

20 MINUTE NEIGHBOURHOODS IN A SCOTTISH CONTEXT

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Report, drawings and webinar at:

<https://www.climateexchange.org.uk/research/projects/20-minute-neighbourhoods-in-a-scottish-context/>

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Bright ideas. Sustainable change.

RAMBOLL IN BRIEF

- Independent engineering, architecture and consultancy company
- Founded 1945 in Denmark
- 16,500 experts*
- Present in 35 countries
- Particularly strong presence in the Nordics, the UK, North America, Continental Europe, Middle East and Asia Pacific
- EUR 1.9 billion revenue
- Owned by Rambøll Fonden – The Ramboll Foundation

* Incl. acquisitions of Henning Larsen and Web Structures in January 2020

APPROACH TO DEVELOPING LIVEABLE PLACES

- Human experience and needs are our starting point
- From strategy development to execution phase
- Integrated engineering, design and management consultancy
- Independent guidance - free of any third party or political interests



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.

Scottish Government Definition

20 MINUTE NEIGHBOURHOODS – WHY?

- Research to support Scotland's response to the climate emergency
- Particularly to support policies under the Scottish Government's recently published update the Climate Change Plan and as part of the Programme for Government, the Town Centre Action Plan, Place Principle and Place Standard.
- Initial research intended to move the discussion forward



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20 MINUTE NEIGHBOURHOODS - AIMS

- Tackling the climate emergency by reducing car dependency
- Tackling inequality by improving access to services and service provision
- Coordinated approach to delivering a broad range of policy interventions
- Improving public health by facilitating everyday active travel to access goods and services



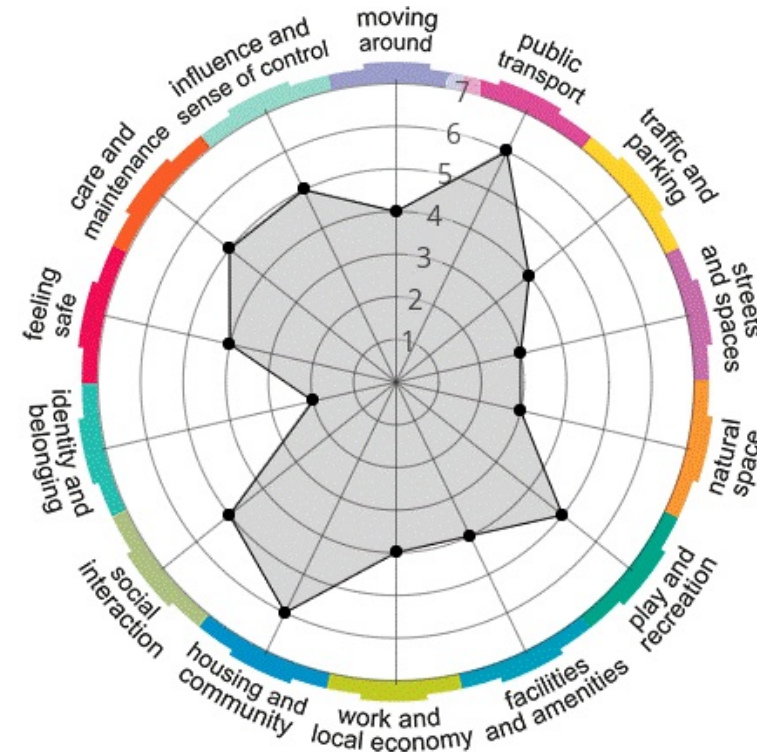
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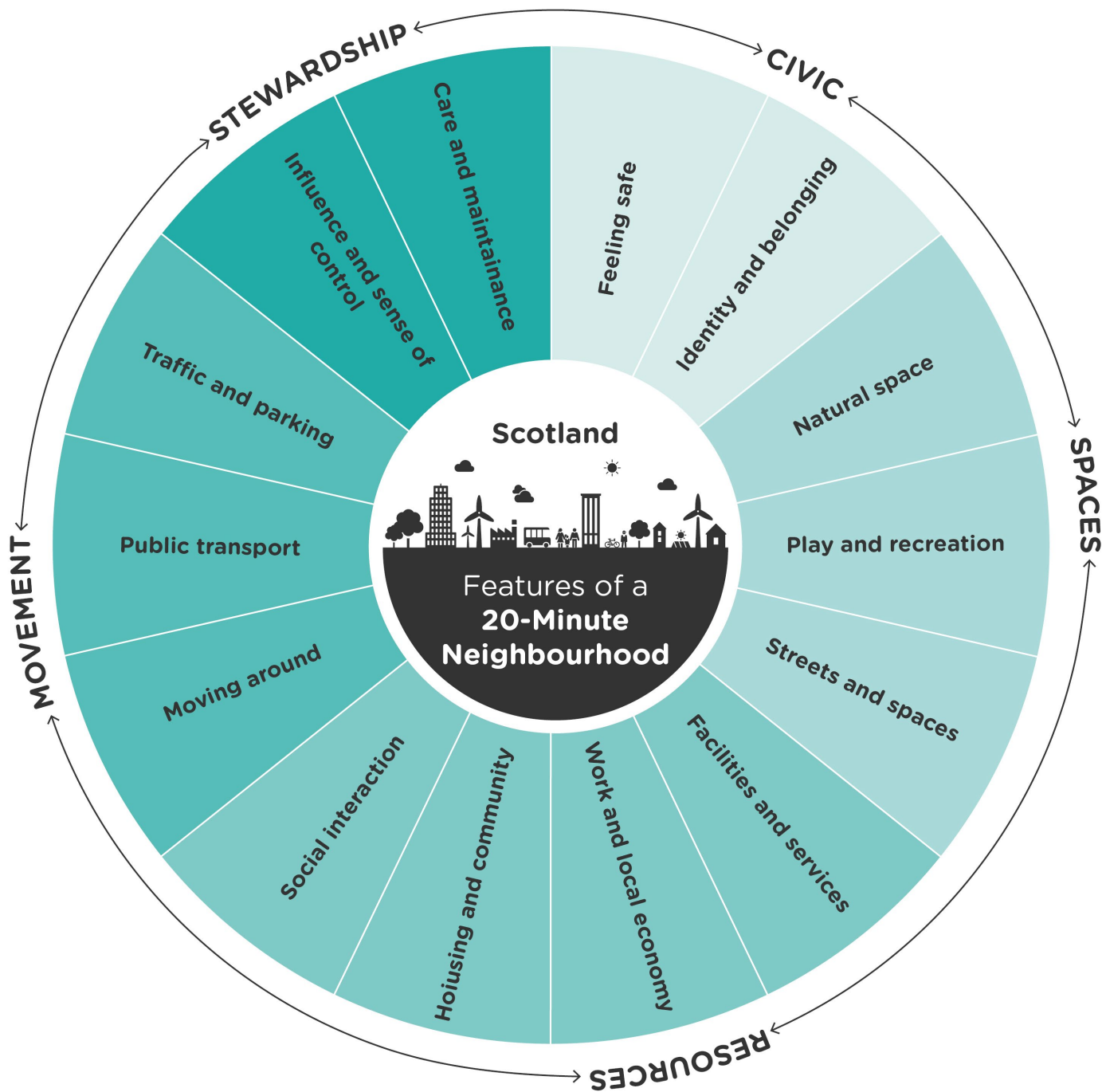




RELATIONSHIP TO PLACE STANDARD

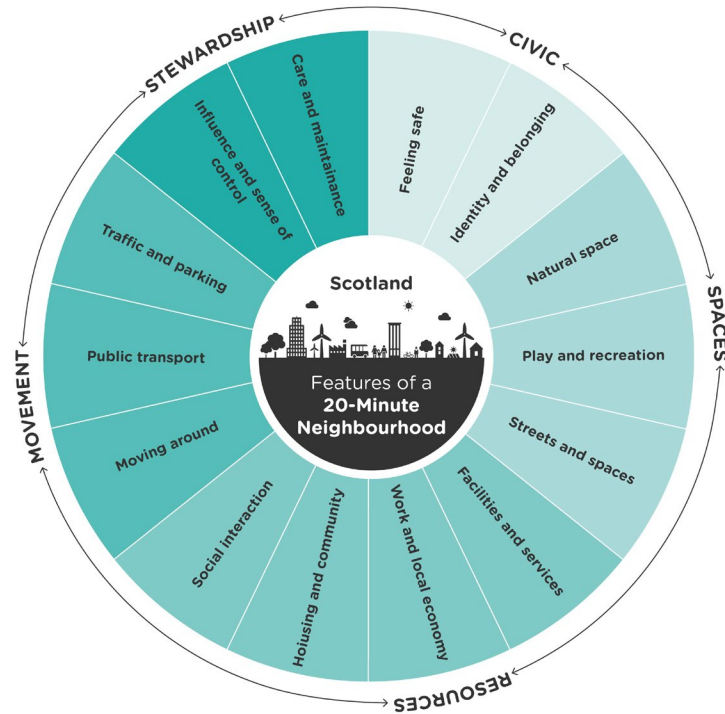
- Key that this concept is related to place standard and place and wellbeing outcomes





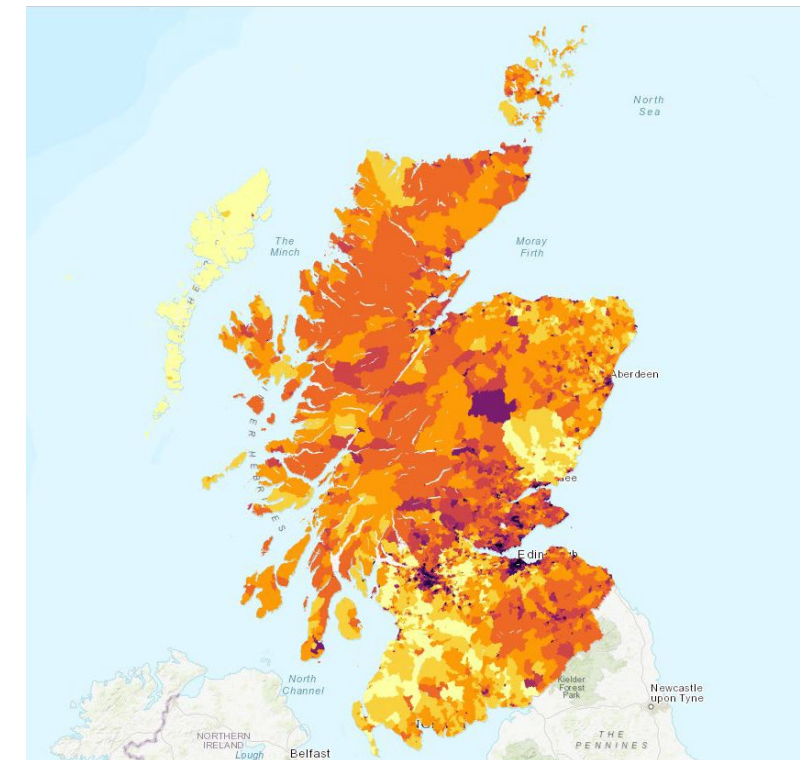
BASELINING PROCESS

- All categories assigned quantity and quality features
- Quantity score added to quality score to give each category a score
- 14 categories added together to give an overall score



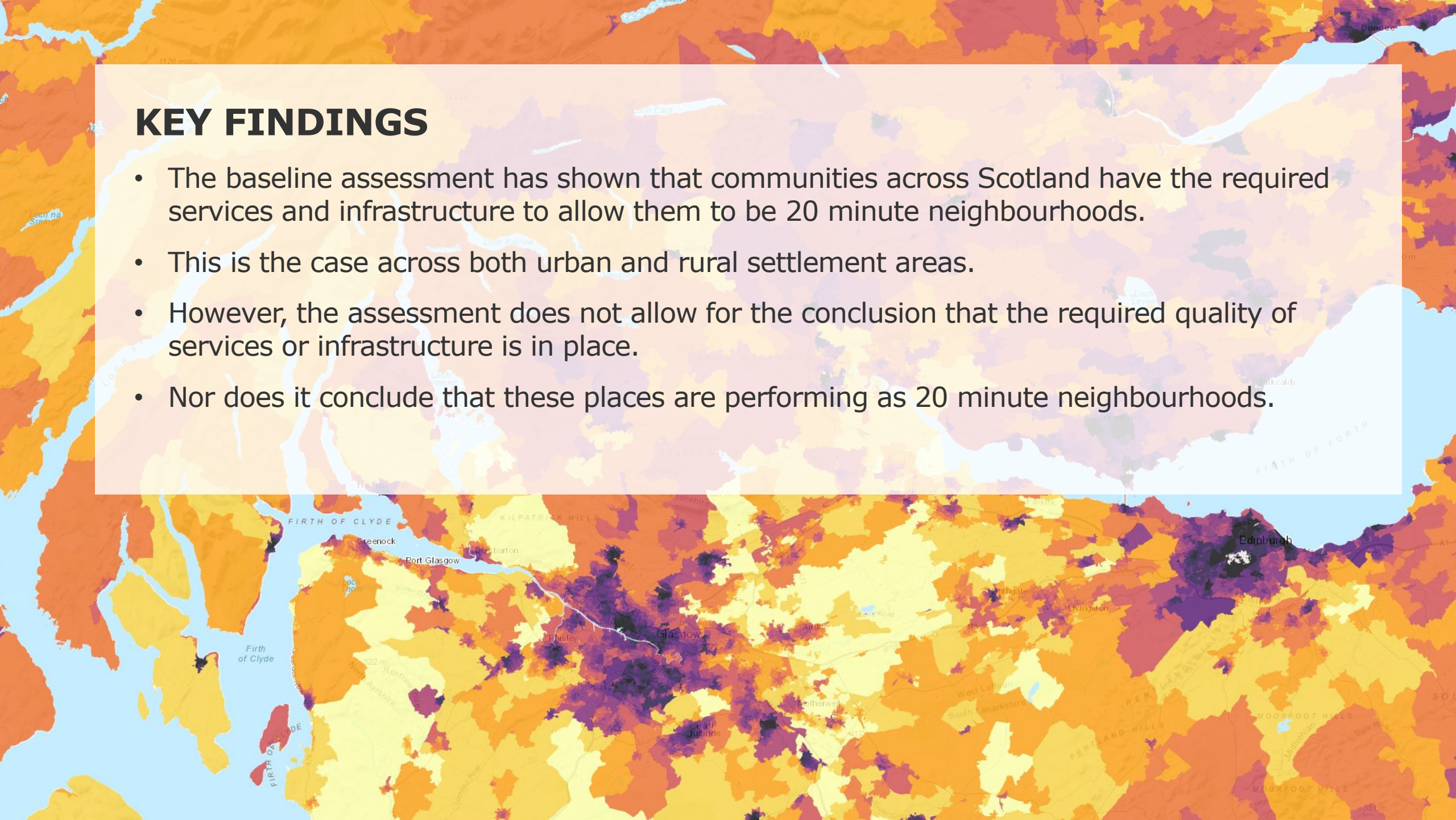
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Place Standard Dimension	Place Standard Category	Sub-category	Quantity Features	Quality Features
Movement	Moving around	Public Transport	Point data sets including: Airports, bus stations, bus stops, train stations, London Underground, etc. 2015-2016	2015-2016 "Moving" rating
		Walking and cycling	Point data sets including: "Open" walking routes, cycle routes, cycle paths, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Walking" rating, 2015-2016 "Cycling" rating
		Traffic and parking	Point data sets including: Car parking spaces, car parks, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Parking" rating
Safe	Identity and belonging	Public Connectivity	Point data sets including: Cycle hire, public transport, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Public" rating
		Culture, history and heritage	Point data sets including: Museums, galleries, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Culture" rating
		Feeling safe	Point data sets including: Crime rates, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Safety" rating
Stewardship	Care and maintenance	Refuse and waste	Point data sets including: Refuse, waste, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Refuse" rating
		Green and blue	Point data sets including: Green spaces, blue spaces, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Green" rating
		Local Employment	Point data sets including: Local employment, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Employment" rating
Resources	Facilities and services	Local Schools and Education	Point data sets including: Local schools, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Schools" rating
		Local Shopping	Point data sets including: Local shopping, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Shopping" rating
		Local Health and Social Services	Point data sets including: Local health and social services, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Health" rating
Spaces	Play and recreation	Housing and Community	Point data sets including: Housing, community, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Housing" rating
		Social Interaction	Point data sets including: Social interaction, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Social" rating
		Natural Space	Point data sets including: Natural space, etc. 2015-2016	2015-2016 "Moving" rating, 2015-2016 "Natural" rating



KEY FINDINGS

- The baseline assessment has shown that communities across Scotland 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.



SCOTTISH, UK AND INTERNATIONAL BENCHMARKING

- Applecross, Scotland
- Barcelona, Spain
- Melbourne, Australia
- Nordhavn, Copenhagen
- Ottawa, Canada
- Paris, France
- Portland, Oregon
- The Knab, Lerwick
- London, England

West Sunshine 20 Minute Neighbourhood

There is colour, street greening and pop-up parks coming to Glemsta Village!
Thank you to the community of West Sunshine for submitting the many wonderful patterns we received – we have used these to inspire this design that will be painted onto the road surface.



In the coming months, we're adding pop-up parks as new outdoor spaces to enjoy some of your favourite local food, or just sit and relax throughout the warmer months.

We encourage you to come along and see the colourful and fun additions to your local shopping trip.

Creating colourful and engaging neighbourhoods

The West Sunshine 20 Minute Neighbourhood is all about 'living locally' – giving people the ability to meet most of their daily needs within a 20-minute walk from home, with access to safe cycling and local transport options.



For more information contact:
Brimbank Council on 9249 4000 or visit
<https://yourday.brimbank.vic.gov.au>
for the latest update on this project.

LESSONS LEARNT FROM GLOBAL BEST PRACTICE

- There are multiple policies worldwide but limited delivery, policies are not National
- The **critical success factor** in the delivery of a 20-minute neighbourhood is **public participation**
- The interventions or policies put in place are in every case **bespoke** to that place, there is **no one-size-fits-all approach** which could be replicated
- A **people centred approach** is key to behaviour change
- **Place Principle** is fundamental to delivery of the concept
- *Specific Measures include:*
 - 'Neighbourhood Activity Centres', schools as community centres or hubs, priority transport interventions for communities, active ground floors, dual shop fronts, virtual outpatient healthcare



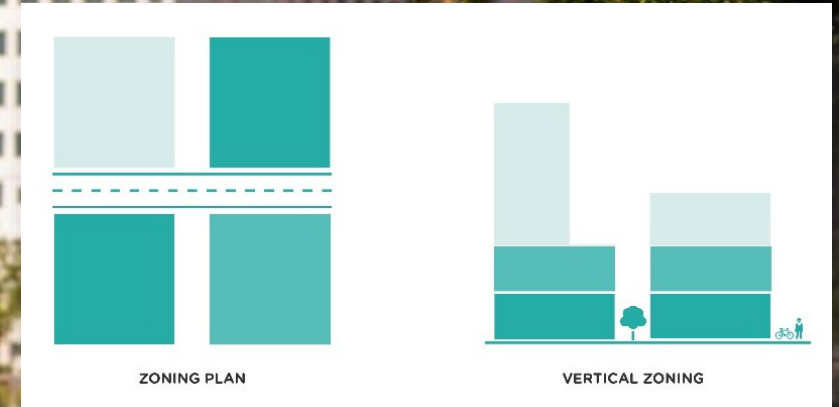
AMBITIONS

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

- 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



RECOMMENDATIONS CONT.

- 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.



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