

National Planning Framework 4

Call for Ideas

Response from Paths for All

scotplan@gov.scot

Introduction

There have been important changes since the NPF3 was published in 2014, some in very recent weeks and months, that are significant for the development of the NFP4.

It is clearly too early to assess the full implications of the current Covid-19 crisis, but it has certainly demonstrated how behaviour can change radically overnight and perceptions of what is important can shift. It is unclear whether this will result in long term, lasting change but there is an opportunity to create a “new normal” that addresses societal and environmental priorities as we emerge from a crisis unlike anything this generation has experienced.

We have seen a huge shift with people adapting to new circumstances. Working from home has become the norm for many - with reduced commuting and business travel. Also, many have noticed how quiet, pleasant and safe their neighbourhoods are with reduced traffic and reduced air pollution. The challenge is how we can capitalise on this as we move on and address the major social and economic impacts.

Some possible lessons include:

- Recent developments with coronavirus highlight the need to reallocate space and infrastructure to support the National Transport Strategy travel hierarchy – particularly for walking and cycling
- The importance of sustainable travel and the possibilities around reducing travel have been highlighted
- Increased recognition that planning and place have a significant impact on the health of the nation
- A recognition of the importance of technology – including broadband
- This may be an opportunity to capitalise on behaviour change – building a new normal – but this will rely on developing the right projects as we come out of crisis
- The recovery of public transport and how this interacts with planning post crisis will be a major challenge – particularly for bus services

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We consider that the overarching longer term priority within the NPF4 must continue to be to address the climate change emergency that we all face. It is essential that the framework is aligned to several key policies – including those relating to transport, infrastructure and health.

Since the publication of the Intergovernmental Panel on Climate Change (IPCC) Special Report, the public mood on climate change has shifted significantly. The report points to transport emissions as a major cause of climate change where the trends are headed in the wrong direction. There is an urgent need for system change in transportation as part of our approach on climate. <https://www.ipcc.ch/2018/10/08/summary-for-policymakers-of-ipcc-special-report-on-global-warming-of-1-5c-approved-by-governments/>

Transport is now Scotland's biggest sectoral challenge in relation to climate and planning has an important role in addressing this. The Scottish Parliament has passed a new climate law for Scotland, with stronger targets and commitment to increasing action in the next decade. The declaration by the First Minister on Climate Emergency must be a game changer for how planning supports changes in our approach to transport in the future. The Scottish Gov has set a net-zero date of 2045, reflecting Scotland's greater relative capacity to remove emissions than the UK as a whole.

NPF4 will also be important in ensuring that planning policies and decisions support the creation of better places to live and work and the improvement of the health and wellbeing of people living in Scotland. The new agency, Public Health Scotland, will be key in ensuring this happens.

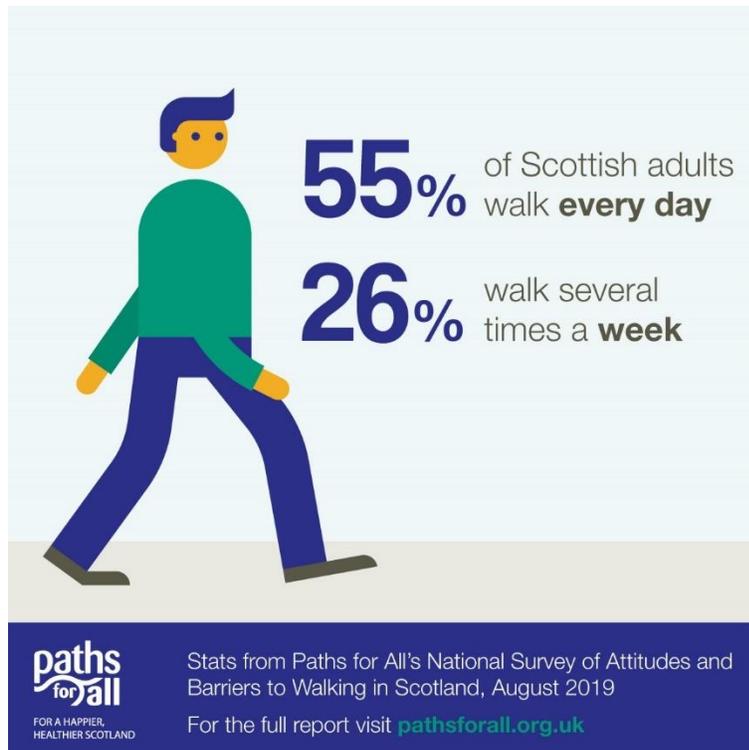
Traditional economic measures are failing us – they drive climate change, environmental degradation and social inequalities. We need to shift to measures of health and wellbeing, social justice and reduced inequality to guide our approach to planning. The National Performance Framework is a start at this approach. This also incorporates the UN Sustainable Development Goals.

The NPF4 should be fundamentally informed by, and designed to deliver, these outcomes. Investment decisions need to reflect this – a shift to smaller scale, more local, sustainable projects can potentially spread the benefits more widely across communities.

Resources will be important in achieving this – for example there will need to be sufficient funding for Public Health Scotland but also for developing path networks, CSGN and active travel. There should be an increase in revenue funding to support local authorities in maintaining paths to a high standard. Any increased capital budget must be followed with a proportionate increase in the maintenance budget. The Scottish Parliament's Rural Economy and Connectivity Committee recently recommended that the Scottish Government should deliver a means by which cycle and footpath maintenance and improvements are more fully integrated with wider road maintenance work to support policies designed to encourage active travel.

https://www.parliament.scot/S5_Rural/RECC_20191121_EM_to_Cab_Sec_TIC_-_pre_budget_financial_scrutiny_on_roads_maintenance_issues.pdf

The Scottish Government cannot deliver change alone. There is a role to support local communities to make change. This is what we try to deliver through our programmes - including Smarter Choices Smarter Places, Walking for Health and Community Paths. The NPF4 should seek to achieve the same – and there is potential for our work to support its delivery.



National policy context

Significant policy areas that the NPF4 needs to consider and/or align with:

- National Performance Framework
- Climate Emergency and Net Zero Carbon target
- Committee on Climate Change Report
- National Walking Strategy and Action Plan
- The Cycling Action Plan for Scotland - CAPS (or successor)
- Public Health Scotland – new agency – Places and Wellbeing - Six Public Health Priorities (includes: a Scotland where we eat well, have a healthy weight and are physically active).
- Place Standard / place principle - people and places

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- Active Scotland Outcomes Framework
- Active Travel Vision, Active Travel Outcomes Framework, Active Travel Taskforce Delivery Plan.
- Strategic Transport Projects Review - STPR2 Land use planning and digital connectivity are two areas not within the scope of STPR2 that will both have a significant part to play in meeting our net zero targets
- National Transport Strategy and Delivery Plan
- Infrastructure Commission & Scotland's Infrastructure Investment Plan
- Transport (Scotland) Act 2019
- The Just Transition Commission's recommendations (due by January 2021)

NPF4 should help to deliver the following:

Sustainable Development Goals

- SDG3 good health and wellbeing
- SDG9 industry, innovation and infrastructure
- SDG10 reduced inequalities
- SDG11 sustainable cities and communities
- SDG13 climate action

National outcomes

- We live in communities that are inclusive, empowered, resilient and safe
- We value, enjoy, protect and enhance our environment
- We are healthy and active

Consultation Questions

1. What development will we need to address climate change?

- We should seek to deliver development that reduces climate emissions and aids the transition to net zero
- The transport hierarchy in the national transport strategy must inform all planning policy, projects and planning decisions
- We should support development that promotes walking, cycling and public transport
- We should shift the emphasis in planning from taking infrastructure to development sites to focussing development on existing infrastructure – e.g. transport hubs

- We should emphasise denser development close to existing travel links and reducing the need for travel
- We should emphasise using, maintaining and upgrading existing infrastructure

2. How can planning best support our quality of life, health and wellbeing in the future?

- We would support Public Health Scotland being a statutory consultee in planning terms - given the importance of planning in creating places that support health and wellbeing. This will require enough resources to be effective.
- Planning can help provide realistic options for active travel as a first choice – leading to higher levels of physical activity and improvements in health.
- Planning can help create places for people that enable sustainable travel and active lives in green spaces. *A number of factors could encourage further increases in walking, especially amongst women. Having someone to walk with, feeling safer at night and improved local paths would have most impact.*



- We must engage with the private sector – particularly house builders and housing associations – in discussions around delivering what people need and want.
- There is evidence that new housing is failing people and forcing car dependency. *The National survey of attitudes and barriers to walking in Scotland, found the top considerations for choosing somewhere to live were access to local facilities*

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(74%) and a regular bus service (64%). However, a recent Transport Scotland-funded evaluation of major housing sites by Living Streets Scotland found limited steps to meet these needs in developments that put car use first.

<https://www.pathsforall.org.uk/news-post/new-housing-is-failing-people-and-forcing-car-dependency>



3. What does planning need to do to enable development and investment in our economy so that it benefits everyone?

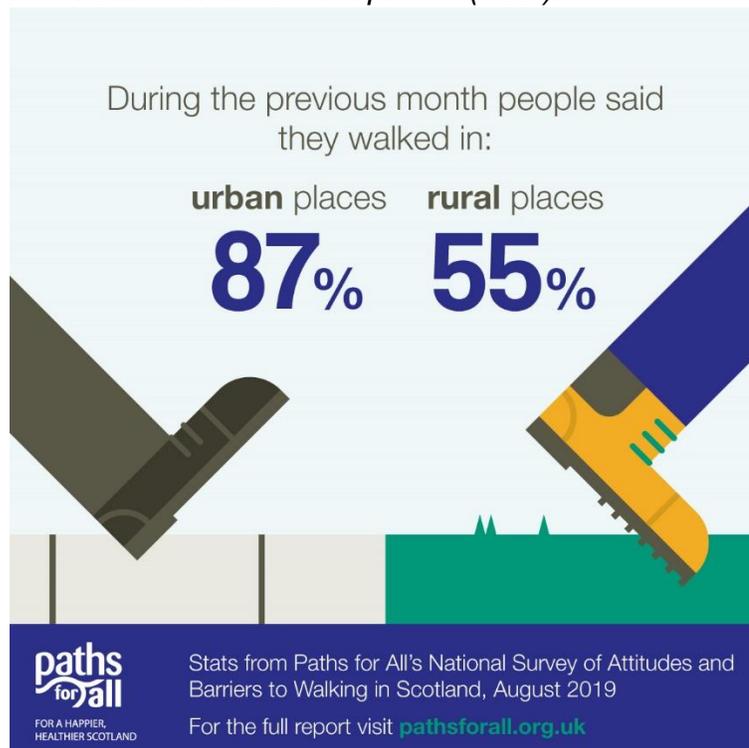
- The Infrastructure Investment Plan will be key: “inclusive economic growth, tackling the global climate emergency and building sustainable places”.
- There is a need to clarify what “inclusive economic growth” means in terms of NPF4.
- If there are conflicts between growth and development and social or environmental outcomes how will that be resolved?
- It would be valuable if NPF4 established clear principles of how such conflicts will be resolved across the planning system.
- We would expect that achieving climate outcomes and wellbeing would take precedence in decision making.
- We should seek to boost local economies across Scotland with small scale walking, cycling and public transport developments. This will also promote the development of skills, community capacity and climate resilience.

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- Walking and cycling developments tend to be small scale and localised unlike many large transport infrastructure projects. Investment in these more local projects will be likely to bring local economic benefit.
- The economic benefits associated with increased physical activity levels far outweigh any initial costs. Cost Benefit Ratios for walking developments show significant value for money. Social Return on Investment (SROI) evidence shows a return of approximately £8 for every £1 invested in health walk and path development projects.

4. What policies are needed to improve, protect and strengthen the special character of our places?

- We must stress the importance of city centres - redefining their use and value.
- We must emphasise the importance of railway stations and other transport hubs.
- We need to look closely at how housing – both existing and new-build delivers what we need as a society.
- There is a need for examples of good practice in Scotland and we would support the development of some pilot projects to address this. These should be included in revise Scottish Planning Policy. Recent work by Living Streets Scotland on Sustainable Transport Choices in New Housing is an example of this approach. <https://www.pathsforall.org.uk/news-post/new-housing-is-failing-people-and-forcing-car-dependency> *During the previous month the vast majority walked in urban places (87%), in particular roadside pavements (71%) while just over half had walked in more rural places (55%).*



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- We should put a stop to new out of town development – we will need to redefine / repurpose our city and town centres. *Around two thirds of Scottish adults would be prepared to walk to their local shop or public transport (64% and 63% respectively) but only around half would walk to their nearest urban green space (50%) and fewer would walk to their place of work (44%).*



- We should support blue and green infrastructure – including CSGN.
- We should support Place making and the Place Standard.
- There is a need for more monitoring of walking and footway condition and maintenance. Maintenance is a major concern to pedestrians and cyclists and research indicates levels of funding are falling and this will have serious negative consequences. *The majority of Scots (63%) have recently experienced problems that forced them to change their walking route or made them less likely to walk in the same place in future. The most common issues were cars parked on pavements, cyclists on pavements and poor pavement maintenance.*

63% of Scots have been forced to change their walking routes due to issues such as **cars parked** on pavements, **cyclists** on pavement and **poor maintenance** of pavements



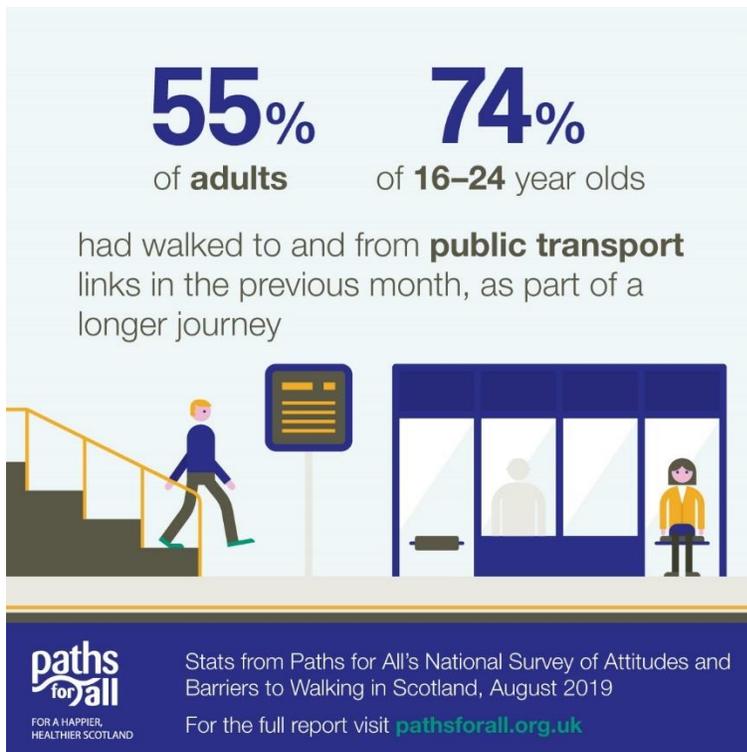
**paths
for all**
FOR A HAPPIER,
HEALTHIER SCOTLAND

Stats from Paths for All's National Survey of Attitudes and Barriers to Walking in Scotland, August 2019

For the full report visit pathsforall.org.uk

5. What infrastructure do we need to build to realise our long-term aspirations?

- NPF4 is one of the most important opportunities to support behaviour change through planning and infrastructure.
- The current Covid-19 crisis demonstrates that people respond to calls to dramatically change behaviour when there is a clear need.
- The provision of good quality walking and cycling infrastructure is required in order to move people away from the predominance of private car use. *In the previous month 55% of Scottish adults had walked to a public transport link as part of a longer journey. This proportion was higher amongst those aged 16-24 (74%), those in the ABC1 social class (59%), those who were working (59%), residents of urban area (60%) and Central Scotland (62%).*



- We should make better use of existing infrastructure capacity – focussing development on existing hubs.
- We must prioritise sustainable transport connections in all future development.
- We must ensure new infrastructure does not exacerbate the climate emergency.
- Digital connectivity will be important in changing the way we live and work – and particularly in reducing the need to travel.

Scottish Planning Policy

Scottish Planning Policy will be incorporated into the National Planning Framework

Policies relevant to our area of interest and proposals include:

Green Infrastructure

Proposed key objectives of NPF4: To protect, enhance and promote green infrastructure, including open space and green networks, as an integral component of successful placemaking.

- We strongly support this objective.

- We would support national standards for green infrastructure and development policies that strongly promote green infrastructure.

Digital

Proposed key objective of NPF4: To support the roll-out of digital infrastructure across Scotland so that the social, economic and environmental benefits of digital technologies are delivered in a way that keeps environmental impacts to a minimum.

- Digital connectivity will be crucial in reducing emissions by reducing the need to travel by providing remote access to work and services.

Health

Proposed key objective of NPF4: To ensure that planning policies and decisions take account of the health needs of local communities and have regard to the need to improve the diet, health and wellbeing of people living in Scotland.

- We strongly support this objective.
- We agree that planning has a key role in influencing health – particularly physical activity, diet and obesity, and mental wellbeing.
- Planning can deliver walkable neighbourhoods that encourage physical activity.
- Planning has the potential to address inequalities by ensuring everyone can live in a good quality environment.
- Placemaking, active travel, housing, green infrastructure, town centres and air quality are all part of this picture.
- Priority should be given to communities that will benefit most and to narrow inequalities.

Housing

Proposed key objective of NPF4: To ensure that development plans allocate the right land in the right place at the right time and to facilitate and monitor the delivery of this land.

- There is evidence that new housing is failing people and forcing car dependency. *The National survey of attitudes and barriers to walking in Scotland, found the top considerations for choosing somewhere to live were access to local facilities (74%) and a regular bus service (64%).* However, a recent Transport Scotland-funded evaluation of major housing sites by Living Streets Scotland found limited steps to meet these needs in developments that put car use first.

<https://www.pathsforall.org.uk/news-post/new-housing-is-failing-people-and-forcing-car-dependency>

- We must stress the importance of placing sustainable travel – including walking, cycling and public transport – at the heart of housing provision in future. This will be vital if we want to deliver on the environmental, social and economic targets of Scottish Government.
- We consider that the approach taken on housing provision needs to play a part in tackling our current overemphasis on car use. The predominance of cars as the preferred mode of transport in Scotland encourages inactivity, pollutes our air and keeps people indoors. To improve public health and the environment our approach must discourage unnecessary car use and encourage walking and using public transport as the first choices for most trips.
- This must happen at the earliest stage of planning – not added on later – and business as usual or tweaking what we currently do is not enough. When it comes to designing places for people, we need to do the right thing – not the wrong thing better.
- We must include the private sector – house builders / housing associations – in discussions around delivering what people need and want.

There is a need to give greater emphasis to:

- A presumption in favour of more dense housing development.
- Walkability as a key test of whether a neighbourhood is fit for purpose.
- Priority for sustainable transport – i.e. walking, cycling, wheeling and public transport.
- Promoting physical activity.
- Path networks and accessible green space.
- Proximity of housing to work, facilities and leisure opportunities accessible by sustainable transport.
- Placemaking.

If they were moving house, having local shops & facilities and a regular bus service within walking distance would be important to the majority of Scottish adults (74% and 64% respectively). In contrast, far fewer stated that convenience of routes to drive to the nearest town centre (33%) or to retail parks (26%) would be important.

Affordable Housing

- In relation to affordable housing planning can help address inequality – for example by reducing transport poverty and creating healthier, more active and connected neighbourhoods.

Business and employment

Proposed key objectives of NPF4: To promote business and industrial development that support sustainable and inclusive economic growth while safeguarding and enhancing the natural and built environments.

- How is inclusive economic growth defined in the context of NPF4?
- If there is a conflict between economic growth proposals and environmental or social outcomes, how will that be resolved?
- Place and placemaking and creating healthy communities will play an important part in supporting business.
- Businesses want to locate in quality locations.
- Business relationship with transport needs radical reappraisal.
- Policies must promote reduced travel and a shift to sustainable travel modes.

Rural Development

Key objective of NPF4: To promote rural development that supports prosperous and sustainable communities and businesses whilst protecting and enhancing environmental quality.

- We would support policy criteria be to promote leisure accommodation, such as hutting and other recreational accommodation in rural areas.
- Planning can contribute to promoting physical activity and outdoor recreation in rural areas – the reality is that, counter intuitively, options can be limited for many people.
- Planning has a role in creating communities where people will want to, and are able, to live. It can help achieve a balance between housing for residents and visitors.
- Path networks are important for locals and visitors and NPF4 has a key role in promoting their development.
- Where there is a conflict between development and social and environmental outcomes, how will that be resolved?

Tourism

Proposed key objective of NPF4: To support the inclusive economic growth of the tourism industry in a way that benefits and strengthens the resilience of local communities, including those in rural and coastal areas.

- Tourism depends on policy areas including active travel, green networks, leisure and recreation and transport. Path networks have a key part to play in this.

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- Planning has a key role in ensuring the benefits of tourism are balanced with social and environmental outcomes.

Town Centres

Proposed key objective of NPF4: To ensure that planning policies recognise and address the challenges facing town centres so that they are better able to adapt and be vibrant, creative, enterprising and accessible places to live, work and visit.

- Policies should stress the importance of city centres – including redefining their purpose and their regeneration.
- Railway stations, other public transport hubs and walking and cycling infrastructure will be key to this.
- There is a need for examples of good practice in Scotland and we would support the development of some pilot projects to address this. These should be included in revise Scottish Planning Policy.
- Recent work by Living Streets Scotland on Sustainable Transport Choices in New Housing is an example of this approach.
- We should generally stop new out of town development.

Air Quality

Proposed key objective of NPF4: To ensure that the planning system helps tackle poor air quality and promote good air quality through the promotion of sustainable placemaking and transport links and ensuring that new developments are guided towards appropriate locations.

- We support this objective and agree that planning is important in achieving better air quality – particularly in relation to transport.
- Policies should promote development that enable sustainable travel.

Climate Change

Proposed key objective of NPF4: to ensure planning policy results in spatial and land use change that facilitates Scotland's ambition to have net-zero emissions by 2045 and other statutory emissions reduction targets whilst supporting communities and businesses in making the changes needed to meet the targets.

- Transport emissions are now the biggest challenge in meeting climate targets.
- Policies should promote reuse of sites and development that enable sustainable travel.
- Walking and cycling are a key part of achieving this.

Infrastructure

Proposed key objective of NPF4: to promote the alignment of development and infrastructure at the local, regional and national level by identifying infrastructure capacity, need and what is required to support its delivery.

- Policies should shift the emphasis in planning from taking infrastructure to development sites to focussing development on existing infrastructure – e.g. transport hubs.

Compulsory purchase

Proposed key objective of NPF4: To promote a proactive, infrastructure first approach to land assembly, including the use of compulsory purchase powers where appropriate, and to underline that doing so can support the delivery of planning/placemaking objectives.

- We would support wider use of compulsory purchase where this would achieve sustainable outcomes and would welcome a clearer direction to local authorities to use such powers.
- A major issue that has cropped up time and time again when trying to develop new walking and cycling infrastructure, including routes which should in theory be part of the national walking and cycling network and highlighted in NPF3, and has, prevented, stalled and delayed projects is lack of cooperation from landowners. We can provide examples of where this has been an issue.
- Wider use of such powers would assist the development of path networks – as has been the case for road developments for many years.

Placemaking

Proposed key objective of NPF4: To deliver sustainable, well-designed places and homes that meet the needs of people living in Scotland including, in particular, the housing needs for older people and disabled people. This will be done through a design-led approach which demonstrates the six qualities of successful places.

- We strongly support this policy.

Sustainability

Proposed key objective of NPF4: To ensure that the planning system supports the Scottish Government's purpose of focussing on creating a more successful country with

opportunities for all of Scotland to flourish through increased wellbeing, and sustainable and inclusive economic growth which is achieved with a view to achieving net-zero emissions by 2045.

- We support this objective.
- We would welcome clarification of the meaning of sustainable and inclusive economic growth in relation to NPF4.
- If there are conflicts between growth and social or environmental outcomes how will that be resolved.
- We agree the need to ensure opportunities for community engagement, including community-led local place plans, so that people's views are heard and can influence policy development. This will have resource and capacity issues for planning authorities.

Transport

Proposed key objective of NPF4: To ensure that new development supports delivery of the vision and priorities set out in the National Transport Strategy.

- We agree that it is essential that NPF4 ensures the planning system supports the NTS2 – and delivers the transport hierarchy.
- This will require a major shift in emphasis – from roads and cars to walking, cycling and public transport.

Possible gaps in policy:

Walkability / walkable communities

Walking is the most accessible and practical way for most people to get more active and offers huge physical, social and mental health benefits. The quality of our environment influences whether we choose to walk or not and we believe every Scottish community should have well designed walkable streets and paths. Places that are more 'walkable' have more people using the streets.

<http://transformscotland.org.uk/wp/wp-content/uploads/2019/02/Creating-walkable-communities-in-Scotland-Paths-for-All-briefing-for-Transform-Scotland-2018-12-11.pdf>

Active places / communities

Welcoming, safe and accessible outdoor environments can improve our physical, mental and social health by allowing people to be physically active outdoors and helping people to connect with and get closer to nature.

National Developments

The Planning Act allows the Scottish Ministers to identify national developments to include in NPF4. This could include single, large-scale projects or several smaller scale developments combined.

- We consider that the National Transport Strategy transport hierarchy should apply across all developments – informing all planning, policy and projects.

NPP3 developments:

- National Long Distance Cycling and Walking Network
There has been a change in emphasis within the active travel agenda and a change in emphasis of the national cycle network to walking, cycling and wheeling. We would support the inclusion of an updated version of this in NPF4. We know that there has been some discussion over criteria – e.g. over including mountain / upland paths, core paths and local active travel routes. Our view is that the Network should be included in NPF4. There should be more emphasis on walking, active travel, everyday journeys, physical activity and inclusion of core paths and other routes.
- Central Scotland Green Network
We support the development of habitat and access networks across urban and rural Scotland. Our view is that the CSGN should be included in NPF4. There is a good argument that the measures currently focussed on the CSGN area might also be implemented in other parts of Scotland.

Suggested new developments:

- Walking environment
Promotion of walking and cycling in a number of localities taking a multi-intervention approach. Promotion of the redesign streets and neighbourhoods to prioritise walking and cycling to create better places for people. We propose a focus on a number of smaller / commuter towns (e.g. in the Lothians, Fife, Lanarkshire, Ayrshire, Renfrewshire, Aberdeenshire, Dumfries and Galloway) with a concentrated multi intervention approach. This reflects that much is already happening in the cities.
- Small projects – big difference
Encouraging small scale sustainable transport projects across Scotland. Strategic approach to transport does not need to be about big, flagship, investment. It can also be about encouraging small scale investment at a local level across the whole country and engaging / led by community / partnerships.

Investment in these projects should bring local economic benefit and development of skills, community capacity and climate resilience. Target communities that would benefit most (SIMD).

- **Bus policy / infrastructure**
There is a need to improve our walking environment and other infrastructure linking to public transport – including bus stops. Active travel and public transport are intricately linked, particularly for pedestrians. Virtually every trip by public transport involves walking at some stage. Buses are particularly important given the number of people that use them and the range of communities they serve. 76% of all public transport journeys are by bus.
- **Training, community development and capacity building**
Investment in transition skills training, community development and capacity building for transport planners and construction staff to support delivery of NPF4 - local authorities and Transport Scotland do not currently have the capacity to deliver the massively expanded network of walking and cycling routes, paths and related infrastructure that is required. This also offers opportunity for enhancing skills and capacity in communities.
- **NPF4 must align with STPR2 and the National Transport Strategy**

Regional Spatial Strategies

The Planning (Scotland) Act 2019 establishes a duty for a planning authority, or authorities acting jointly, to prepare and adopt a regional spatial strategy.

<https://www.transformingplanning.scot/media/1292/rss-factsheet-for-web-final.pdf>

It will be crucial for Regional Spatial Strategies to support other policies – including the Strategic Transport Projects Review, the Infrastructure Investment Plan, the National Transport Strategy and the National Walking Strategy.

Integrated Impact Assessment (IIA)

NPF4 will be subject to impact assessments. Integrated Assessment Scoping Report is available.

- We welcome the inclusion of: Strategic Environmental Assessment (SEA)
- We welcome that The Planning (Scotland) Act 2019 requires Scottish Ministers to bring forward new provisions on the assessment of the likely health effects for national or major developments.
- We would support an additional requirement to Include an assessment of the impact of developments on wellbeing.

- Life-cycle Green House Gas emissions of national developments. We support the Statutory obligations under the Town and Country (Scotland) Planning Act 2019 to undertake an assessment of the likely impact of each proposed national development's lifecycle greenhouse gas emissions on achieving national greenhouse gas emissions reduction targets.
- Sustainable travel and walking may be relevant to:
Equality Impact Assessment (EQIA) – relevance of walking
Child's Rights and Wellbeing Impact Assessment (CRWIA)
Fairer Scotland Duty

Evidence and supporting material:

Paths for All Public Opinion Survey 2019 – attitudes to walking

<https://www.pathsforall.org.uk/resources/resource/public-opinion-survey-2018>

Paths for All commissioned 56 Degree Insight to undertake our 2019 National Survey. The survey has provided an updated picture of the Scottish adult population's participation and attitudes to walking, updating information last collected in 2014 and complementing other sources of information such as the Scottish Household Survey and Scotland's People and Nature.

Scotland's perfect storm of opportunity <https://www.pathsforall.org.uk/blog/blog-post/ian-findlay-cbe-scotlands-perfect-storm-of-opportunity>

“How Can Place Best Support Scotland's Health + Wellbeing?”
<https://www.youtube.com/watch?v=BJ3UPxzKqLI>

Accessibility rather than mobility (see Brent Todarian)

<https://www.pathsforall.org.uk/news/news-post/call-for-ideas>

Active travel think piece: <https://www.transformingplanning.scot/media/1255/tp-our-active-travel-networks-v2.pdf>

New housing is failing people and forcing car dependency
<https://www.pathsforall.org.uk/news-post/new-housing-is-failing-people-and-forcing-car-dependency>

Creating Walkable Communities in Scotland <http://transformscotland.org.uk/wp/wp-content/uploads/2019/02/Creating-walkable-communities-in-Scotland-Paths-for-All-briefing-for-Transform-Scotland-2018-12-11.pdf>

National Walking Strategy and Action Plan

<https://www.pathsforall.org.uk/mediaLibrary/other/english/final-walking-strategy-action-plan-10-sept-2019.pdf>

Examples of relevant actions:

- Walking is embedded across NPF4 and within Creating Places
- Support planning authorities and developers to use the Place Standard
- Support town centre first approach for all major developments
- Prioritise pedestrians in the design of our towns and cities to be walkable, safe, attractive and sustainable
- Ensure the provision of high quality greenspace is embedded in NPF4
- Ensure Local Development Plans include Open Space Strategies
- Ensure local authorities have access to and prioritise long term resources to maintain and improve existing path networks within green spaces, including urban parks and country parks.
- Increase the funding available for small scale high impact improvements to the walking environment
- Advocate for long-term support from funders for the maintenance of paths networks
- Promote the Place Standard to communities to support planning for walking
- Developers, including house builders incorporate the Place Standard into development planning
- Invest in local walking infrastructure initiatives for local and visiting markets
- Promote National Walking and Cycling Network (NWCN)
- Promote local walking networks

Background

Paths for All is a Scottish charity founded in 1996. We champion everyday walking as the way to a happier, healthier Scotland. We want to get Scotland walking: everyone, everyday, everywhere.

Our aim is to significantly increase the number of people who choose to walk in Scotland - whether that's for leisure or walking to work, school, the shops or to a nearby public transport hub. We want to create a happier, healthier Scotland where physical activity improves quality of life and wellbeing for all. We work to develop more opportunities and better environments not just for walking, but also for cycling and other activities, to help make Scotland a more active, more prosperous, greener country.

Our work supports the delivery of the Active Scotland Delivery Plan, National Walking Strategy, The Cycling Action Plan for Scotland and the Long-term Vision for Active Travel in Scotland, community and workplace health walking, path network development and active travel policy development. We are a partnership organisation with 30 national partners. Our funders include the Scottish Government, Transport Scotland, Scottish Natural Heritage, Macmillan and The Life Changes Trust.

Paths for All

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