

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

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Transport is the largest single contributor to Scotland's emissions, and private cars accounted for 39.5% of overall transport emissions in 2017 (Transport Scotlandⁱ), so reducing car use is key to cutting Scotland's carbon emissions. In this context, it is important to recognise that transport planning and spatial planning are closely intertwined – we must ensure that places are designed to minimise the need for private vehicles.ⁱⁱ

As climate change increases the likely frequency of future epidemics, the impact of Covid-19 is also important to acknowledge. We expand on this topic under question 2.

To address climate change, Sustrans Scotland believes we must ensure streets prioritise people over motor vehicles, by investing in the public realm and creating liveable neighbourhoods. All communities should have access to quality greenspace and community led spaces. We should develop car-free neighbourhoods, designing to ensure active travel and public transport are accessible and simple options. In order to achieve this we should consider the below as priorities:

- Develop vacant and derelict land within towns and cities
- Develop sustainable, integrated transportation infrastructure and range of options
 - Links to sustainable transport hubs
- Develop urban and community woodlands
- Reduce the amount of motor vehicle travel including commercial
 - Reduce car dependency rather than just move to e-vehicles
 - Invest in public transport
 - Prioritise public and active transport
- Development incorporating or creating sustainable urban drainage systems
- Increase urban density to reduce need for car travel and distances travelled
- Develop liveable neighbourhoods, with low levels of motorised traffic, more greenspace, and access to key facilities within a 20 minute walk
- Develop infrastructure for walking, cycling & wheeling, including segregated cycle lanes
 - Ensure social barriers to active travel are removed – consider sense of safety
 - Ensure physical barriers to active and public transport modes are removed
 - Ensure economic barriers to active and public transport modes are removed
 - Safe & secure bicycle storage integrated into public and private realms
 - E-bike charging points

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

Sustrans Scotland firmly believes that access to green space is a human right. In the current situation with Covid-19, it has never been clearer how closely physical health, mental health, and access to public green spaces are interlinked. The pandemic has also clearly shown how unequal access to such spaces is, with those on lower incomes losing out. To be more resilient, and to improve the everyday quality of life, health, and wellbeing of Scotland's citizens, we must make our public spaces more liveable – that is, greener, less polluted, and easier to move around by non-motorised means.

In order to promote better health, quality of life and positively impact wellbeing, planning should ensure the street user hierarchy is utilised as a key decision making tool in all applications. This will lead to development as outlined above and facilitate a greater range of

travel options that are accessible to all. This will reduce reliance of motor vehicles and bring a wide range of positive social, economic and environmental benefits. To achieve this, planning must:

- Facilitate development in both urban and rural areas
- Facilitate the development of walkable neighbourhoods
- Ensure everyone has equal access to the public realm
- Homes – prioritise:
 - Affordable homes
 - Homes and spaces for elderly
 - Accessible housing
 - Self-build housing
 - Develop housing within easy access of quality green spaces and cycling and walking infrastructure
- Address infrastructure requirements (including for cycling, walking, wheeling and public transport) when housing targets are developed within the NPF process
- Promote active travel and integrate walking, cycling & wheeling infrastructure within and around proposed Masterplan Consent Area schemes
- Improved links and connections between urban and rural areas – public transport and active travel infrastructure
- Protected cycle infrastructure on arterial routes
- Develop sites and sustainable transportation options in areas of multiple deprivation
- Remove social barriers to active modes by addressing social safety concerns e.g. reliance on underpasses
- Reduce vehicle dominance and ensure pedestrian movement is prioritised
- Revitalise local high streets and town centres
- Develop sites in areas of deprivation ensuring social and physical accessibility is a priority
- More investment in public realm
- Develop ideas collaboratively and in partnership with communities
- Design places that provide enjoyment, comfort and protection
- Ensure access for all and equality of opportunity in public space
- Ensure all proposals are developed in a way that is context-specific and evidence-led

3) What does planning need to do to enable development and investment in our economy to benefit everyone?

The creation of 20 minute neighbourhoodsⁱⁱⁱ in towns and cities will bolster local economies and regenerate town centres. As widely documented,^{iv} investment in active travel infrastructure brings multiple economic benefits. To ensure this benefits everyone, planning should work to:

- Revitalise local centres and high street
- Consider accessibility of town, education and employment centres removing social and physical barriers – consider sense of safety.
- Improve roads and streets to prioritise pedestrian movement
- Invest in public transport links

4) How can planning improve, protect and strengthen the special character of our places?

Sustrans Scotland would like to see an increase in community led development and greater value placed on local centres. To improve, protect and strengthen the special character of places across Scotland and Scotland as a whole, planning should:

- Protect the:
 - Historic and built environment

- Natural environment
- Cultural centres
- Quality green and blue infrastructure
- Incentivise development of brownfield and former industrial sites in partnership with local community
- Prioritise brownfield sites over greenfield sites
- Facilitate Masterplan Consent Area schemes as introduced in the Planning (Scotland) Act 2019
- Facilitate Local Place Plans as introduced in the Planning (Scotland) Act 2019 **through funding**
- Develop ideas collaboratively and in partnership with communities
- Design places that provide enjoyment, comfort and protection
- Ensure access for all and equality of opportunity in public space
- Ensure all proposals are developed in a way that is context-specific and evidence-led
- Promotion of Forestry and Woodland Strategies as introduced in the Planning (Scotland) Act 2019
- Plan blue and green infrastructure by
 - Promoting active travel infrastructure
 - Link projects such as the National Cycle Network with future forestry and woodland strategies
 - Reallocate road-space to widen footways to incorporate blue and green infrastructure

5) What infrastructure do we need to plan and build to realise our long term aspirations?

In order to be a more sustainable country and to achieve our national outcomes, we need infrastructure that, amongst other things, creates and maintains greater accessibility and choice in travel, housing, employment and education as well contributing to the protection of the built and natural environment. To support this, Sustrans Scotland believes the following should be prioritised:

- infrastructure for walking, cycling and wheeling
- Prioritise and invest in active travel infrastructure on arterial routes and within housing developments to connect places and create liveable neighbourhoods
 - Reallocate road space in favour of active modes
 - Restrict motor traffic permeability
 - Enable low cost filtered permeability facilitating safe and easy movement for walking cycling and wheeling
 - Improved junctions and crossings ensuring safe pedestrian and cycle movement
 - 20mph schemes with physical speed restrictions
- Quality accessible public realm
- Make better use of existing infrastructure by:
 - Re-evaluating with equality and accessibility as the top priority
 - Reallocate road space and restrict motor traffic permeability
 - Prioritise people walking, cycling and wheeling over private motor vehicles
 - Public realm improvements
 - Improved junctions and crossings
 - 20mph schemes with physical speed restrictions
 - Filtered permeability
- Consider how we have changed the way we live and work in light of Covid-19 and how home working in future could reduce dependency on vehicles
- Consider how interventions such as integrated e-ticketing could promote public transport use

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- Consider impact of e-vehicle charging on points on accessibility of footways
- Consider how use of e-bikes could increase active travel uptake

ⁱ <https://www.transport.gov.scot/media/45659/sct09199659921.pdf>

ⁱⁱ <https://www.sustrans.org.uk/our-blog/policy-positions/all/all/our-position-on-how-walking-cycling-and-placemaking-could-help-tackle-the-housing-crisis/>

ⁱⁱⁱ <https://www.sustrans.org.uk/media/5211/sustransmanifestoukgovernment.pdf>, pp.6-7, pp.14-17

^{iv} See summary of sources available online at

https://lancasterdynamo.files.wordpress.com/2019/06/economic_benefits_of_active_travel_leaflet_2.pdf