict buildings, vacant land or excessive noise are reduced, features and routes help people find their way around, the place can be enjoyed at night, in different seasons, or during bad weather.

1.2.3 What area can be considered as a walkable neighbourhood?

The Scottish Government definition uses 800 metres as the walkable distance taking accessibility into account. This builds on research done in Melbourne,[28] where 800 metres is a walk to a destination and back again, or 10 minutes' walk out and 10 minutes back to home.[29] This distance considers accessibility for all, as those without mobility challenges would, on average, be able to walk 1,600m in 20 minutes. As this distance forms part of the current definition by the Scottish Government, it is used in this study.

However, it should be considered that using 800m as a distance to services is relatively arbitrary. In some contexts, people may expect that they should be able to access a food shop within 5 minutes' walk, whereas people may be prepared to walk further to access more occasional cultural facilities. The different needs of our communities as well as different layouts of neighbourhoods', means that places need to be considered individually.

In measuring an 800m distance it is also important that the network of streets and spaces and not just the radial distance are considered. Access to a service can be severed by main roads, railway lines or topographical features. Linked to the issue of severance is quality. While service may be near in terms of distance, it may not be accessible on foot because of the quality of the journey required to access the service. For instance, if the route goes along an area considered unsafe for walking, that presents a barrier. These issues will need to be further explored on a place by place basis.

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[28] https://www.planmelbourne.vic.gov.au/current-projects/20 minute-neighbourhoods
[29] https://www.improvementservice.org.uk/__data/assets/pdf_file/0016/23173/EMBriefing-20MinuteNeighbourhoods.pdf

1.3 Establishing a baseline for Scotland – Methodology

In order to inform the ambitions for 20 minute neighbourhoods across Scotland it is important to establish a baseline to see how close neighbourhoods in Scotland are to meeting the 20 minute definition. Establishing a baseline can also provide the ability to track and monitor progress over time as interventions are implemented. It is important to note that this analysis can not establish whether places are performing as 20 minute neighbourhoods, i.e. whether people are actually walking and using local services.

The assessment has been completed at a national scale, however, it could in the future be applied at a detailed local level for all communities in Scotland. The assessment also presents a *relative* assessment which compares neighbourhoods to each other, and the assessment has no fixed gold standard. Therefore the assessment is not an absolute score for each neighbourhood, and does not provide a standalone view of how each neighbourhood scores *on its own* against the parameters considered.

Below is a summary of the baselining methodology used in this study, a detailed methodology is provided in Appendix A.

1.3.1 Quantitative features and qualitative indicators used in study

The methodology has analysed how close places in Scotland are to meeting the definition of a 20 minute neighbourhood using the quantitative features and qualitative indicators shown in table 1 in section 1.2.

In this initial study 15 categories have been used under active travel, split between Safe Cycle Networks and Walkability, as this was considered a key factor in this initial assessment. The other categories remain as shown in Table 1. A detailed breakdown of the data used can be found in Appendix A.

The quantitative features used broadly align with those in the definition, however, proxy indicators were assigned to assess quality as it was not possible to identify national data directly attributable to the qualitative indicators.

To understand the provision of services and the qualitative indicators across Scotland, a simple scoring approach is used which counts the physical assets within an 800m zone. The qualitative features and qualitative indicators are added together to give a score for each of the 15 categories. These 15 categories are then added together to give each neighbourhood an overall 'score' out of 300.

The assessment mapped the data and represented them spatially. The mapping process enabled each quantitative feature and qualitative indicator to be studied separately as well as an agglomeration of quantitative scores, the basic or 'minimum' quantitative score (facilities and services, natural spaces, walkability and safe cycle networks) and the 'overall' score, which combines the qualitative features' and qualitative indicators' scores together.

The overall score illustrates whether neighbourhoods in Scotland are meeting the requirements for a 20 minute neighbourhood, as defined in this study and relative to other neighbourhoods. The results are discussed in section 1.4.

1.3.2 Treatment and limitations

This initial piece of research has looked at the whole of Scotland and has done so within a very short timeframe. The data gathered needed to be applicable to the whole of Scotland and available to the research team. This study provides an initial understanding of the current position across Scotland. As such it has several limitations:

- There was not sufficient data across the whole of Scotland to assign to every category outlined above.
- Proxies were used for the quality indicators from the NPF and SIMD as there is not Scottish wide data for the quality indicators.

- 800m had to be measured via a radial-approach rather than through the use of a network-based approach which would be preferable. This means that physical barriers, such as major roads, may not be identified within the assessment.
- Some datasets have gaps which may result in some neighbourhoods showing up as missing certain features.
- Improvements in data could be achieved if the assessment was done at a lower scale, such as Local Authority, as it is likely that more datasets and more accurate data could be identified.
- Neighbourhoods, as shown in the assessment, may not reflect the true nature of distribution of neighbourhoods on the ground because of the way Output Areas are defined. For instance, this may result in neighbourhoods being split across multiple Output Areas on the maps.
- Quality indicators rank places in Scotland against each other. For this initial exercise this is sufficient; but to develop this methodology further and to establish gains as the policy is delivered on the ground, data that is not comparative could be added to the study.
- Only data that could be applied across the whole of Scotland has been used in this study.

Notwithstanding these limitations, this study provides a basic framework which will allow for detailed assessment of individual neighbourhoods in the future where more data from local sources can provide a fuller picture of how the neighbourhood is performing on a local level.

1.3.3   Neighbourhood categorisation

Scotland is a rich and varied country with no two places the same. The baselining exercise has taken this into consideration, and neighbourhoods have been divided into six categories when being compared.

The categorisation of neighbourhoods in Scotland uses residential densities from the Urban/Rural Classification, 2013-2014[30] defined by the Scottish Government. In addition to residential densities, this categorisation also considers 'accessibility' in terms of 30-minute drive times. These categories are:

- Large urban areas (with a population of 125,000 or more)
- Other urban areas (with a population of 10,000 to 124,999)
- Accessible small towns (with a population of 3,000 to 9,999)
- Remote small towns (with a population of 3,000 to 9,999)
- Accessible rural (with a population of less than 3,000)
- Remote rural (with a population of less than 3,000)

While these categories do not reflect the aspirations of the 20 minute neighbourhood concept, especially given they use drive times, it is felt that they provide a sound basis from which to develop an appropriate categorisation in the future.

This categorisation should allow for the development of recommendations that are useful and applicable to different types of urban and rural areas. In the future, this categorisation should also allow neighbourhoods to use the approach to self-identify and thereby provide a greater understanding of the potential opportunities under this concept.

Figure 7 below shows how these categories of neighbourhoods are distributed across Scotland.

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[30] https://statistics.gov.scot/data/urban-rural-classification

Figure 7: Urban rural categories in Scotland
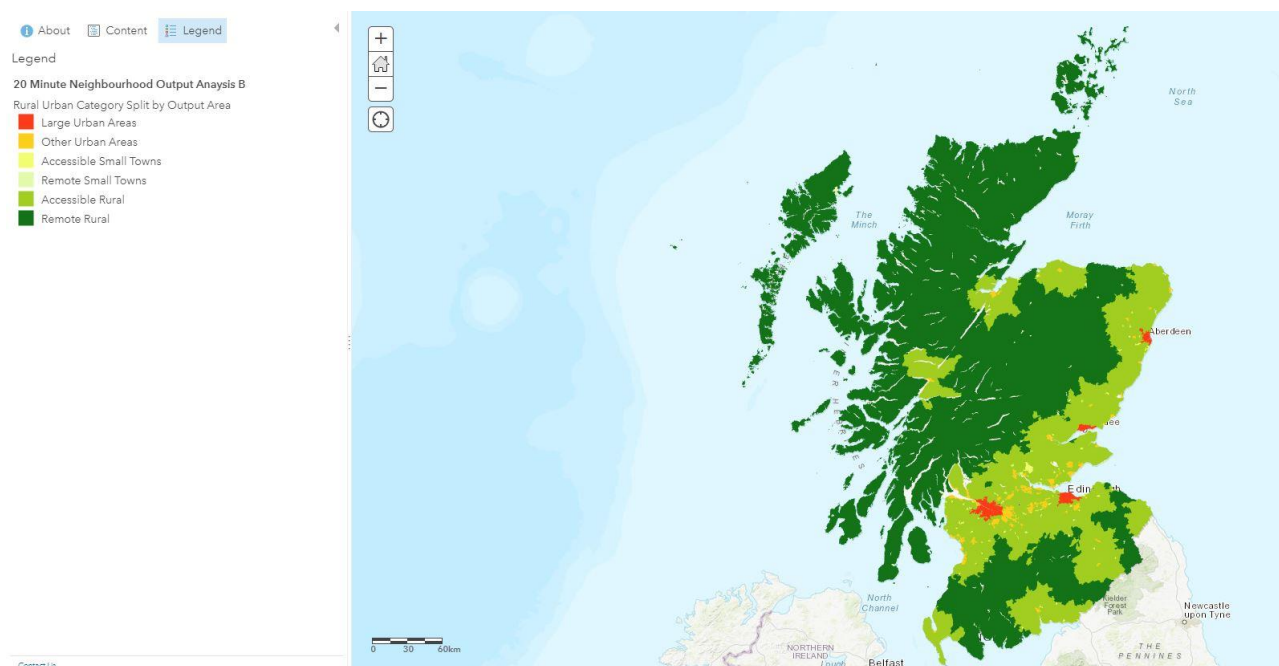
1.4 Establishing a baseline for Scotland – Results

1.4.1 Baseline findings

The baselining study has explored whether neighbourhoods across Scotland are meeting the 20 minute neighbourhood definition, which has been outlined in this project. The findings have helped to inform the ambition setting for Scotland in implementing this concept. The baselining assessment found that:

- **The provision of service (quantitative scores) is greater in urban areas, but the satisfaction with community (qualitative scores) is greater in rural areas.**
- **In every urban rural category (quantitative and qualitative scores) there are neighbourhoods that meet the criteria well and neighbourhoods that met fewer criteria, therefore this policy appears to have application across all neighbourhoods.**
- **At a national scale it is evident that some neighbourhoods appear to have the service provision required of a 20 minute neighbourhood, however, it is not clear if they are performing as walkable, thriving places.**

This baselining exercise has not been able to capture issues of severance or be related to quality of experience that will influence walkability within an area. Some of the neighbourhoods that score highly against the definition criteria might have services which are not walkable until these issues are resolved.

1.4.2 What services and infrastructure are available?

The map below (Figure 8) shows an overview of the quantitative features of 20 minute neighbourhoods in Scotland. The dark purple in the figure shows neighbourhoods that have the highest number of quantitative features within an 800m distance. Light yellow shows the neighbourhoods that have the least number of features within an 800m distance.

In the baselining exercise, areas of high provision of quantitative features within walking distance of population centres can be found in every type of neighbourhood in Scotland. However, the reverse is also true. Within every type of neighbourhood there are places that have a low quantitative provision within walking distance. In rural areas this was expected, as many of the output areas defined as neighbourhoods in this study would never act as neighbourhoods on the ground given the very low population densities. What this quantitative baselining shows is the huge variability in the level of provision of services within walking distance for communities in Scotland.

Figure 8: Quantitative features overview
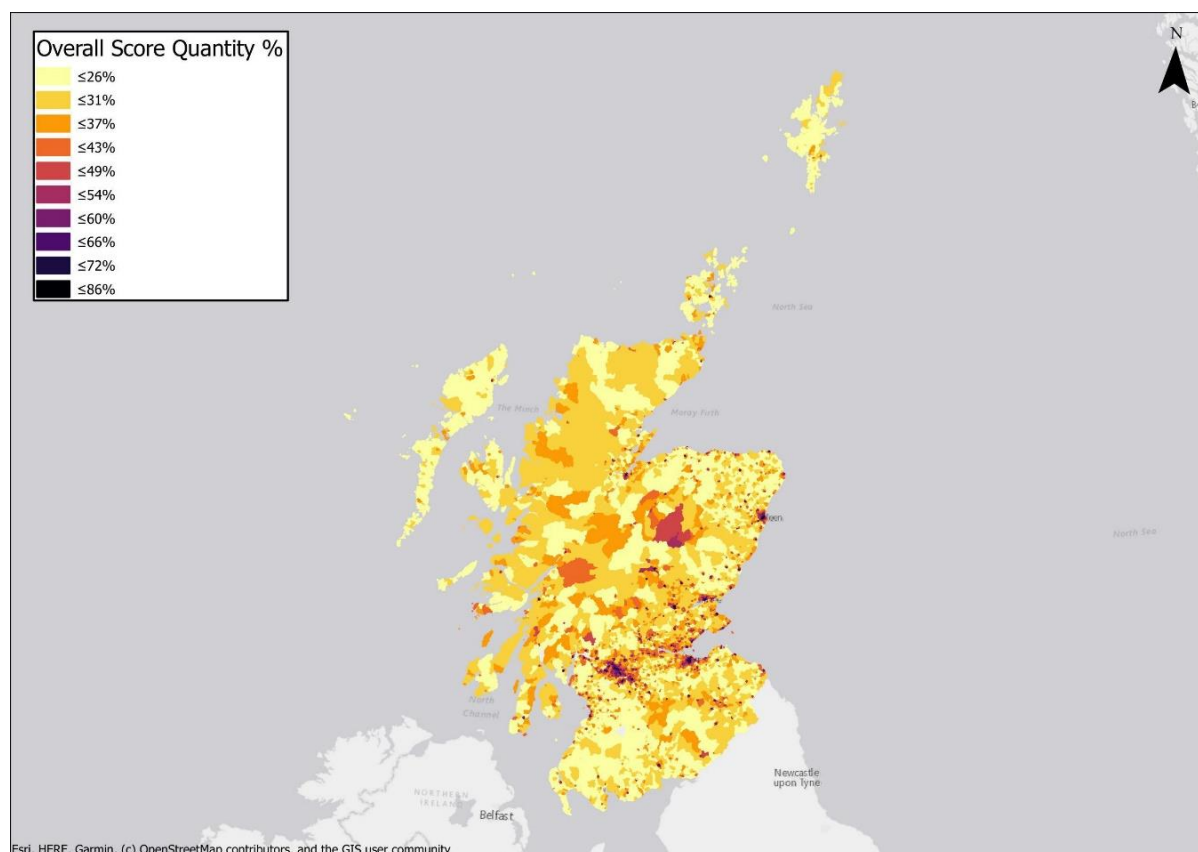
In large urban areas there are some neighbourhoods with a high level of provision and others that have a very low level of provision. This pattern is found throughout all the Urban Rural Classification categories, including remote rural areas.

This baselining exercise has also considered access to 'basic' service provision, established from the benchmarking exercise, which includes the features in Table 1 (detailed in Appendix A) under: facilities and services, natural spaces, walkability and safe cycle networks. When considering this analysis across Scotland, the difference between urban and rural areas in terms of walkability to basic or 'minimum' services is starker, shown in Figure 9 below. Again, for most rural areas in Scotland this might be expected.

The bare minimum baselining exercise also shows more clearly the difference in quantitative feature provision between the Central Belt and other parts of Scotland. It also shows that some coastal towns on the east coast of Scotland have a high level of minimum service provision, shown in figure 9.

Figure 9: Quantitative features 'minimum'
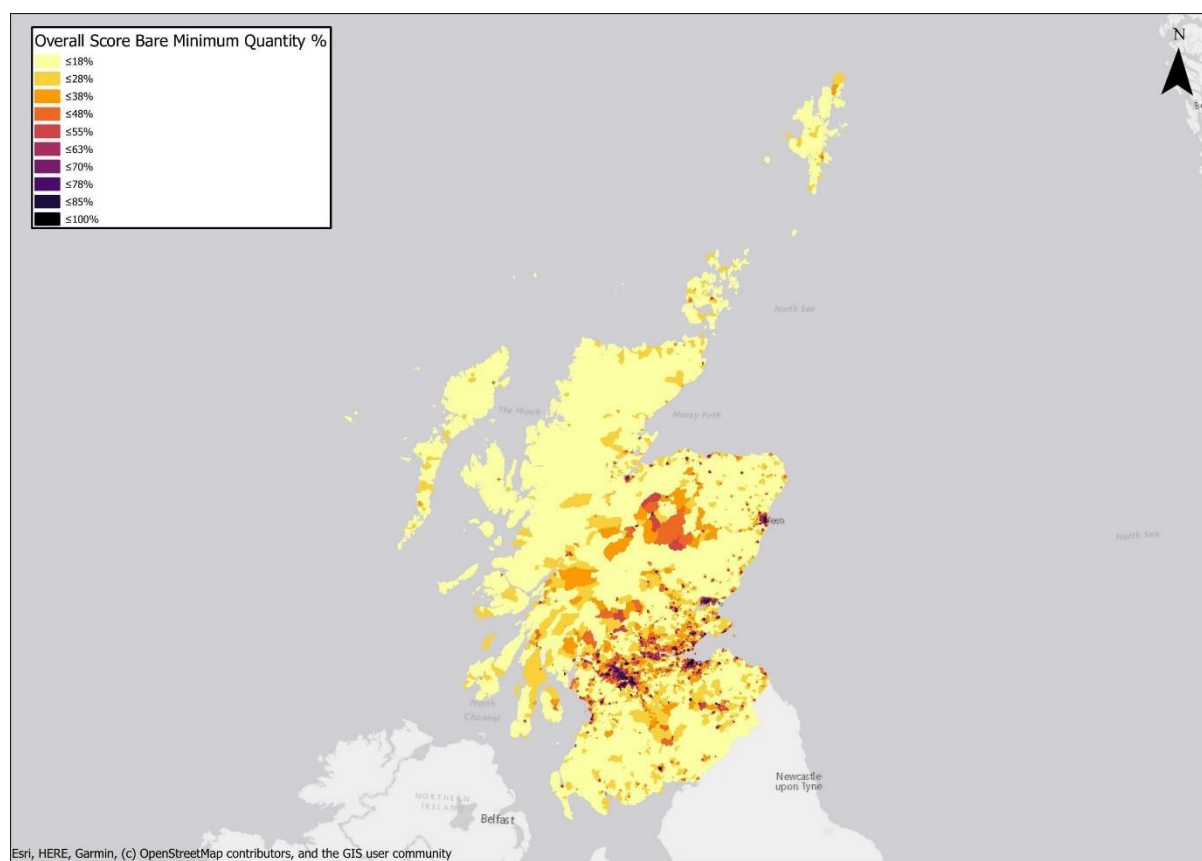
1.4.3   How does the consideration of 'qualitative indicators' influence the findings?

When the qualitative indicator proxies are added to the quantitative features, the baselining results change quite markedly. The map below (Figure 10) shows the outcome of the assessment against the 'combined' qualitative indicators and quantitative features. The light yellow illustrates neighbourhoods where the lowest relative scores were identified, while those in dark purple demonstrate the presence of a larger set of features and indicators.

When we add qualitative indicators to the baselining exercise, rural areas perform better than when we consider purely quantitative features. The most influential factors in the qualitative assessment were: Visits to the outdoors, Perceptions of Local Area, and Influence over local decisions. This is an interesting finding of the research and demonstrates the sense of 'ownership' potentially seen in rural neighbourhoods.

Figure 10: Combined quantitative features and qualitative indicators overall
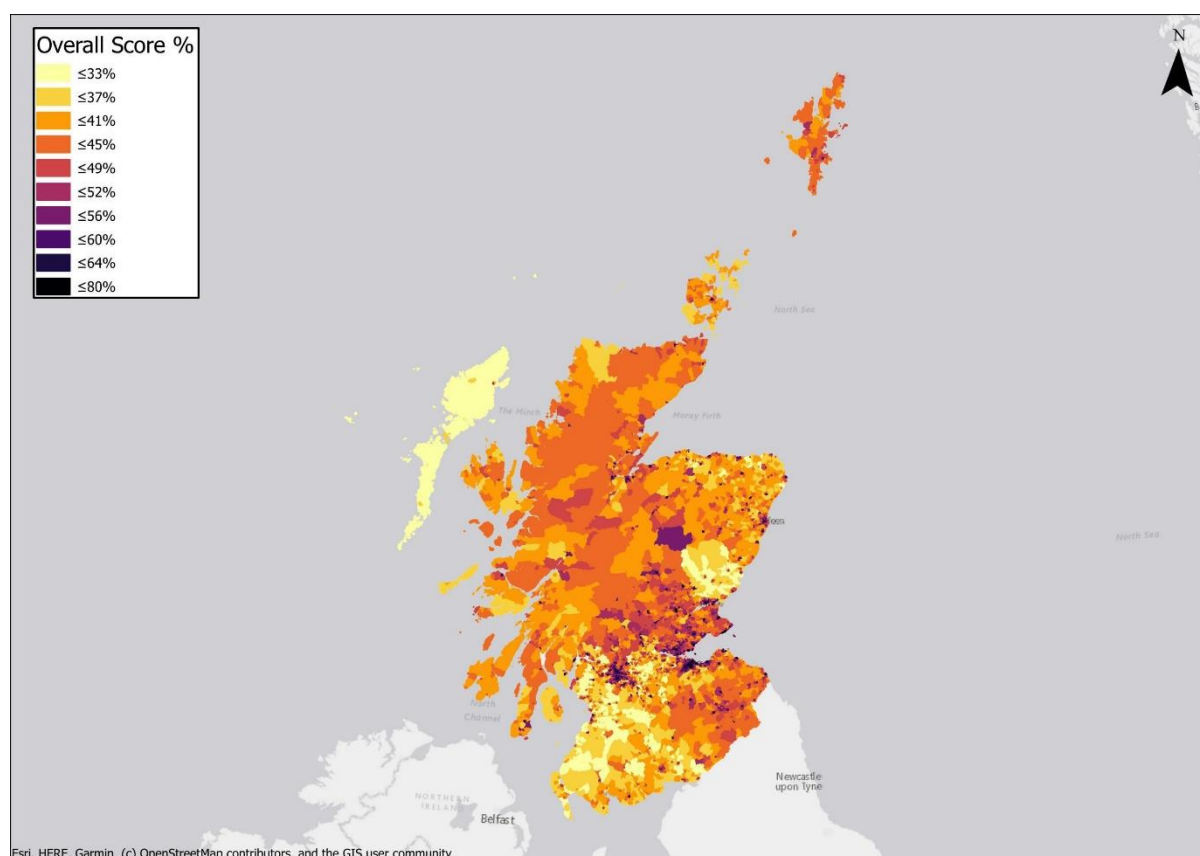
In order to consider the results in more detail, a discussion is presented below on 3 areas that score highly below.

Two neighbourhoods in Edinburgh City Centre around Tollcross (both in Urban Rural Category 1 – large urban), scored the highest in our methodology: 99% (286/300), shown in figure 11. These neighbourhoods had access to all the quantitative features apart from vehicle parking and charging, and sports and recreation facilities. This, however, is the result of local gaps in the national data set which were used for this analysis. These neighbourhoods scored poorly in qualitative indicators: influence over local decisions and children's voices. This area of Edinburgh City Centre has many of the aspects needed to achieve a 20 minute neighbourhood, which is not unexpected. Those that know the area will, however, be aware that the quality of the cycling routes in the area and some of the walking routes is poor and likely to act as a barrier to certain movements. In this case it may be that, alongside required improvements in cycling routes and public realm enhancements, further interventions and engagement will be needed to bring about the behaviour change that means people are accessing the services on foot, by bike or on wheels. These changes would allow these areas to perform as 20 minute neighbourhoods.

Pitlochry is the highest scoring neighbourhood in Urban Rural Category 6 – remote rural. It scored 68% (205/300) overall when looking at qualitative features, and 75% on the qualitative indicators (113/150), shown in figure 12. Pitlochry scores better than Edinburgh for access to play and recreation, but scores poorly on the quality of cycling and access to public transport. Pitlochry also highly on provision of facilities and services, and cultural and heritage asset but scores poorly on the work and local economy category. This demonstrates that rural communities have the potential to perform as 20 minute neighbourhoods with some key interventions. In this case, in the first instance, it will require safe and high-quality active travel routes and better local public transport. Pitlochry demonstrates the applicability of this concept across different types of areas in Scotland.

Both Tollcross in Edinburgh and Pitlochry are prosperous areas of Scotland. One of the most deprived areas in Scotland is Haghill, Glasgow[31], shown in figure 13. This neighbourhood scores 62% overall in this methodology, which is a low score relatively speaking. When the data is broken down, it can be seen that there are gaps in service provision, in accessibility and some particularly poor scores for qualitative indicators.

Haghill shows how complex it can be translating a national level assessment to local conditions. In principal, the assessment shows a provision of some services in the area, such as access to playgrounds. However, issues of severance and quality of place along with high levels of deprivation mean that there are likely to be significant challenges in enabling Haghill to perform as a 20 minute neighbourhood. In Haghill many of the shops are located in large 'out of town' style shopping centres which are not designed for access on foot. Large roads and railway lines sever residential areas from green spaces and services.

All three of these examples show both the potential and the challenges of implementing this concept across communities in Scotland.

Figure 11: Overall score Edinburgh

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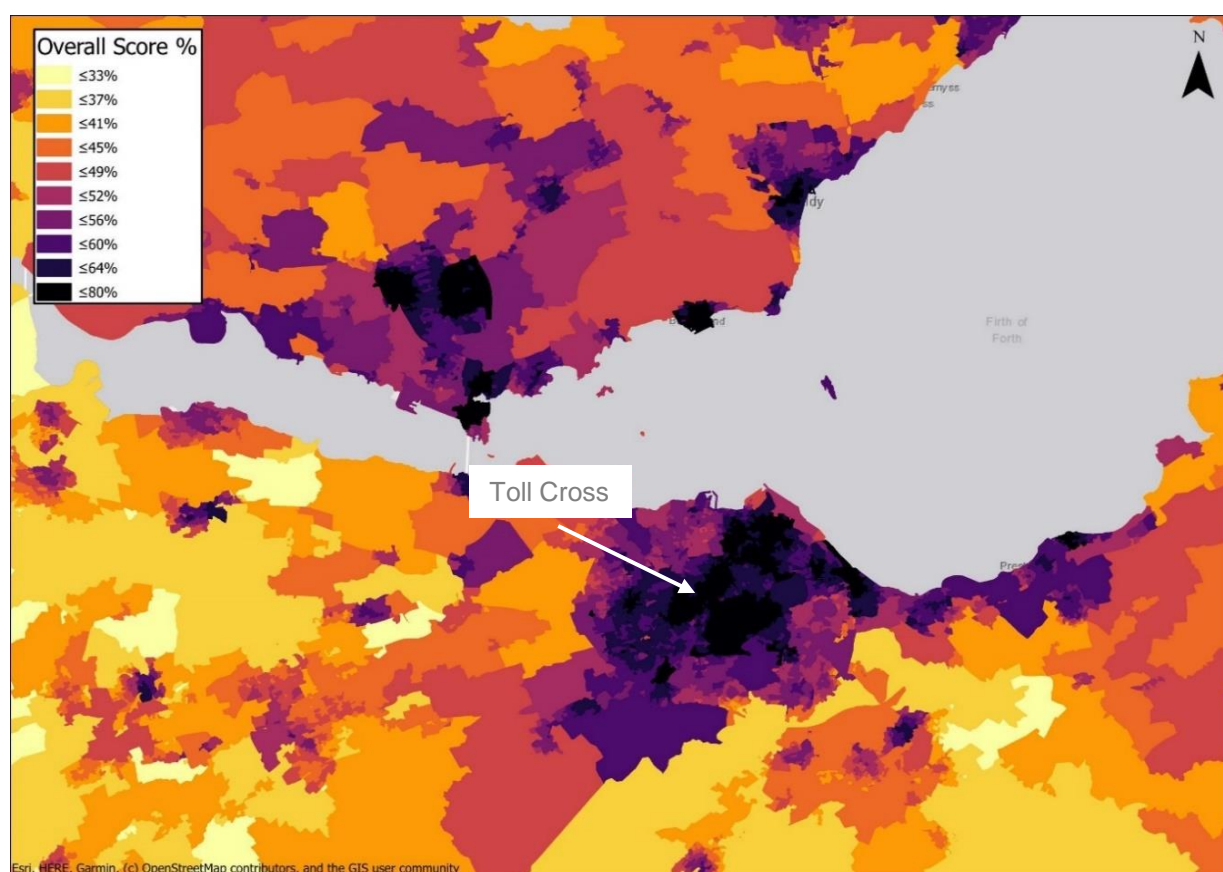
[31] https://www.understandingglasgow.com/assets/0002/1255/Haghill_and_Carntyne.pdf

Figure 12: Overall score Pitlochry
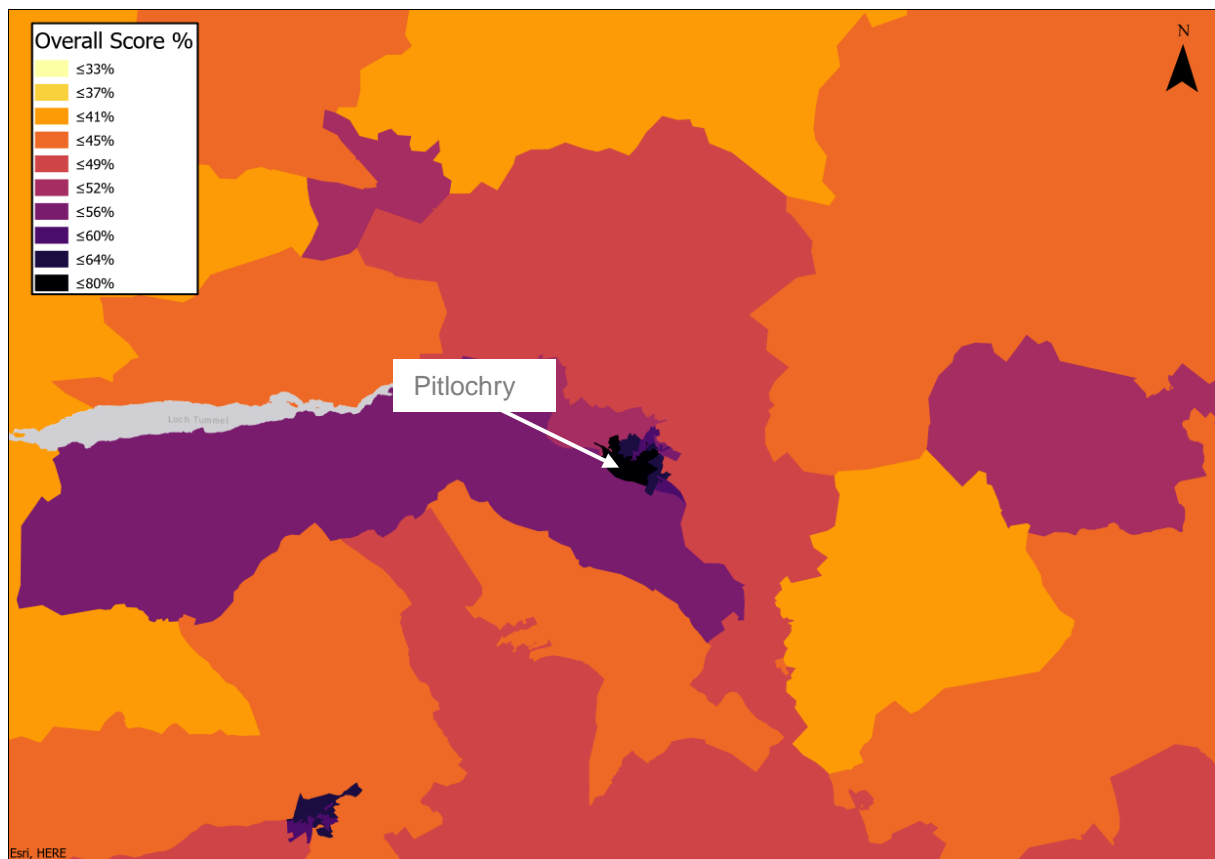
Figure 13: Overall score Glasgow
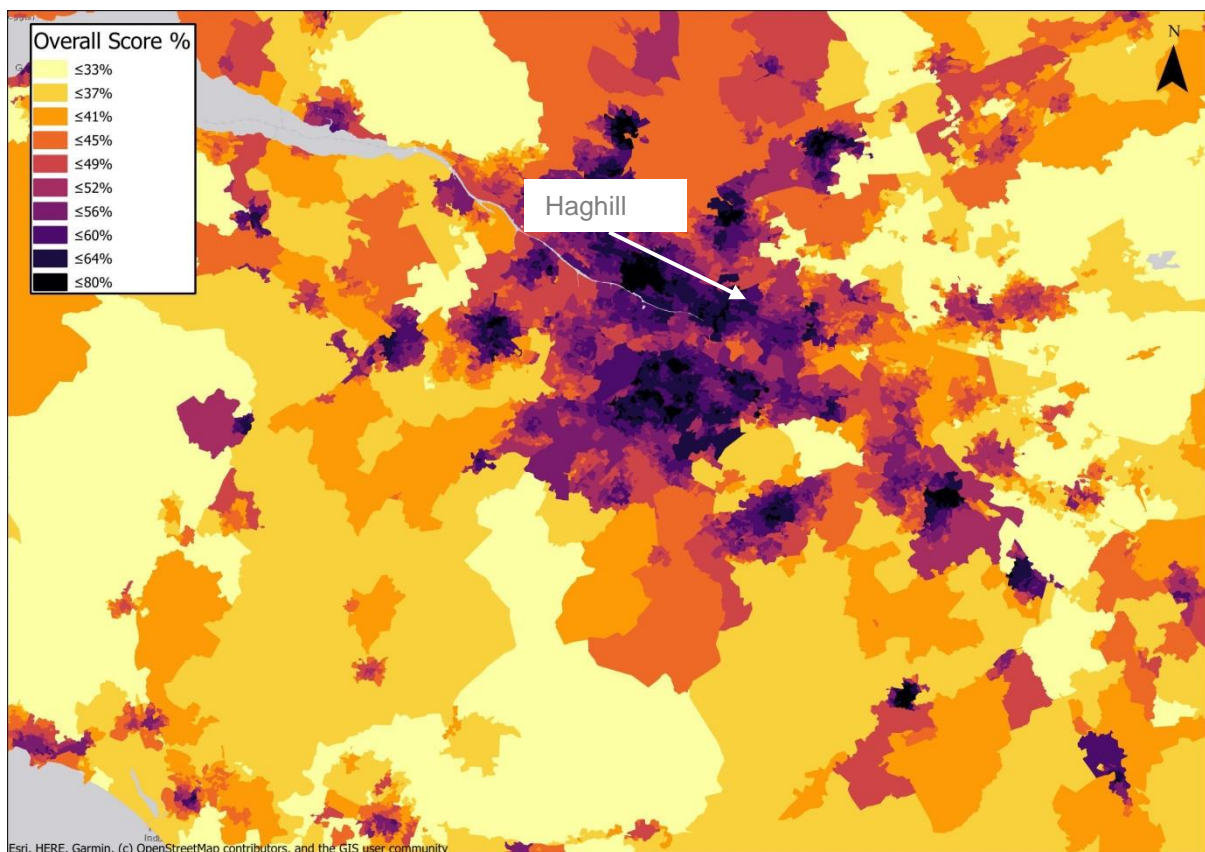
Looking back at the definition, this baselining exercise has demonstrated the complexity of looking at 20 minute neighbourhoods in Scotland at the national scale and in a holistic way. The results show that more in-depth local study is required in order to truly understand the nature of what is available in neighbourhoods, and in order to propose specific interventions to allow communities to function as thriving 20 minute neighbourhoods.

This baselining exercise could be further enhanced by using a network analysis which picks up physical barriers to movement, as opposed to the radial analysis applied here. In addition, it could be further refined by defining neighbourhoods as they are experienced on the ground, as opposed to simply based on statistical boundaries. However, the mapping exercise gives an overview of the situation in Scotland and demonstrates the applicability of the 20 minute neighbourhood concept across every type of neighbourhood in Scotland.

2. Lessons from elsewhere

It is important to understand how other places are developing and applying the 20 minute neighbourhood concept when considering the setting of ambitions for Scotland. This section presents the findings of a benchmarking analysis, and details of what can be learnt from elsewhere.

2.1 Benchmarking framework

The benchmarking analysis aims to assess international evidence regarding the success of interventions in achieving the ambition of creating a 20 minute neighbourhood.

This includes identifying specific success factors, place-making impacts, barriers to success, regulatory frameworks, funding mechanisms and stakeholder engagement and buy-in.

A review was undertaken of the following places:

- Applecross, Wester Ross, Scotland
- Barcelona, Spain
- London, England
- Melbourne, Australia
- Milan, Italy
- Nordhavn, Copenhagen, Denmark
- Ottawa, Ontario, Canada
- Paris, France
- Portland, Oregon, USA
- The Knab, Lerwick, Scotland

This set of locations provides a wide range of variability, in terms of size, specific area of focus, and progress towards their ambitions. Many other places were also investigated, but insufficient information was available to enable a detailed review.

Table 2 captures details of the activity in these places, some of the key measures or interventions applied and lessons learnt which are of relevance when considering the approach and ambition to be set for Scotland. More details on all of these places, including links to further information, is presented in Appendix B.

Table 2: Benchmarking summary (Full details in appendix B)

Place, scale, dimension(s)	The plan or policy	Interventions or concepts of note	Lessons learnt for Scotland
Applecross, Wester Ross, Scotland **Rural new development** *Stewardship, Civic, Resources, Equitable outcomes for all*	A Community Land Use Plan, Applecross lacked a democratic process for selecting housing sites in a collaborative way. This process sought to overcome that.	The Applecross Community Forum recommended: Fine-grained local housing survey to prove local housings needs; A neutral forum set up to improve communication between all parties; Production of a Community Land Use Plan using independent facilitator, and its adoption as a Material Planning Consideration by Highland Council as a strong example of a Local Place Plan (LPP) approach. This could be a model for LPPs to meet identified local need elsewhere; and Ability to	The value of local engagement early in this process can overcome identified issues and serve to maximise the 'place making' value delivered by these developments.

Place, scale, dimension(s)	The plan or policy	Interventions or concepts of note	Lessons learnt for Scotland
		attract funding and other in-kind help to support a resource-intensive process.	
Barcelona, Spain **Neighbourhood pilots to be scaled up as a result of successes** *Movement and Spaces*	Urban Mobility Plan of Barcelona 2013-2016 specific mobility related interventions to be applied within the Superblock approach. Walking, cycling, public transport, urban distribution of goods and private vehicles. Infrastructure and physical interventions, also behavioural change and communications.	Green axes: pacified streets, with places of rest and greenery, focus on pedestrian comfort and safety. Accessibility for everyone is improved through and striated pavements and buttons with colour contrast for the orientation and safety of people with reduced vision. The Supermanzana Barcelona project to be progressed with dialogue and the participation of all stakeholders and citizens.	Outcomes measured by population density, green space per inhabitant and the area of land given over to pedestrian priority. This can be used to show progress to residents and track the value of the various interventions as they are delivered.
London, England **Neighbourhoods** *Movement and Spaces*	Low Traffic Neighbourhoods; and Pilot Projects across London and as a response to the pandemic	Policy as part of London Plan for making 80% of all trips in London by active or sustainable modes by 2041. Both permanent and temporary streetscape projects to encourage active travel and decrease air and noise pollution	Simple and fast interventions can do a lot to shift mindsets. Focusing on quiet residential streets for quick wins for road safety, walkability and air quality
Melbourne, Australia **City Wide Plan and 3 pilot locations** *Movement, Spaces, Stewardship, Civic, Resources*	*Plan Melbourne 2017-2050* applied through pilot projects developed to investigate the application of the 20 minute policy on the ground. 3 pilot locations: Croydon South, Sunshine West, and Moonee Valley City Council (made up of 12 20 minute neighbourhoods)	For each of the pilot locations a range of interventions were identified through community engagement: infrastructure improvements for active travel, urban realm upgrades, junction improvements and lighting enhancements to increase safety; policy reviews to enable the delivery of higher density places, encourage more mixed uses; and public transport network reviews to provide better connections between key places.	Engagement and community participation is critical to ensure successful delivery and implementation at the local neighbourhood level. The identification and provision of priority transport interventions for communities was highlighted as key to delivery. The focus on these interventions on movements between schools and shops was seen as important and a trigger to enabling wider mobility improvements in the communities.
Milan, Italy **City wide policy with pilot projects** *Movement and Spaces, Climate change, sustainability and biodiversity*	The Milan 2030 Territory Management Plan (PGT) identifies a network of potential pedestrian areas for traffic control and urban care interventions that could contribute to an improved quality of life, both from an environmental and social point of view.	Strade Aperte (Open Roads) initiative, Lazzaretto; Isola neighbourhood pilots; and "Piazze Aperte" project Interventions focused within and in connection with individual neighbourhoods, with the goal of guaranteeing better access to essential services, reopening restaurants, and resuming other commercial activities, expanding outdoor areas for exercise and cultural/sports activities in a safe environment.	Strong leadership and clear ambition can be used to deliver fundamental change on the ground in short time frames. It is possible to use adaptive designs to make changes quickly and also engage citizens in long-term solutions. The use of neighbourhood activity plans are a useful tool to support the delivery of 20 minute neighbourhoods. They can also serve to support communication and engagement efforts and behavioural change

Place, scale, dimension(s)	The plan or policy	Interventions or concepts of note	Lessons learnt for Scotland
			programmes as appropriate.
Nordhavn, Copenhagen, Denmark **City extension masterplan** *Movement, Spaces, Resources, Climate change, sustainability and biodiversity*	World leading sustainable development designed as a '5 minute city' to promote sustainability and liveability, includes sustainable energy systems, waste, smart mobility, flood risk mitigation systems and exemplary architecture and public spaces.	At Nordhavn, it will be easier to walk, cycle and use the metro than to use your car. The vision is to create a neighbourhood that places public transport and cycling on the world map and which is CO2 neutral.	Having a clear vision for an area enables the creation of truly liveable places which provide the enabling infrastructure for people to make sustainable choices in their everyday life.
Ottawa, Ontario, Canada **City Wide** *Movement, Spaces, Resources, Supporting the system, Equitable outcomes for all and Climate change, sustainability and biodiversity*	25-year urban intensification plan to create a community of '15-minute neighbourhoods' creating residential hubs where people can get to most of their daily destinations — schools, grocery stores, public transit, parks and libraries — within a 15-minute walk from their homes	More growth by **intensification** than by greenfield development By 2046, the majority of trips in the City of Ottawa will be made by **sustainable transportation** Improve sophistication in **urban and community design** Embed public health, environmental, climate and energy **resiliency** into the framework of planning policies	Ottawa asked its rural residents what would make a successful 15-minute neighbourhood for them in a survey. Results are not yet available but could be informative for the development of this policy in Scotland.
Paris, France **City wide with policies that apply across the city** *Movement, Spaces, Stewardship, Civic, Resources*	People-first plans: Installing a cycle path on every street and bridge – enabled in part by turning over 70% of on-street car parking space to other uses; increasing office space and co-working hubs in neighbourhoods that lack them; expanding the uses of infrastructure and buildings outside of standard hours; encouraging people to use their local shops; and creating small parks in school playgrounds are open to local people outside of school hours	10% of the City's spending determined by participatory budgeting processes at neighbourhood level Promoting active ground floors and bustling streets by updating zoning codes to mandate 'active' and 'street-facing' uses at ground level Encouraging the flexible use of buildings and public space Greening school playgrounds and granting residents access outside of school hours for recreation, community gardening and to escape the summer heat. Improving local cultural offerings by setting up public performance spaces	The Participatory Budget reinforces a sense of community and fosters closer interaction between citizens of different ages, origins and modes of living
Portland, Oregon, USA **City wide** *Movement, Spaces, Stewardship, Civic, Resources, Equitable outcomes for all*	Portland produced the Portland Plan in 2012, renewed in 2017. The Plan presents a strategic roadmap to help city thrive into the future. The 2015 Portland Climate Action Plan sets a 2030 'Complete Neighbourhoods' goal for 80% of residents to be easily able to access all their basic daily non-work needs by foot or bike, and to have safe pedestrian or bicycle access to transport.	More than 15,000 people were involved in the Plan development process. It is noted that this helped catalyse a new wave of activism and engagement that will shape the future of the city and how it responds to challenges. Promoting complete and vibrant **neighbourhood centres** is at the core of Portland's 2035 Comprehensive Plan. Comprehensive Plan includes a policy that prioritizes the	The Portland Plan's approach is different from many past plans. It started with a focus on people, not land use. What they discovered in the development of the plan: Tomorrow's city will be shaped by growth and diversity. A competitive and innovative economy will drive success.

Place, scale, dimension(s)	The plan or policy	Interventions or concepts of note	Lessons learnt for Scotland
		movement of the most vulnerable users. The **provision of healthy and affordable food** through The Healthy Retail Initiative **Thriving Education:** Full-service neighbourhood hubs where the school and partners from the community come together to make sure kids and families have what they need to be successful in both school and in life.	One size does not fit all. High-quality basic services are fundamental. Resilience is important in a changing world.
The Knab, Lerwick, Shetlands **Rural Neighbourhood, new mixed-use masterplan** *Movement*	A Transport Framework for the masterplan: ensuring that accessibility to the site by foot, by cycle and by public transport was maximised	The scheme provides for **multiple pedestrian access points**, through routes, green spaces and squares. Delivering a **permeable layout** will create a welcoming pedestrian environment and will promote low vehicle speeds.	Masterplan brief developed through a series of engagement workshops Began transport assessment by considering walking access. Amenity provision and walking distances as the basis for building a transport framework. Uses walking distances of 20-30mins to base its access assumptions on

2.2 Lessons from best practice

It is clear from this analysis that only a few places in the world have made the concept of 20 minute neighbourhoods a reality. Many places have made commitments or drawn up plans to support the realisation of the concept. However, real progress on the ground can only be seen in Portland, Barcelona, Paris and Melbourne. For example, in Barcelona the Superblock approach has been delivered in a limited number of neighbourhoods, but is now scheduled to be significantly expanded into more communities and at greater pace. Melbourne is in the process of undertaking pilot schemes to provide greater understanding of the place-making impacts and any barriers to success.

The analysis shows that the **critical success factor** in the delivery of a 20 minute neighbourhood is **public participation**. In all these locations, and in fact in every other existing community considered in this analysis, public participation formed a fundamental part of the development of the plans put in place. In Paris, 10% of the city's spending is determined by participatory budgeting processes at neighbourhood level. Over a 5-year period this is estimated to be €500m, which represents one of the largest participatory budgets in the world. The city's residents can participate in the design and selection of projects to be implemented in their own local area. New York has done similar, allocating $120 million to 706 community-designed projects.

The analysis also demonstrates that the interventions or policies put in place are in every case **bespoke** to that place. While there is often consistency in term of specific interventions - like the reallocation of road space to facilitate cycling; the provision of improved green spaces and parks, or the reduction in speed limits for vehicle movements - it is the suite of measures designed for a particular place that collectively will achieve the 20 minute neighbourhood concept. Therefore, there is **no one-size-fits-all approach** which could be replicated.

www.climatexchange.org.uk

The Portland Plan[32] uses the term 'Complete Neighbourhoods' to define the goal. These are neighbourhoods that have both the services and infrastructure to enable the operation of a 20 minute neighbourhood, but in addition there is also an expectation of quality provision. Having a school is one thing, having a quality school in your neighbourhood is different. Or having a food shop and having one that sells healthy food are different. Portland tracks progress on delivery of 'complete neighbourhoods', as shown in figure 14[33]. The Index they created considers distance to a food shop, a park, a 'full service' community centre, a primary school and frequent public transport.

Figure 14: Complete Neighbourhood, Portland

While the analysis has identified that there is no magic formula to the delivery of 20 minute neighbourhoods, it has identified a number of concept or interventions of particular note.

The first of these is '**Neighbourhood Activity Centres'** (Melbourne) or '**Neighbourhood Centres**' (Portland). This is a land-use planning term used to describe local shopping areas/centres which are viewed as community anchors. In Melbourne, Activation Plans are produced for the neighbourhood activity centres. These are developed through participation with local stakeholders. They explain what is required locally (and regionally or nationally if appropriate), serve to demonstrate local authority commitment to the plans, and clarify to businesses and residents the plans to enable them to make decisions based upon these plans.
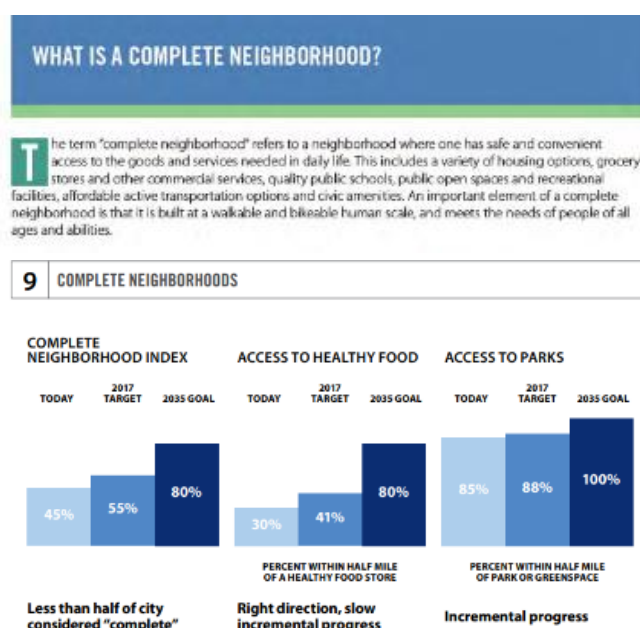
Another concept or intervention involves the use of **schools as community centres or hubs** which are accessible outside school time and /or at the weekend. Paris have promoted this, as have Portland with the creation and expansion of SUN (Schools Uniting Neighbourhoods) Community Schools. These are full-service neighbourhood hubs where the school and partners from the community come together to make sure kids and families have what they need to be successful in both school and in life.

From a mobility perspective, the identification and provision of **priority transport interventions for communities** was highlighted in Melbourne as key to the delivery on the ground. The focus on these interventions on schools, and movements between schools and shops, was as important, and a trigger, to enabling wider mobility improvements in the communities.

Paris has set up Semaest with a view to reinforcing **active ground floors** and bustling streets. Updating zoning codes to mandate 'active' and 'street-facing' uses at ground level will help streets to thrive. The Semaest is a semi-public agency whose role is to reinforce active ground floors and to revitalise neighbourhoods. For example, the agency has a 'pre-emptive' right to buy ground-floor space to repurpose for retail or commerce.

In a similar vein, in Genoa they are promoting the creation of **dual shop fronts**. This means having a physical shop front, to support and activate neighbourhood centres, and an on-line presence which can be accessed by a wider community via a delivery service. In areas

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32 https://www.portlandonline.com/portlandplan/index.cfm?c=58776&a=405753
33 https://www.portlandonline.com/portlandplan/index.cfm?c=58776&a=405753 P24

where population density may not currently support the required services to sustain a 20 minute neighbourhood, such as rural area, this could make a significant difference to viability, and therefore increase the accessibility of this concept in such locations.

Increasing the digital offering of other services could also support rural or low-density neighbourhoods. In London and Milan new **virtual outpatient healthcare** programmes have been introduced to support patients through the lockdown and both cities plan to expand their telehealth infrastructure in future.

No existing rural or low-density 20 minute neighbourhoods were identified and reviewed as part of this analysis. However, in Ottawa they have recently undertaken a survey to identify from their rural residents what could make a 20 minute neighbourhood work for them. The results are yet to be released.

2.3 Discussion

The review of the application of this concept in Scotland and around the world shows that in order to define a plan that will deliver a 20 minute neighbourhood you must start with a **focus on people**, not land use.

The Melbourne pilot studies have made the following interesting findings[34]:

- Place-based planning is effective.
- Community partnerships are key to successful neighbourhood planning.
- Implementing 20 minute neighbourhoods needs to be a long-term commitment by Government (both national and local).
- A programme is needed to support innovative neighbourhood projects.
- Planning outcomes need to be monitored.

The recognition of the importance of place-based planning demonstrates the need to ensure the application of the **Place Principle** in Scotland if the 20 minute neighbourhood concept is to be successfully delivered across the country. As is the case in Paris, to do this it will be necessary to move from a place where each department within a Local Authority oversees their respective subject (and budget) and implements it quite independently from others, to a place where first they think about what is required or desired and then the relevant stakeholders and departments are identified to support its realisation.

The COVID-19 pandemic and its associated restrictions on movement have reinforced the importance of having businesses, services, and amenities near home. While the full effect of the pandemic on behaviours is, not yet known at the time of writing, it is clear the pandemic has prompted a change in behaviour in respect to working from home. This may mean there will be a lasting effect on workplaces and home based working practices as a result of the pandemic. There could be a decrease in the number of people based fully in the workplace and an increase in the proportion of people dividing their working time between home and the workplace in the future[35].

Additionally, people may become more reluctant to enter crowded, enclosed spaces, including office buildings and public transport, because of experiences during the pandemic. People may be more attracted to large open spaces and parks for outdoor dining, shopping and recreation. The benchmarking analysis in London in particular has shown that, around the world, cities have been implementing measures to help residents adapt to new behaviours required during times of social distancing. This has also shown that with an impetus, anything is possible. Interventions that pre-Covid would have taken years to be delivered, have been designed and implemented in a matter of months. This point in time

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34 https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/20 minute-neighbourhoods
35 https://www.climatexchange.org.uk/research/projects/covid-19-travel-behaviours-and-business-recovery-in-scotland/

therefore presents a clear opportunity to capitalise on the changes we have seen in society and maximise the benefits 20 minute neighbourhoods could deliver across Scotland.

3. Ambitions for 20 minute neighbourhoods in Scotland

3.1 Setting ambitions

The baseline assessment has shown that across the country there are places which, based on the data available to review, have the required services and infrastructure to allow them to be 20 minute neighbourhoods. This is the case across both urban and rural settlement areas. However, the assessment does not allow for the conclusion that the required quality of services or infrastructure is in place. Nor does it conclude that these places are performing as 20 minute neighbourhoods because it has not been possible to assess specific service and infrastructure quality or to consider the behavioural aspects of how they are used.

There is no 'one-size-fits-all' approach to developing 20 minute neighbourhoods. Every place is different, as are the needs of its residents. People may want a park to be within a 5-minute walk, and the shops a 10 minute walk away, while they may be happy to walk for 20 minutes to the dentist. This nuance needs to be recognised and embraced to deliver successful walkable places.
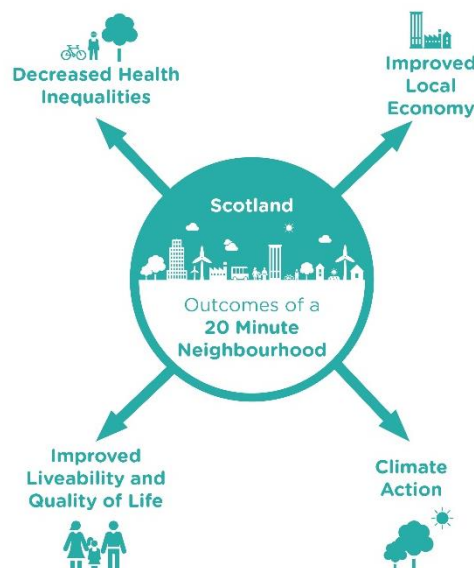
The benchmarking has shown what is achievable when a clear plan is put in place. Linked to the need for bespoke considerations, it is evident from the examples reviewed that the plan must be people-centred and developed with the stakeholders in the community; residents of all ages, businesses, local charities and groups, and local government. It has also shown that application of the Place Principle is critical to the successful delivery of the desired outcomes, and that the Place principle, alongside the Place Standard, will form a critical aspect of delivering 20 minutes neighbourhoods across Scotland.

The overall impression from the benchmarking is that the 20 minute neighbourhood concept provides a mechanism for delivering places which work better for those who live there, provide more opportunity for safe active travel and for local economic activity. The multiple benefits which could be realised are wide ranging, as shown in Figure 15.

Figure 15: Outcomes of a 20 min neighbourhood

Evidence from elsewhere, particularly since Covid-19, suggests that the desire to live more locally can provide tangible positive outcomes. These range from an increased sense of community and connection to place, support of local businesses, involvement in local schools and community groups, to healthier lifestyles, improved public health outcomes and environmental gains.

For instance, the provision of active travel infrastructure supports economic activity in an area. 'The Pedestrian Pound' report published in 2018[36] brought together academic research and case studies showing that safe and pleasant places, where people want to walk and stay longer, are economically vibrant. The report concludes that '*investment in the public realm and walkability makes economic sense. The evidence we have demonstrates increased footfall and trading*'. It also states that '*business owners and organisations still over-value the importance of parking and car*

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[36] https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf

access to their footfall and sales revenues'. This conclusion is repeated in studies all over the world[37] but for Scotland to realise these benefits jointed up, safe and high-quality active travel infrastructure is the foundation.

It is, however, also true that the desirability of a place boosts property values and living locally can subsequently become unaffordable. It is vital therefore that various housing typologies, lease and ownership arrangements are available to protect against this risk. This supports families and young professionals to live in these neighbourhoods as well as enabling older people to age in place.

The processes of baselining and benchmarking, and indeed the impacts of Covid-19 on the way we live day-to-day, have highlighted the potential of this concept to improve the liveability[38] of places in Scotland, and in so doing supporting the goal of reducing inequality (health related or otherwise), tackling the climate crisis and supporting a green recovery.

The initial ambitions for Scotland relating to the 20 minute neighbourhood concept are outlined below. These have been developed with regard to the outcomes of the baselining, gap analysis and benchmarking assessment.

3.2 Suggested ambitions for Scotland

Five initial ambitions have been identified:

1. Scotland has the opportunity to be a GLOBAL LEADER in delivering this concept across the country, showing that it is feasible in both urban and rural locations

It is clear from the benchmarking that internationally, to date, this concept has been applied to small geographic areas, within individual neighbourhoods, or across cities. The design and development of a framework for Scotland which seeks to deliver and operationalise this concept across the country would position Scotland amongst the leading nations.

2. EVERY NEIGHBOURHOOD in Scotland should be FACILITATED to be a 20 minute neighbourhood

The concept has the potential to inadvertently or indirectly increase inequalities. There is a real risk that communities who are already engaged can mobilise themselves to access support, funding and/or additional required interventions but do so at the cost of other communities less able to engage, for whatever reason.

It is also possible that some of those communities where their ability to engage is lowest, may be the ones where the opportunities to make significant and measurable changes are the greatest. The concept of proportionate universalism[39] should therefore be applied, where all communities would have some support, but the most at need would have the most support to close the gap. In each community, engagement is important with co-production as the underlying philosophy.

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[37] https://globaldesigningcities.org/publication/global-street-design-guide/streets/pedestrian-priority-spaces/pedestrian-only-streets/pedestrian-streets-case-study-stroget-copenhagen/
http://ec.europa.eu/environment/pubs/pdf/streets_people.pdf
https://www.880cities.org/8-80-streets/

[38] Liveability describes the frame conditions of a decent life for all inhabitants of cities, regions and communities including their physical and mental wellbeing. Liveability is based on the principle of sustainability and smart and thus is sensitive to nature and the protection of its resource.
https://ramboll.com/megatrend/liveable-cities-lab/liveability-defined

[39] Proportionate universalism is the resourcing and delivering of universal services at a scale and intensity proportionate to the degree of need. Services are therefore universally available, not only for the most disadvantaged, and are able to respond to the level of presenting need.
http://www.healthscotland.com/documents/24296.aspx#:~:text=Proportionate%20universalism%20is%20the%20resourcing,the%20level%20of%20presenting%20need.

3. Communities should be EMPOWERED to make changes in their neighbourhoods to allow them to meet their daily needs in a fair and equitable way

The 20 minute neighbourhood approach has a significant potential to improve community engagement and to put in place what communities need on the ground to support behavioural change. To enable this, participatory local budgeting could be considered, which supports localised identification of need and community empowerment.

4. This concept should ENABLE people to travel actively in support of their health and well-being, without access being limited by the cost of transport

Transport poverty is difficult to assess and there is an absence of an officially accepted definition. However, it is clear that the cost of transport to access services can be a limiting factor for some people and results in increased social exclusion for some communities. Where active travel could present a viable alternative to driving or using public transport to access services[40], it could serve to reduce this form of poverty.

Access to bicycles, both ownership and rentals via, e.g. bike sharing programmes should be facilitated in ways that prioritise members of the community who are less able to afford them. Training, e.g. cycling proficiency training is schools, is also important to encourage and enable cycling.

A significant barrier to the 20 minute neighbourhood concept being operationalised is the lack of appropriate active travel infrastructure. A network of joined up, safe, accessible high quality active travel routes in every town and city is required. This infrastructure needs to be designed for both transportation and recreation purposes. It also needs to recognise the different needs of users. For example, the commuter and the child walking or cycling to school. Routes need to be connected and go where people want to get to. In addition, all junctions need to be safe for these users.

Critical to the wider success of this infrastructure provision is that it is delivered alongside high-quality public realm improvements, enabling local businesses and service providers to benefit. Study after study shows that by prioritising active travel for the most frequent customers, local economic development can be delivered. The goal is to make active travel the easiest option for everyone.

5. The 20 minute neighbourhood concept should be the ambition that PULLS TOGETHER all other relevant policies in a given location

It is evident that there are many aspects of policy and planning that together contribute to how a neighbourhood looks, feels, and functions. The landscape can therefore be quite complex and involve a wide range of 'players'. The 20 minute neighbourhood concept presents the opportunity to pull together this complexity, ensuring that the goals across policies and plans all contribute to the same localised outcomes.

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[40] Sustrans assessed transport poverty levels in Scotland in 2016 and found that 20% (1,321) of the data zones were in the high risk category – this encompassed 466,000 households and a population of 1 million. The highest risk area were located in accessible rural areas (30% of all high risk data zones) and accessible small towns (28%). Twenty per cent were located in remote rural/very remote rural areas, 13% in remote small towns/very remote small towns, and 9% in large/other urban areas. https://www.sustrans.org.uk/media/2880/transport_poverty_in_scotland_2016.pdf
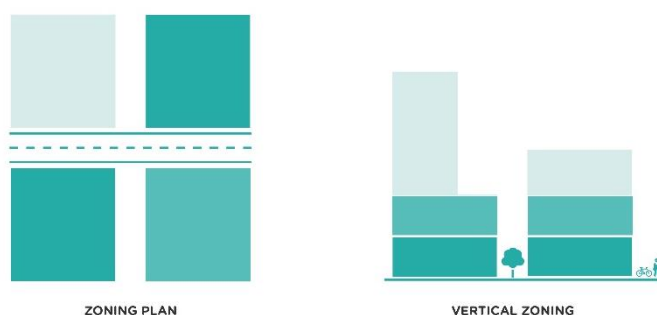
4. Recommendations

In order to achieve the ambitions set out above action is needed across policy, national and local delivery, and further research.

4.1 Policy

I. **Use the development of the 4th National Planning Framework to rationalise and coordinate the policy landscape to support delivery of the 20 minute neighbourhood concept.**

Linked to the delivery approach recommended above, and given the importance found via the benchmarking of the Place Principle in achieving the desired outcomes, national level policy must be reviewed. There is a window of opportunity available right now to influence the Scottish planning system in a positive way to support the delivery of this concept across Scotland. This is likely to require the various neighbourhood plans to be rationalised and coordinated (Community Plans, Local Place Plans, Town Centre Action Plans) to provide that clear vision which is vital for the realisation of the concept on the ground. However, it will also require a challenge of the status quo. For instance, in terms of the types of housing permitted, mixed use development and the need for vertical zoning where the use of each floor in developments are considered (illustrated in figure 17); or in lease agreements and permitted activity to support home based working to avoid the inequalities between those who

Figure 16: Plan vs vertical zoning

rent their home and those who own them. It will also require a shift change in terms of density and how we build this into existing lower density communities. [Ambition 5]

II. **A greater emphasis on reducing private car journeys. This can be done through providing high-quality active travel infrastructure as part of reallocating space away from private cars to other modes, and via the reimagining of public transport to be more flexible in rural and urban settings.**

It is clear from the benchmarking that the provision of safe infrastructure for active travel is a foundation which the 20 minute neighbourhood concept must be built on. This is in line with the priorities in the Sustainable Travel Hierarchy[41]. Safety or perceptions of safety is a key consideration when choosing a walking route. The quality of the surroundings contributes to this. Activating spaces improves both quality and sense of safety for walkers and so should be linked to the delivery of the infrastructure.

Cycling infrastructure must consider the needs of the communities. The different requirements of commuters, recreational cyclists, women, children, and older people must all be considered. The need to provide coherent networks with safe junctions is critical to the infrastructure provision facilitating behavioural changes. In addition to the infrastructure, greater access to bike and ebikes must be facilitated. This may be through wider use of bike subsidies, recycling or sharing programmes, or loan schemes.

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[41] https://www.transport.gov.scot/active-travel/developing-an-active-nation/sustainable-travel-and-the-national-transport-strategy/

With regards both active travel infrastructure, new developments and redevelopments must be required to apply the Sustainable Travel Hierarchy whereby safe and networked active travel provision is provided as a priority over the provision of car parking spaces. The need for all developments to provide car parking should be reviewed.

The current public transport model in many neighbourhoods around the country does not provide the frequency of service which is required to reduce the need for private vehicles and to reduce car journeys. To enable people to access services and facilities locally, greater effort should be placed on delivering 'on demand' services not fixed routes in areas of lower regular demand. It is important that the increasingly digitised nature of access to public transport does not limit access to it especially for the elderly, those on low incomes, those with disabilities, or those where language can be a barrier for instance. Linked to the recommendations outlined in the Strategic Transport Projects Review 2 (STRP2) on 'Investment in Demand Responsive Transport and Community Transport' it is recommended that shared connectivity services are further considered to reduce demand on private car journeys in non-urban communities. [Ambition 4]

4.2 Delivery approach

Taking learnings from the benchmarking assessment, alongside the wider research completed as part of this study, it is evident that a dual national and local approach will achieve the best results for creating thriving 20 minute neighbourhoods across Scotland, shown in figure 16. This approach will provide the national level leadership and clarity of vision which has been shown elsewhere to be vital in delivery.

Under such an approach, the details of the concept, a framework for its application and the approach to funding delivery on the ground would be defined at the national level. At the local level, the specific ambition would be defined, details of how it should be delivered identified, and community participation undertaken. [Ambition 1 and 5, but supporting all ambitions]

III.   Defining concept, framework, and funding at a national level

Directly provide funding, or a route map for access to national funding streams and support disadvantaged communities in accessing these. Funding should allow for detailed baselining studies, local engagement and delivery, (or activation) plans as well as on the ground interventions.

Figure 17: Delivery approach

Promote the aspirations behind the concept, in particular behaviour change associated with active travel, ensuring these are promoted in all communities, with specific focus on areas of inequality or deprivation. Knowledge must be shared across Scotland.

Provide and share a framework, tools, and best practice approaches, to deliver the concept. This will require various neighbourhood plans to be rationalised and coordinated nationally, regionally and locally. Ensure there is funding to allow local authorities the resource to upskill if needed and for training to use these tools.

IV.   Defining local ambition, delivery, and community participation

Active community participation is key to the successful delivery of this concept, local community groups, businesses, landowners, and residents must be able to actively be part of the understanding, design, making and living process. As noted above in ambition 2, this is likely to require varying levels of support depending on the starting point for a neighbourhood. As noted in ambition 2 above, the most at need should have the most support to enable good, equitable levels of community participation.

Interventions (e.g. high quality and safe cycling routes) to enable neighbourhoods to thrive must be defined and delivered locally, through place-based understanding and as part of a local plan for change. Local government must commit to drive the ambition locally, they must be able to take ownership of the issues that are preventing neighbourhoods from being able to thrive as 20 minute neighbourhoods and be able to implement solutions. This may require Local Authorities to work in a different way, to be involved in decision making in a different way, or to be provided powers to enable this.

4.3 Further research

V.   Further assessment on a number of demonstration areas, selected to ensure diversity of type of neighbourhood; including locations, current score across quantitative features and qualitative indicators, and levels of deprivation.

To further develop the delivery approach, it is recommended that several demonstrator locations across urban and rural locations and levels of deprivation are identified and assessed in greater detail. The assessment should seek to investigate the issue around qualitative and qualitative aspects of provision in more detail, with specific reference to the development of absolute assessments using the mapping approach developed here. It should consider barriers to delivery; physical, behavioural, and social, and identify how the story told via the data varies from the reality on the ground in the neighbourhoods. It should identify the most appropriate mechanisms for engagement of local communities, strategies to reduce inequalities, and identify best practice approaches. It could also further investigate the value of using local participatory budgeting approaches. These demonstrators should also be used to develop associated targets or measurement approaches. We suggest it may be possible to do this with six to eight demonstrator sites. [Ambition 1, 2, 3 and 4, support local delivery]

VI.   A national survey on walkable distances and visual perceptions should be undertaken to nuance the 20 minute neighbourhoods' concept and help design guidance for implementation.

At present the walking distances applied are not specific to the Scottish population, its habits or tolerance levels. This survey would seek to better understand what distances people would be prepared to walk or cycle to different types of services and facilities and the regularity with which they access these services. It would also seek to understand the visual perception which would support these behaviours and how the quality of the environment might influence them. This information would then help to inform the development of the concept for Scotland showing what is feasible and desirable in both urban and rural locations and supporting the development of the delivery model suggested above. [Ambition 1 and 4]

VII.   Mapping to establish a detailed baseline which can be used to both support development of national and local plans and monitor national and local outcomes.

The availability of a national dataset which provides communities and decision makers with readily available and consistent data to support local interventions and community engagement would be very valuable. This mapping data should have the capacity to be updated by Local Authorities to ensure that the best available data is used. It should have

the capability to monitor progress over time and provide updated analysis on the delivery of key outcomes. The initial baselining mapping developed in this research project could form the basis of this and be further developed to enable an absolute (as opposed to relative) picture be defined for each neighbourhood. This could be linked to the 'demonstrator' recommendation above. [Ambition 2 and 4]

VIII.   Review whether the Place Principle is being operationalised by Local Authorities, to identify barriers and mechanisms to overcome these.

Given the critical nature of the application of the Place Principle it is considered important to understand how it is currently being applied within Local Authorities and if there are barriers or challenges to its application which need to be addressed to support delivery of the 20 minute neighbourhood concept. This research should focus on drawing out success stories, barriers and lessons learnt. The outcomes of this task would serve to support the development of the national framework (outlined above) [Ambition 1 and 5].

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Appendices

Appendix A: Baseline methodology and analysis

This appendix details the data and methodology used to produce the baselining analysis and result as described in Section 1 of the main report. The Table A1 below lists the breakdown of each category and the data assigned to quantity features and quality indicators.

Table A1: Baseline Study Data Used

| Place Standard Dimension	Place Standard Category	Sub-category	Quantity Features	Quality Indicators
Movement	Public Transport		**Point data sets including**: Airports, Bus stations, bus stops, railway stations, subway stations, ferry ports	SMID - "Access" ranking
	Moving Around	Safe Cycle Networks	**Point data sets including**: cycle Parking, bike rental☐ **Line data including**: sustran cycle routes, national cycle routes	SMID - "Access" ranking, NPF - Journeys by active travel
		Walkability	**Line data including**: Core paths	SMID - "Access" ranking, NPF - Journeys by active travel
	Traffic and parking	Vehicle parking and charging	**Point data sets including**: Car parking locations, Electric Vehicle Charing Point	SMID - "Access" ranking
Civic	Identity and Belonging	Flexible Community Spaces	**Point data sets including**: Church Hall / Religious Meeting Place / Hall, Conference / Exhibition Centre, Public / Village Hall / Other Community Facility	NPF - Community ownership, NPF - Social Capital
		Cultural spaces and Heritage Assets	**Point data sets including**: Historic / Disused Cemetery / Graveyard, Historic Structure / Object, Museum / Gallery, Castle / Historic Ruin, Monument, Heritage Centre, Public Libraries, Public Mobile Libraries, Category A Listed Buildings, Properties in Care☐ **Polygon data including**: Conservation Areas, World heritage sites, scheduled monuments	NPF - Culture (4 indicators), NPF - State of historic sites
Stewardship	Feeling Safe		**No applicable data**	**No applicable data**
	Influence and sense of control		**No applicable data**	SMID - "Crime" ranking, NPF Children's Voices, NPF - Influence over local decisions
	Care and Maintenance		**No applicable data**	SMID - "Crime" ranking, NPF - Perceptions of Local Area NPF - perceptions of crime rate, NPF - Quality of Public Services
Resources	Work / Local Economy	Local Employment Opportunities	**Polygon data sets including**: SCRIG - Number Of Businesses (at ward level)	SMID - "Employment" ranking
		Flexible work space	**Point data sets including**: Offices / work Studios	SMID - "Broadband" ranking
	Facilities and Services	Local Schools and Education Opportunities	**Point data sets including**: Colleages, Education, First School, Further Education, Higher Education, Higher Education, Junior School, Non-State Secondary School, Other Education Establishment, Primary School, Secondary School, High School, University	SMID - "Education" ranking, NPF - Quality of children's services
		Local Shopping Centres	**Point data sets including**: Retail, Shop / Showroom	NPF - Perceptions of Local Area?
		Restaurant / Cafe	**Point data sets including**: Fast Food Outlet / Takeaway (Hot / Cold), Restaurant / Cafeteria	NPF - Perceptions of Local Area?

Place Standard Dimension	Place Standard Category	Sub-category	Quantity Features	Quality Indicators
		Local health Facilities and Services	**Point data sets including**: Care / Nursing Home, Dentist, General Practice Surgery / Clinic, Health Care Services, Health Centre, Hospice, Hospital	SMID - "Health" ranking, NPF - Quality of Care experience
		Supermarket	Supermarket	
	Housing / Community	Housing diversity and flexibility	**Point data sets including**: house types: Detached, Semi-detached, terraced, self contained flats, dwellings, residential	SMID - "Housing" ranking, NPF - Satisfaction with housing
	Social Interactions		**Point data sets including:** Art Centre / Gallery, Bowls Facility, Cinema, Entertainment Complex, Market (Indoor / Outdoor), Museum / Gallery, Tenpin Bowling Facility, Theatre, Wildlife / Zoological Park, Zoo / Theme Park	NPF - Places to interact
Spaces	Play and recreation	Local playgrounds and parks	**Point data sets including:** Play Area, Playground	NPF - Visits to the outdoors
		Sport and recreation facilities	**Point data sets including:** Activity / Leisure / Sports Centre, Cricket Facility, Football Facility, Golf Facility, Indoor / Outdoor Leisure / Sporting Activity / Centre, Leisure - Applicable to recreational sites and enterprises, Rugby Facility, Sport / Leisure Support, Water Sports Facility, Shinty Facility	NPF - Physical Activity
	Natural Space		**Point data sets including:** Forest / Arboretum / Pinetum (Managed / Unmanaged), Forestry, Park, Private Park / Garden, Public Open Space / Nature Reserve, Public Park / Garden, Recreation Ground, Woodland☐ **Polygon data sets including**: Open OS Greenspace polygon, Surface Water polygons (over a certain size)	NPF - Access to green and blue space
	Streets and spaces		**Point data sets including**: Cemeteries, Bench, Dog Litter Bins, Litter Bins, Memorial, Street Lighting	NPF - Places to interact (duplicated)

Baseline methodology

The processes used to analyse the results discussed in section 1.

1. Create population weighted centroids for Output Areas.
2. Create 800m buffers around each of the population weighted centroids of the output areas.
3. Collate the data together.
4. Assign data source to a category.
5. Count the number of physical assets for each category that fall within each of the 800m buffers. E.g. count all Airports, Bus stations, bus stops, railway stations, subway stations, and ferry ports.
6. If there are multiple sub-categories of data, then the counts for each of the sub-categories are added together to get a final category score.
7. Determine the percentile (out of 10) which the count of the physical assets falls in when compared to the count of physical assets for all other 800m polygons. This gives a quantitative score out of 10 for each category.
8. Reorder the ranking so 10 is the value for the 800m buffers with the most physical assets.
9. Some of the qualitative data comes as a rank (e.g. SMID), some of it comes in as percentage scores (e.g National Performance Indicators). To ensure the data is comparable all data is then put into a rank, and then orientated to the direction where highest rank value is the "best". This rank is applied to the raw data.
10. The qualitative data comes from polygons larger than output areas. Therefore, determine the qualitative data value by assigning it to the polygon it falls in.
11. If there are multiple sub-categories of data, then the ranks for each of the sub-categories are averaged together to get a final category score.
12. For the qualitative data, the percentile was is then determined when compared to the rank for all other 800m polygons.
13. Reorder the ranking so 10 is the value for the 800m buffers with the "best" qualitative rank.
14. This gives a score for the qualitative data out of 10 for each category.
15. At this stage we have two scores for each category: a quantitative score (out of 10); and a qualitative score (out of 10). To get a final score for each category, the quantitative and qualitative scores are added together to get a score out of 20.
16. To get an overall score for each 800m buffer, the scores for each category are added together.
17. As there are many polygons that overlap due to the output centroids being close to each other the data from the buffers are re-assigned back to the Output Area polygons. This data can then be visualised.

Figure A1: Population centres and 800m buffer
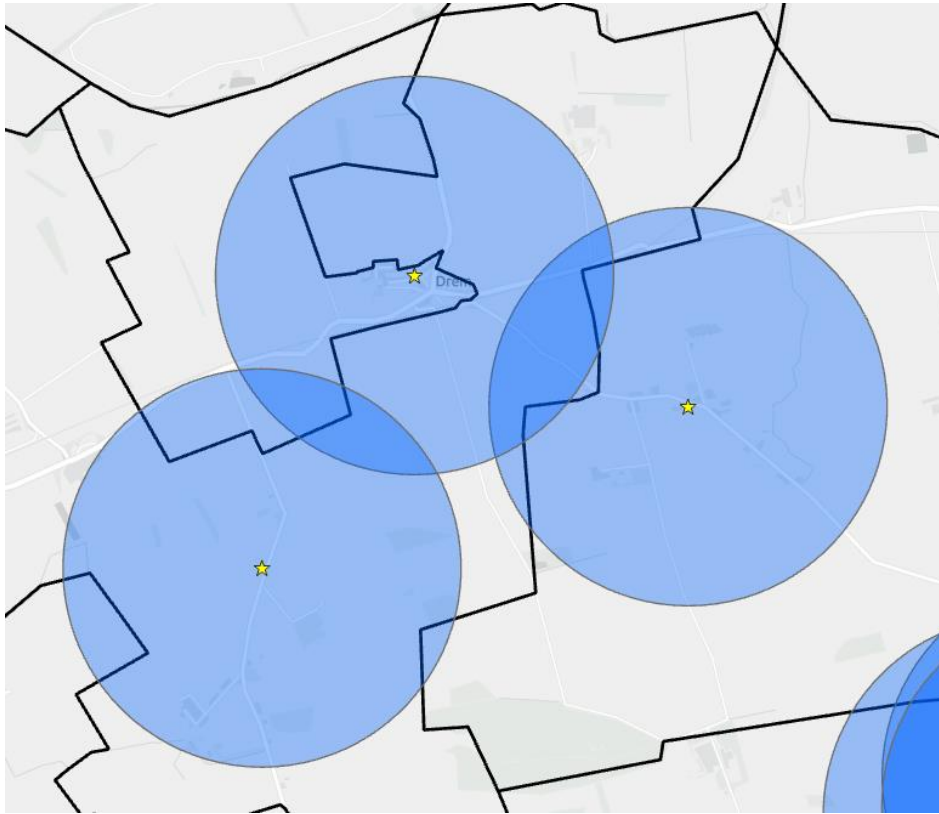
18. Collate the data together.
19. Assign data source to a category.
20. Count the number of physical assets for each category that fall within each of the 800m buffers. E.g. count all Airports, Bus stations, bus stops, railway stations, subway stations, and ferry ports.

Figure A2: Services within and outside of the 800m buffer
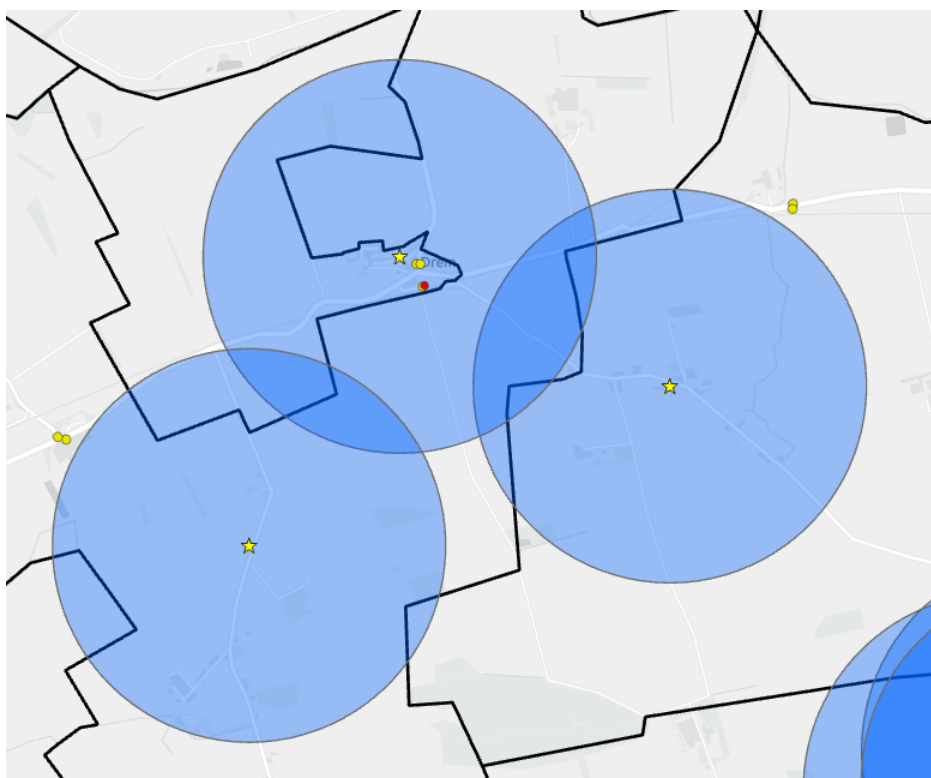
Appendix B: Benchmarking analysis

The following international evidence was summarised in Section 2: Lessons from Elsewhere.

A review was undertaken of the following places:

- **Applecross, Wester Ross, Scotland**
- **Barcelona, Spain**
- **London, England**
- **Melbourne, Australia**
- **Milan, Italy**
- **Nordhavn, Copenhagen, Denmark**
- **Ottawa, Ontario, Canada**
- **Paris, France**
- **Portland, Oregon, USA**
- **The Knab, Lerwick, Scotland**

Applecross, Scotland

The Applecross community is spread across over twenty crofting townships and comprises several hundred people. The name Applecross applies to the whole peninsula.

Population: ~550

Location/Category: Rural

Type of Location: New Development, Existing Location

Dimension of interest: Land use planning and housing provision

What stage of development is the policy or framework?

The policy of note is land use planning, and the development of a Land Use Plan.

The Applecross peninsula is one of the most remote areas on the Scottish mainland. Twenty crofting township communities live dispersed over a large estate owned by a single owner, the Applecross Trust. Significant local housing needs have created a collaborative process engaging the community landowner, local authority, and public agencies to identify housing sites through a Community Land Use Plan.

In the past, the community and the Applecross Trust did not have a clear route for communications where everyone's views could be heard, leading to misconceptions and misunderstandings between the key players. Ground conditions, difficulties getting services and infrastructure in, and the amount of land under crofting tenure made it difficult to select suitable housing sites. The vast scale of the Local Development Plan area only has extremely broad place statements. Applecross therefore lacked a democratic process for selecting sites in a collaborative way.

Equity of Access: Applecross lacked a democratic process for selecting housing sites in a collaborative way. This process sought to overcome that.

Summary of scheme/policy:

There is no 'one size fits all' approach to rural housing development and there are a wide range of factors that may prevent land from being developed that, if overcome, can unlock housing delivery. Land is just one piece of a relatively complicated jigsaw puzzle, and this is particularly the case in rural Scotland where market failure exists in many areas. The findings of the Scottish Land Commission's study (The Role of Land in Enabling New Housing Supply in Rural Scotland) shows that greater facilitation and support, better approaches to rural planning and community engagement, improved private and public sector engagement together with support for new models and approaches would help support the delivery of more homes and better places across rural Scotland.

The Applecross Community Forum recommended:

- A fine-grained local housing survey to prove local housings needs
- A neutral forum set up to improve communication between all parties
- Production of a Community Land Use Plan using independent facilitator, and its adoption as a Material Planning Consideration by Highland Council as a strong example of a Local Place Plan (LPP) approach. This could be a model for LPPs to meet identified local need elsewhere
- Ability to attract funding and other in-kind help to support a resource-intensive process.

Lessons learnt for Scotland:

The concept of Placemaking is very broad. The Scottish Land Commission note that many stakeholders observed that the bad reputation new housing projects often gain (one of the wider themes identified through their research) is often because they can lack any sense of identity or place. Or they are situated in compromised locations without sufficient thought to their impact on the wider community. The value of local engagement early in this process can overcome these issues and serve to maximise the 'place making' value delivered by these developments.

Links to further information

https://www.landcommission.gov.scot/our-work/housing-development/housing/applecross-community-land-use-plan

https://www.landcommission.gov.scot/downloads/5f0d9630bd952_20200714%20SLC%20Savills%20Rural%20Housing%20Report%20FINAL.pdf
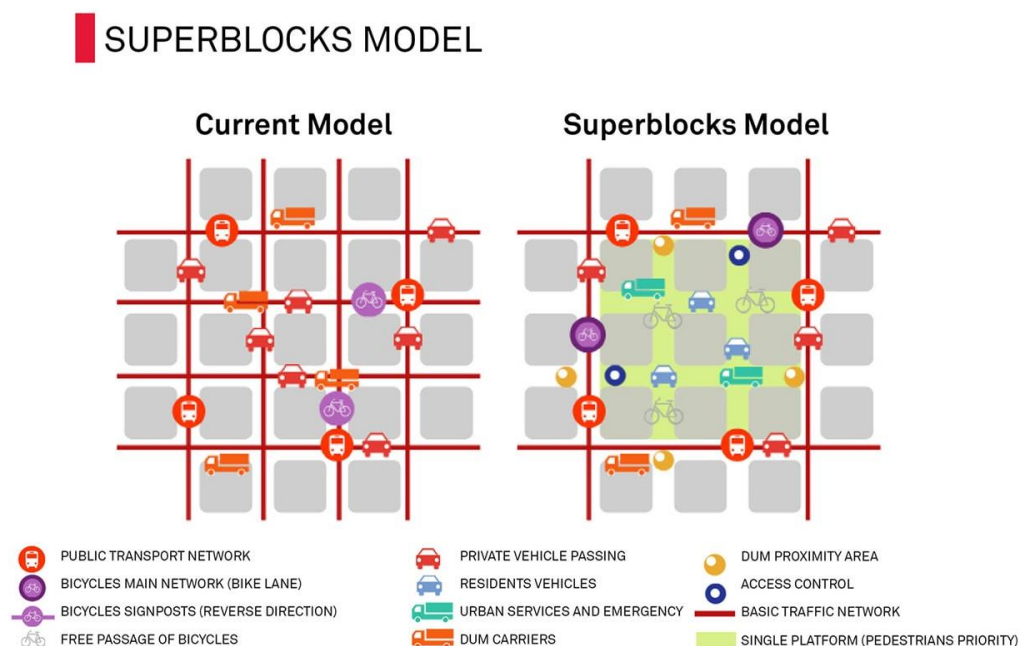
Barcelona, Spain

Population: 1.6m people with a density of around 16k people per km^2

Location/Category: Urban

Type of Location: Existing Location

Dimension of interest: Mobility and place making

What stage of development is the policy or framework?

Barcelona has a superblocks system that modifies road networks within 400x400 metre blocks to improve the availability and quality of public space for leisure and community activities and for pedestrians and cyclists. Recently the Superblocks programme took a step forward to become the model for the transformation of the streets of the entire city, with the aim of recovering for citizens a part of the space currently occupied by private vehicles. The objective is to achieve a healthy public space, greener, fairer, and safer, which favours social relations and the local economy.
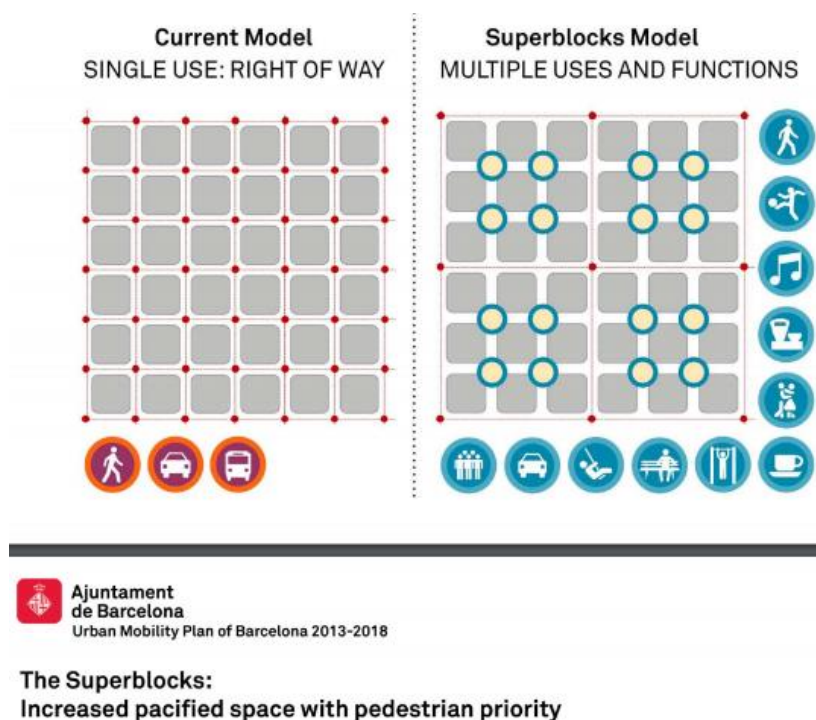
After piloting in small areas, the Superblock approach will now take a leap in scale and rhythm. The Barcelona City Council has carried out a careful analysis of the city: flows and mobility of citizens, neighbourhood facilities, green spaces, constructive and social fabric. With this comprehensive look, a road hierarchy has been completed which allows the freeing of some streets of traffic, creating a network of green axes and squares where pedestrians have priority. This new vision will begin to be applied as a priority in a limited number of locations and begin to connect into areas which have already begun to be created. In the immediate future four large squares, of about 2,000 m² each, at the confluence between these green axes.

As part of these next steps it is intended that one in every three streets will be a green axis, the neighbourhood will have a square less than 200 meters from home and that schools in the most polluted and most vulnerable areas are prioritized with respect to road safety.

Successes to date in terms of mobility and transportation are evident in the fact that space for walking has increased by 501,000m² and an additional 21km of bike corridors have been created.

Equity of Access:

On the green axes there are unique platforms, to improve accessibility for everyone, and striated pavements and buttons with colour contrast for the orientation and safety of people with reduced vision. The strips of space closest to the facades will be reserved for the exclusive access and passage of pedestrians and will be free of obstacles and other uses.

Current Model
SINGLE USE: RIGHT OF WAY

Superblocks Model
MULTIPLE USES AND FUNCTIONS

Ajuntament de Barcelona
Urban Mobility Plan of Barcelona 2013-2018

The Superblocks:
Increased pacified space with pedestrian priority

Summary of scheme/policy:

The Urban Mobility Plan of Barcelona 2013-2016 outlines specific mobility related interventions which have been or are being applied within the Superblock approach. These cover walking, cycling, public transport, urban distribution of goods and private vehicles. They include infrastructure of physical interventions, but also behavioural change and communications related one.

- *Green axes and squares:* **The green axes are pacified streets, with places of stay and greener, that allow to move on foot with comfort, comfort, and safety. At the crossroads of these green axes, new squares emerge - spaces of about 2,000 m². These spaces are currently totally dedicated to traffic, but will become comfortable spaces, where green, permeable paving or play will have a leading role. In the neighbourhood reviewed there are 21 green axes, which represent 33 km of route, adding 3.9 hectares of new citizen space. The neighbourhood will gain 33.4 hectares of new priority space for pedestrians.**
- *Participation:* **The Barcelona City Council wants the Supermanzana Barcelona project to be a city action that is built with dialogue and the participation of all stakeholders and citizens. They see it being about giving continuity to the listening process that has been carried out in each transformation process of the Superblocks. The Superblocks programme is carried out with the involvement of neighbours, entities and groups. Participation is open to all interested persons through meetings and activities, both at the neighbourhood level and at the city level. Participatory processes usually have information sessions and workshops open to residents, entities, and all interested**

persons. There is also a steering group in each area made up of representatives of entities and the City Council, which acts as a permanent engine.

Concept being applied elsewhere:

Madrid has also committed to applying the SuperBlock approach in the city to create a 15-minute city. Their approach will be to apply measures little by little and in consensus with the neighbourhoods, taking advantage of the flexible and adaptable nature of their approach. The City recognises the important thing in this first phase of testing will be to engage with residents and stakeholders to understand how they value changes and what they would improve.

When this model is scaled to the entire city centre –the interior of the M30– 75% of the streets of the capital would be exclusively accessible to residents. This implies "abandoning the idea of extending Madrid Central to the entire interior of the M30" and, instead, dividing the city into cells "whose interior part is only for residents and whose perimeter can be used for transit and for collective public transport ". To promote local commerce, the city council's urban planner is committed to avoiding large commercial areas within superblocks.

Lessons learnt for Scotland:

In Barcelona they are measuring the population density, the green space per inhabitant and the area of land given over to pedestrian priority. This can be used to show progress to residents and track the value of the various interventions as they are delivered.

Population density	Green spaces per inhabitant	Area of areas with priority for pedestrians
816 inhab./ha	7.8 m^2 per inhabitant	14.1 ha

In Madrid, they feel that the superblock model facilitates safety and reinforces community ties, which they note also helps fight unwanted urban loneliness: "Children will be able to play again in the streets of Madrid, and the elderly will be able to walk without fear of being run over by cars". They note however to get there, they first need to guarantee a balance between small businesses and essential services, which means adapting the urban regulations on land use, protecting those classified as "community facilities" such as schools, sports centres etc.

Links to further information:

City of Barcelona (no date) Hacemos juntos una ciudad mejor.

El Diario (2020) Madrid plantea crear una supermanzana para limitar el tráfico con una prueba piloto, 26 June.

Ajuntament de Barcelona Urban Mobility Plan of Barcelona 2013-2016.

We have the power to move the world: A mayors' guidebook on sustainable transport: https://www.c40knowledgehub.org/s/article/We-have-the-power-to-move-the-world-A-mayors-guidebook-on-sustainable-transport?language=en_US

Barcelona Superblocks: Change the Grid, Change your Neighbourhood: https://www.youtube.com/watch?app=desktop&v=jq2yd4QgL5I

https://www.eldiario.es/ballenablanca/365_dias/madrid-plantea-supermanzanas-limitar-trafico_1_6049347.html

London, England

Size: 9 million, 1,572km2

Location/Category: Urban

Type of Location: Existing Location

Dimension of interest: Movement and Spaces

Topic: Low Traffic Neighbourhoods, Tackling Air Quality, Liveable Neighbourhoods, Temporary enhancements

Equity of Access: These policies put walkability first in the hierarchy of need. This is a key determinant of equity of access. If everywhere is accessible without the need of any sort of vehicle it opens up the opportunities and access of services to everyone.

Summary of scheme/policy: In London policies that seek to deliver on the concepts outlined in the 20 minute neighbourhood definition fall under the remit of the Mayor's Transport Strategy; *'The Mayor's Transport Strategy sets out his plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport.'*

The strategy uses the Healthy Streets Approach. This makes health and personal experience the priority. The Healthy Streets Approach will be applied to the whole transport system to help create:

- **Healthy Streets and healthy people: streets make up 80% of London's public spaces - making them Healthy Streets will improve the quality of life for everyone in London**
- **A good public transport experience: public transport is the most efficient way for people to travel distances that are too long to walk or cycle. A seamless, 'whole-journey' experience will provide an attractive alternative to using the car**
- **New homes and jobs: London needs 65,000 new homes every year to meet demand, plus around 1.3 million more jobs by 2041. We have an opportunity to reshape London and make sure it grows in a way that improves the quality of life for everyone**

Action plans support this strategy. The **Walking Action Plan** *'is aimed at making London the world's most walkable city, with a target to increase the number of walking trips by more than one million a day by 2024.'*

Projects that implement the actions outlined in these plans include: **Streetspace for London** *and* **The Liveable Neighbourhoods Programme Street Space for London**

Creating more space for people to safely walk, cycle, scoot, or wheel to try to help authorities manage the coronavirus pandemic. These interventions:

- **Make it easier and safer for people to keep up social distancing**
- **Encourage people to walk, cycle or scoot more often, or take it up for the first time**
- **Prevent an increase in car use and enabling deliveries, emergency services and essential vehicle journeys from becoming gridlocked**
- **Keep London's air as clean as possible to protect everyone's health and tackle the climate emergency**

Temporary Streetspace project interventions include:

- **Adding to the cycle network by creating new and upgraded lanes and routes using temporary lane separators such as wands**
- **Creating new walking, cycling and bus-only corridors in central London, reducing car use and making it easier to walk and cycle while ensuring a reliable bus network**
- **Widening pavements so people can safely walk or roll wheelchairs past queues outside shops or stations**
- **Funding and working with boroughs on changes to their roads. Boroughs are creating School Streets which restrict vehicle access to schools at drop off and pick up times. (This promotes active travel for getting to and from school.) Low Traffic Neighbourhoods are also being introduced in some places - these restrict vehicles from using side streets to get across an area while keeping access for residents and deliveries**
- **Trialling the Green Man Authority, where pedestrians at a limited number of pedestrian crossings see a continuous green man signal unless a vehicle is approaching - in that case, the red man will appear**
- **Trialling 24-hour bus lanes on red routes, helping to make bus journeys faster and more reliable**

It is hoped that many of these temporary measures will lead to permanent interventions, TFL will be conducting a large programme of stakeholder and community engagement to make these decisions.

Liveable Neighbourhoods

The Liveable Neighbourhoods programme gives boroughs [local authorities] the opportunity to bid for funding for long-term schemes that encourage walking, cycling and the use of public transport. The programme supports the aims of the Mayor's Transport Strategy by funding local schemes to reduce car trips and improve neighbourhoods for walking, cycling and public transport. The Mayor's Transport Strategy sets out a long-term ambition to transform the Capital's transport network and provide a fairer, greener, healthier, and more prosperous city for all Londoners.

Grants of between £1m and £10m are being provided for a wide range of community-supported projects. These include creating green spaces and cycling infrastructure and redesigning junctions. The programme will also fund the widening of walking routes to improve access to local shops, businesses, and public transport. The Liveable Neighbourhoods programme will continue until 2022/23 and boroughs can submit bids at any time. 18 locations have been agreed across London, including Shortlands in Bromley, where the funding will support:

- **Improved travel connections for pedestrians and cyclists to Shortlands station and the surrounding area with new protected cycle lanes on Bromley Road and Valley Road**
- **New pedestrian crossings along the busy A222 and Station Road**
- **New public spaces will be created around the Shortlands War Memorial and Shortlands Village Centre along with pocket parks and improvements for walking throughout the scheme area**
- **New pocket park and a new cycle hub will be built at Shortlands station**
- **Introduction of school streets to make it easier for pupils to get to school without car traffic**

- **Low traffic neighbourhoods will be created in surrounding residential areas, dramatically reducing the impact of traffic on these streets**

This programme builds on previously implemented **Low Traffic Neighbourhoods** in London**,** particularly the highly successful Walthamstow Village. The previous works focussed more strongly on air-quality and removal of vehicle traffic. The new iteration of the work takes a much more holistic approach.

What stage of development is the policy or framework?

Street space projects have been implemented across London, TFL are now making decisions around which measures should become permanent.

Liveable neighbourhoods funding has been agreed and the works are being constructed.

Lessons learnt for Scotland:

Simple and fast interventions can do a lot to shift mindsets. Focusing on quiet residential streets are quick wins for road safety, walkability, and air quality. These small changes can help lead to larger changes. A joined-up strategy helps to set the agenda that local neighbourhoods can then tailor to their own particular circumstances.

Links to further information:

The Mayor's Transport Strategy; https://tfl.gov.uk/corporate/about-tfl/the-mayors-transport-strategy

Streetpsace for London; https://tfl.gov.uk/travel-information/improvements-and-projects/streetspace-for-london?intcmp=62776

Liveable Neighbourhoods; https://tfl.gov.uk/info-for/boroughs-and-communities/liveable-neighbourhoods

Low Traffic Neighbourhoods: https://londonlivingstreets.com/low-traffic-liveable-neighbourhoods/

Melbourne, Australia

Population: 4.5k, 45k and 128k respectively for the pilot areas

Location/Category: Croydon South, Sunshine West, and Moonee Valley City Council; Suburban

Type of Location: Existing neighbourhoods

Dimension of interest: The focus of these pilot areas was largely the creation of walkable, liveable neighbourhoods. They note that walkable areas feature higher density, a diverse mix of uses, a range of destinations, and multiple active and public transport options.

What stage of development is the policy or framework?

This is a city-wide plan – *Plan Melbourne 2017-2050.*

There have been a number of pilot projects developed to investigate the application of the 20 minute policy on the ground. Melbourne have applied the 20 minute neighbourhood concept in 3 pilot locations: Croydon South, Sunshine West, and Moonee Valley City Council (made up of 12 20 minute neighbourhoods, with specific reference made to Strathmore).

These pilots look at a range of different aspects from a 20 minute neighbourhood policy. Of particular note are:

Neighbourhood activity centres

It is noted that '*The role and function of every Neighbourhood Activity Centre varies depending on its size and context within the metropolitan region. However, they should have the capacity to support a range of local services that complement the wider network of centres and needs of the community. A recent analysis has shown there is no consistency in the approach to designating and planning these centres. There can be anywhere between 2 and 60 identified by individual councils with multiple designations and terminology being used. Consistent guidance would improve the effectiveness of planning and managing the network of Neighbourhood Activity Centres. It would also ensure a more consistent infrastructure response to these activity centres from State Government'.*

Place Based Planning

To respond to planning related challenges, it is noted that 'a '*place-based' approach aims to reconnect planning, infrastructure and service decision-making with the needs of a community at a local level. It reflects the need for more flexible, locally led solutions to neighbourhood challenges.*'

The Strathmore pilot project focused on delivering a place-based approach to support the councils strategic plan, MV2040. Key opportunities identified for Strathmore included:

- **Improve pedestrian safety, particularly around schools.**
- **Install bicycle lanes to improve connectivity to the Activity Centre.**
- **Review planning controls to support housing diversity.**
- **The success of this approach has meant that the Council have extended the project approach (including successful internal governance approaches and place approach) to other neighbourhoods in the municipality.**
- **Community partnerships and better engagement.**

The Croydon South pilot project focused on developing an integrated neighbourhood plan in partnership with the local community. Key opportunities for Croydon South included:

- **Streetscape improvements to revitalize the Activity Centre.**
- **Enhance connectivity and amenity of Tarralla Creek through improved active travel paths.**
- **Exploring housing diversity options.**

The council are now exploring strategies to scale up the project approach to apply to other neighbourhoods across the municipality and are developing tools to support broader implementation.

The Sunshine West pilot project was delivered in partnership with local traders and focused on supporting a thriving local economy by building business strategies to revitalise Glengala Village. Key opportunities identified for Sunshine West include:

- **Support housing diversity around Glengala Village Neighbourhood Activity Centre.**
- **Encourage 'pop up' shops and street trading.**
- **Explore streetscape improvements in the Activity Centre.**
- **Support public art installations and 'creative spaces.' Council are exploring similar business and community development approaches in the municipality.**

Equity of Access:

The Council reported that range of engagement activities undertaken as part of the pilots were essential in developing positive relationships with the community and showing care for the neighbourhood. By investing time into these face-to-face interactions, the councils were able to establish a stronger presence in the community and increased the potential for partnerships in the future.

Several pilot projects used the CrowdSpot online engagement platform to spatially map neighbourhood ideas, issues and favourite spots. This enabled hyper-local feedback and community insights that will shape future priorities. The Council found the tool to be highly effective and will continue to use it in future engagement.

Summary of scheme/policy:

It was found that:

- **Place-based planning is effective.**
- **Community partnerships are key to successful neighbourhood planning.**
- **Implementing 20 minute neighbourhoods needs to be a long-term commitment by State Government.**
- **A programme is needed to support innovative neighbourhood projects.**
- **Planning outcomes need to be monitored.**

For each of the pilot locations a range of interventions were identified through community engagement. These range from infrastructure improvements for active travel, urban realm upgrades, junction improvements and lighting enhancements to increase safety, to policy reviews to enable the delivery of higher density places, encourage more mixed uses and public transport network reviews to provide better connections between key places. Some specific interventions are worth mentioning:

Movement and Place. 'Movement and Place is a new road management framework for Victoria. It recognises the role of streets in moving people and goods, as well as being places for people to live, work and enjoy. The framework takes a multi-modal approach to

network planning. It takes into consideration the diverse role places play in planning the types of transport modes appropriate for a local street. The Department of Transport prepared a local assessment for pilot program neighbourhoods using this framework. The assessment evaluated road network performance and place classifications.'

Neighbourhood activity centres - Community anchors.

A 'Neighbourhood Activity Centre' is the land-use planning term used to describe local shopping areas/centres, generally designated and managed by local government. In the Melbourne context these places are small in scale and may have several retail shops and services to meet people's daily needs, such as bakeries, grocers, and local health services. Neighbourhood Activity Centres are seen as an integral part of community life and fundamental to the creation of 20 minute neighbourhoods. It is noted that while these places are critical to community health and wellbeing, there is often limited investment in them when compared to places of state significance such as Metropolitan Activity Centres. While individually these places may only serve a local community's needs, the network of these centres are seen to play a significant role in supporting an accessible city where people can walk to access their daily needs.

To establish a network of walkable Neighbourhood Activity Centres based on the 800m catchment, it is noted that planning needs to direct population and housing growth near Neighbourhood Activity Centres. The application of zones, such as the Residential Growth Zone and the Mixed-Use Zone, can facilitate diverse housing and a greater mix of uses at varying densities. The pilot projects noted that consistent guidance would serve to improve the effectiveness of planning and managing the network of Neighbourhood Activity Centres. It would also ensure a more consistent infrastructure response to these activity centres from State Government.

Coffee with a Cop: In one pilot location the Police were interested in participating to address safety in neighbourhood issues. The Council and Victoria Police developed the 'Coffee with a Cop' initiative, which provided an opportunity for the community to meet with local police officers and chat about local concerns informally over a cup of coffee. It was concluded that the session improved the community's connection with local police officers and helped to strengthen local perceptions of safety.

Pop-Up Park trial: The purpose of this was to test the community's response to new public open space and engage directly with residents in the centre of the neighbourhood. The trial took place on the street in place of where parking usually occurred, and it included temporary grass, a kid's play area and areas where people could engage with council officers and record issues and ideas.

The pilot studies made the following recommendations:

Policy — Embedding 20 minute neighbourhoods in decision-making

1. **Review the Victoria Planning Provisions to strengthen 20 minute neighbourhood policies.**
2. **Develop guidelines, resources, and evidence to support implementation.**
3. **Embed an approach to delivering 20 minute neighbourhoods in infrastructure projects**
4. **Improve planning of Neighbourhood Activity Centres.**
5. **Monitor neighbourhood liveability — measure impact of planning on public health and wellbeing.**
6. **Investigate a process to streamline approval of best practice development that delivers a 20 minute neighbourhood—'Green light initiative.'**

Place — Guidance to design liveable places

7. **Scale up the pilot program and investigate funding opportunities.**
8. **Support delivery of pilot program opportunities.**
9. **Support implementation of the Movement and Place framework.**

Partnerships — Connecting government, industry and communities

10. **Encourage better neighbourhood design— density done well.**
11. **Promote 20 minute neighbourhoods.**
12. **Encourage councils to take a coordinated place-based approach.**
13. **Support improved whole-of-government coordination of 20 minute neighbourhoods.**

Lessons learnt for Scotland:

The Melbourne Plan and the pilot studies can provide several key lessons for the application of this concept in Scotland.

Whilst the policy framework for this approach can be applied at a national level, it is clear from the work in Melbourne, that engagement and community participation is critical. This engagement is critical to ensure the successful delivery of tailored solutions that address unique local needs. Linked to this is the importance of a commitment from local government in the application of the policy. Interestingly, the recommendation for the application of a place-based approach in Melbourne is one which Scotland is already addressing.

In terms of delivery at a local level, the production of an Activation Plan for each neighbourhood is seen as very valuable. It explains what is required locally (and regionally or nationally if appropriate) and serves to demonstrate local authority commitment to the plans. It also clarifies the plans to enable businesses and residents to make decisions based on them.

From a mobility perspective, the identification and provision of priority transport interventions for communities was highlighted as key to the delivery of this policy on the ground. The focus on these interventions on schools and movements between schools and shops was important and a trigger to enabling wider mobility improvements in the communities.

Links to further information

Plan Melbourne:
https://www.planmelbourne.vic.gov.au/__data/assets/pdf_file/0018/515241/Creating-a-more-liveable-Melbourne.pdf

The 20 minute neighbourhood is a key component of the Victorian Government's 'Plan Melbourne' 2017-2050 planning strategy: https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/20 minute-neighbourhoods

Guidelines for Precinct Structure Planning in Melbourne's Greenfields: https://vpa.vic.gov.au/project/psp-guidelines/

Movement and Place: Movement and Place : VicRoads

Milan, Italy

Several initiatives are underway, including the Strade Aperte (Open Roads) initiative in Lazzaretto and Isola neighbourhood pilots and the "Piazze Aperte" project.

Population: 3,140,000; density 2,029 inhabitants per square kilometre

Location/Category: Urban

Type of Location: Existing location

Dimension of interest: Movement and place-marking

What stage of development is the policy or framework?

Milan announced in April that the area would host a pilot scheme for "rethinking the rhythms" of the Lombard capital. It has taken a 15-minute city framework approach to support its recovery, aiming to guarantee that essential services – particularly healthcare facilities – are within walking distance for all residents, while preventing a surge in car travel after the end of lockdown. Included in their plans is an aim to create 35km of new bike lanes and pedestrianisation of several school streets. It is also allowing some shops, bars, and restaurants to use street space to serve customers outside, among other things. The ambition is high for this post-Covid recovery policy.

The Milan 2030 Territory Management Plan (PGT) identifies a network of potential pedestrian areas for traffic control and urban care interventions, that could contribute to an improved quality of life, both from an environmental and social point of view. The network is conceived as the backbone of collective urban life, at the centre of the neighbourhoods, with the aim of attracting small businesses, art and craft activities, and the connection of socio-cultural and community services. The main interventions will be focused within and in connection with the individual neighbourhoods, with the goal of guaranteeing better access to essential services, reopening restaurants, and resuming other commercial activities, expanding outdoor areas for exercise and cultural/sports activities in a safe environment.

Within the Plaza Aperte project, the temporary nature of the interventions allows for a rapid and reversible solution testing. This allows for information to be gathered on the interventions before investing time and resources in a definitive structural arrangement, to support the identification of benefits and to support the decision-making process towards a permanent solution.

Topic: The goal is to create more protected roads that can be used by everyone, offering new public spaces for adults and children and encouraging walking, cycling and scooter travel on an urban scale through a diversified, complementary and alternative offer to public transport and private cars.

Equity of Access: At the end of 2019, the public notice "Open Squares in every neighbourhood" was open to the collaboration by all citizens and resulted in the submission of 65 new proposals which are currently being co-designed.

Summary of scheme/policy:

The crisis presents an opportunity to make a decisive leap towards the widespread use of traditional pedal and powered bikes, scooters and all other forms of micro mobility, which they consider effectively provide the necessary distance to prevent new infections. Several specific interventions have been proposed or are in place now:

- **Creating new cycle paths, some using signage only.**
- **Increase the coverage of low speed zones (30m/hr) and residential streets which will have predominantly pedestrian and cycle movements.**

- **Widen pedestrian paths through the widening of sidewalks.**
- **Provide for temporary pedestrianisations in neighbourhoods by expanding the offer for children's play and physical activity.**
- **Implement new urban planning interventions within specific locations .**
- **Facilitate the provision of external tables and chairs are bars and restaurants to make up for the lost capacity inside because of social distancing.**

The following schematics show some examples:

The image below depicts a trial case for the interventions described, which could be a pilot for further implementations. The interventions will be implemented as early as phase 2 of the emergency, starting in the coming months and continuing through the fall, as most activities resume and schools and universities reopen.
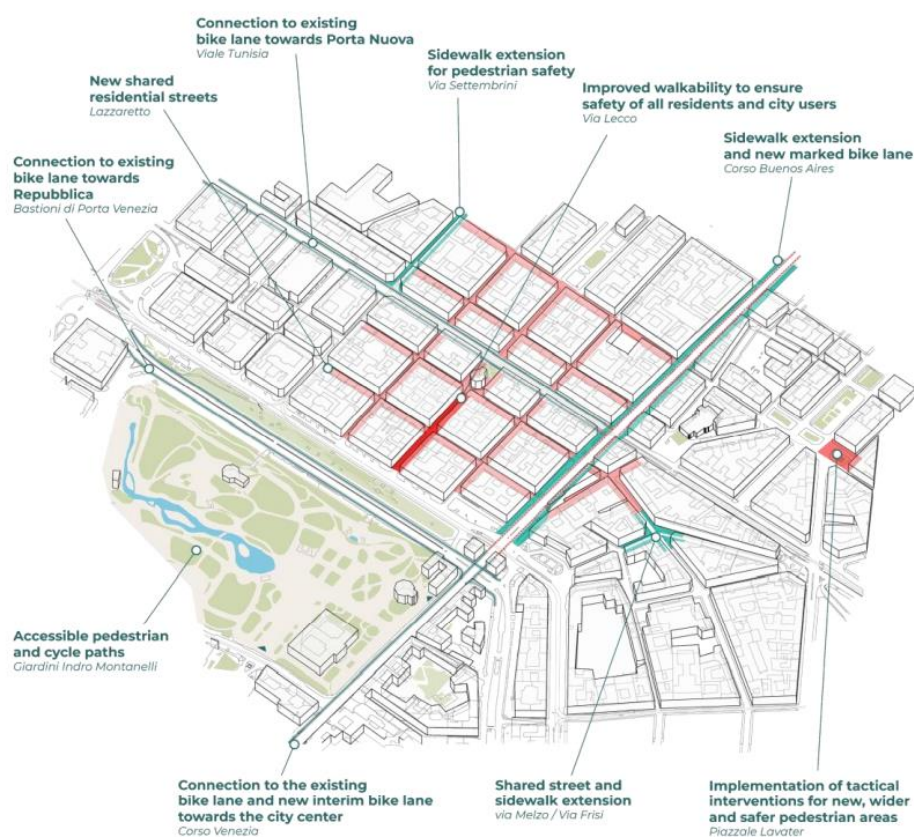
"Open Streets" in the Porta Venezia-Lazzaretto district.

The street as a public space

Given the need to manage and monitor access flows to the parks, it will be necessary during the "new normal" phase to rethink the way we use streets, especially in neighborhoods with fewer green areas, in order to increase the available **pedestrian space** to allow children to play and exercise (Play Streets).
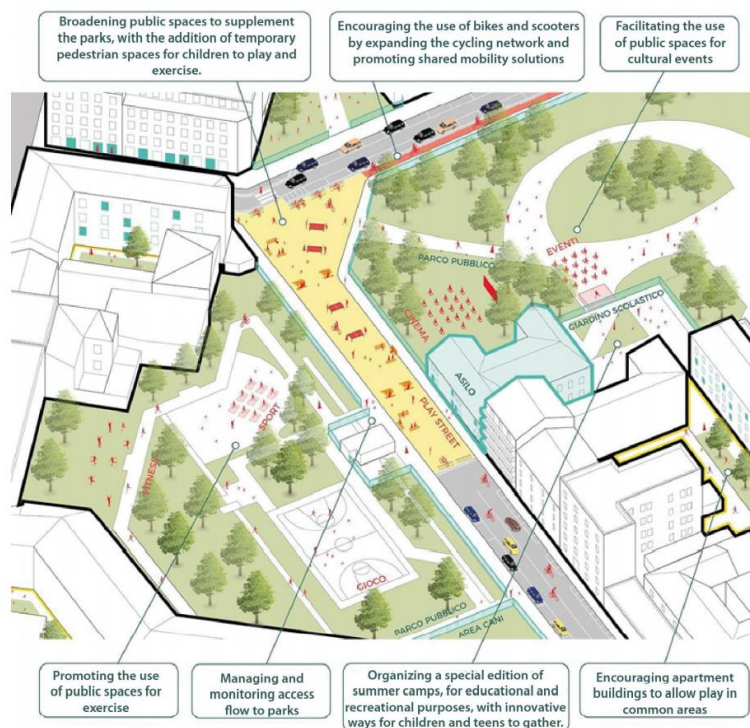
"Open Streets" in the Isola district, Via Toce.

Lessons learnt for Scotland:

While the work underway in Milan has been driven by the Covid-19 crisis, it is clearly grounded in an aspiration to deliver 15-minute neighbourhoods and fundamentally improve the liveability of them. It is clear strong leadership and clear ambition can be used to deliver fundamental change on the ground in short time frames. It is possible to use adaptive designs to make changes quickly and engage citizens in the long-term solutions put in place in their communities.

The use of neighbourhood activity plans, such as those shown above are a useful tool to support the delivery of 20 minute neighbourhoods. They can also serve to support communication and engagement efforts and behavioural change programmes as appropriate.

Links to further information:

Milan 2020. Adaptation strategy

Piazze Aperte - Comune di Milano

Milan's Strade Aperte (Open Roads) initiative: Lazzaretto and Isola neighborhood pilots - COVID Mobility Works

Neighborhoods. With "Open roads" new pedestrian areas, cycle paths, 30 areas and public spaces

www.climatexchange.org.uk

Nordhavn, Copenhagen

An international role model for sustainable urban development

Size: under development; opportunity for 40,000 people and 40,000 workplaces

Location/Category: Suburban

Type of Location: New Development

Dimension of interest: Liveable Places and promoting public transport and cycling

World leading sustainable development designed as a '5 minute city' to promote sustainability and liveability. The 40,000 inhabitants and 40,000 workspaces project is designed to support the City's ambition to become zero carbon by 2030 and includes sustainable energy systems, waste, smart mobility, flood risk mitigation systems and exemplary architecture and public spaces.

With its unique positioning and an area covering the size of 625 football grounds, Nordhavn in Copenhagen, is Scandinavia's largest and most ambitious city development project for the time being. The overriding vision for Nordhavn is to become the sustainable city of the future and it is the only new urban district to receive DGNB's (German Sustainable Building Council) highest gold certification for sustainability.

What stage of development is the policy or framework?

To promote liveability and sustainability, Nordhavn has been designed as a "5 minute city" making it possible to reach shops, institutions, work places, cultural facilities and public transport within 5 minutes' walk from any point in the district. The first phase pf the development is in place and development is expected to go on for the next 50 years.

"*Nordhavn gives the opportunity for 40,000 people in Copenhagen to have nature at their doorstep - right in the centre of the city. It is also an opportunity for creating a neighbourhood which drastically rethinks how ways of living can be combined with sustainable energy, environment, traffic and cityscape solutions*", explains project manager Jacob Deichmann.

www.climatexchange.org.uk

Summary of scheme/policy:

At Nordhavnen it will be easier to walk, cycle and use the metro than to use your car. The vision is to create a neighbourhood that places public transport and cycling on the world map and which is carbon neutral. The area will be serviced by an elevated metro track and a bicycle network which together create a green artery. The elevated track functions as a cover for the bicycle motorway, so that cyclists will be able to stay dry in all weathers around the year.

Lessons learnt for Scotland:

Having a clear vision for an area enables the creation of truly liveable places which provide the enabling infrastructure for people to make sustainable choices in their everyday life.

Links to further information:

[Nordhavnen - international role model for sustainable urban development - Ramboll Group](#)

Paris, France

**Population**: 12,278,210 million; very dense, more than 21,000 residents per square mile

Location/Category: Urban

Type of Location: Existing Location

Hyper proximity. This focuses on mixing as many uses as possible within the same space and challenges much of the planning orthodoxy of the past century or so, which has attempted to separate residential areas from retail, entertainment, manufacturing, and office districts. This geographical division of uses made sense then but the concept of "hyper proximity," as the French call it, seeks to stitch some the these uses back together.

What stage of development is the policy or framework?

In Paris, 'hyper-proximity' and the 15-minute city were a key pillar of Mayor Anne Hidalgo's successful 2020 re-election campaign. The approach is designed to cut air pollution and hours lost to commuting, and improve Parisians' quality of life to help the city achieve its plan to become carbon neutral by 2050. Paris has already massively scaled-up construction of protected pedestrian and cycle ways and aims to turn the city into myriad neighbourhoods where you can find everything you need within a 15-minute walk or cycle from home.
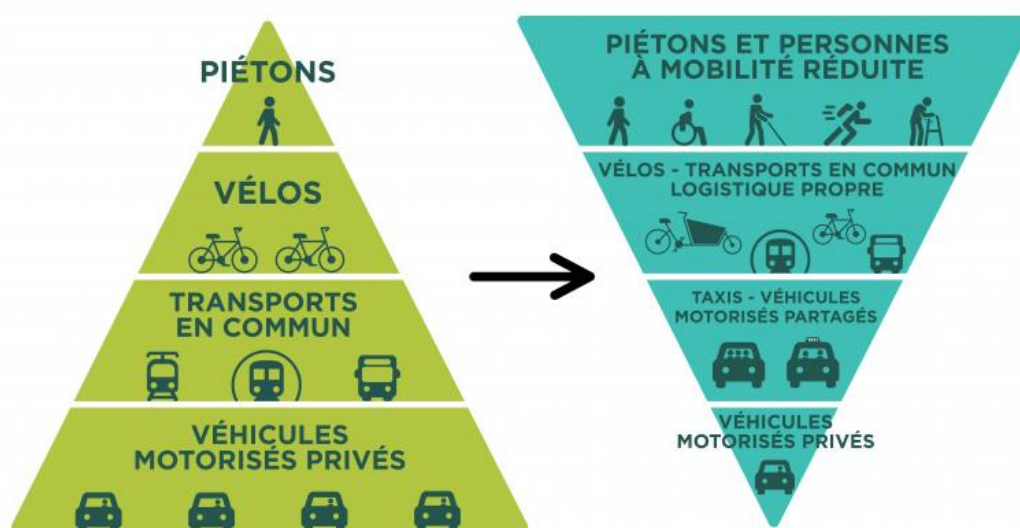
Hidalgo's aspirations for Paris build on this idea of hyper proximity, but with a local twist. The goal travel time is 15 minutes, but bike journeys can count. And while it likewise underlines the importance of stores and doctors, it also includes cultural activities and workplaces within its central aspirations.

Equity of Access:

The aim behind the policy is to build a city intended for people, not cars. The graphic shown here shows the hierarchy of mobility modes and the range of users considered as part of the policy.

Summary of scheme/policy:

Mayor Hidalgo's people-first plans include installing a cycle path on every street and bridge – enabled in part by turning over 70% of on-street car parking space to other uses. This is to be achieved by increasing office space and co-working hubs in neighbourhoods that lack them, expanding the uses of infrastructure and buildings outside of standard hours, encouraging people to use their local shops and creating small parks in school playgrounds that would be open to local people outside of school hours to combat the city's lack of public green space.

Several policies are of note, as discussed here:

- **Paris has allocated 10% of the City's spending to be determined by participatory budgeting processes at neighbourhood level. The city's residents can participate in the design and selection of projects to be implemented in their own local area. This is one of the largest participatory budgets in the world. The participatory budget covers the whole of Paris – not just certain districts – and encompasses all possible themes, rather than focusing on just one issue such as health, education, or public space. It was expected that €500 million would be spent on projects imagined and chosen by the public between 2014 and 2020.**

- **The plan aims to promote active ground floors and bustling streets. Updating zoning codes to mandate 'active' and 'street-facing' uses at ground level will help streets to thrive. In Paris, the Semaest is a semi-public agency whose role is to reinforce active ground floors and to revitalise neighbourhoods. For example, the agency has a 'pre-emptive' right to buy ground-floor space to repurpose for retail or commerce.**

- **Another key aspect of the plan is to encourage the flexible use of buildings and public space. This will help neighbourhoods to derive maximum value from their built environment, for the benefit of local people. Cities can promote a variety of uses for buildings, public spaces and infrastructure at different times of the day and week, or find (or help others to find) uses for public and private spaces during the day and night, during the week and at the weekend. The flexible use of space applies to more than just buildings. It is also linked to the flexible and reallocated use of road space for play, restaurants and more. It can foster the creation of spaces that serve multiple purposes at the same time.**

- **It is intended that schools will play a central role in Paris' plan. "We want the school to become the capital of the 15-minute city," explains Diana Filippova, advisor to the Mayor. To facilitate this Paris is greening school playgrounds and granting residents access outside school hours for recreation, community gardening and to escape the summer heat. It is seeking to make the most of its rich public-school network, opening them towards their neighbourhoods. Opening them both in terms of hours and days – making the premises accessible also in the evening or on weekends – and in terms of having them 'spill-out' into the street and the surrounding areas. Streets around the schools will have no, or limited, traffic and the school courtyards will become green 'oases' that different users can access and enjoy.**

- **To improve local cultural offerings, public performance spaces would be set up, notably at the "gates" of Paris — the large, currently car-dominated squares around the inner city's fringe which once marked entry points through the long-demolished ramparts. Finally, Paris would be populated by a network of "citizen kiosks"—booths staffed by city employees that would offer not just**

information, but also community cohesion services. Think places where you can drop off and pick up keys, join a local club or buy compost for your balcony plants.

Lessons learnt for Scotland: "*The 15-minute city is a way of doing politics that is quite different from the past,*" explains Filippova "*before, each department was in charge of their respective subject and had to implement it quite independently from the others. With the 15-minute city we first think about what we want to do and then we plug in all the relevant deputies and departments. We want to make everybody work together.*"

Experience from Paris with regards the Participatory Budget is that it reinforces a sense of community and is fostering closer interaction between citizens of different ages, origins, modes of living – reminding the people of Paris that, despite our different ambitions and outlooks, they are all part of a community and citizens of one shared place.

Links to further information:

Bloomberg CityLab (2020) Paris Mayor: It's time for a '15-Minute City', 18 February.

Véron, P. (no date) Why Paris is Building the World's Biggest Participatory Budget. New Cities.

Paris Climate Action Plan: Towards a carbon neutral city and 100% renewable energy: https://www.c40knowledgehub.org/s/article/Paris-Climate-Action-Plan-Towards-a-carbon-neutral-city-and-100-renewable-energy?language=en_US

Building climate, health and economic resilience in the COVID-19 crisis and beyond: https://www.c40knowledgehub.org/s/article/Building-climate-health-and-economic-resilience-in-the-COVID-19-crisis-and-beyond?language=en_US

Parisians will live within a 15-minute radius – Eurocities

Ottawa, Canada

Size: ~1m

Location/Category: Urban

Type of Location: Existing Location

Dimension of interest: Intensification, active mobility

What stage of development is the policy or framework?

In December 2019, Ottawa approved a 25-year Urban Intensification Plan to create a community of '15-minute neighbourhoods', aimed at turning the Canadian capital into North America's most liveable mid-sized city, while planning for a population that is expected to at least double in size.

To reach its goal, the 25-year growth blueprint is focused on urban intensification instead of sprawl, creating residential hubs where people can get to most of their daily destinations — schools, grocery stores, public transit, parks and libraries — within a 15-minute walk from their homes.

Equity of Access: The equity perspective forms a key part of a number of the policy goals set out in the Plan.

Summary of scheme/policy:

The Plan is centred around 5 Big Moves:

1. Growth: Achieve, by the end of its planning period, more growth by **intensification** than by greenfield development. This growth will provide a variety of affordable housing options for residents. This includes policies to link affordable urban growth with affordable urban mobility, along with more mixed-use development and more flexibility in the type of housing that can be provided.

2. Mobility: By 2046, most trips in the City of Ottawa will be made by **sustainable transportation** (walking, cycling and public transportation). Policies include to improve the coordination of land use and transportation planning and to explore new financial mechanisms to respond to changing funding and revenue streams to support the implementation of new sustainable transportation infrastructure.

3. Urban Design: Improve our sophistication in **urban and community design** and put this knowledge to the service of good urbanism at all scales, from the largest to the very small. Policies recognise the need to Reflect our Diversity as a City of Communities, and Develop an Urban Parks Strategy.

4. Resiliency: Embed public health, environmental, climate and energy **resiliency** into the framework of our planning policies. Policy directions includes the need to 'Design and build inclusive, all-age communities', 'Build walkable, 15-minute neighbourhoods' and 'Design sustainable and green communities.'

5. Economy: Embed **economic development** into the framework of our planning policies. This theme identified the need to: 'Identify opportunities to increase local food production with new policies to support urban agriculture, including indoor production' and to 'Work with the National Capital Commission to ensure best use and management of the Greenbelt'.

Lessons learnt for Scotland:

Ottawa asked its rural residents, what would make a successful 15-minute neighbourhood for them in a survey. Results are not yet available but could be informative for the development of this policy in Scotland.

Links to further information

15 Minute Neighbourhood | The New Official Plan | Engage Ottawa

https://www.cbc.ca/news/canada/ottawa/ottawa-first-glimpse-official-plan-1.5256386

https://www.strongtowns.org/journal/2019/9/6/7-rules-for-creating-15-minute-neighborhoods

[19] CBC News (2019) Welcome to the 15-minute neighbourhood: Intensification key to city's official plan, 22 August

The 5 Big Moves | The New Official Plan | Engage Ottawa

Portland, Oregon, USA

Population: *~655 k*

Location/Category: *Urban*

Type of Location: *Existing Location*

Dimension of interest:

Specific interest is in the following goal: *Improve human and environmental health by creating safe and complete neighbourhood centres linked by a network of city greenways that connect Portlanders with each other. Encourage active transportation, integrate nature into neighbourhoods, enhance watershed health and provide access to services and destinations, locally and across the city.*

What stage of development is the policy or framework?

Portland produced the Portland Plan in 2012. The Plan presents a strategic roadmap to help city thrive into the future. The Plan was the result of more than two years of research, dozens of workshops and fairs, hundreds of meetings with community groups, and 20,000 comments from residents, businesses, and non-profit organisations. It is made up of integrated strategies (Equity, Thriving Educated, Economic Prosperity and Affordability, Healthy Connected), designed to help realize the vision of a prosperous, educated, healthy and equitable Portland. The plan is a 25 year on and was last reviewed in 2017.
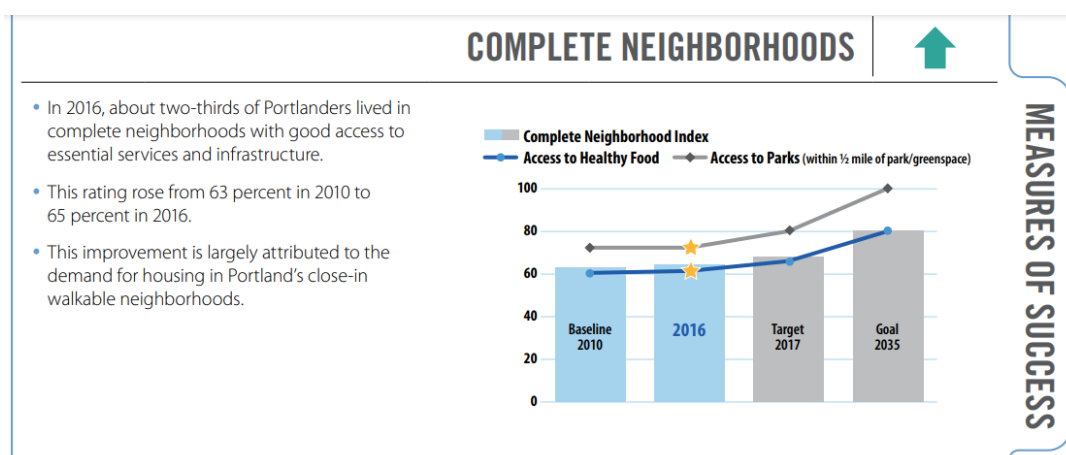
In addition, the 2015 Portland Climate Action Plan sets a 2030 'Complete Neighbourhoods' goal for 80% of residents to be easily able to access all their basic daily non-work needs by foot or bike, and to have safe pedestrian or bicycle access to transport. Portland's indicators of neighbourhood completeness include distance from bike routes and transport services, distance from a neighbourhood park and community centre and the quality of pavements. The Plan prioritises underserved, low-income neighbourhoods for complete neighbourhood improvements.

The plan notes that this goal will be achieved by focusing on actions and policies that:

- **Prioritise human and environmental health and safety.**
- **Decisions must consider impacts on human and environmental health and safety and prioritise actions to reduce disparities and inequities.**
- **Promote complete and vibrant neighbourhood centres. Our neighbourhoods must provide businesses and services; housing that is easily accessible by**

foot, wheelchair, bike, and transit; healthy food; and parks and other gathering places.

- **Develop city connections, greenways, and corridors. A system of habitat connections, neighbourhood greenways and civic corridors will weave nature into the city and sustain healthy, resilient neighbourhoods, watersheds, and Portlanders.**

The 2017 progress report shows the progress made in term of the creation of complete neighbourhoods. Success is attributed to the provision for housing in 'close-in' walkable neighbourhoods.

Equity of Access:

More than 15,000 people were involved in the Plan development process. It is noted that this helped catalyse a new wave of activism and engagement that will shape the future of the city and how it responds to challenges.

Summary of scheme/policy:

Under the Health Connected theme, guiding policies were created around the following themes:

- **Decisions that benefit health and safety.**
- **Vibrant neighbourhood centres.**
- **Connections for people, places, water and wildlife.**

Within these, several policies are of particular interest.

Promoting complete and vibrant **neighbourhood centres** is at the core of Portland's 2035 Comprehensive Plan, an implementation tool of the Portland Plan. Neighbourhood centres are places with concentrations of businesses and services, housing, gathering places and greenspaces that provide residents with options to live a healthy, active lifestyle. In centres, getting around by walking, biking or wheelchair is safe, attractive, and convenient. Access to high-quality transit and protected bikeways make it easy to get to the rest of the city and the region.

Under transportation mode policy, the Comprehensive Plan includes a policy that prioritizes the **movement of the most vulnerable users**, by making transportation system decisions according to the following ordered list: 1. Walking 2. Bicycling 3. Transit 4. Taxi / commercial transit / shared vehicles 5. Zero-emission vehicles 6. Other single-occupancy vehicles. This policy means the needs and safety of each group of users is considered, and changes do not make existing conditions worse for the most vulnerable users.

Another key part of this theme considered the **provision of healthy and affordable food**. The goal outlined was to '*Retain and recruit grocery stores and other sources of health food (e.g. farmers markets and small market farms) as key components of neighbourhood centres. Expand the Healthy Retail Initiative to support and encourage owners of existing small markets and convenience stores to provide healthy, affordable and culturally relevant food, especially in underserved neighbourhoods.*'

The 2017 Progress Report notes that the Urban Food Zoning Code Revisions in 2012 allowed community gardens, farmers markets, and Community Supported Agricultural (CSA) drop-sites in all parts of Portland. It also permitted market gardeners to engage in direct, on-site, and off-site sales to the consumer. Farmers' markets and CSAs were seen to continue to grow and thrive with two dozen markets and almost 70 CSA farms serving Portland by 2017. The Healthy Retail Initiative worked with 22 neighbourhood

shop owners to increase healthy, fresh food options and to demonstrate how offering healthful products is a win-win for businesses and for community health.

Also, of interest for the 20 minute neighbourhood policy in Scotland, is the theme of Thriving Educated. Under this theme the Plan identified the creation and development of SUN (Schools Uniting Neighbourhoods) Community Schools. These are full-service neighbourhood hubs where the school and partners from the community come together to make sure kids and families have what they need to be successful in both school and in life. These schools organise community resources to provide a strong core instructional programme, enrichment and recreation activities, and family and community events. SUN Community Schools have helped bolster the performance of the students they serve, from increased school attendance to improved test scores.

Lessons learnt for Scotland:

The Portland Plan's approach is different from many past plans. It started with a focus on people, not land use: How are Portlanders faring today and how can we improve their lives and businesses over the next 25 years?

What they discovered in the development of the plan:

- **Tomorrow's city will be shaped by growth and diversity.**
- **A competitive and innovative economy will drive success.**
- **One size does not fit all.**
- **High-quality basic services are fundamental.**
- **Resilience is important in a changing world.**

Links to further information:

City of Portland (2012) Portland Plan.

The Plan: https://www.portlandonline.com/portlandplan/index.cfm?c=58776

The Progress Report:
https://www.portlandonline.com/portlandplan/index.cfm?c=45722&a=632343

City of Portland (2015) Climate Action Plan: Local strategies to address climate change. Portland, OR.

Complete Neighbourhoods: https://www.portlandonline.com/portlandplan/?a=437441&

The Knab, Lerwick, Scotland

Masterplan for mixed use development on site of the former Anderson High School in Lerwick.

One of the main features of the plan is a "central spine" – a pedestrian precinct running west to east and downhill through the site, flanked by stained wooden houses. A dense bank of housing on the west side will provide shelter for the rest of the scheme. The designers have taken a "placemaking approach" and "weaving the old with the new" in the plan, with attention paid to open green spaces and tree planting.

Population: Lerwick, population of 7,000. The knab is a mixed-use neighbourhood of between 120 and 140 homes in a range of types and tenure to meet the acute local housing needs.

Location/Category: Rural

Type of Location: Redevelopment

Dimension of interest: Movement

What stage of development is the policy or framework? Demolition started in 2020 and it is expected it will take 10 years to develop out the masterplan.

Topic: Provision of housing with a balance of residential, recreational, business and community uses which complements the surrounding area and town centre

Equity of Access: The masterplan identified a range of types and tenures of homes to meet the acute local housing needs.

Summary of scheme/policy:

A Transport Framework was prepared to inform the emerging masterplan proposals. The framework was developed to ensure that accessibility to the site by foot, by cycle and by public transport was maximised and that any trips made by car could be accommodated by the existing road network without detriment to existing users.

Working from a baseline where the site has good pedestrian links to the town centre (within a 10 – 15 minute walk) and the neighbouring residential areas, the standard of footways in the surrounding area are good and the street signs / road markings are generally well maintained, the scheme provides for *multiple pedestrian access points*, through routes, green spaces and squares. Delivering a *permeable layout* will create a welcoming pedestrian environment and will promote low vehicle speeds.

Cycle parking will be provided to support those wishing to cycle. The SLDP Supplementary Guidance document, comment in relation to cycle parking provision for new developments is as follows:

 "*Although Shetland is not an ideal cycling environment because of the weather, it is Council policy to bear the needs of cyclists in mind when considering all proposals. Developers are encouraged to provide cycle racks and other facilities for employees and visitors / customers as appropriate*"

Considering the above, cycle parking will be provided for the hotel, recreational, business and community uses within the masterplan development proposals. The quantity of cycle parking racks will be agreed with SIC in due course.

Lessons learnt for Scotland:

This development started with the expectation of delivering a 20 minute neighbourhood. The brief for the masterplan was developed through a series of engagement workshops which reinforced the urgent need for affordable housing and identified a range of

potential community-led initiatives for the retained historic buildings on the site, including an arts centre, innovation hub, student accommodation, sports facilities and start up business space. It began its transport assessment by considering walking access. It looked at amenity provision and walking distances as the basis for building a transport framework.

Interestingly it uses greater walking distances estimates (than defined in this study) to base its access assumptions on. The Transport Framework notes that '*Transport Scotland's Transport Assessment Guidance (TAG) recommends that journey times of up to 20 – 30 minutes (1600m – 2400m) are appropriate*…'. It may be important to review this guidance as the 20 minute neighbourhood policy develops to ensure they consider accessibility for all.

Links to further information:

https://www.shetland.gov.uk/development-plans-policy/development-plans/6

https://2019.scottishdesignawards.com/master-planning/the-knab-lerwick/

Appendix C: Stakeholder organisations providing feedback

This project had a steering group with representatives from Transport Scotland and Scottish Health & Inequalities Impact Assessment Network (SHIIAN)

A number of colleagues across these stakeholder organisations provided feedback during the project:

- **Scottish Government teams across planning, place design and low carbon policy**
- **Architecture and Design Scotland**
- **Scottish Land Commission**
- **Glasgow Centre for Population Health**
- **Transport & Health, Edinburgh Napier University**
- **Improvement Service**
- **Public Health Scotland**
- **Play Scotland**
- **Sustrans**

climateXchange

Scotland's centre of expertise connecting climate change research and policy

✉ info@climatexchange.org.uk
📞 +44(0)131 651 4783
🐦 @climatexchange_
📍 www.climatexchange.org.uk

ClimateXChange, Edinburgh Centre for Carbon Innovation, High School Yards, Edinburgh EH11LZ

www.climatexchange.org.uk