



20 Minute neighbourhoods a case of wishful thinking?

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Edinburgh April 2022



THE VOICE OF PEOPLE ON FOOT



THE
PEDESTRIANS'
ASSOCIATION

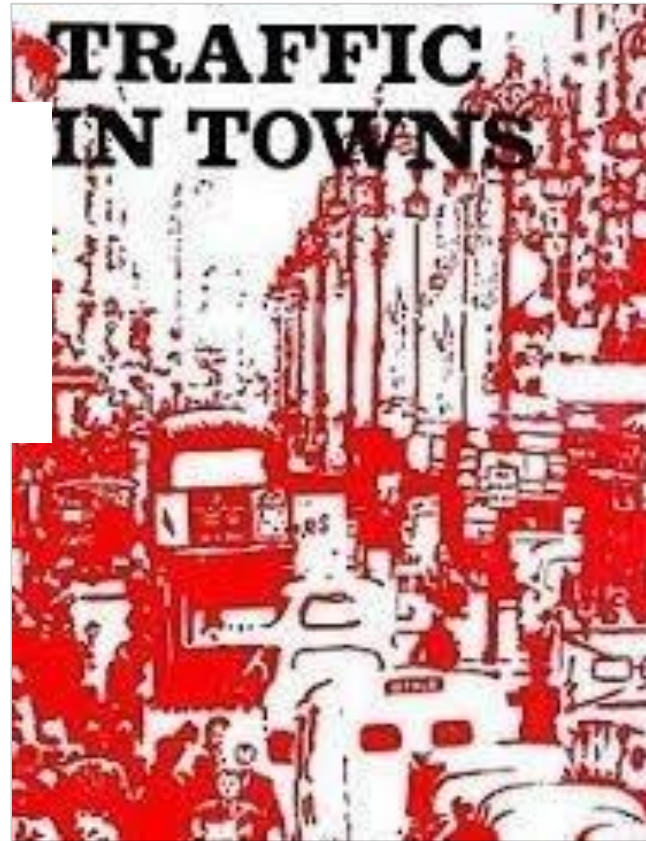
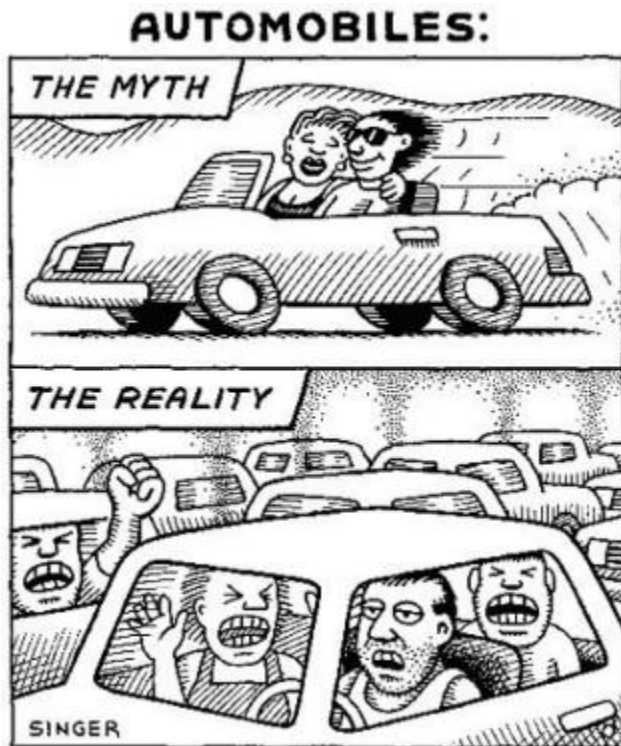


Its Aims
and Objects

"In view of the serious danger of motor traffic today an Association be formed for the defence of public rights, especially of pedestrians."

The purpose of the Pedestrians Association, as outlined in August 1929

Solving a problem 60 years in the making



<http://www.trafficintowns.org/>



Planning policy from another century?

“There is also significant scope to influence travel through land use change at the destination end of trips. The location of major travel-generating uses are critical to the number and length of trips, particularly for shopping, industry, offices and leisure. The ability to control such developments, by locating them in places well served by public transport, especially town centres, and by restricting associated car parking, **should** gradually have an effect on traffic growth.”

Scotland Office NPPG 17 Transport and Planning 1999



1. Street design **must consider** place before movement.
2. Street design guidance, as set out in this document, **can be a material consideration** in determining planning applications and appeals.
3. Street **design should** meet the six qualities of successful places, as set out in *Designing Places*.
4. Street **design should** be based on balanced decision-making and must adopt a **multidisciplinary collaborative approach**.



Designing streets 2010

All the policies we need for decades?

... need to reduce our carbon emissions through widening travel choices. Fundamental to this aim is the need to encourage more travel by foot and bicycle and a move away from the reliance on private cars.

Neighbourhoods which are compact and well-connected give residents additional options, allowing them to choose to use sustainable modes of transport to reach their destination. In this way, the development of, and enhancement of, **walkable neighbourhoods has the potential to reduce the significant greenhouse gas emissions related to everyday journeys.**

Designing Places 2013

CREATING
PLACES
A policy statement on architecture
and place for Scotland



The planning system should support development that will contribute to the creation of walkable, liveable and thriving places that provide and encourage sustainable travel options, provide communities with local access to the wide range of facilities, services, work and opportunities for socialising, leisure and play activities that they need to support a healthier and flourishing community.

NPF4 2021



Bill Murray, with Punxsutawney Phil, plays a cynical weatherman in the 1993 film "Groundhog Day." Credit...Columbia Pictures

What no pavements!

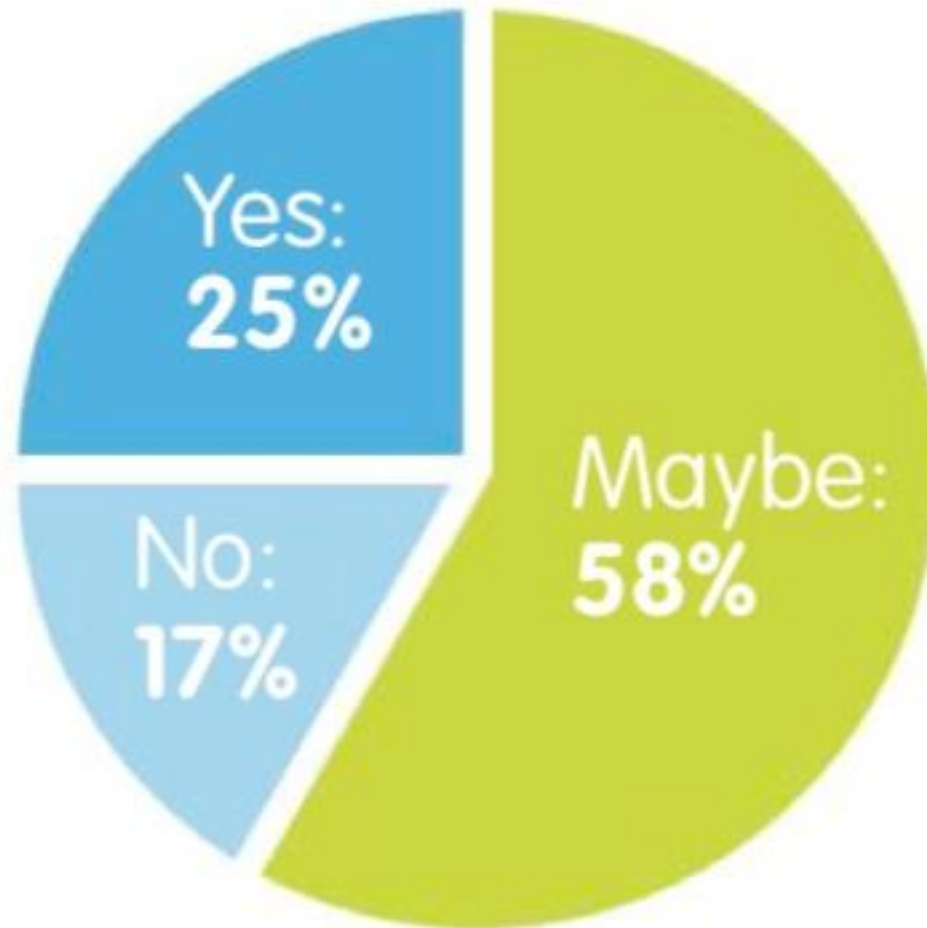
Commissioned by Carplus Bikeplus
and Living Streets Scotland and
funded by Transport Scotland

*‘Progress on low car
neighbourhoods in Scotland’*
March 2018

*‘Sustainable Transport Choices in
New Housing’* January 2020



We asked planners whether
Scottish planning policy promote
sustainable travel choices?

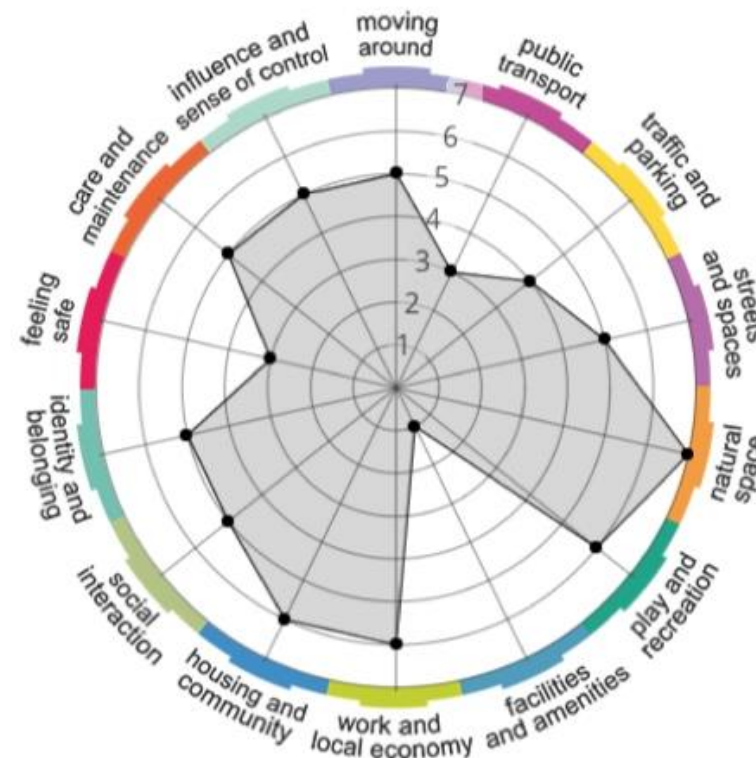


Facilities to support sustainable travel choices



Athletes' Village,
Dalmarnock 2017

"...needing shops as ice cream van doesn't sell everything and Tesco is too much of a walk for disabled and elderly"



Designing Low Car Neighborhoods

Car Centered Planning

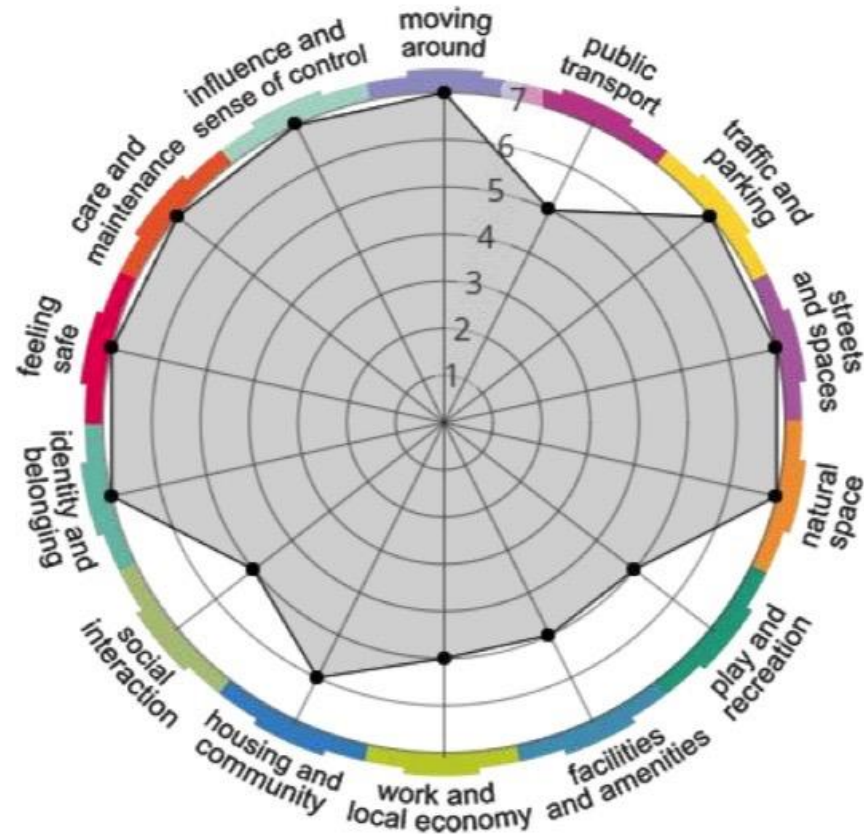


People Centered Planning

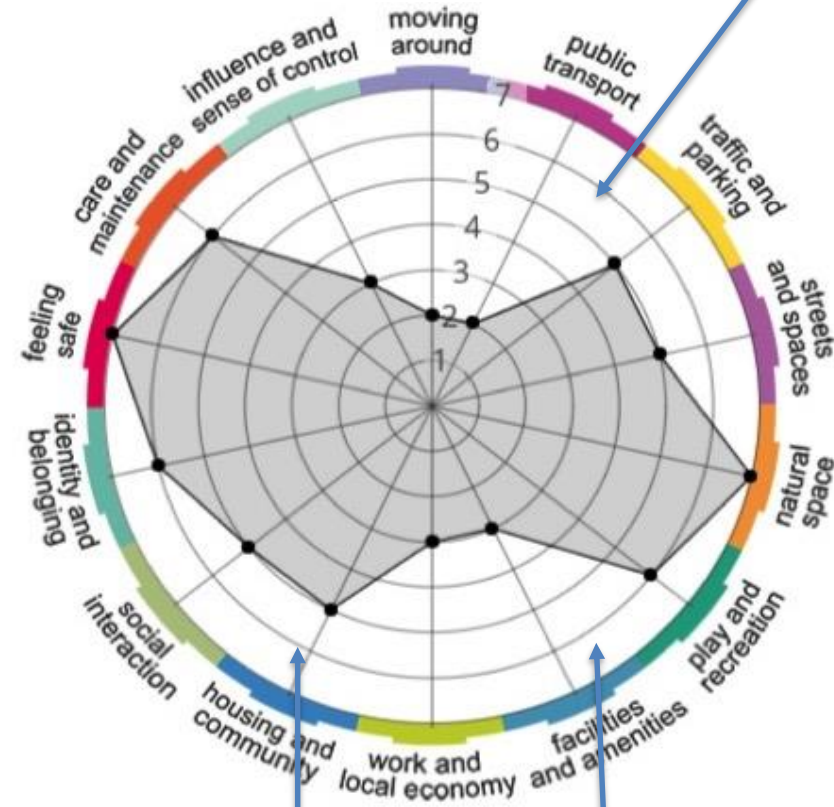


Place Standard Analysis Comparison

Chapelton



Winchburgh



Planning Failure

Planning Failure

Promoting sustainable choices?

Winchburgh

- “Winchburgh Village is ideally located for those commuting to work with Edinburgh Park and Livingston, Edinburgh City centre only **an 8 mile drive and 14 miles** away and **Falkirk 15 miles up the road**. For those international jet setters or London commuters Edinburgh Airport is only 7 miles away.

- But for those commuting, as the song goes, things can only get better – Winchburgh Village has conditional planning permission for a rail station, park and ride and **dual Motorway junctions** allowing you to readily head east or west.”

Chapelton

- “Designed to be **pedestrian friendly** with an open sign free environment and with garages to the rear, there is nevertheless great road links into Aberdeen and to the south. Set between the A90 to the East and the AWPR Fastlink to the West there is **a regular bus service**. Aberdeen and Dundee buses stop at Chapelton’s **Park and Choose** and residents can take advantage of **a free Dial-a-Ride service**.

- We are developing an **integrated public transport** operation for residents. **A Park and Choose** facility will provide early residents of Chapelton, as well as those living in neighbouring communities, with regular **sustainable transport by bus to Aberdeen and Stonehaven**.”

CREATING PLACES FOR WALKING OR DRIVING



New
Housing
Edinburgh
2020



1970s – 2020s THE ENDURANCE OF CAR COMMUTING SUBURBS



1970s or 2020s Infrastructure? For People or for Cars?



Edinburgh News

Dress To Impress This Season
River Island

News

Edinburgh's Sheriffhall roundabout upgrade 'crucial to cope with new housing developments'

Plea to MSPs to press for go-ahead

By Ian Swanson

Monday 21st September 2020 7:50 am



Scottish Planning Policy For Health Communities

PLANNING GREEN LIGHT

Glasgow Burger King and Starbucks drive thrus have planning permission

10th September 2021



Planning permission granted for new Glasgow Burger King and Starbucks drive thrus

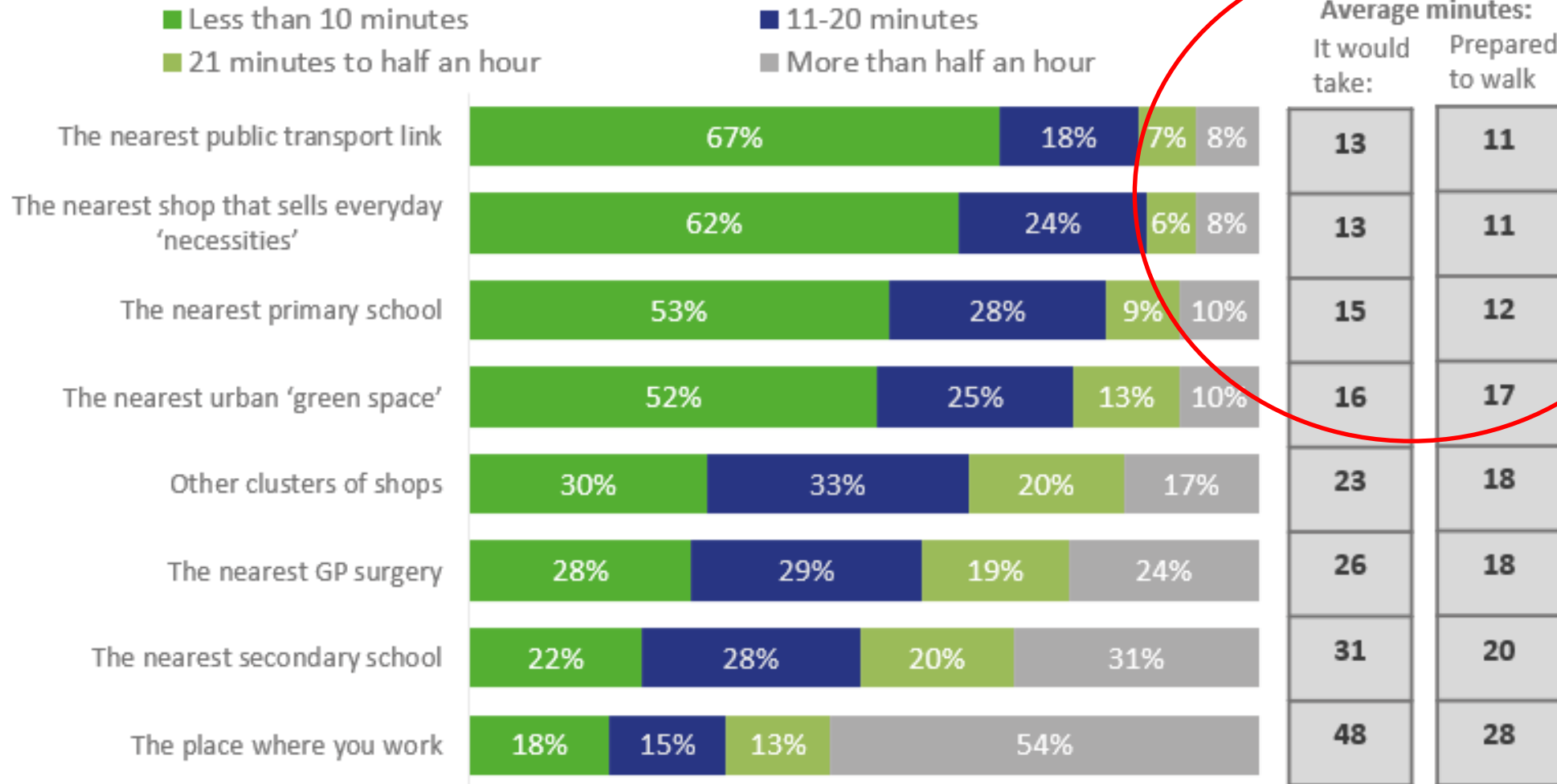
<https://www.glasgowtimes.co.uk/news/19571674.glasgow-burger-king-starbucks-drive-thrus-planning-permission/>

Other forms of development are available



Some 20 Minute neighbours in part, some places?

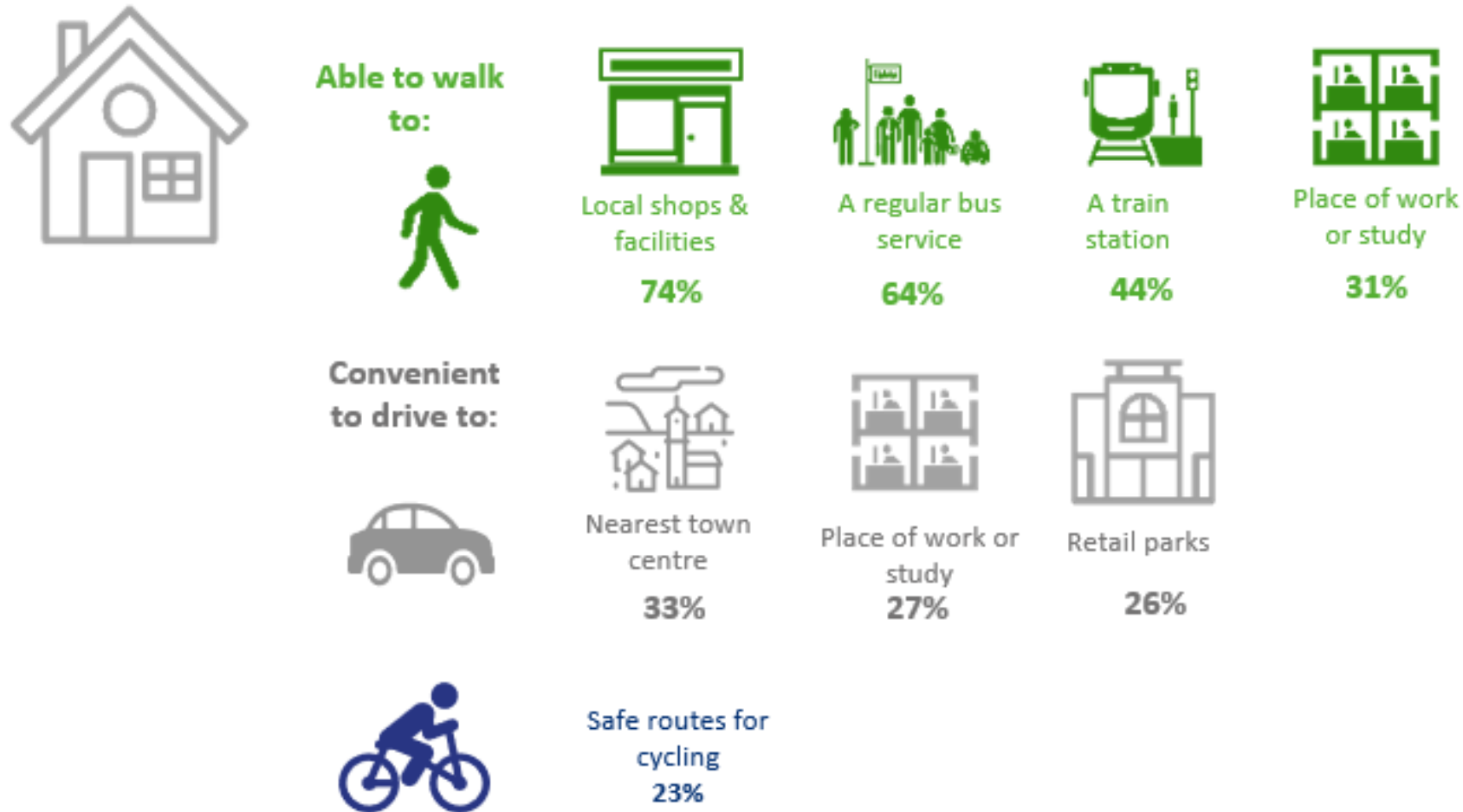
FIGURE 14 – Durations it would actually take to walk



Q011. Roughly how long would it actually take you to walk from home to each of the following places? (All respondents excluding Don't Know/Not applicable responses)

Developers and planners delivering what people want?

FIGURE 21 – Factors which would be important when choosing where to live



Q019. Finally, imagine you were moving house to a different area. In this imaginary situation how important would each of the following be in your choice of where to live?. (All respondents N=1,001)

A very inconvenient truth

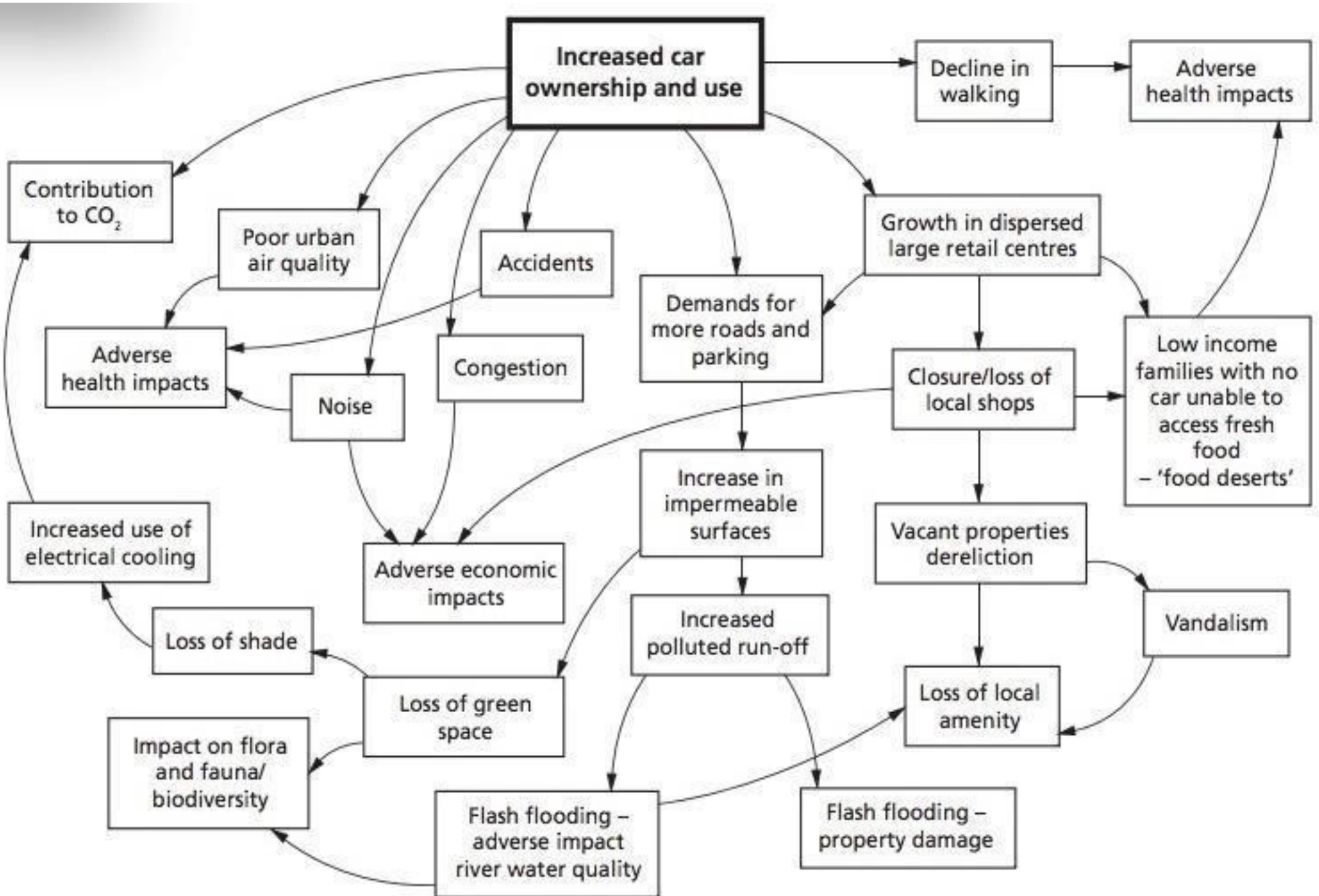
“Every system is perfectly designed to get the result it gets”

Donald Berwick

An important function of almost every system is to ensure its perpetuation”

“Donella H Meadows





Source: RCEP
2007

Missing the bigger picture?

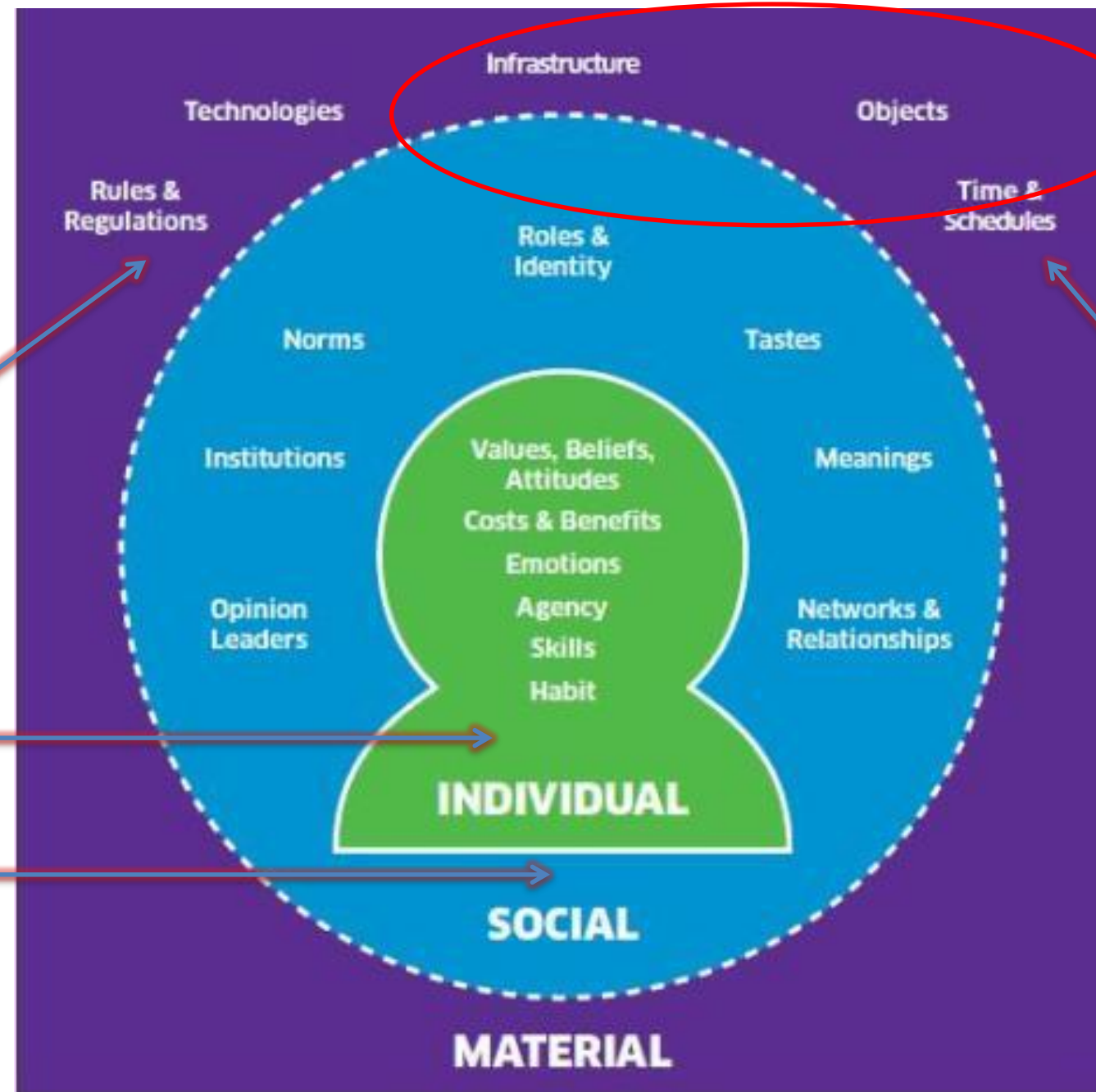
Policy 'should' be working by now?



Starting to plan
for behaviour
change away
from car use

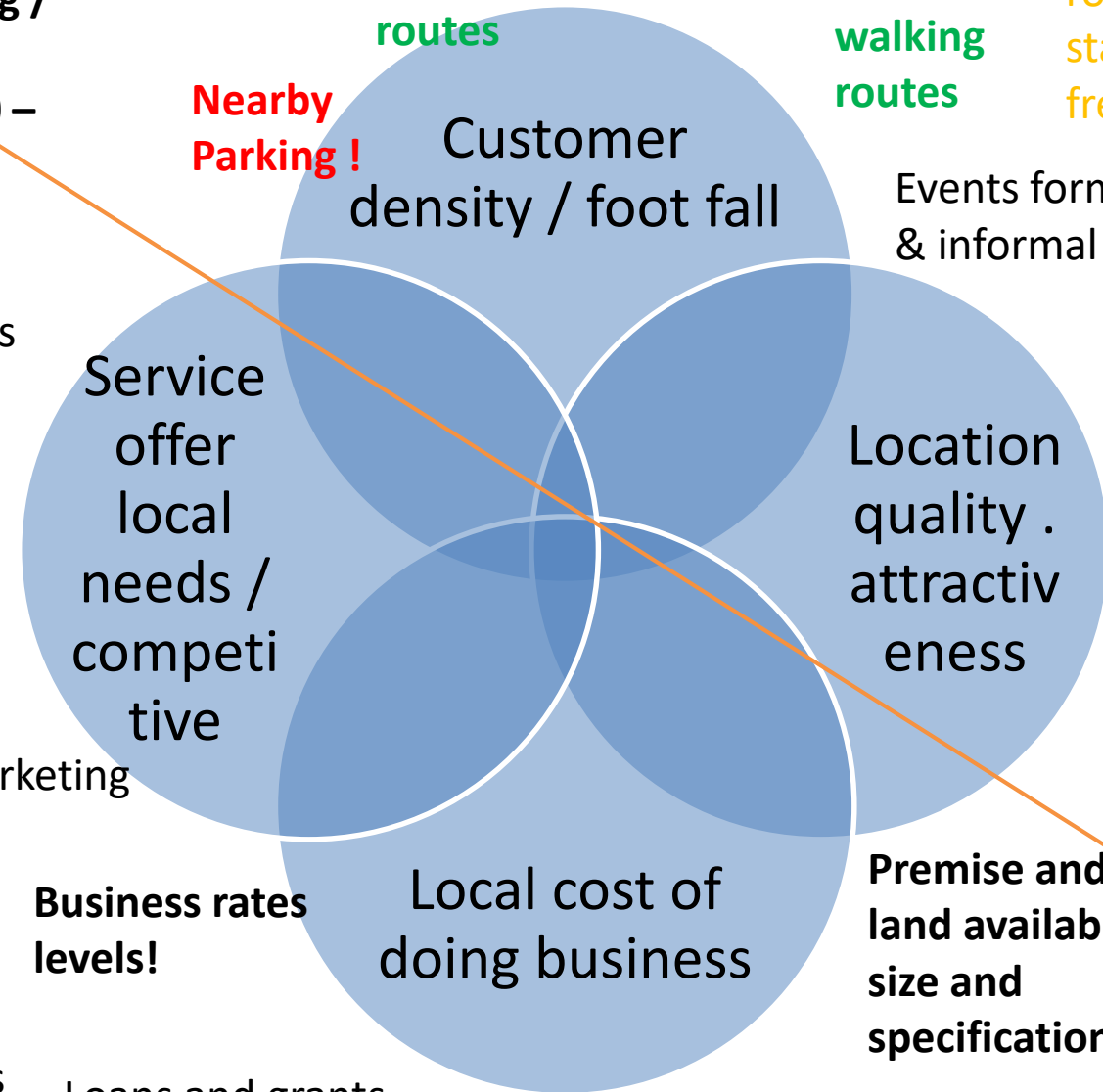
**Restrict
vehicles**

**Change
attitudes to
place and
mobility**



**Twenty minute
neighbourhood
narrowly
defined**

Place Essentials



Safe and direct cycle routes

Safe & direct walking routes

Public transport / routes stops and stations / service frequency and cost

Nearby Parking !

High density nearby housing / number households 10 – 15 mins

Mixed uses & nearby businesses and service / critical mass

Events formal & informal

Air quality
Pleasant aroma

Green and blue space

Architecture and local character

Pleasant sound scape

Feels safe for everyone / accessible

Clean and well maintained, litter free

Lighting

Active frontage

Feels safe for everyone / accessible

Energy costs

Delivery access

Rent levels and terms!

Loans and grants

Local staff available wage level & skills

Business rates levels!

More attractive than online or out of town / online hybrid delivery models

Local marketing

Priced to meet local needs / value for money proposition

Business heritage / local connections

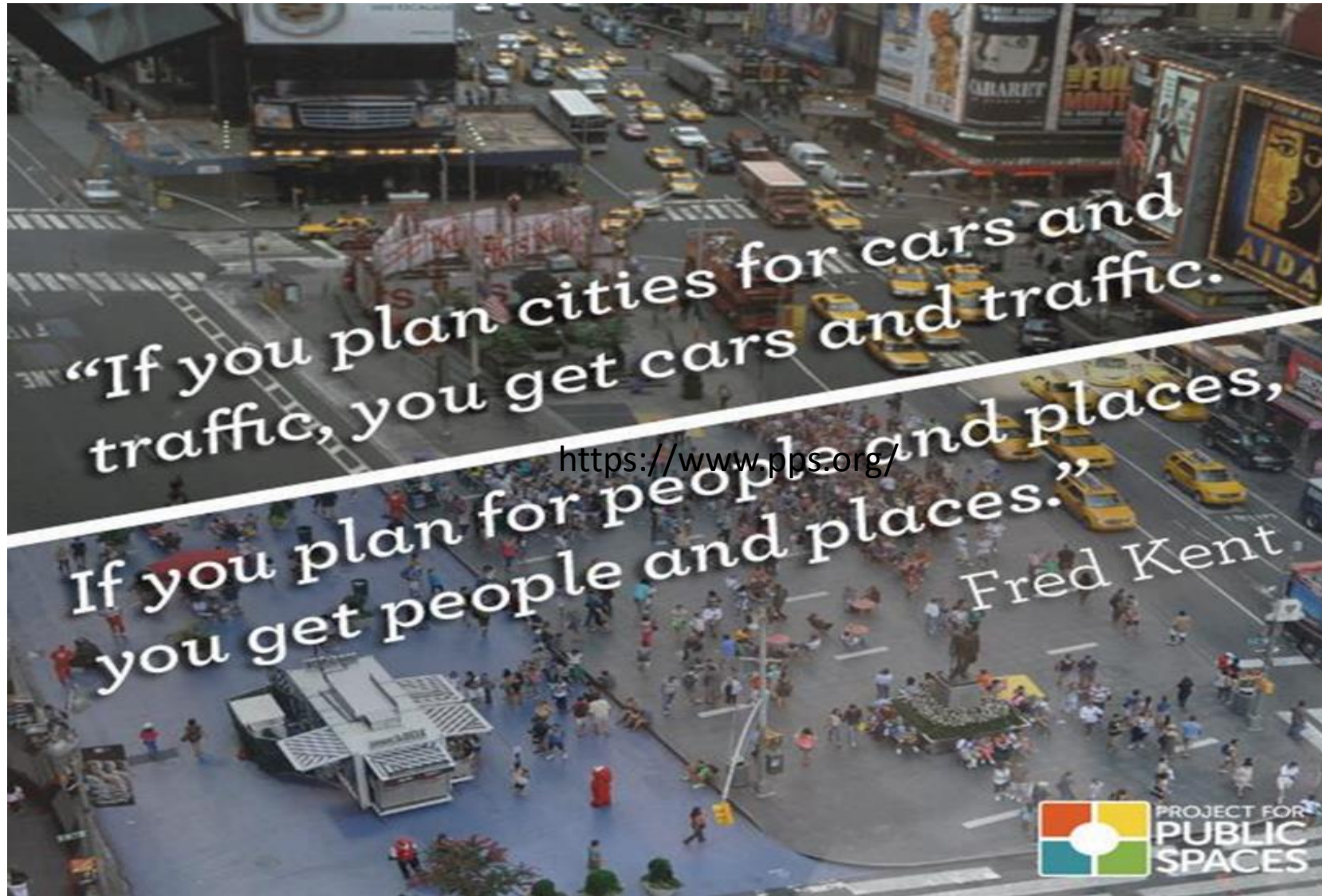
Business Essentials

But If all else fails:



Apply the pandemic 20-minute neighborhood test

Conclusion: A Simple CHOICE



Source: <https://www.pps.org/>

Thank you

Low car neighbourhoods

<https://www.livingstreets.org.uk/news-and-blog/press-media/new-housing-developments-leaving-scots-car-sick>

<https://www.livingstreets.org.uk/media/4819/sustainable-transport-choices-in-new-housing-review.pdf>

Buses and walking

<https://www.livingstreets.org.uk/about-us/our-work-in-action/bus-stop-connectivity-project>