

Partners in Planning 20 minute neighbourhoods

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What is it?

Not a new idea, but one with new significance

- Cities around the world are adopting variations on 20 minute neighbourhood concept.
- New significance response to Covid 19
- It's about living more locally by giving people the ability to meet most of their daily needs within a **20-minute** walk from home, with safe cycling and local transport options.
- A simple concept that brings together a number of policies and investments that are already Scottish Government priorities:
 - Place
 - Wellbeing economy
 - Empowering communities
 - Sustainable transport
 - Town Centres

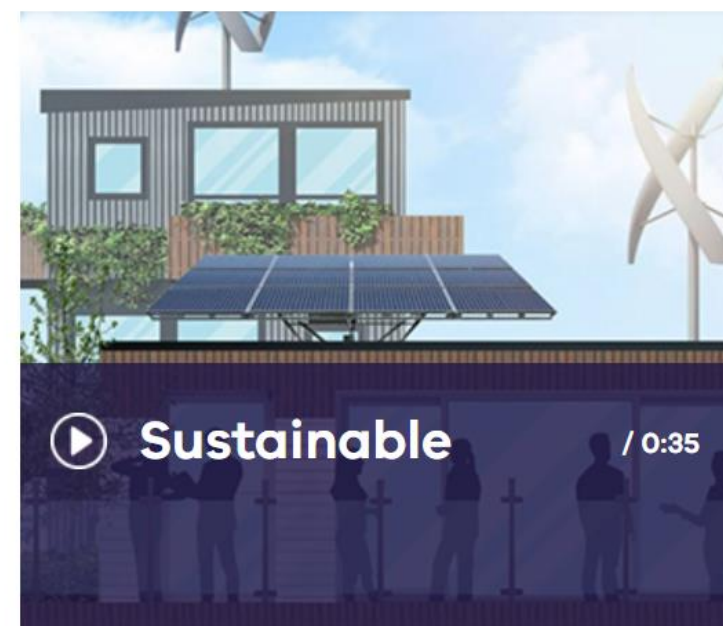
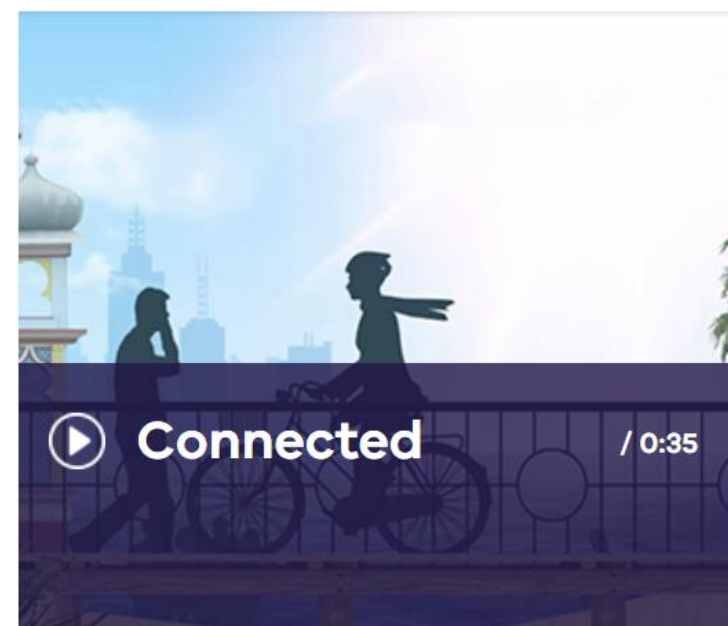
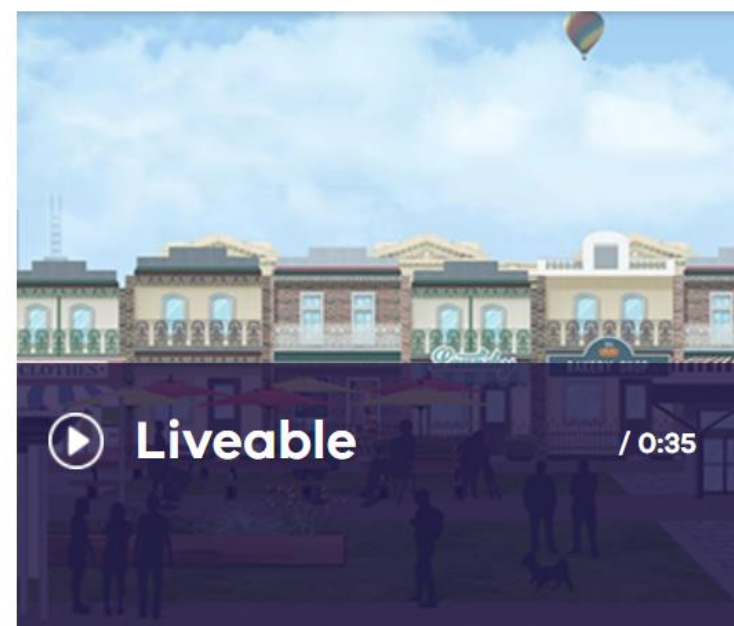


Melbourne, Australia

International case study

Plan Melbourne 2017 - 2050

“The 20-minute neighbourhood concept 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.”



Melbourne is a city of inclusive, vibrant and healthy neighbourhoods

The concept of the 20-minute neighbourhood is simple. It’s all about giving Melburnians the ability to live locally—meeting most of their everyday needs within a 20-minute walk, cycle or local public transport trip of home.

Many of us will still need to travel outside our local area to go to work, but everyday needs such as schools, shops, meeting places, open spaces, cafés, doctors, childcare and access to public transport will be only 20 minutes away.

Many of Melbourne’s established suburbs already have the ingredients for a 20-minute neighbourhood. Plan Melbourne aims to make the 20-minute neighbourhood a reality for every suburb and every Melburnian.

Access to local services—including early years centres, primary and secondary schools, parks and sporting fields, and medical centres—is needed at the early stage of a neighbourhood’s development. Connecting people to these services and facilities via frequent public transport services and safe and convenient pedestrian and cycle routes (which avoid arterial roads wherever possible) will be integral to the creation of a city of 20-minute neighbourhoods.

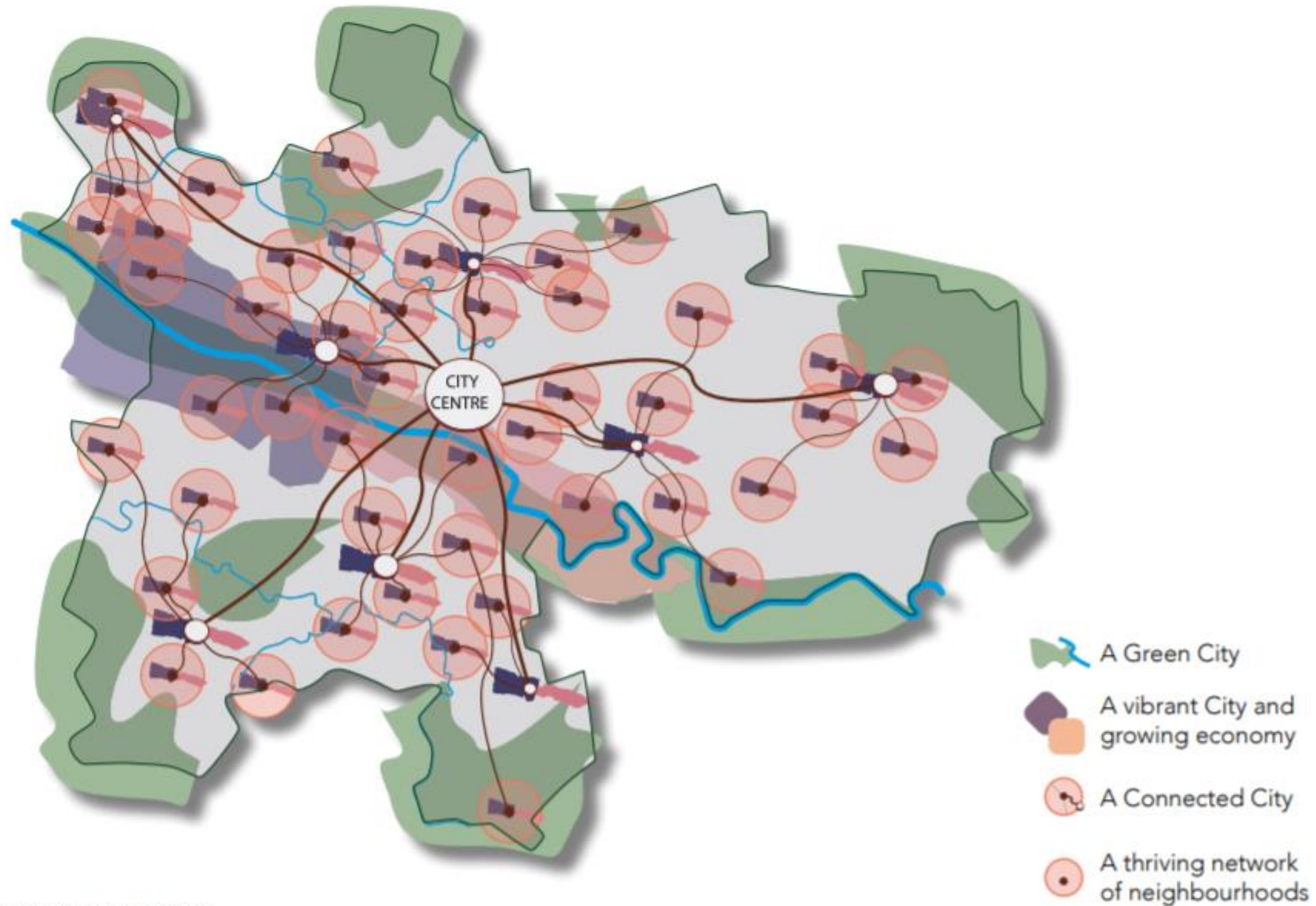
Local communities will also be encouraged and supported to become actively involved in the delivery of local parks and greening of their neighbourhoods. The city needs to make better use of existing public land—including schools, underutilised road space and easements.

Directions	Policies
Create a city of 20-minute neighbourhoods	Create mixed-use neighbourhoods at varying densities
	Support a network of vibrant neighbourhood activity centres
Create neighbourhoods that support safe communities and healthy lifestyles	Improve neighbourhoods to enable walking and cycling as a part of daily life
Deliver social infrastructure to support strong communities	Facilitate a whole-of-government approach to the delivery of social infrastructure
	Create health and education precincts to support neighbourhoods
	Support not-for-profit community services to build social capital and stronger communities
	Provide and protect land for cemeteries and crematoria
Deliver local parks and green neighbourhoods in collaboration with communities	Develop a network of accessible, high-quality, local open spaces
	Support community gardens and productive streetscapes

Glasgow City Council Development Plan

Figure 5

A City-wide spatial representation of the broad location and form of development required to help achieve the four strategic outcomes.



Why now?

- **The ability to work locally is central to the 20 minute concept-** a recent CIPD survey found that 72% of Scottish employers expect increased demand for homeworking, with 36% saying they will be more likely to grant these requests. And a third saying they expect to put in place new measures or investment to facilitate this, including **local work hubs**.
- COVID has seen a huge rise in cycling numbers and (temporary) active travel infrastructure through actions such as **Spaces for People**.
- Planning and development policy is increasingly focuses on mixed developments and **place, people and wellbeing focused outcomes**.
- COVID is having wide ranging economic impacts. The recovery of community services, **small business and high streets is a priority**, as will **reimagining urban centres** should the virus remain in circulation for a long period.
- Transport remains the single largest GHG emitter. A significant **change in how and why people travel** is a necessary response to the global climate emergency.

Programme for Government - localism

- *“This crisis also gives us an opportunity **to radically rethink the places we live in, our homes and our communities.** We want to ensure our communities can become vibrant hubs for the people who live there – to work, shop, learn, keep active, and socialise.”*
- *“For some people the experience of lockdown showed that their lives could be improved through active travel, exercise, access to local or online services, working from or closer to home, and access to shared green spaces. While it is natural for people to slip back into old habits as lockdown has eased, throughout this Programme for Government **we will take steps that support the idea of 20 minute neighbourhoods** – 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”*

Programme for Government - commitments

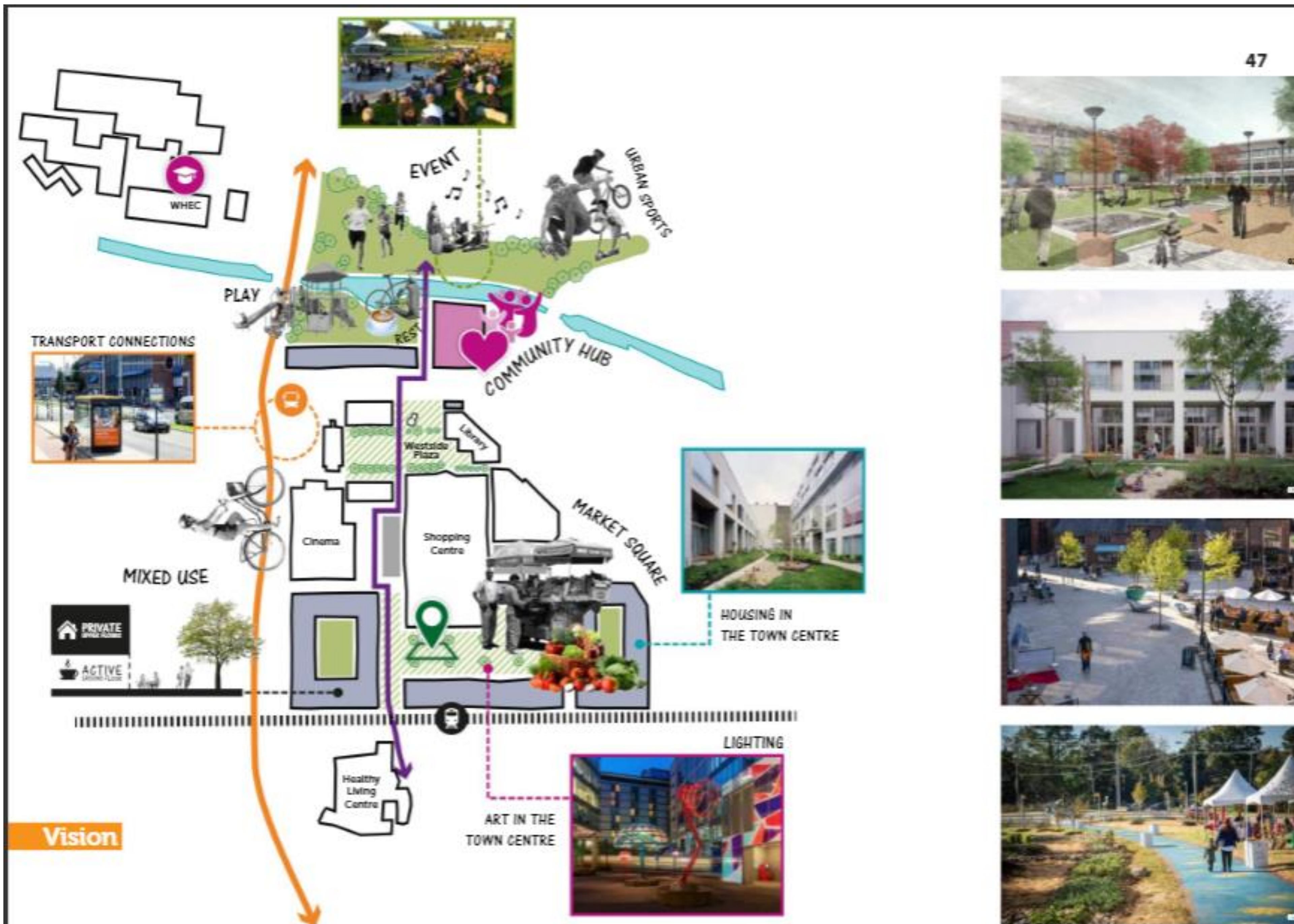
- The creation of liveable, accessible places with thriving local economies will be important in **reducing transport demand as well as encouraging modal shift away from private car use** – helping to further embed the Sustainable Travel Hierarchy and reduce transport-related emissions.
- We are providing **£500 million over five years for large scale, transformational active travel infrastructure projects**, access to bikes and behaviour change schemes. We must lock in positive changes in response to the pandemic through active travel infrastructure schemes which connect towns and cities from the suburbs to the centres, connect housing to transport, enable active travel in rural areas and support the idea of 20 minute neighbourhoods.
- We have launched **a Review of the Town Centre Action Plan** and have asked the Review for advice on how to adapt the 20 minute neighbourhood idea for our cities, towns, rural and island communities.
- We are establishing a Place Based Investment Programme, linking and aligning all place-based funding initiatives to ensure we have a coherent approach to effectively progress our 20 minute neighbourhood ambitions. As part of this Programme, **we will invest £275 million to support community-led regeneration and town-centre revitalisation**, including the repurposing of buildings, maintenance and repairs, reallocating external space and community-led land acquisition.
- We are supporting efforts to progress the **Working Local Challenge** ambition to create more shared space local working hubs for the private, public and third sector in local towns to enable more flexible and remote working.
- All of our work to redesign our communities to best respond to the pandemic and living with COVID-19 will be underpinned **by National Planning Framework 4, local development plans, and Local Place Plans**, introduced through the Planning (Scotland) Act 2019, and by giving people an opportunity to develop proposals for the development and use of land in the place where they live.

Links to our national outcomes



Examples of policies that link to 20-Minute Places/Communities

Smart Working	Remote working	Work local hubs	Spaces for people
Creating and embedding new culture working practices conducive to the productive, forward-thinking workforce	Support continued remote working post-lockdown to minimise commuting traffic	Enabling sustained local and remote working practices when working from home may not be practical	Build on increase in number of people walking, wheeling and cycling during lockdown and encourage even more people to travel actively
Economic Development	Planning policy	Public policy and investment	Town Centres - Local place making
Renew local economies through redistribution of economic activity and its benefits to communities across Scotland	The development management and spatial planning Local Place Plans NPF4 - SPP	Public transport and provision of local services	Reimagining of city and town centres Mixed use housing
Equality and social inclusion	Wellbeing	Support rural communities	Infrastructure investment
Access to work, childcare, etc.	Quality of life, working hours, etc.	Rural repopulation	Digital and technology challenges or opportunities



Economic Opportunities



- Improved links with wider West Edinburgh for employment and education opportunities
- Improved facilities and education opportunities at WHEC
- Longer opening times - there is nothing to do when the centre is closed at 6pm
- activities in the shopping centre
- a unique space with cafe's, culture and nature
- more places to eat and socialise
- small business opportunities - a community store that allows for enterprise groups to have a shop front

a **diverse** and **distinctively local** centre...



Impacts and Support

Initiatives and proposals within the Local Place Plan are supported by wider policies and movements, from regional plans to national frameworks and global development goals. With the City of Edinburgh Council recently developing the Draft City Mobility Plan and the Choices for City Plan 2020, the Local Place Plan for Wester Hailes has supporting documentation and legislation from the city to follow through and sustain positive change that will contribute to the everyday in Wester Hailes, wider city improvements and larger global impacts.



Global Impacts



- position Wester Hailes at the centre of energy efficiency and climate impacts
- Introduce district heating
- Increase awareness of how recycling works and we can all recycle at home - education on what happens to household waste
- new plants and fruit trees should be planted all over Wester Hailes

a **sustainable** neighbourhood for the **future**...

