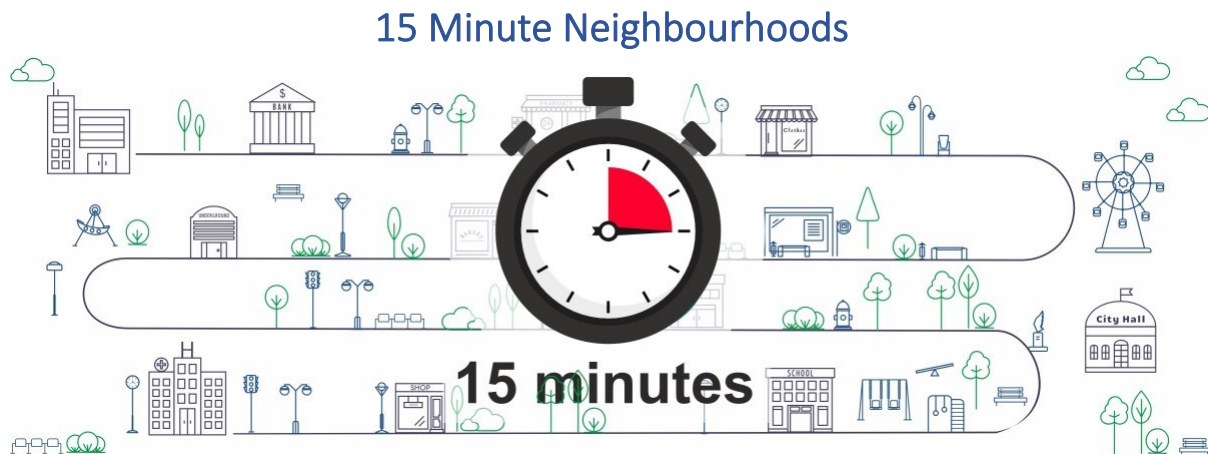




Background

A 15-minute neighbourhood, or city, is a residential urban concept in which most daily necessities can be accomplished by either walking or cycling from residents' homes. The concept was popularized by Paris mayor Anne Hidalgo and inspired by French-Colombian scientist Carlos Moreno.

The idea: Transforming cities into a network of urban villages where everything you need is just a 15 minute walk or cycle ride.

- People spend 1-2 days in city districts and 4-5 days in their neighbourhood or urban village.
- Brings with it then a need to rethink the purpose of city centres and the creation of urban villages
- Urban villages might create a reputation for being particularly good at something to encourage visitors
- City centres provide facilities or districts that can't be provided in an urban village.

There are plenty papers, blogs and plans for 15 minute neighbourhoods for further background reading.

A few to get started are:

<https://www.smarttransport.org.uk/insight-and-policy/latest-insight-and-policy/what-is-a-15-minute-neighbourhood>

<https://www2.deloitte.com/global/en/pages/public-sector/articles/urban-future-with-a-purpose/15-minute-city.html> (page 42 onwards).

In the UK during covid a number of initiatives took place to encourage active travel and use of local amenities rather than traveling to centre. These were often called things like low traffic neighbourhoods. Not everyone has supported their introduction.

Where did 15 minutes come from?

It's more important that the time / distance is sustainable than the exact time or distance.

It may need to be different for rural and suburban areas, it may even not be appropriate at all in which case the equity of investment in urban centres vs other areas needs to be considered.

What defines a 15 Minute Neighbourhood?

- Define what features are required
- Identify where required features are not available
- Provide information on how to get to the missing features.

Imagine you are looking for a new apartment. What do want nearby?



- Groceries
- Shops
- trains
- supermarkets
- schools

- gyms
- pubs
- public transport
- Car parking

Define what services are required within a geography for a neighbourhood to 'work' for residents. It may be useful to look at the ONS retail shopping basket list to identify what it should be possible to purchase within a neighbourhood.

Access to functions may be best done using local authority data for schools, hospitals etc

Look at what facilities are not available in a distance or mode / time.

Once you have defined what you want a neighbourhood to have then unless it's a new town being built from scratch you need to understand how are existing areas compliant with your definition and what requirements need to be put on developers of new facilities? or what actions do authorities need to take to fill the gaps where development is not taking place?

Sources of Data

ONS Retail shopping basket to help determine purchasing requirements.

There are lots of useful features and data available on Open Street Map for free, how can we get public authorities to use it when they are encouraged to use Ordnance Survey as the definitive data source?

[Ordnance Survey have various detailed datasets](#), [S](#) Points of interest dataset – covers most of the requirements but is a commercial data set, can suppliers wanting to explore data and solutions access this through the OS POI licence for authorities? [Ordnance survey are also pushing their National Geographical Database, this should in the future give detailed information on walking and cycling in urban environments.](#)

Other sources include Google POI Data, Tom-Tom, 4square etc all are commercial, would be useful but unless a project has a budget for data they are probably not usable.

Address data availability may be a problem, but the business names are important for searching where categorisation is not done in the way needed for a particular analysis so sourcing those will be important.

DfT have a data set that is used for accessibility analysis which is freely available, last updated in 2019.

There is a lot of travel data available in the private domain, its costly to access though. This would be useful for understanding how people move around currently to different facilities and how those movements change over time. How can public bodies work with mobile network operators and others to access the data for mutual benefit?

Public Transport

This is readily available (or at least this group knows how to access it).

Walking / cycling

What pavement data is available? [The NGS may look to solve this in the future, but not available at the moment and will need to be commercially purchased.](#)

How are walking routes defined safe, similarly cycle routes?

Initiatives such as <https://www.walksafe.io/> only cover some of the wider use case requirement.

Could use accident data to help see if route is safe.

Accessibility

Challenge over what 15 minutes means for those who have mobility difficulties? How long is it acceptable for someone who walks more slowly than young person with no mobility difficulties to walk to reach something? Potentially discriminatory so needs carefully thinking through how the time / distance is framed and communicated.

Tools for Analysis

~~Traciss~~TRACC from Basemap is used by many authorities and supports overlays for analysis of accessibility to features.

Passenger - isochrone function to see what areas are covered and what not, where duplication occurs.

Lots of different GIS packages can help with analysing geo data sets and may be helpful but

Policy

Any policy either local or national needs to be properly consulted and communicated.

What is the policy that drives 15-minute neighbourhood? Is it environmentally or economic based?

How do you get people to change behaviour and use new infrastructure and services?

Change is always challenging and taking local politicians and citizens along with a plan takes significant effort and is not always successful.

Key requirements will be providing safe pedestrian routes and safe access to public transport. Current planning policy is not helpful, many new housing developments don't have pavements, suitable walking routes nor are accessible by public transport vehicles.

Funding

Where does funding come from for a 15-minute initiative?

Some projects such as one in Newham, East London are being funded by the Government levelling up fund, but this will not be available everywhere.

Where there is a major new development, for example Kidbrooke Village, funding could be provided indirectly by implementation of physical changes and development by the developer directly or through funding obligations placed upon the developer.

Citizen Views

Do the public care about something like 15 Minute neighbourhoods?

Recent work¹ in Newham, East London has identified that “The term [15-minute city/neighbourhood] is quite high level and conceptual. It hasn’t resonated well with residents, who are more likely to think in terms of what they call the place they live or where they do their local shopping, etc.”

Modal shift is the key driver for the environment.

It there was road-based charging and it penalised short journeys then is this the widespread opportunity for change?

How do we force people to change travel behaviour? marketing is more important than building things.

Mandating will be essential - things happen as a result, but stop when not mandated.

Conclusions

A definition is required of what facilities and features are required in a neighbourhood.

The policy and funding that leads to the creation or concept of a 15 minute neighbourhood is unclear and needs articulating so that actions to support the policy objectives can be identified.

Access to public transport data is not a limiting factor, other data sets are particularly walking & cycling related notably good pavement data.

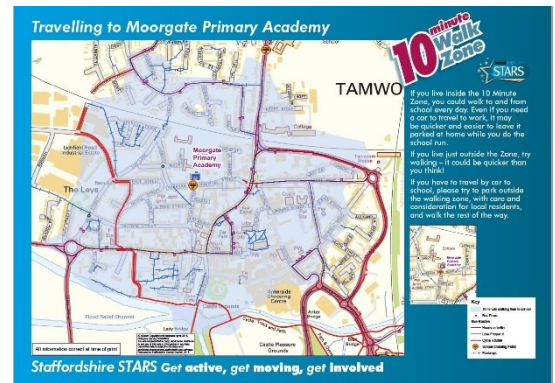
¹ <https://cities-today.com/an-emerging-15-minute-city-in-east-london/>

Examples

Sustainable and Active Travel for Schools

Basemap have worked with Staffordshire on school travel maps – a 10 minute walk zone to the school which as resulted in a 50% modal shift.

<https://www.basemap.co.uk/wp-content/uploads/2015/03/Staffordshire-Education-Case-Study.pdf>



Oxford NHS trust

Looked at where staff members lived and how to access their work location. If it was a 25 minute walk / cycle or 45 mins on public transport then no car park permit.

https://www.basemap.co.uk/portfolio/oxford_nhs/

Kidbrooke Village Development

South London development of an old council estate is based on these principles.

<https://www.wsp.com/en-GB/projects/kidbrooke-village>

<https://www.standard.co.uk/homesandproperty/buying-mortgages/kidbrooke-village-the-new-garden-suburb-springing-up-on-a-blackheath-council-estate-just-15-minutes-from-london-bridge-a103206.html>

Proof of concept

Basemap did some analysis work on 20 minute cities in 2021 - Liverpool most accessible when looking at Schools, health, PT stops.

<https://www.basemap.co.uk/20-minute-cities-challenge-summarised/>

Plaza in New York

Need to do it, LOTS of resistance and complaint, but people now like it.

