20-Minute Neighbourhoods

Creating Healthier, Active, Prosperous Communities
An Introduction for Council Planners in England

20-Minute Neighbourhoods – Creating Healthier, Active, Prosperous Communities
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Foreword

The environments in which we live, work and play have profound impacts on our health and wellbeing. We know, for example, that substandard housing increases the likelihood of respiratory, cardiovascular and communicable diseases, as well as mortality. Our neighbourhoods are also crucially important to our physical and mental health. Areas that discourage walking and have poor cycling infrastructure can negatively impact residents' mental health and can increase the risk of type-2 diabetes, cardiovascular diseases, and musculoskeletal conditions.

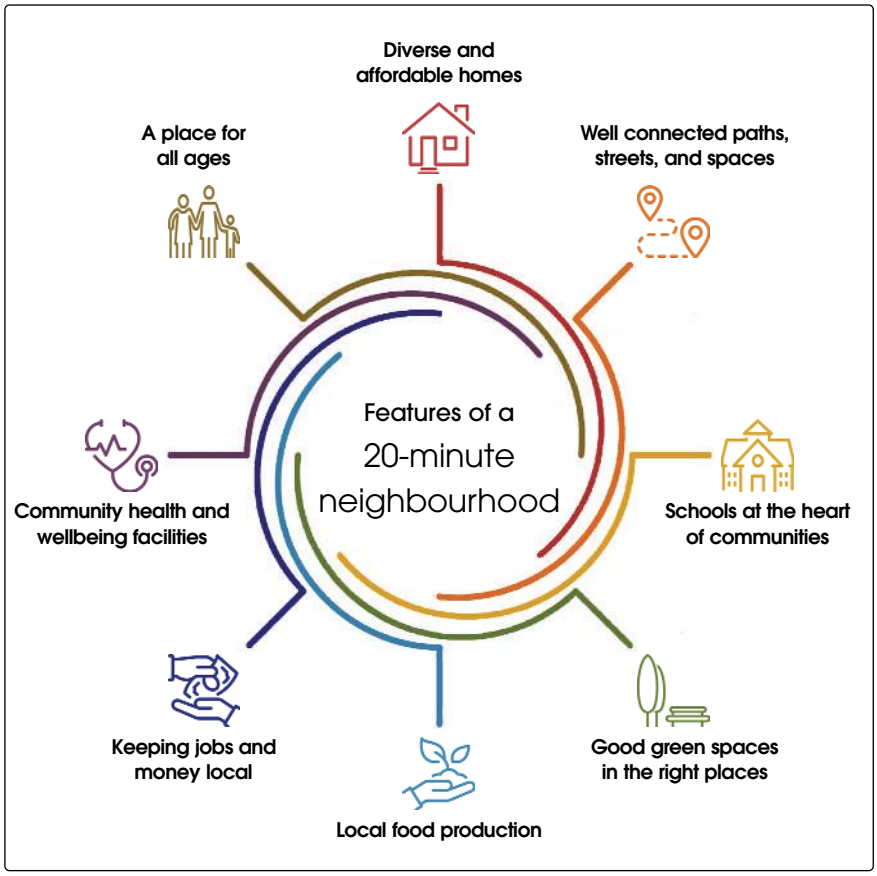
The COVID pandemic has brought the importance of homes and local areas to the forefront of more people's minds. But the nation faced a health crisis even before the pandemic. *Health Equity in England: The Marmot Review 10 Years On* showed that life expectancy in England has stalled for the first time in over a century. The report, much like the pandemic, also highlighted that the health crisis does not affect everyone to the same extent. Disadvantaged communities generally bear the brunt, and this was illustrated by the life expectancy of our nation's poorest women actually falling during the 10 years covered in the report.

How well we plan, design and create new places and regenerate existing ones will help or hinder work to tackle a wide range of issues, including health inequalities, climate change, and the decline in local high streets and economies. In order to help people and places to thrive and to tackle these issues we need to transform the way that we live. We need to create environments that make it easier for everyone to be more physically active, and local authorities and planners have a key role in this.

We know that local authorities are under-resourced and under huge pressure, and that the planning system has faced, and continues to face, reform and deregulation. We are also conscious that while the 20-minute neighbourhood is a conceptually simple idea, it is complex to put into practice. But we hope that this guide and the case studies it sets out will inspire planners and those involved in place-making to think more holistically. And to plan, design, regenerate and create communities that meet people's everyday needs, help to tackle health inequalities, and enable everyone to thrive.

Fiona Howie
Chief Executive, TCPA

Executive summary



Transforming the way we live

Societies around the world are facing a number of urgent, interconnected problems, including how to reduce carbon emissions; how to help people become more active to improve health and wellbeing; how to reduce loneliness; and how to improve high streets and neighbourhoods that have declined.

These questions, shared by disparate places, are leading to similar answers. In essence, town planners, city leaders, neighbourhood groups and local businesses are discovering the benefits of creating places that include most of the things that most people need for their everyday lives within a short and pleasant walk or cycle ride. The creation of these 'complete, compact and connected' places is being given different names

by different communities. In Paris, it's the 15-minute city. In Melbourne, it's the 20-minute neighbourhood. The description, or the number of minutes, doesn't matter: the idea is, in essence, the same. The benefits that this way of configuring places bring are multiple and include healthier communities, cleaner air, stronger local economies, and better resilience against climate change.

This guide has been created, in particular, for planners in local councils in England. It should also be of interest to councillors and council leaders, directors of public health, local businesses, community groups and neighbourhood planning groups, education providers, healthcare providers, and other local leaders. It draws on what has been learned from Paris, Melbourne, and Portland – three cities that have been implementing this idea for several years – and sets out this learning in case studies and 10 principles for success.

Characteristics of a 20-minute neighbourhood

Every community has its own context and aspirations for the future. Any plans to create a 20-minute neighbourhood should be based on what the local community wants. However, the following characteristics, or 'ingredients', are likely to be part of the mix:

- diverse and affordable homes;
- well connected paths, streets and spaces;
- schools at the heart of communities;
- good green spaces in the right places;
- local food production;
- keeping jobs and money local;
- community health and wellbeing facilities; and
- a place for all ages.

Principles for success

Although the idea of complete, compact and connected places is simple, putting it into practice is complex. The following 10 principles are based on shared lessons from places with several years' experience:

- a compelling vision, well communicated;
- strong, inspiring leadership;
- empowered communities;
- research, data, and analysis;
- partnership and advocacy;
- addressing inequalities;
- adopting policy;
- investment;
- 'hard' and 'soft' measures; and
- evaluation and adaptation.

Planning new places; retrofitting old

Before the early 20th century, the most common form of transport was walking. Historic urban centres that came about before motor vehicles were common were designed to be compact, connected and contain most of the things that their communities needed. Transforming them

into 20-minute neighbourhoods will, in part, require uncovering old street patterns and re-prioritising pedestrians.

In contrast, most towns and neighbourhoods that were developed from the mid-20th century onwards were designed to prioritise motor vehicles. They can be difficult, unpleasant or dangerous to walk or cycle through, with buildings that are spread out or disconnected from each other by busy roads. Turning these places into 20-minute neighbourhoods will require a different approach.

In the countryside, the challenge is different again. Two themes are emerging. In market towns it can be possible to ensure that the town itself is a 20-minute neighbourhood, so that people in nearby villages only need to get to one place for most of their needs. In more rural areas, linking groups of villages by good walking and cycling networks is being explored.

The changing planning context in England

Interest in creating 20-minute neighbourhoods is growing at a time of great change and uncertainty in the English planning system. It is also a time when there is widespread recognition that the places where people live are major influences on their wellbeing. There is an appetite for change: change in the way we live, and change in the places where we live. This guide is designed to help communities make positive changes to their places, and sets out the support for this approach that can be found across a wide range of policies.

Barriers to delivering 20-minute neighbourhoods

Places such as Paris, Melbourne and Portland – places that have been implementing 20-minute neighbourhoods for some time – have faced very similar problems, and there is a lot to be learned from their experiences. The context in England provides its own challenges. Many councils are struggling financially, have reduced staff and expertise, and have competing priorities for their shrinking resources. There remains, however, a great appetite for change and a widespread desire to improve the places in which people live in order to improve their lives and life-chances. This guide alone cannot solve these very real problems. But we hope that it will provide practical advice and illuminate a possible way to a better future.

Section 1
Introduction – transforming the way we live

mattjeacock / iStock

Societies across the world are facing a number of urgent, interconnected problems. How to reduce carbon emissions? How to help people become more active to improve their physical and mental health? How to reduce air pollution? How to reduce loneliness? How to ensure that everyone can afford to eat healthy food? How to reverse the decline in local high streets and economies? How to 'level up' towns and neighbourhoods that have declined and make them great places in which to live?

One way of starting to address these problems simultaneously is to create complete, compact and connected neighbourhoods in which people can meet most of their daily needs within a short walk or cycle ride, and in which local economies are strengthened and opportunities to reduce food miles are taken.

1.1 20-minute neighbourhood? 15-minute city? Does the name matter?

The idea has, to date, been taken up by diverse places around the world. Each community describes it in its own way. In Paris, it is the '15-minute city';[1] in Perth, Australia, it is 'liveable neighbourhoods';[2] in Melbourne, Australia, it is the '20-minute neighbourhood'.[3] For the sake of simplicity, this guide calls such complete, compact and connected places '20-minute neighbourhoods' – but the name is not the point, nor is the number of minutes specified. What matters is that, at its best, this is a holistic and transformational approach to place-making, with significant potential to improve people's health and wellbeing.

The 20-minute neighbourhood is about creating attractive, interesting, safe, walkable environments in which people of all ages and levels of fitness are happy to travel actively for short distances from home to the destinations that they visit and the services they need to use day to day – shopping, school, community and healthcare facilities, places of work, green spaces, and more. These places need to be easily accessible on foot, by cycle or by public transport – and accessible to everyone, whatever their budget or physical ability, without having to use a car.

The 20-minute neighbourhood idea is also about strengthening local economies by keeping jobs and money local and facilitating local food production to create jobs and supply affordable healthy food for all; about empowering communities to have a direct say in how their neighbourhoods change; and about doing all this in ways that create places that meet the needs of the least healthy and the least well-off.

Consequently, although this guide has been created primarily for planners, implementing 20-minute neighbourhoods cannot be done by planners alone. It takes a holistic and far-reaching approach that requires strong, visible leadership from politicians; support from departments right across council structures; and effective partnerships with local communities, community groups, businesses, the NHS, education providers, and more. It requires public sector organisations to take a place-based approach, by joining up their services in each community.

The creation of a 20-minute neighbourhood is a multi-faceted process. While there are many examples in England of local authorities putting individual elements of the concept into place, few draw all of the elements together, and fewer still make specific reference to the '20-minute neighbourhood'. Many councils are keen to learn from places that are further advanced. This guide draws on the experience of Melbourne, Paris, and Portland – places that have been implementing

Why 20 minutes?

Research undertaken in Australia shows that 20 minutes is the maximum time that people there are willing to walk to meet their daily needs, with Melbourne adopting the position that the 20-minute journey represents an 800 metre walk from home to a destination, and back again (10 minutes each way).[A]

A
https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/20-minute-neighbourhoods

What is 'active travel'?

Active travel means making journeys in physically active ways, such as walking or cycling, often for short everyday journeys.[A] Active travel can also include other modes of travel, such as wheeling, skates, skateboards, and push-scooters.[B]

A
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/523460/Working_Together_to_Promote_Active_Travel_A_briefing_for_local_authorities.pdf
B
https://discovery.ucl.ac.uk/id/eprint/1472819/

Notes

1 C Moreno, Z Allam, D Chabaud, C Gall and F Pratlong: 'Introducing the '15-minute city': Sustainability, resilience and place identity in future post-pandemic cities'. *Smart Cities*, 2021, Vol. 4 (1), 93-111. https://www.mdpi.com/2624-6511/4/1/6

2 P Hooper, S Foster, F Bull, *et al.*: 'Living liveable? RESIDE's evaluation of the 'Liveable Neighbourhoods' planning policy on the health supportive behaviours and wellbeing of residents in Perth, Western Australia'. *SSM – Population Health*, 2020, Vol. 10, published online 4 Feb. https://doi.org/10.1016/j.ssmph.2020.100538

3 See the Victoria State Government Department of Environment, Land, Water and Planning '20-minute neighbourhoods' webpage, at https://www.planning.vic.gov.au/policy-and-strategy/planning-for-melbourne/plan-melbourne/20-minute-neighbourhoods

Peter Kindersley / Centre for Ageing Better

Left: The 20-minute neighbourhood concept aims to produce connected places offering a range of services to meet most people's daily needs

these ideas for many years. Further detail about how is presented in Section 6.

The 20-minute neighbourhood is a conceptually simple idea, but is complex to put into practice. This guide is an introduction to how it could be delivered by councils in England, in the context of English planning policy.

The guide has been written at a time of great change – a time when lives have been shaken up by the COVID-19 pandemic and its implications for the way we will live in the future are unclear. It is a time when awareness of the need to tackle the climate emergency has never been higher. It is a time when an increasing amount of local data is being captured, allowing far more sophisticated mapping, analysis and understanding of the ways in which complex places function. And it is a time of ongoing and far-reaching change to the English planning system. Consequently, this guide cannot attempt to provide all the answers to questions about how to implement 20-minute neighbourhoods. The aim is to introduce council planners to the wide-ranging potential benefits of 20-minute neighbourhoods and the role that planners could play in bringing them about, and to encourage the uptake and adoption of principles related to the 20-minute neighbourhood within planning policies and decisions.

1.2 The benefits of complete, compact, connected neighbourhoods

A 20-minute neighbourhood is essentially a compact and connected place, with a range of services that meet most people's daily needs. A compact neighbourhood is one in which land is used efficiently so that buildings are distributed appropriately for their uses.

The density of homes and buildings is important, and, in general, it is easier and more cost-effective to provide facilities and services in denser areas than in very low-density developments. The advantage of more dense areas is that a wide range of facilities and services can be located closer together, and, provided there are high-quality connections between these places, people are more likely to walk or travel actively.[4] But creating compact neighbourhoods does not imply a landscape of

Note

4 *Putting Health into Place: Principles 4-8: Design, Deliver and Manage.* TCPA, King's Fund, Young Foundation and Public Health England, for NHS England, Sept. 2019. **https://www.england.nhs.uk/wp-content/uploads/2019/09/phip-2-design-deliver-manage.pdf**

Andrew Wright of Constructive Collaboration Ltd

Above: The three areas shown have the same housing density, but the 'medium rise – medium coverage' design is more supportive of active travel

tower blocks: terraces of mid-rise buildings, for instance, can provide just as many homes in the same area in a way that is far more conducive to walking, as shown in the diagram above.[5] Equally, creating compact neighbourhoods does not mean building on all available land: parks, gardens, green routes and other green infrastructure are all vital for healthy sustainable communities and should be available to everyone. As the diagram above shows, well designed places can be compact while still including neighbourhood green spaces.

The multiple benefits – economic, environmental, health, and social – of 20-minute neighbourhoods are summarised in the panels on the following two pages.

Note

5 The Guidance Notes accompanying the draft National Model Design Code provide useful information about connected street networks (section M.1) and compact development (section B.1) and should be referred to – *Guidance Notes for Design Codes*. Ministry of Housing, Communities and Local Government, Jan. 2021. **https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957207/Guidance_notes_for_Design_Codes.pdf**

Economic benefits of 20-minute neighbourhoods

- ***Local businesses:*** Investment in better streets and public spaces for pedestrians can boost footfall and trading by up to 40%,[A] and can help to reduce retail vacancy in high streets and town centres.[B]
- ***Productivity:*** Walkable environments with highly connected street networks are more likely to make a positive contribution to labour productivity.[C]
- ***New jobs:*** Keeping investment local through community wealth-building can develop the skills of local people and create stable, well paying jobs.[D]
- ***Land value:*** Investment in better place-making can boost land values by up to 25%.[E] Walkable environments sustain and increase their value because they are popular places in which to live and do business. This can be beneficial in that it could bring investment and jobs, but it also underlines how important it is to ensure that truly affordable housing is provided and protected in the neighbourhood.[F]
- ***Road congestion:*** 58% of car journeys made in England in 2018 were under five miles long and could have been made by walking or cycling.[G] Making active travel safer and more inviting can help to minimise traffic and unproductive congestion.

A *The Pedestrian Pound: The Business Case for Better Streets and Places.* Living Streets, 2018. https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf

B *Street Appeal: The Value of Street Improvements.* University College London, for Transport for London, 2018. http://content.tfl.gov.uk/street-appeal.pdf

C M Rohani and G Lawrence: *The Relationship between Pedestrian Connectivity and Economic Productivity in Auckland's City Centre.* Technical Report 2017/007-2. Auckland Council, Nov. 2017. https://static1.squarespace.com/static/58e441d2f7e0abde3be51110/t/5a559d50085229d58dfed85b/1515560335402/TR2017-007-2-Pedestrian-connectivity-economic-productivity-Auckland-city-centre-scenarios.pdf

D *How We Built Community Wealth in Preston: Achievements and Lessons.* Centre for Local Economic Strategies (CLES), Jul. 2019. https://cles.org.uk/publications/how-we-built-community-wealth-in-preston-achievements-and-lessons/

E *Development: The Value of Placemaking.* Savills, 2016. https://pdf.euro.savills.co.uk/uk/residential—-other/spotlight-the-value-of-placemaking-2016.pdf

F *Walkability and Mixed-Use: Making Valuable and Healthy Communities.* The Prince's Foundation, Dec. 2020. https://princes-foundation.org/journal/walkability-report

G *Gear Change: A Bold Vision for Cycling and Walking.* Department for Transport, Jul. 2020. https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england

Environmental benefits of 20-minute neighbourhoods

- ***Air quality:*** Poor air quality is the largest environmental risk to public health, and results in up to 36,000 deaths per year in the UK, with vehicle emissions the largest source of air pollution.[A] Evidence is also emerging which shows that air pollution increases the number and severity of COVID-19 cases.[B] National and local government can help to reduce air pollution by promoting a shift from private cars to active travel. Urban greening, such as the introduction of street trees, can also help to improve air quality.[C]
- ***Climate resilience and mitigation:*** Road transport is a major source of both greenhouse gases and air pollutants, with around a fifth (21%) of UK greenhouse gas emissions coming from road transport in 2017.[D] Walkable environments assist in climate change mitigation by reducing the reliance on fossil fuels for transportation, as well as by supporting climate resilience through mitigation of the urban heat island effect.[E]
- ***Energy efficiency:*** Creating walkable environments provides opportunities to develop community district heating systems and zero-carbon homes, reducing the demand for non-sustainable sources of energy.[F]
- ***Biodiversity:*** Planning for walkable environments offers opportunities to improve biodiversity, particularly when considering street connectivity and the movement of flora and fauna across landscapes.[G]

A *Health Matters: Air Pollution.* Guidance. Public Health England, Nov. 2018. https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution

B D Carrington: 'Tiny air pollution rise linked to 11% more Covid-19 deaths – study'. *The Guardian*, 4 Nov. 2020. https://www.theguardian.com/environment/2020/nov/04/tiny-air-pollution-rise-linked-to-11-more-covid-19-deaths-study

C *First Steps in Urban Air Quality.* Trees and Design Action Group (TDAG), Jan. 2019. http://www.tdag.org.uk/first-steps-in-urban-air-quality.html

D *Road Transport and Air Emissions.* Office for National Statistics, Sept. 2019. https://www.ons.gov.uk/economy/environmentalaccounts/articles/roadtransportandairemissions/2019-09-16#greenhouse-gas-emissions-from-road-transport-make-up-around-a-fifth-of-uk-greenhouse-gas-emissions

E N Robertson and C Hachem-Vermette: 'Walkability as an indicator of neighbourhood resilience (breakout presentation)'. *Journal of Transport & Health*, 2017, Vol 7, Dec. (Supplement), S85. https://doi.org/10.1016/j.jth.2017.11.137

F *National Design Guide.* Ministry of Housing, Communities and Local Government, Jan. 2021. https://www.gov.uk/government/publications/national-design-guide

G M Brierley and P Cockett: 'Urban biodiversity as strategy for walkability (breakout presentation)'. *Journal of Transport & Health*, 2017, Vol 7, Dec. (Supplement), S28-S29. https://doi.org/10.1016/j.jth.2017.11.046

Health benefits of 20-minute neighbourhoods

- ***Physical and mental health:*** The physical and mental health benefits of regular physical activity are well established.[A] Time spent walking in green spaces contributes directly to mental health and recovery.[B] Those who walk and cycle to work are at a reduced risk of early death or illness compared with those who commute by car.[C]
- ***Healthcare costs:*** Physical inactivity is responsible for one in six deaths in the UK, and is estimated to cost the NHS up to £1 billion per annum.[D] In England the economic and social costs of poor mental health amount to £105 billion a year.[E] Encouraging people to become more active can improve physical and mental health, helping to relieve pressure on the NHS. Regular use of parks and green spaces saves the NHS £111 million each year, simply through a reduction in GP appointments.[F]
- ***Accessible healthcare:*** The NHS is increasingly trying to provide healthcare services close to where people live, thus reducing the need to travel to hospitals. 'Health hubs', or other local centres that bring together traditional healthcare services and voluntary groups, nurseries and libraries, can be co-located in high streets and other sites that already have good public transport links.[G]
- ***Healthy diet:*** Poor diet is associated with heart disease, stroke, cancers and type 2 diabetes, and people on lower incomes are more likely to suffer from these diet-related illnesses.[H] Improving the local food environment in a walkable neighbourhood, through local food-growing, can enable people to access healthier options.

A *Health Matters: Physical Activity – Prevention and Management of Long-Term Conditions*. Guidance. Public Health England, Jan. 2020. https://www.gov.uk/government/publications/health-matters-physical-activity/health-matters-physical-activity-prevention-and-management-of-long-term-conditions

B *Green Walking in Mental Health Recovery: A Guide*. Centre for Sustainable Healthcare, May 2020. https://sustainablehealthcare.org.uk/sites/default/files/attachments/green_walking_guide_final_2.pdf

C R Patterson, J Panter, E P Vamos, *et al.*: 'Associations between commute mode and cardiovascular disease, cancer, and all-cause mortality, and cancer incidence, using linked Census data over 25 years in England and Wales: a cohort study'. *The Lancet Planetary Health*, 2020, Vol. 4 (5), e186-e194. https://www.sciencedirect.com/science/article/pii/S2542519620300796

D *Gear Change: A Bold Vision for Cycling and Walking*. Department for Transport, Jul. 2020. https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england

E *The Five Year Forward View for Mental Health*. Mental Health Taskforce. NHS England, Feb. 2016. https://www.england.nhs.uk/wp-content/uploads/2016/02/Mental-Health-Taskforce-FYFV-final.pdf

F *Revaluing Parks and Green Spaces: Measuring their Economic and Wellbeing Value to Individuals*. Fields in Trust, 2018. http://www.fieldsintrust.org/Upload/file/research/Revaluing-Parks-and-Green-Spaces-Report.pdf

G M Wood and S Finlayson: *Health on the High Street*. NHS Confederation, Dec. 2020. https://www.nhsconfed.org/resources/2020/12/health-on-the-high-street

H *Putting Health into Place: Principles 4-8: Design, Deliver and Manage*. TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019. https://www.england.nhs.uk/wp-content/uploads/2019/09/phip-2-design-deliver-manage.pdf

Social benefits of 20-minute neighbourhoods

- ***Sense of community:*** Living in a walkable environment can support a sense of community and improve social interaction, as residents are more likely to know their neighbours and trust others, participate politically, and be involved in the community.[A]
- ***Safety:*** Increased pedestrian activity in public space can improve perceptions of safety through passive surveillance that naturally aids the prevention of crime, with more 'eyes on the street'.[B] Investment in safe streets can also reduce the number of traffic-related pedestrian injuries and deaths.[C]
- ***Inclusiveness:*** Creating a well designed, more walkable environment provides opportunities to support inclusive design. Older people are more likely to engage in walking than in other forms of exercise, which can help to prevent ageing conditions such as arthritis, and child-friendly streets allow for informal play and increased independence, which is important for child development.[D]

A K M Leyden: 'Social capital and the built environment: the importance of walkable neighbourhoods'. *American Journal of Public Health,* 2003, Vol. 93 (9), 1546-51. https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1448008/

B *Cities Alive: Towards a Walking World*. Arup, Jun. 2016. https://www.arup.com/perspectives/publications/research/section/cities-alive-towards-a-walking-world

C *The Economic Case for Investment in Walking*. Victoria Walks, Nov. 2018. https://www.victoriawalks.org.au/Assets/Files/Arup-economic-case-for-walking_Final.pdf

D *Ibid.*

1.3 Where does the idea come from? And why pursue it now?

The idea of the 20-minute neighbourhood has roots in the Garden City model of development devised in the late 19th century by Ebenezer Howard. Howard took a radical and holistic approach to town planning, striving to create places in which everyone could live in beautiful, healthy and sociable communities, and in which the income from rising land values was kept within the community, supporting the local economy and the welfare of residents.[6] The original Garden Cities of Letchworth and Welwyn were among the first attempts at sustainable development and were designed to provide a range of local employment opportunities, diverse types of housing, walkable neighbourhoods with parks, opportunities for residents to grow their own food, and nearby farms for larger-scale, local food production.[7] Sadly, many 20th century developments that were loosely inspired by Howard's vision were far less radical, and many were less compact, complete or connected than the originals, as are some contemporary developments being marketed as 'garden' towns or villages.[8]

The TCPA has distilled Howard's vision into a set of Garden City Principles. These align well with the features of 20-minute neighbourhoods set out in Section 2 of this guide. Consequently, any new cities, towns or villages being planned in England today, inspired by the Garden City Principles, will find that creating 20-minute neighbourhoods can be achieved as an integral part of the Garden City vision.[9]

The Garden City Principles

A Garden City is a holistically planned new settlement that enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities.
The Garden City Principles are an indivisible and interlocking framework for delivery, and include:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

The TCPA has produced an extensive set of policy and practical resources on Garden Cities, which can be found at **http://www.tcpa.org.uk/pages/garden-cities.html**

Notes

6 *The Art of Building a Garden City: Garden City Standards for the 21st Century.* TCPA, Jul. 2014. **https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=15aa0250-9200-491a-9f56-b81475df64ad**

7 *The Garden City Opportunity: A Guide for Councils.* TCPA, Jan. 2020. **https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=f3272413-6d74-44c3-870f-fd333161f3a1**

8 *Garden Villages and Garden Towns: Visions and Reality.* Transport for New Homes, Jun. 2020. **https://www.transportfornewhomes.org.uk/wp-content/uploads/2020/06/garden-village-visions.pdf**

9 *The Garden City Opportunity: A Guide for Councils.* TCPA, Jan. 2020. **https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=f3272413-6d74-44c3-870f-fd333161f3a1**

Prior to the mid 20th century, the most common form of transport was walking; and villages, towns and cities built before then were designed to be complete, compact, walkable places. However, by the late 20th century many towns and cities had been re-structured, with ring-roads, dual-carriageways and road-widening schemes, to prioritise people driving rather than those walking. Transforming these areas back into 20-minute neighbourhoods might not be easy, but could in part be a matter of reducing the amount of traffic and returning to original street patterns (see Section 4.1).

During the late 20th century many new settlements were planned on the assumption that people would travel by car or bus, and their needs when walking were de-prioritised. Transforming these places into 20-minute neighbourhoods will present different challenges (see Section 4.4).

This century, planning and transport policy and guidance have been increasingly in favour of prioritising walking and other forms of active travel. For instance, the *Manual for Streets*, published in 2007, highlighted the importance of achieving well designed streets and spaces to serve the community, with a shift away from places that are dominated by cars.[10] *Manual for Streets 2*, published in 2010, extended these principles to high streets and busier streets.[11] However, this approach has not always been implemented in practice – but the proposed revisions to the National Planning Policy Framework, published in January 2021, make it clear that it should be, and the *Manual for Streets* is also referenced as design guidance in the draft National Model Design Code. An updated version of the *Manual for Streets* is due to be published in 2022.

Since 2012, Building for Life 12 (updated and renamed Building for a Healthy Life[12]) has been a widely used design tool for creating neighbourhoods with an emphasis on active travel. There have also been growing calls to ensure the long-term protection of the high-quality social infrastructure – such as parks, schools and libraries – that makes up diverse neighbourhoods and which otherwise would be vulnerable to loss.[13]

The 20-minute neighbourhood is also closely aligned with the Active Design principles developed by Sport England in partnership with Public Health England.[14] Active Design is focused on enabling people to incorporate physical activity into their daily routine through a built environment designed and laid out to support healthier and more active lifestyles. Active Design is a key guidance document intended to help unify health, design and planning by promoting the right conditions and environments for individuals and communities to be active and healthy

Notes

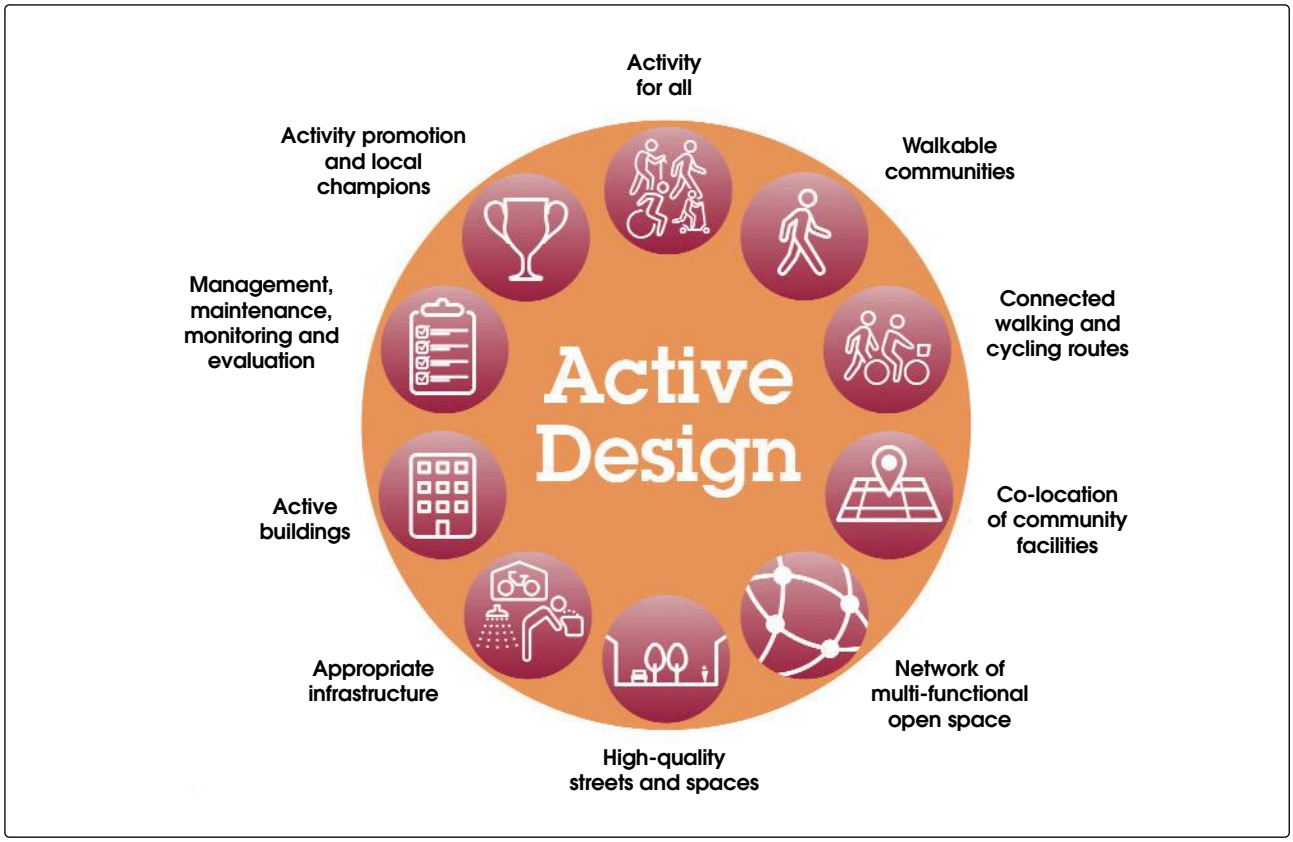
10 *Manual for Streets*. Department for Transport. Thomas Telford Publishing, 2007.
https://www.gov.uk/government/publications/manual-for-streets

11 *Manual for Streets 2*. CIHT (Chartered Institution for Highways & Transportation), Sept. 2010.
https://www.gov.uk/government/publications/manual-for-streets-2

12 *Building for a Healthy Life: A Design Toolkit for Neighbourhoods, Streets, Homes and Public Spaces*. Homes England, Jun. 2020.
https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf

13 *Being in a Good Place: Investing in Social Infrastructure*. Community Links, Dec. 2020.
http://www.civilexchange.org.uk/wp-content/uploads/2020/12/Good-Place-Report-Final.pdf

14 See the Sport England 'Active Design' webpage, at
https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design



Sport England

Above: Active Design principles

(see the Active Design principles diagram above). The importance of creating active environments and connecting communities together is highlighted within the Sport England's new *Uniting the Movement* strategy.[15]

Although national planning policy does not refer directly to 20-minute neighbourhoods, the National Design Guide (updated January 2021)[16] and the draft National Model Design Code (issued in January 2021)[17] contain useful guidance on topics such as masterplanning, street layout, connectivity, density, and active travel, all of which can contribute to the creation of 20-minute neighbourhoods. The guide and the code provide strong support to planning policies and decisions made to deliver 20-minute neighbourhoods. However, the recent expansion of permitted development rights in England constrains councils' power to shape urban areas, because an increasing amount of development is taking place outside the customary planning system.

The Planning White Paper, published for consultation in 2020, creates more uncertainty. At the time of writing (early 2021), it is not known which of its suggestions will be taken forward by government, or when.

Notes

15 *Uniting the Movement: A 10-Year Vision to Transform Lives and Communities through Sport and Physical Activity*. Sport England, Jan. 2021. **https://www.sportengland.org/why-were-here/uniting-the-movement**

16 *National Design Guide*. Ministry of Housing, Communities and Local Government, Jan. 2021. **https://www.gov.uk/government/publications/national-design-guide**

17 *National Model Design Code*. Draft. Ministry of Housing, Communities and Local Government, Jan. 2021. **https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957205/National_Model_Design_Code.pdf**

In addition, the COVID pandemic will result in long-term changes to society that are currently unpredictable.

All this uncertainty makes life difficult for planners. But it also creates a unique opportunity to think differently. When people were confined to their neighbourhoods during the periods of lockdown it became clear that some places functioned in support of people far better than others, and were better places in which to be contained. In many parts of the country there is an opportunity, and an appetite, to address this disparity.

More detailed analysis of the ways in which planning policy and guidance can support the aims of the 20-minute neighbourhood is set out in Annexes 2 and 3.

1.4 Getting it right – what would success look like?

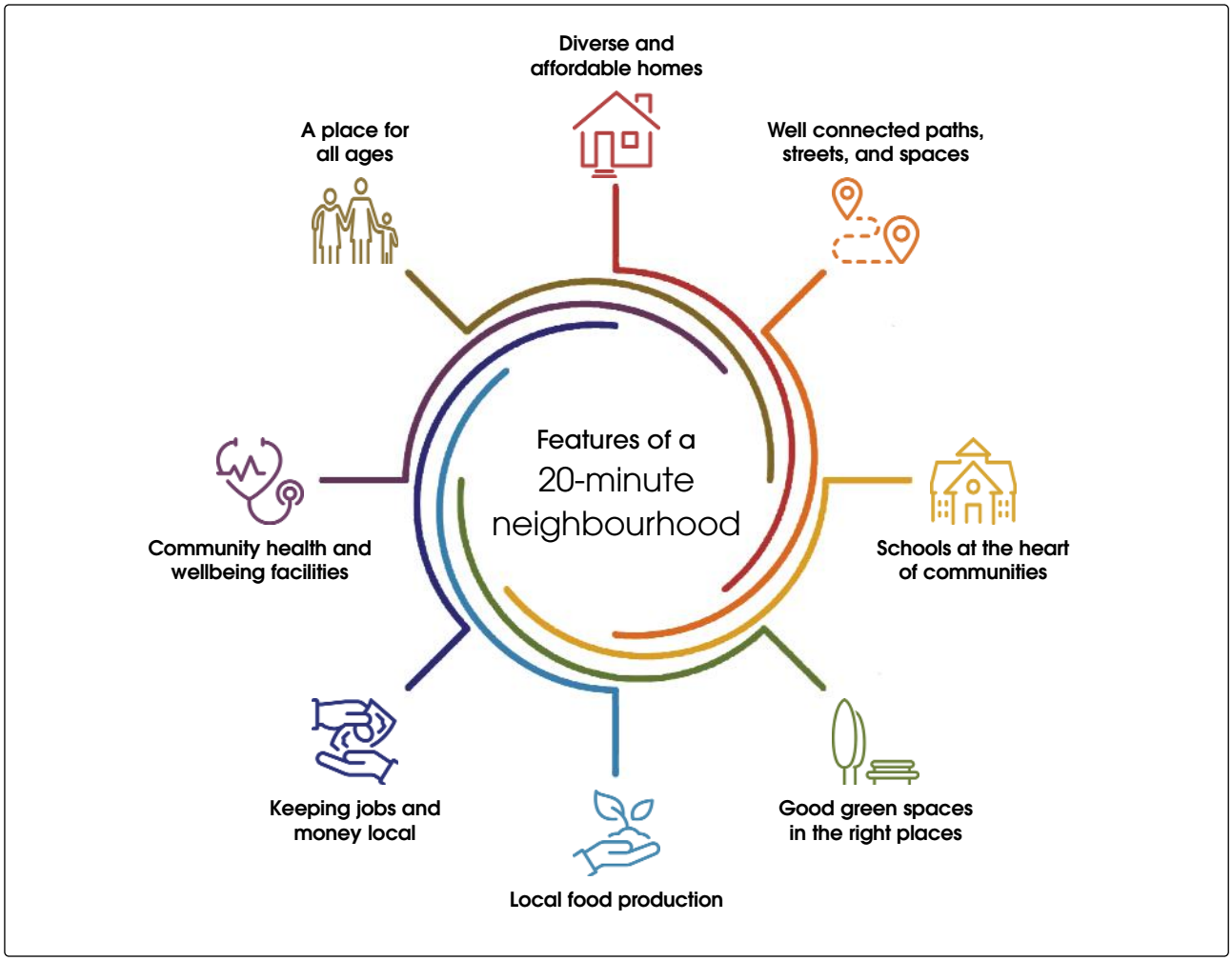
The design, characteristics and detail of any 20-minute neighbourhood will vary with local context and the aspirations of the community. Each community will need to create its own vision of a positive future for its neighbourhood and how it wants the neighbourhood to change and evolve. However, while it is important that councils work closely with communities, they should recognise that some communities have fewer resources (such as time or confidence) and will need more support in order to contribute to conversations about shaping where they live. Without this support, there is a risk that the places that could benefit most might be left out.

Once a community has decided upon the goals for its 20-minute neighbourhood, progress towards these goals should be monitored (see Section 3.10).

Fundamentally, however, the way to evaluate success is to ask: is this a great place in which to live? If an increasing number of people, from a wide demographic range, think that the answer to this question is 'yes', the 20-minute neighbourhood project is doing well.

However, as more people find the neighbourhood a desirable place in which to live the value of homes is likely to rise. Consequently, unless truly affordable good-quality housing is provided as an integral part of the 20-minute neighbourhood proposal, the result will simply be 'gentrification'. This is a risk that those working on the case study projects in Portland, Melbourne and Paris (see Section 6) are acutely aware of, and they have made the provision of affordable housing a high priority in their plans. In the English context, in which most affordable housing is funded through planning gain such as Section 106 agreements, this might be difficult to achieve. Further information on the importance of including affordable housing in 20-minute neighbourhoods is given in Section 2.1.

Section 2
Features of 20-minute neighbourhoods



Each community will have its own aspirations and priorities for the future, and these should be understood and incorporated into a compelling vision for how the area could change for the better (see Section 3.1). Some places use this list of characteristics to create a checklist of what each neighbourhood should include (see Sections 4 and 6). An example of the features that could be considered part of a 20-minute neighbourhood is shown above.

The features of a 20-minute neighbourhood presented in this Section have been mapped against relevant guidance in the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG), the National Design Guide and the draft National Model Design Code (including the accompanying Guidance Notes), as well as the UN Sustainable Development Goals and NHS England *Putting Health into Place* principles (see Annex 2).

2.1 Diverse and affordable homes

The provision of high-quality housing is fundamental to new and existing 20-minute neighbourhoods, ensuring that all residents have a safe, healthy and energy-efficient home. Well designed neighbourhoods must include an integrated mix of housing tenures and types that reflect local housing need and support people at all stages of life[18] – for example, families, older people, those unemployed and on benefits or low incomes, students, and people with disabilities. They must also provide genuinely affordable and social housing, including community-led housing projects. However, the need for land for new homes should be balanced with the need for high-quality green infrastructure (such as parks, gardens, allotments, nature recovery networks, etc.), which is vital for healthy communities.

Thinkstock

In existing places, planners should identify land that could be used for co-housing, self-build, or community land trusts,[19] including land owned by the council itself. The brownfield register can be a useful tool for identifying land and exploring opportunities.[20]

When planning new large-scale developments, planners should inform the number and types of homes to be built by carrying out a robust analysis of genuine housing need in the local area and the wider region.

Useful resources

- Principles 7.1 and 7.2, in *Putting Health into Place: Principles 4-8: Design, Deliver and Manage*. TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019.
  https://www.england.nhs.uk/wp-content/uploads/2019/09/phip-2-design-deliver-manage.pdf
- *Planning for Affordable Housing: Guidance for Councils*. TCPA, Apr. 2019.
  https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=d72e293c-c64e-4a77-9c9e-285928dd0108
- *Guide 5: Homes for All*. Garden City Standards for the 21st Century: Practical Guides for Creating Successful New Communities. TCPA, Mar. 2016.
  https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=9035701f-5875-45f6-8600-f9800c9bbac8
- *Healthy Placemaking*. Design Council, Apr. 2018.
  https://www.designcouncil.org.uk/sites/default/files/asset/document/Healthy_Placemaking_Report.pdf
- *A Public Vision for the Home of 2030*. Design Council, Jul. 2020.
  https://www.designcouncil.org.uk/resources/publication/download-public-vision-home-2030

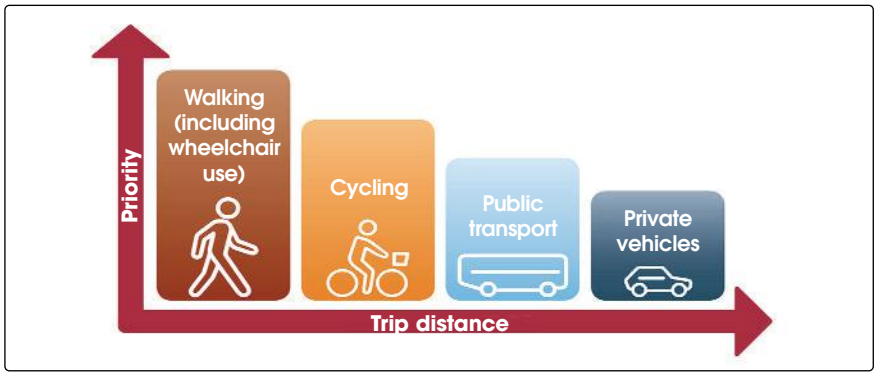
Notes

18 *National Design Guide*. Ministry of Housing, Communities and Local Government, Jan. 2021.
https://www.gov.uk/government/publications/national-design-guide

19 *Planning for Affordable Housing: Guidance for Councils*. TCPA, Apr. 2019.
https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=d72e293c-c64e-4a77-9c9e-285928dd0108

20 See 'Brownfield land registers'. *Planning Policy Guidance*. Ministry of Housing, Communities and Local Government, updated Jul. 2017.
https://www.gov.uk/guidance/brownfield-land-registers

2.2 Well connected paths, streets, and spaces



Sport England

Left: A hierarchy of movement to support active travel

The provision of safe, accessible, inclusive streets and spaces is fundamental to the 20-minute neighbourhood. Provision of a high-quality, connected street network which gives people the maximum choice in how to make their journeys should encourage them to choose walking, cycling or public transport,[21] as highlighted in the *Manual for Streets*.

Streets and public spaces should be designed to create conditions that enable everyone to lead a healthier life, and should include places for people to rest, with shade and shelter and means of wayfinding; and they should ensure that there is equality of access to local facilities.[22] The design quality of the street network is crucial in producing attractive environments at a human scale, with reduced air and noise pollution and opportunities to connect with nature. Planners should focus their 'streets for active travel' work on helping the most inactive to become more active, helping to reduce health inequalities, and linking to council strategies such as Local Cycling and Walking Infrastructure Plans (LCWIPs).

Studies have shown that most people will choose to walk only if their destination is less than a mile away, with 800 metres being a typical catchment area.[23] Data from the 2019 National Travel Survey shows that around 80% of trips of under a mile were undertaken on foot.[24] People are more likely to walk if there are direct walking routes to their destination,

Notes

21 *National Design Guide*. Ministry of Housing, Communities and Local Government, Jan. 2021. https://www.gov.uk/government/publications/national-design-guide

22 Principle 4.3, in *Putting Health into Place: Principles 4-8: Design, Deliver and Manage*. TCPA, King's Fund, Young Foundation and Public Health England, for NHS England, Sept. 2019. https://www.england.nhs.uk/wp-content/uploads/2019/09/phip-2-design-deliver-manage.pdf

23 *Planning for Walking*. CIHT (Chartered Institution of Highways & Transportation), Apr. 2015. https://www.ciht.org.uk/media/4465/planning_for_walking_-_long_-_april_2015.pdf

24 'Average number of trips by trip length and main mode: England, from 2002'. NTS0308. In *Statistical Data Set: Trips, Stages, Distance and Time Spent Travelling*. Department for Transport, Jul. 2013, updated Aug. 2020. https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons#trips-stages-distance-and-time-spent-travelling

Mike Ellis Photography / NHS England

and in places where there is a network of multiple interconnected walking routes.[25]

Environments should be inclusive, and should inspire everyone to walk – including older people, children, and people with disabilities. Streets and spaces must be designed so that women and other groups with protected characteristics under the Public Sector Equality duty,[26] including race, age, disability and sexuality, feel safe and their needs are met. The most immediate barrier facing people with disabilities wanting to make active travel journeys is the inaccessibility of the street.[27] Research undertaken by Living Streets found that the most common physical barrier to walking for those who are disabled is crossing the road, highlighting the need to engage with disabled people early on when designing to improve the street environment.[28]

In seeking to make new or existing neighbourhoods more liveable, it is vital to understand the needs of local people and businesses, rather than taking a prescriptive approach to walking times and distances. It is important to recognise that the 20-minute neighbourhood is a holistic approach to place-making, and is not just a matter of improving walking conditions.

Not all neighbourhoods will include a full range of services or facilities accessible by foot, which is why it is important to provide high-quality cycling routes and public transport for longer journeys to other places. Public transport that is affordable, reliable, convenient, clean and accessible can also help to encourage people not to travel by car.

Notes

25 R Ewing and R Cervero: 'Travel and the built environment'. *Journal of the American Planning Association*, 2010, Vol. 76(3), 265-94. https://www.tandfonline.com/doi/abs/10.1080/01944361003766766

26 See the Equality and Human Rights Commission 'Public Sector Equality Duty' webpage, at https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty

27 *Pave the Way: The Impact of Low Traffic Neighbourhoods (LTNs) on Disabled People, and the Future of Accessible Active Travel.* Transport for All, Jan. 2021. https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/

28 *Overcoming Barriers and Identifying Opportunities for Everyday Walking for Disabled People.* Living Streets, May 2016. https://www.livingstreets.org.uk/media/1794/overcoming-barriers-and-identifying-opportunities-for-everyday-walking-for-disabled-people.pdf

Low-traffic neighbourhoods (LTNs) can be effective ways to support 20-minute neighbourhoods. There are different ways of installing LTNs, the most common being 'modal filters' in the form of bollards or planters in the middle of the street that allow walking and cycling but prevent or restrict vehicle access. The aim is to remove rat-running traffic, which has grown considerably with the widespread use of satnavs that help people to more easily cut through residential areas. LTNs follow the *Manual for Streets* approach of aiming to create places where the needs of pedestrians and cyclists are considered first. When designing LTNs it is important to work with the local community so as to consider their views and needs.

Similarly, temporary 'play streets' – short-term, sometimes regular, road closures – create a safe space (the street) in which children can play together and be active outside. Having time and space to play is widely recognised as fundamental to the health, happiness and development of every child.[29] Safe and accessible play spaces are often lacking in under-resourced neighbourhoods, and play streets can be an innovative way of creating play opportunities.[30]

In existing places, planners should work with transport colleagues and community groups to identify opportunities to improve the quality of the street network and public realm by commissioning a robust, data-led spatial analysis of how existing streets and paths are used and what effect reducing through-traffic might have on people travelling on foot, by cycle, or in motor vehicles.

When planning new large-scale developments, planners should ensure, at the earliest stages of masterplanning, that networks of high-quality walking and cycling routes will connect key destinations in new developments, making them accessible to all ages and abilities. Provisional masterplans should be spatially analysed to provide data-led predictions of how people travelling on foot, by cycle or in motorised vehicles will use the streets and paths, and how changes to the connectivity of paths and streets could encourage and increase active travel.

Low-traffic neighbourhoods

Low-traffic neighbourhoods (LTNs) are generally groups of residential streets (bordered by main or 'distributor' roads – the places where buses, lorries and non-local traffic should be) where 'through' motor vehicle traffic is discouraged or removed, thus opening up streets for more walking, cycling, and play.[A] A collection of different measures may be used to achieve this, such as modal filters, traffic-calming, and 20 mph limits or zones.

A https://www.livingstreets.org.uk/media/3843/lcc021-low-traffic-neighbourhoods-intro-v8.pdf

Useful resources

- *Guide 13: Sustainable Transport*. Garden City Standards for the 21st Century: Practical Guides for Creating Successful New Communities. TCPA, Sept. 2020. https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=ab2928dd-bb6d-4f25-91b1-d0f99b5578a4
- *Planning for Walking Toolkit*. Transport for London, Mar. 2020. http://content.tfl.gov.uk/the-planning-for-walking-toolkit.pdf
- Healthy Streets 'About' webpage. https://healthystreets.com/home/about/
- Playing Out 'Play Streets' webpage. https://playingout.net/play-streets/
- *Cities Alive: Towards a Walking World*. Arup, Jun. 2016. https://www.arup.com/perspectives/publications/research/section/cities-alive-towards-a-walking-world
- Principles 4 and 5, in *Putting Health into Place: Principles 4-8: Design, Deliver and Manage*. TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019. https://www.england.nhs.uk/wp-content/uploads/2019/09/phip-2-design-deliver-manage.pdf

Notes

29 See the Playing Out 'Why' webpage, at https://playingout.net/why/

30 MR Umstattd Meyer, CN Bridges, TL Schmid, *et al.*: 'Systematic review of how Play Streets impact opportunities for active play, physical activity, neighbourhoods, and communities'. *BMC Public Health,* 2019, Vol. 19, Art. no. 335. https://doi.org/10.1186/s12889-019-6609-4

2.3 Schools at the heart of communities

Sport England

The location, design and management of schools is an important part of successful neighbourhoods. In Paris, schools are being transformed into community centres by opening up their buildings and playgrounds when not in use (see Section 6.3). In England, this can be difficult to achieve in older buildings, but new schools can be planned and designed to be used in different ways at different times.[31]

The introduction of 'school streets',[32] where traffic is restricted on roads outside schools at pick-up and drop-off times during term time, should be encouraged – to improve safety and air quality and increase the likelihood that pupils will walk to school. Such schemes are likely to be initiated by transport planners, working in partnership with local public health teams. The Department for Transport's *Gear Change: A Bold Vision for Cycling and Walking*, published in July 2020, promotes school streets as one of the measures that authorities should consider to promote more active travel.[33]

Notes

31 See the Sport England 'Use our school: how schools can open up their facilities to community use' webpage, at https://www.sportengland.org/campaigns-and-our-work/use-our-school?section=introduction

32 *School Streets: Reducing Children's Exposure to Toxic Air Pollution and Road Danger*. Transport for Quality of Life and Active Travel Academy, for Possible and Mums for Lungs, Jan. 2021. https://static1.squarespace.com/static/5c61621bab1a620ddea3ce27/t/5ffc92db4a46e1130cfd8d9a/1610388193174/ School+Streets+-+Possible.pdf

33 *Gear Change: A Bold Vision for Cycling and Walking*. Department for Transport, Jul. 2020. https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england

Many schools are introducing kitchen gardens to help children learn about and enjoy healthy food, and are linking them with the curriculum[34] or teaching outside, taking a 'forest school' approach[35] that encourages activity and independence.

In existing places, planners should work with council teams, school leaders and governors to identify ways that schools can optimise their role in the community, and can seek opportunities through nearby developments to improve the quality of the street environment so as to encourage active travel. The provision of school-related parking can play an important role, with 'park and stride' schemes helping to reduce congestion around school gates and encouraging walking by parents and pupils.[36]

When planning new large-scale developments, planners should engage with developers and educational providers at the earliest stages to assess the need for new schools in the local area and proactively plan with academies to ensure that the location and design of new schools (including healthy and productive playgrounds) support community health and wellbeing.[37]

Useful resources

- *Securing Developer Contributions for Education*. Department for Education, Nov. 2019 (due to be updated in mid-2021). https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf
- *Education Provision in Garden Communities*. Department for Education, Apr. 2019 (due to be updated in mid-2021) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/909909/Education_provision_in_garden_communities.pdf
- Principle 7.4, in *Putting Health into Place: Principles 4-8: Design, Deliver and Manage.* TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019. https://www.england.nhs.uk/wp-content/uploads/2019/09/phip-2-design-deliver-manage.pdf
- Sport England 'Use our school: how schools can open up their facilities to community use' webpage. https://www.sportengland.org/campaigns-and-our-work/use-our-school?section=introduction
- Interreg Europe Policy Learning Platform 'The Amsterdam Schoolyard Incentive' webpage. https://www.interregeurope.eu/policylearning/good-practices/item/1758/the-amsterdam-schoolyard-/
- *School Superzones*. London Councils, Mayor of London, Public Health England, and the TCPA. Publication due in summer 2021 (available through the GLA website at https://www.london.gov.uk/what-we-do/health)
- *School Streets: Reducing Children's Exposure to Toxic Air Pollution and Road Danger*. Transport for Quality of Life and Active Travel Academy, for Possible and Mums for Lungs, Jan. 2021. https://static1.squarespace.com/static/5c61621bab1a620ddea3ce27/t/5ffc92db4a46e1130cfd8d9a/1610388193174/School+Streets+-+Possible.pdf
- *Gear Change: A Bold Vision for Cycling and Walking*. Department for Transport, Jul. 2020. https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england

Notes

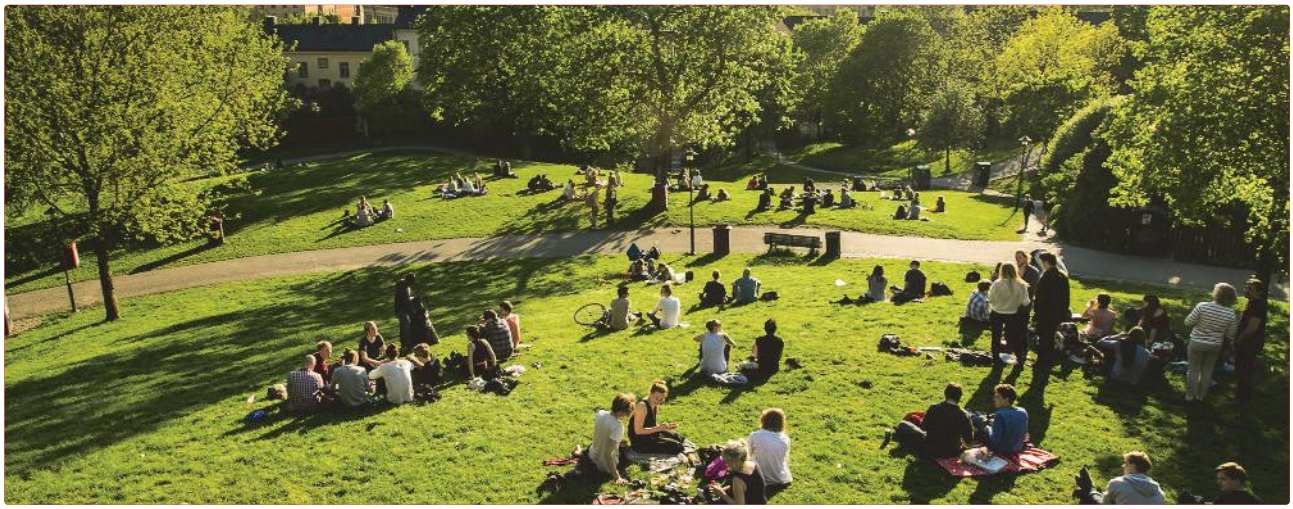
34 See the Trees for Cities 'Edible playgrounds' webpage, at https://www.treesforcities.org/our-work/schools-programme/edible-playgrounds

35 See the Forest School Association 'What is a forest school?' webpage, at https://www.forestschoolassociation.org/what-is-forest-school/

36 See the Brightkidz 'Park & stride' webpage, at https://brightkidz.co.uk/initiatives/walking-to-school/park-stride/

37 See the Learning Through Landscapes website, at https://www.ltl.org.uk/

2.4 Good green spaces in the right places



Yelizaveta Tomashevska / iStock

Green infrastructure is a crucial component of the 20-minute neighbourhood. Green infrastructure can deliver multiple benefits, including encouraging active travel, improving physical and mental health, supporting biodiversity, addressing climate change mitigation and adaptation,[38] and providing edible landscapes.

Most communities value good-quality parks and green spaces that offer a variety of landscapes and activities, including play.[39] Notably, those living in the most-deprived areas often have the lowest levels of access to good-quality green space but would benefit from them the most.[40] Green infrastructure includes not only parks and green space, but also features such as street trees, green walls, green roofs, and allotments, all of which can play an important natural role in climate mitigation and surface water drainage.

Parks and other green infrastructure require regular care and maintenance, but it has become increasingly difficult for councils to find the necessary funding for this. In recent years, considerable effort has gone into finding new ways to fund green infrastructure, such as Nesta's 'Rethinking Parks' projects, which include innovations such as generating energy in parks by

What is green infrastructure?

Green infrastructure is a 'network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities, and prosperity'.[A]

A https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957295/Draft_NPPF_for_consultation.pdf

Notes

38 See the TCPA 'Project: PERFECT' webpage, at https://www.tcpa.org.uk/perfect

39 *National Design Guide*. Ministry of Housing, Communities and Local Government, Jan. 2021. https://www.gov.uk/government/publications/national-design-guide

40 *Improving Access to Greenspace: A New Review for 2020*. Public Health England, Mar. 2020. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf

installing heat-pumps.[41] How maintenance will be funded, where the income for funding will come from, and which organisation will manage the maintenance should all be considered at the time that the green infrastructure is planned.

In existing places, planners should ensure there is an up-to-date green infrastructure strategy that maps the quality and quantity of local green space, along with maps of indices of deprivation.[42] Areas with few local, accessible or good-quality green spaces and high deprivation should be prioritised for investment. Local green spaces should be assessed in discussion with the community – nearby spaces might not, in practice, be accessible if there are no safe road crossings or no or inadequate signage. People of different ages, backgrounds and cultures will have different views about what they want from local green spaces, and these views should be taken into account.[43] Sources of funding could include Section 106 agreements, the Community Infrastructure Levy (CIL), and, in future, the proceeds of biodiversity net gain.

When planning new large-scale developments, planners should take a landscape-led approach to planning, ensuring that the green infrastructure on the site is assessed, and its multiple functions understood, so that the new development protects important green infrastructure assets, enhances the green infrastructure already on the site, and connects with wider green and blue networks.

The government is preparing to launch a Green Infrastructure Standards Framework in 2022. Meanwhile, planners can refer to the 'Nature' section in the *Guidance Notes for Design Codes*.[44]

Useful resources

- *Guide 7: Planning for Green and Prosperous Places*. Garden City Standards for the 21st Century: Practical Guides for Creating Successful New Communities. TCPA, Jan. 2018. https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=db632de1-38cc-468a-9401-0599b0bea52b
- Building with Nature website. https://www.buildingwithnature.org.uk
- TCPA 'Project: PERFECT' webpage. https://www.tcpa.org.uk/perfect
- Principle 4.4, in *Putting Health into Place: Principles 4-8: Design, Deliver and Manage*. TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019. https://www.england.nhs.uk/wp-content/uploads/2019/09/phip-2-design-deliver-manage.pdf
- Fields in Trust 'Green Space Index' webpage. http://www.fieldsintrust.org/green-space-index
- *Living in the Landscape: A Bold New Framework for Landscape and Green Infrastructure in Thamesmead*. LDA Design, for Peabody, Nov. 2020. https://www.thamesmeadnow.org.uk/news/living-in-the-landscape-launched/

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41 See the Nesta 'Rethinking Parks' webpage, at https://www.nesta.org.uk/project/rethinking-parks/

42 Natural England is working on a project to map England's green spaces, along with indices of deprivation, as part of the Green Infrastructure Standards Framework, due to be launched in 2022

43 *Net Gain: Summary of Responses and Government Response*. Department for Environment, Food and Rural Affairs, Jul. 2019. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/819823/net-gain-consult-sum-resp.pdf

44 *Guidance Notes for Design Codes*. Ministry of Housing, Communities and Local Government, Jan. 2021. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957207/Guidance_notes_for_Design_Codes.pdf

2.5 Local food production

David Tett/ Centre for Ageing Better

Creating a 20-minute neighbourhood offers an opportunity to transform the local food environment and help provide communities with healthy, locally sourced, fresh food. An integrated local food system is central to the Garden City Principles,[45] and councils can help to protect and increase both the number and the diversity of sources of healthy food by creating and designating new, fresh-food growing spaces,[46] particularly in areas of deprivation. Local food production can take place on sites ranging from small-scale spaces such as allotments, through to urban farms and community food enterprises.[47]

It is vital that local requirements for food-growing opportunities are embedded into planning policies so that developers will know that provision is expected and that long-term food resilience is a cross-cutting priority. Improving the local food environment can help to address the dominance of large supermarkets, which often reduce the viability of independent shops and are often more difficult to access for those without cars.[48] In addition, by focusing on increasing the opportunities for local food production, planning authorities can support new and existing

Notes

45 *Guide 10: Edible Garden Cities*. Garden City Standards for the 21st Century: Practical Guides for Creating Successful New Communities. TCPA, Aug. 2019. https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=633bf10c-e879-4f5b-b68f-3d03de5f19a8

46 *Good Planning for Good Food: How the Planning System in England Can Support Healthy and Sustainable Food*. Sustain, Feb. 2011. https://www.sustainweb.org/publications/good_planning_for_good_food/

47 See the Green Future Associates 'Urban Agriculture Consortium' webpage, at http://www.greenfuture.org.uk/urban-agriculture-consortium/

48 *Ibid.*

entrepreneurs and farmers; help to reduce the amount of food that is imported, transport emissions, and food waste; and help to improve water and energy efficiency.[49] Councils can signpost their intention to take action to create resilient local food economies by signing up to the Glasgow Food and Climate Declaration.[50] Adopting a 'patchwork' approach to local food growing can be helpful: lots of small and medium-sized sites can, in effect, add up to a productive 'farm'.

In existing places, planners should work with local food partnerships to identify under-utilised and neglected land in urban and peri-urban zones that could be brought back into productive use for food growing, processing and distribution – particularly where it can support the most deprived wards and address health inequalities. The Sustainable Food Places network[51] can help to identify local food partnerships and grower organisations.

When planning new large-scale developments, planners should work collaboratively with developers, businesses, communities and local food partnerships to optimise the design opportunities for people to grow food in allotments, smallholdings and community gardens, parks, and other sites – as well as in homes and around, inside and on top of buildings through the creative use of spaces such as roofs, walls, and balconies.

Useful resources

- *Every Mouthful Counts: Food in City-Based Responses to Climate and Nature Emergency*. Sustain, Oct. 2019. https://www.sustainweb.org/publications/every_mouthful_counts/
- Principle 6, in *Putting Health into Place: Principles 4-8: Design, Deliver and Manage.* TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019. https://www.england.nhs.uk/wp-content/uploads/2019/09/phip-2-design-deliver-manage.pdf
- *Guide 10: Edible Garden Cities.* Garden City Standards for the 21st Century: Practical Guides for Creating Successful New Communities. TCPA, Aug. 2019. https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=633bf10c-e879-4f5b-b68f-3d03de5f19a8
- *Good Planning for Good Food: How the Planning System in England Can Support Healthy and Sustainable Food.* Sustain, Feb. 2011. https://www.sustainweb.org/publications/good_planning_for_good_food/
- Incredible Edible website. https://www.incredibleedible.org.uk
- Sustainable Food Places website. https://www.sustainablefoodplaces.org
- *Living in the Landscape: A Bold New Framework for Landscape and Green Infrastructure in Thamesmead.* LDA Design, for Peabody, Nov. 2020. https://www.thamesmeadnow.org.uk/news/living-in-the-landscape-launched/
- Nottingham City Council 'Wellbeing Design Guide' webpage. https://www.dqfnottingham.org.uk/wellbeing-design-guide
- Participatory City website. http://www.participatorycity.org/about
- Northern Roots 'Northern Roots Urban Farm; creating a sustainable business model' webpage. https://northern-roots.uk/northern-roots-urban-farm-creating-a-sustainable-business-model/
- Green Future Associates 'Urban Agriculture Consortium' webpage. https://www.greenfuture.org.uk/urban-agriculture-consortium/

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49 *Own the Future: A Guide for New Local Economies.* CLES (Centre for Local Economic Strategies), Jul. 2020. https://cles.org.uk/wp-content/uploads/2020/07/Own-the-future-revised-mutuals-copy.pdf

50 See the Glasgow Food and Climate Declaration website, at https://www.glasgowdeclaration.org/

51 See the Sustainable Food Places website, at https://www.sustainablefoodplaces.org/

2.6 Keeping jobs and money local

Dan Burton / Unsplash

The 20-minute neighbourhood supports small independent businesses and retailers that are community led – ventures that are central to local communities. The idea of community wealth-building aligns with the principles behind the 20-minute neighbourhood, with a focus on locally productive forms of business and employment, ensuring that a strong neighbourhood centre exists to support everyday needs. If work is kept local, and shops, services and facilities central, people will be able to travel actively to these destinations, reducing commuting distances and giving people more leisure time. Councils can adopt policies to prioritise procurement from local businesses in order to create jobs and maximise council spending's benefits to the local economy. Planners can collaborate with developers, businesses and community groups to develop local employment and skills strategies as part of their plan-making. For example, South Ribble Borough Council, Preston City Council and Chorley Council have developed a skills and employment Supplementary Planning Document which requires developers to demonstrate how new development will provide employment and skills training.[52]

What is community wealth-building?

Community wealth-building is a people-centred approach to local economic development that redirects wealth back into the local economy and places control and benefits into the hands of local people.[A]

A
https://cles.org.uk/community-wealth-building/what-is-community-wealth-building/

Note

52 *Central Lancashire Employment Skills Supplementary Planning Document*. South Ribble Borough Council, Preston City Council, and Chorley Council, Sept. 2017. https://www.preston.gov.uk/media/431/Employment-Skills-SPD/pdf/SPD-Employment-Skills_2.pdf?m=636922235937070000

In existing places, planners should talk to council leaders about the benefits of adopting a policy of prioritising local businesses when tendering for products and services, as has been done successfully in Preston through the 'Preston model'[53] and through dynamic food procurement.[54] They can also work with colleagues in economic development to help grow or kick-start new, community-led businesses by using their powers to direct planning contributions to renovate commercial spaces and provide new ones.[55] This links back to the need for mixed-use neighbourhoods with flexible spaces to support innovative new businesses and jobs and to keep wealth within the community.

When planning new large-scale developments, planners should work with developers to identify opportunities to grow and attract new businesses in the local area, as well as to create new community wealth hubs and social enterprises to provide services for local businesses and communities.

Useful resources

- *Own the Future: A Guide for New Local Economies*. CLES (Centre for Local Economic Strategies), Jul. 2020. https://cles.org.uk/wp-content/uploads/2020/07/Own-the-future-revised-mutuals-copy.pdf
- *How We Built Community Wealth in Preston: Achievements and Lessons*. CLES (Centre for Local Economic Strategies), Jul. 2019. https://cles.org.uk/publications/how-we-built-community-wealth-in-preston-achievements-and-lessons/

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53 *How We Built Community Wealth in Preston: Achievements and Lessons*. CLES (Centre for Local Economic Strategies), Jul. 2019. https://cles.org.uk/publications/how-we-built-community-wealth-in-preston-achievements-and-lessons/

54 See the Dynamic Food Procurement National Advisory Board website, at https://www.dynamicfood.org/

55 *Own the Future: A Guide for New Local Economies*. CLES (Centre for Local Economic Strategies), Jul. 2020. https://cles.org.uk/wp-content/uploads/2020/07/Own-the-future-revised-mutuals-copy.pdf/

2.7 Community health and wellbeing facilities

Mike Ellis Photography / NHS England

The way the NHS in England delivers healthcare services to communities is changing, and the changes align well with the ambition to create 'complete and compact' 20-minute neighbourhoods. Until recently, healthcare was mostly delivered via local GPs, who could then refer patients with more serious needs to hospitals. This model worked well in the days when patients tended to have short bouts of acute illnesses. Nowadays, many people live with long-term illnesses, and some of them – particularly older people – will live with multiple long-term conditions for many years. To meet this new need, increasingly most healthcare will be delivered through local community health hubs – multi-purpose places that could include a mixture of health practitioners (not necessarily GPs) and other forms of community support, such as charities offering companionship, exercise classes, benefits support, clubs, community kitchens, and other forms of 'social prescribing'.

From April 2021, healthcare services in every part of England are being co-ordinated by a local 'integrated care system' (ICS)[56] – a collaborative partnership between the NHS and local authorities. The aim of ICSs is to

Note

56 *Integrated Care Systems Explained: Making Sense of Systems, Places and Neighbourhoods.* The King's Fund, Apr. 2020. https://www.kingsfund.org.uk/publications/integrated-care-systems-explained

provide joined-up support for patients, instead of multiple separate services for physical and mental health support, healthcare, and social care. Compared with traditional healthcare provision, ICSs take more of an interest in keeping populations healthy and preventing ill-health – by, for example, promoting nutritious diets – rather than simply treating people once they are ill.

NHS England's plan to deliver healthcare through local community centres provides an opportunity to transform empty high-street premises into community health centres. High streets are good locations for healthcare facilities because they are familiar places, usually with good public transport links. Healthcare facilities such as clinics, support and advice centres, clubs and classes would bring people back to the high street and could help to increase economic activity there.

In existing places, planners should contact the planning lead in their local ICS to explore the option of getting NHS services into their high streets. Although there is increasing interest from the NHS in adopting this approach,[57] making it happen could be challenging, particularly given that every ICS is unique, their boundaries do not always match council boundaries, and the NHS and its workforce have been under huge stress.

When planning new large-scale developments, planners should follow the detailed advice about how to plan and deliver health hubs in new large-scale developments provided in NHS England's *Putting Health into Place* suite of publications.[58] Realistically, although it is conceptually simple, aligning different budgets, priorities and timescales to make health hubs happen can be very challenging.

Useful resources

- *Putting Health into Place: Principles 9-10: Develop and Provide Health Care Services.* TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019. https://www.england.nhs.uk/wp-content/uploads/2019/09/phip-3-develop-provide-healthcare.pdf
- M Wood and S Finlayson: *Health on the High Street.* NHS Confederation, Dec. 2020. https://www.nhsconfed.org/resources/2020/12/health-on-the-high-street
- *Integrated Care Systems Explained: Making Sense of Systems, Places and Neighbourhoods.* The King's Fund, Apr. 2020. https://www.kingsfund.org.uk/publications/integrated-care-systems-explained/

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57 M Wood and S Finlayson: *Health on the High Street.* NHS Confederation, Dec. 2020. https://www.nhsconfed.org/resources/2020/12/health-on-the-high-street

58 *Putting Health into Place.* TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019. https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/

2.8 A place for all ages

Peter Kindersley / Centre for Ageing Better

A successful place is one in which people can choose to live their whole lives, because the needs of all age groups and life stages are accommodated. Enabling people to age in place helps create strong communities, in which people know their neighbours, which itself supports mental wellbeing. Young families can benefit from having the advice and support of older friends and relations nearby; older people's lives can be enriched by the friendship and support of younger people. Increasingly, it is being argued that places that are designed for both children and older people will be good places for everyone.

However, it should be recognised that different age groups have different needs from a place, and their views should be listened to and included in plans for creating 20-minute neighbourhoods. The views and needs of teenagers and young people, in particular, are often ignored. For older people, it should be recognised that age is not a good predictor of physical ability: many people remain very active into their 80s; some struggle to be active in their 50s.

Ideally, a range of different types and tenures of homes should be available locally, so that people can move as their needs change without leaving

the neighbourhood. Streets should prioritise walking and cycling, so that children are safe to travel independently. Benches should be provided in streets, parks and public spaces, so that older people feel confident to walk, knowing that they can rest if they need to.

Parks should include different types of spaces: some for sports and energetic activity; some more tranquil. Spaces should be provided for nurseries, day centres, clubs, and social activities for all ages.

In existing places, planners should help to ensure that the views and needs of different age groups are listened to and responded to in consultations about future developments in the neighbourhood. Teenagers and young people can be consulted using the Voice, Opportunity, Power toolkit.[59] For the very frail elderly, local charities supporting the needs of older people can provide useful insight. Streets, parks and neighbourhoods can also be adapted to become more dementia-friendly.[60]

When planning new large-scale developments, planners should ensure that a wide range of types of homes and tenures are provided to a high-quality and accessible standard. Neighbourhoods, parks and streets should be designed to support the active travel and leisure needs of all ages and abilities.

Useful resources

- 880 Cities website. https://www.880cities.org/
- T Gill: *Urban Playground: How Child-Friendly Planning and Design Can Save Cities.* RIBA Publishing, 2021
- *Voice, Opportunity, Power* – a toolkit for engaging young people in the planning and development of their neighbourhood. https://voiceopportunitypower.com
- Age Friendly Communities Framework – produced by the Centre for Ageing Better, based on World Health Organisation guidance. https://www.ageing-better.org.uk/age-friendly-communities/eight-domains
- Principle 8.2, including 'Lessons from Whitehill & Bordon: Hogmoor Inclosure', in *Putting Health into Place: Principles 4-8: Design, Deliver and Manage.* TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019. https://www.england.nhs.uk/wp-content/uploads/2019/09/phip-2-design-deliver-manage.pdf
- *Housing Our Ageing Population: Learning from Councils Meeting the Housing Need of Our Ageing Population.* Local Government Association, Sept. 2017. https://www.local.gov.uk/sites/default/files/documents/5.17%20-%20Housing%20our%20ageing%20population_07_0.pdf
- *Dementia and Town Planning: Creating Better Environments for People Living with Dementia.* RTPI Practice Advice. Royal Town Planning Institute, Sept. 2020. https://www.rtpi.org.uk/media/6374/dementiatownplanningpracticeadvice2020.pdf
- *The Principles of Inclusive Design (They Include You).* Commission for Architecture and the Built Environment, May 2006. https://www.designcouncil.org.uk/sites/default/files/asset/document/the-principles-of-inclusive-design.pdf
- Her City – a toolkit for involving girls in planning their neighbourhoods. https://hercity.zaz.se/

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59 *Voice, Opportunity, Power: A Toolkit to Involve Young People in the Making and Managing of their Neighbourhoods.* Voice, Opportunity, Power. https://voiceopportunitypower.com

60 *Dementia and Town Planning: Creating Better Environments for People Living with Dementia.* RTPI Practice Advice. Royal Town Planning Institute, Sept. 2020. https://www.rtpi.org.uk/media/6374/dementiatownplanningpracticeadvice2020.pdf

Section 3
Making it happen – principles for success

Mike Ellis Photography / NHS England

This Section sets out principles for successfully implementing 20-minute neighbourhoods. The principles have been drawn from what has been learned in places that have been implementing 20-minute neighbourhoods for several years, as described in the case studies provided in Section 6.

Council planners have an important role to play in delivering 20-minute neighbourhoods, but they are likely be successful only if schemes have high-level political support and involve working in partnership with a range of stakeholders. The principles for success set out here are not a series of step-by-step instructions, but are derived from a synthesis of theory and practice for good place-making. They can be used to inform local plan-making and decision-taking.

The principles have been mapped against relevant guidance in the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG), the National Design Guide and the draft National Model Design Code (including the accompanying Guidance Notes) to support delivery through the English planning system (see Annex 3). They also correspond to similar principles found within NHS England's *Putting Health into Place* suite of publications[61] and the TCPA's *Building Successful New Communities* report.[62]

Notes

61 *Putting Health into Place.* TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019. https://www.england.nhs.uk/ltphimenu/wider-social-impact/putting-health-into-place-healthy-new-towns/

62 *Building Successful New Communities: Lessons from the TCPA's New Communities Group.* TCPA, May 2018.

3.1 A compelling vision, well communicated

Introducing 20-minute neighbourhoods within existing places involves changing the places in which people live – and change can be difficult. Unless there is a well understood, compelling and attractive vision for the future of the neighbourhood – a vision which is understood and agreed by most of the population – the multi-faceted transformation that may be required will just not happen. This vision for the future needs to respond to the aspirations of the local community and be clearly and consistently communicated in ways that work for that community. What the vision is called will depend on what resonates locally – in Paris, the description '15-minute city' has clearly worked well. In England, the NHS's Healthy New Towns programme provided a description that people understood and rallied around.

Some councils in England could struggle to fund the innovative and ongoing communication that will be required to keep the vision alive. Developers and housing associations are sometimes willing to lead this sort of ongoing creative communication and engagement, knowing that it can help to generate interest in the places that they build.

Having a clear vision, with objectives and priorities, will allow for easier communication between different stakeholders, generate discussion, help to ensure local buy-in, and underpin a co-ordinated approach. When difficulties arise – as they will – a strong vision that is understood by all stakeholders can help to overcome them as the vision will serve to remind people why they are committed to making the project a success.

3.2 Strong, inspiring leadership

The places that have successfully introduced 20-minute neighbourhoods tend to have strong, inspiring and very visible political leadership. Who provides leadership will vary from place to place and will depend on the scale of the area undergoing change, ranging from a small neighbourhood to an entire city. An elected politician, trusted by the community, could be best placed to bring together partnerships across and beyond the council; mediate between different groups of people and their interests; and negotiate with outspoken groups of objectors that can sometimes grab the headlines without being representative of majority views. Rebutting mis-information, particularly on social media, can be important.

Political leaders can also work with and support members of the community who champion the project. Well informed local champions of making the neighbourhood a better place can generate enthusiasm and discussion among residents and help to correct any mis-information about the project if it arises.

In places where politicians are hesitant in championing the changes that implementing a 20-minute neighbourhood implies, community groups might have success in initiating small-scale projects themselves to demonstrate their popularity and to build a consensus for change from the grass-roots upwards.

Sport England

3.3 Empowered communities

The people who live or work in a neighbourhood are best placed to know what is and is not good about it. This local knowledge should be at the heart of any plans for a 20-minute neighbourhood, and communities should be given as much time as they need and provided with as much as possible of the support and resources they require in order to help shape proposals. Local authorities can look at ways of giving support by providing spaces for meetings, small grants, or even land.

It is important to engage with residents and businesses as early as possible in order to understand their needs and involve them both in the co-design of the vision for the area and local projects and in helping to shape plans and proposals. The use of engagement tools such as the Place Standard can be an effective way of helping to get conversations going and generate local insight[63] (see Section 3.10).

Although communities have a wealth of knowledge, skills and assets, and are well placed to understand what is needed to resolve any challenges they face,[64] they often feel excluded from decisions that affect them most. But their local knowledge can make an invaluable contribution

Note

63 For an example of the use of the Place Standard, see the Co-operative Councils Innovation Network 'Place Standard – Kirklees Council' webpage, at https://www.councils.coop/case-studies/place-standard-kirklees-council/

64 G Pollard, J Studdert and L Tiratelli: *Community Power: The Evidence*. New Local, Feb. 2021. https://www.newlocal.org.uk/publications/community-power-the-evidence/

to improving the quality of existing areas and new development.[65] Furthermore, community engagement must be inclusive of the many groups in society who are both under-represented in involvement with planning processes and often most at risk of being disproportionately negatively affected by planning outcomes.[66]

In Paris, 5% of the city budget was delegated to local communities to invest in what they wanted in their areas as part of the 15-minute city project. Following re-election, the Mayor increased the funding to 25% of the city budget (see Section 6.3). This level of financial commitment goes far beyond the ineffective 'community consultation' that is too often the norm, and genuinely empowers local communities to shape their neighbourhoods as they see fit.

3.4 Research, data, and analysis

Baseline research and analysis is vital for understanding how a place functions, what assets it has and where, how the local community experiences it, and what the community wants and needs. For many 20-minute neighbourhood projects, one of the first steps will be to commission a data-led spatial analysis of the area, including data on traffic flows, pedestrian and cycling activity, the connectivity of streets and paths, and the quality of the public realm.

The use of qualitative data from interviews with residents is vital to understanding how people perceive the area – which places they like, or dislike, and why; what facilities are missing; and how far people in the particular community are willing to walk. Quantitative data can provide predictive models that could be used to understand how new connections between places could encourage more active travel.

Data on the impacts of climate change on the area, both now and in the future, should also be sought. This might include data on flood risk and urban heating, so that changes to place are designed to mitigate these risks.

Councils already have a lot of useful data about their local communities, which should inform proposals and provide evidence on the need for change. For instance, very low car ownership in a particular neighbourhood could help to justify prioritising active travel measures such as low-traffic neighbourhoods (LTNs). Shop-owners are often worried that the introduction of LTNs will reduce the number of customers, and so monitoring activity in shopping streets before any changes are made can provide useful baseline data to inform discussions and decisions.

Health and socio-economic data should also inform proposals. Local public health teams have a wealth of detailed data on the health of communities, often at a very fine-grained level, which can help in identifying locations

Notes

65 *Guide 11: People, Planning and Power.* Garden City Standards for the 21st Century: Practical Guides for Creating Successful New Communities. TCPA, Mar. 2019. https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=1838b296-a1a8-42c2-b2d1-84186adeb994

66 *London – Planning for a Just City? Exploring How Local Planning Authorities Are Embedding Equality and Inclusion in Planning Policy.* TCPA, Oct. 2019. https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=a74198b6-39fe-4378-86e1-f1fdf3b9dd8e

with particularly poor health (such as childhood obesity) and in justifying specific interventions or investment priorities. The local Joint Strategic Needs Assessment (JSNA) is a statutory document that should be considered, along with the local Joint Health and Wellbeing Strategy (JHWS), which sets out priorities for improving the health of the community.

Further information on finding and using public health data in planning is provided in a suite of documents produced by the TCPA and the University of West England and published by Public Health England.[67]

In addition, the draft National Model Design Code ('Coding process' section – 1.B Baseline[68]) makes it clear that planners should have an understanding of their area, informed by recent evidence.

3.5 Partnership and advocacy

Implementing 20-minute neighbourhoods involves changing the places in which people live and work – and, as noted above, change can be difficult. Consequently, there is a need for strong, senior-level leadership from politicians; support from departments right across council structures; and effective partnerships with local communities, community groups, social enterprises, businesses, the NHS, education providers, and others.

Building partnerships across departments within councils and between local communities, developers, housing associations and other stakeholders is crucial. A co-ordinated, whole-systems approach needs to be taken, and partnerships need leadership with a strong governance structure. Advocacy and clear messaging from these partnerships is important in aligning priorities and project delivery. Buy-in from local landowners and developers who share the same vision for the 20-minute neighbourhood is central to a successful partnership. A strong partnership between council, business and education leaders has recently set out a vision for Ipswich to become a truly connected town centre, in a progression of the 15-minute city concept.[69]

Public Health England has produced a useful resource on a local whole-system approach which highlights the benefits of engaging with many different stakeholders.[70]

In places where politicians are hesitant about introducing 20-minute neighbourhoods, change can sometimes be initiated on a small scale by community groups in order to demonstrate local support. The Incredible Edible movement is a good example of this.[71]

Notes

67 See the TCPA 'Using health evidence to inform planning' webpage, at https://www.tcpa.org.uk/health-publications-grip2

68 *National Model Design Code*. Draft. Ministry of Housing, Communities and Local Government, Jan. 2021. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957205/National_Model_Design_Code.pdf

69 See the Ipswich Central 'Ipswich Vision' webpage, at https://ipswichcentral.com/our-projects/ipswich-vision

70 *Whole Systems Approach to Obesity: A Guide to Support Local Approaches to Promoting a Healthy Weight*. Public Health England, Jul. 2019. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/820783/Whole_systems_approach_to_obesity_guide.pdf

71 See the Incredible Edible website, at https://www.incredibleedible.org.uk/

3.6 Addressing inequalities

Addressing inequalities lies at the core of the 20-minute neighbourhood approach. The concept presents an opportunity to identify where people are unable to meet their daily needs in their neighbourhood, and then reduce inequalities, especially in the most deprived wards in the local area. The *Build Back Fairer* COVID-19 Marmot Review revealed how the pandemic has negatively impacted deprived communities the most and widened existing health inequalities.[72] A commitment to addressing inequalities should be included in the 20-minute neighbourhood vision, objectives and priorities, and any opportunities to bid for funding should make the case for addressing local inequalities and deprivation.

Investment should be prioritised on meeting the needs of the least well-off, as they are likely to experience the worst health. If their views are not listened to and taken into consideration, there is a risk that a 20-minute neighbourhood project may even increase health inequalities. In particular, the inequality in access to local parks and green space has been highlighted by research from Fields in Trust which shows that 2.7 million people in Britain do not have access to such a space within a 10-minute walk of where they live[73] – and by research establishing that lower socio-economic groups and Black, Asian and minority ethnic communities value local parks and green spaces significantly more than the average, and therefore are disproportionately impacted by either the under-provision or loss of such spaces.[74] The City of Oakland in California has developed a useful equity framework as an effective way of measuring inequalities to inform policies that address disparities across the city.[75]

3.7 Adopting policy

Adopting local policies in frameworks such as Local Plans is a powerful way to influence planning outcomes.[76] Policies related to the 20-minute neighbourhood that are included in plans can set out a clear expectation of what is required and can help to ensure that local priorities are considered by decision-makers. Integrating the concept into plans will provide policy hooks which strengthen the ability of local planning authorities to deliver the features of a 20-minute neighbourhood. Section 5.5 provides suggestions for plans and tools that could be used, including the use of corporate plans, which could help to ensure buy-in across the council. Best-practice guidance, such as the Garden City Principles and Active Design principles, provide council planners with a useful starting point for developing their own policy frameworks on the

Notes

72 M Marmot, J Allen, P Goldblatt, E Herd and J Morrison: *Build Back Fairer: The COVID-19 Marmot Review. The Pandemic, Socioeconomic and Health Inequalities in England*. Institute of Health Equity, Dec. 2020. http://www.instituteofhealthequity.org/resources-reports/build-back-fairer-the-covid-19-marmot-review/build-back-fairer-the-covid-19-marmot-review-executive-summary.pdf

73 See the Fields in Trust 'Green Space Index' webpage, at http://www.fieldsintrust.org/green-space-index

74 *Revaluing Parks and Green Spaces: Measuring Their Economic and Wellbeing Value to Individuals*. Fields in Trust, 2018. http://www.fieldsintrust.org/Upload/file/research/Revaluing-Parks-and-Green-Spaces-Report.pdf

75 See the City of Oakland 'Oakland Equity Indicators Project' webpage, at https://www.oaklandca.gov/projects/oakland-equity-indicators

76 *Putting Health into Place: Principles 1-3: Plan, Assess and Involve*. TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019. https://www.england.nhs.uk/wp-content/uploads/2019/09/phip-1-plan-assess-involve.pdf

Mike Ellis Photography / NHS England

20-minute neighbourhood. The use of the Healthy Active by Design principles in Melbourne has been an important factor in developing effective planning policies (see Section 6.2).

3.8 Investment

Financial investment, including staff time and resources, is needed to support projects and make them a reality. In many councils finding such investment will be challenging. Planners should seek funding opportunities and link up funding grants to support the delivery of projects in priority areas. The partnerships that are established will help in further investigating opportunities to secure investment. The use of existing planning tools such as developer contributions and the Community Infrastructure Levy can be a useful way of securing funding. New sources of funding that will be available in the near future include biodiversity net gain, which will generate funding to create or enhance green infrastructure close to developments that are unable to provide a 'net gain' in biodiversity.[77] The Department for Transport is increasingly committed to supporting active travel and provides funding to implement low-traffic neighbourhoods and improve walking and cycling infrastructure from time to time, particularly where local authorities have developed Local Cycling and Walking

Note

77 See the Partnership for Biodiversity in Planning 'Biodiversity net gain: what's it all about?' webpage, at https://www.biodiversityinplanning.org/news/bd-net-gain/

Infrastructure Plans.[78] Business improvement districts might also be able to provide some funding.

3.9 'Hard' and 'soft' measures

The coronavirus pandemic resulted in people changing their behaviour dramatically and abruptly, with many people working from home instead of commuting. Normally, however, changing habitual behaviours is difficult. Behaviour is part of an interacting system involving many different components, and designing behaviour change involves changing one or more of these components in such a way as to encourage new behaviour and minimise the risk of reverting back to old habits – the 'behaviour change wheel' is a useful way of visualising this concept.[79]

Consequently, although planners can help to provide the 'hard' infrastructure for living locally – such as more attractive and connected streets and spaces – it often takes 'soft' measures to support their use and behaviour change. These measures could include projects to encourage parents to walk their children to school, rather than driving; or active travel packs delivered to residents in a new development to encourage them to walk and cycle rather than drive. These 'soft' measures can be important in supporting healthier behaviours. Planners are rarely entirely responsible for them, but could, for instance, encourage developers and housing associations to include them in proposals and allocate resources to support these approaches.

3.10 Evaluation and adaptation

Each 20-minute neighbourhood project should set its own objectives and put in place processes for evaluating whether or not it is successful in achieving them. Places are very complex, and they evolve. It is likely that some interventions will not be as successful as hoped and will need to be adapted. Monitoring outcomes and adapting interventions is part of the process – a need to make adaptations should not be seen as a sign of failure. Creating a 20-minute neighbourhood is likely to be an iterative process.

Ultimately, the test of a 20-minute neighbourhood is how people answer the question: is this a good place in which to live? Different people will have different experiences and so might answer very differently. One way of capturing the data is to use the Place Standard tool (see the panel on the next page).[80] This provides a systematic, holistic and very visual way of discovering what different groups of people think of a place. It can help to provide a clear guide to what should be improved. Developed in Scotland, it is being used in a number of places in England.

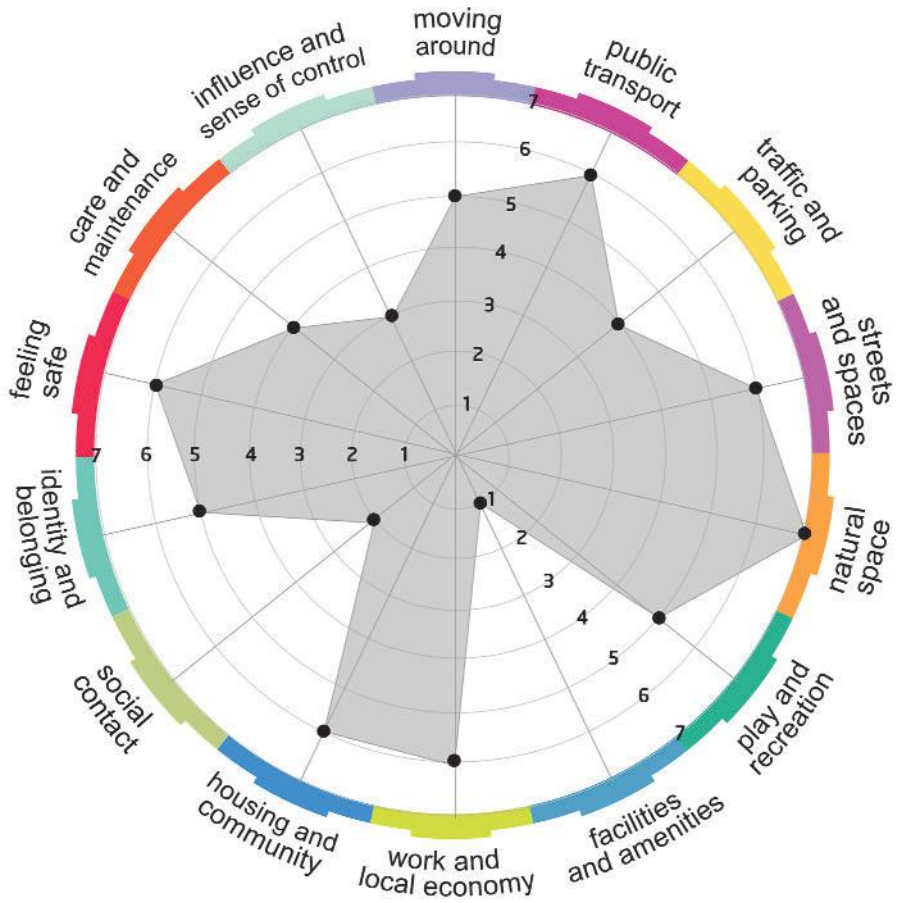
Notes

78 *Gear Change: A Bold Vision for Cycling and Walking*. Department for Transport, Jul. 2020. https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england

79 S Michie, M M van Stralen and R West: 'The behaviour change wheel: a new method for characterising and designing behaviour change interventions'. *Implementation Science*, 2011, Vol 6 (42). https://doi.org/10.1186/1748-5908-6-42

80 See the Place Standard website, at https://www.placestandard.scot/

20-minute neighbourhoods in Scotland and the Place Standard



Above: Visual output from the Place Standard tool

Source: Place Standard tool developed by the Scottish Government, Public Health Scotland, Glasgow City Council and Architecture & Design Scotland. Public sector information licensed under the Open Government Licence v3.0. https://www.placestandard.scot/

In Scotland, the Scottish Government is pressing forward with the 20-minute neighbourhood idea at a national level. Its 2020-21 Programme for Government sets out the actions it will take, and includes ambitions for the 20-minute neighbourhood in creating vibrant, healthy and safe communities.[A] In addition, Scotland is in the process of preparing the Fourth National Planning Framework (NPF4) (equivalent to the English NPPF), which will set out the new spatial strategy up to 2050. The *Position Statement* on NPF4 includes a commitment to developing policies that apply the concept of the 20-minute neighbourhood within the new framework.[B] To support this ambition, the Improvement Service is undertaking research to apply the themes of the Place Standard tool as a framework to directly link with the key features of a 20-minute neighbourhood.[C] Progress on 20-minute neighbourhoods being made in Scotland will provide useful lessons for England, and should be followed with interest.

A 'Chapter 3 Promoting equality and helping our young people grasp their potential, in *Protecting Scotland, Renewing Scotland: The Government's Programme for Scotland 2020-2021*. Scottish Government, Sept. 2020. https://www.gov.scot/publications/protecting-scotland-renewing-scotland-governments-programme-scotland-2020-2021/pages/7/

B *Scotland's Fourth National Planning Framework: Position Statement*. Scottish Government, Nov. 2020. https://www.gov.scot/publications/scotlands-fourth-national-planning-framework-position-statement/

C *Elected Member Briefing Note: 20 Minute Neighbourhoods*. Improvement Service, Jan. 2021. https://www.improvementservice.org.uk/__data/assets/pdf_file/0016/23173/EMBriefing-20MinuteNeighbourhoods.pdf

Section 4
Making it happen – new build and retrofit

The challenges of implementing 20-minute neighbourhoods will be different in different places: implementation is likely to be easier in settlements that pre-date the 20th century, which were created in an era when most journeys were made on foot and development was compact. Places designed in the second half of the 20th century, when transport planning prioritised motorised vehicles, will present different challenges. Similarly, urban areas and rural areas will require different approaches.

This Section considers how the 20-minute neighbourhood could be introduced in different spatial settings, drawing on case studies that illustrate the way that places in England are already working to introduce some of the features of the 20-minute neighbourhood, even if they are not described as such.

4.1 Retrofitting historic urban areas

Most historic urban areas developed in piecemeal fashion over many centuries, during which time walking would have been the main form of transport. Consequently, in such places it could be relatively straightforward to re-create a highly connected urban form that works well for pedestrians, through good street design following the principles set out in the *Manual for Streets* and *Manual for Streets 2*.

For large or complex areas, the starting point should be a spatial analysis that maps streets, paths and public spaces, along with data about how they are currently used, and the location of services and facilities such as schools, shops, health centres, public transport, etc. Once this data has been captured, it will be possible to model different interventions (such as new walking routes or local facilities) to see which are likely to result in a more complete, more compact place that works well for people travelling on foot or by cycle. This can then inform a strategy for change (see the Portland case study in Section 6.1).

In some historic centres the traditional network of highly connected streets and paths has been severed by the introduction of dual-carriageways and ring-roads. Reconnecting places on either side in ways that prioritise the needs of pedestrians might involve removing underpasses and introducing surface-level crossings in the places where pedestrians (not vehicles) find them most convenient (see the Paris case study in Section 6.3 and the proposals to transform the Périphérique ring-road.)

Similarly, in some historic centres the traditional pattern of narrow lanes and small shops has been replaced by 'large box' retail sites. Restoring the connectivity in such places, particularly given multiple landownerships, could require a long-term strategy from the council.

Identifying improvements to the existing walking and cycling network will help to maximise opportunities for active travel. New infill and brownfield projects could also address deficiencies in the local neighbourhood. For example, buildings that are designed to be multi-functional can benefit communities by providing multiple services in the same location. Community buildings can become flexible spaces which serve a variety of services, such as cafés, libraries, meeting rooms, performing arts venues, foodbanks, employment services, or a base for local community groups[81] (see the Paris case study in Section 6.3 for the proposal to transform schools into multi-functional neighbourhood centres).

St Denys, Southampton

Mandi Bisset / Southampton Collective

Above: Discussion between residents at one of the Clean Air Café events

St Denys is a neighbourhood within the Portswood ward to the north-east of Southampton city centre. Southampton City Council is working with the community in St Denys to address concerns relating to air quality, levels of traffic, and safety for walking and cycling, and is implementing the first 'Active Travel Zone' (low-traffic neighbourhood) in the city. In 2019 funding provided by Nesta allowed a community project called 'Breathing Spaces' to start conversations with residents about cleaner air and healthier streets, through pop-up 'Clean Air Cafés' and community street events.[A] A local evidence base on air quality was also developed by both the universities in Southampton, using data from sensors installed across the neighbourhood. In March 2020 the City Council took notice of the strong community buy-in and air quality issues in St Denys and allocated funding from the Department for Transport to develop the Active Travel Zone. Collaboration was key, with residents being invited to work with engineers and council staff in co-designing workshops to develop ideas and solutions for the neighbourhood, including the design and location of modal filters.[B]

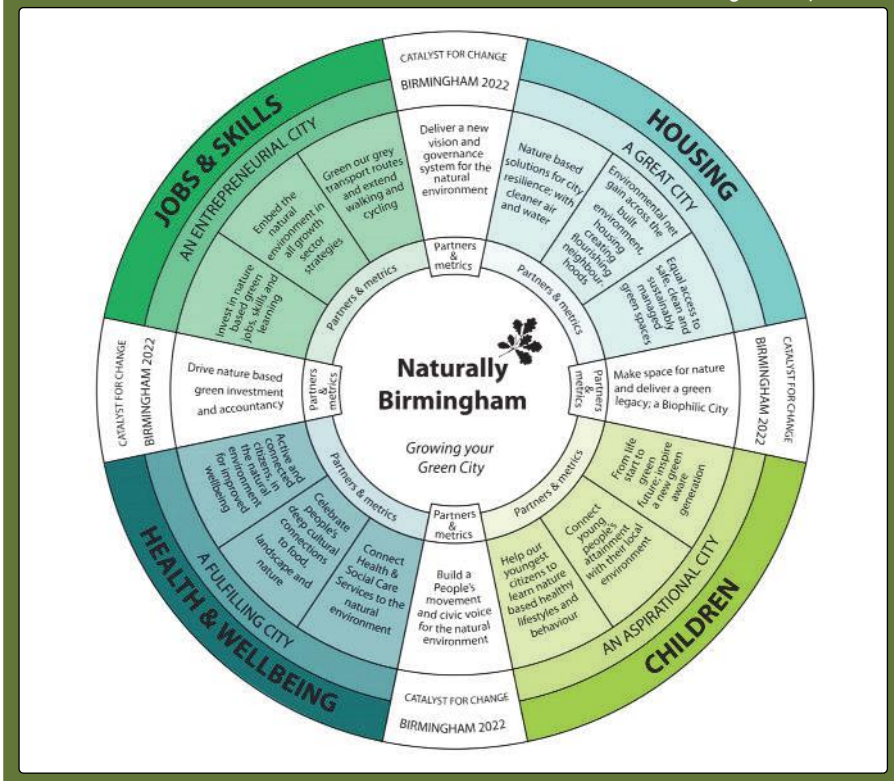
A See the Breathing Spaces website, at **https://breathingspaces.org.uk/**
B See the Connecting Southampton 'St Denys Active Travel Zone (ATZ)' webpage, at **https://transport.southampton.gov.uk/transport-projects/st-denys-atz/**

Note

81 *Putting Health into Place: Principles 4-8: Design, Deliver and Manage.* TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019. **https://www.england.nhs.uk/wp-content/uploads/2019/09/phip-2-design-deliver-manage.pdf**

Birmingham

Birmingham City Council



Left: The 'change model' developed by Naturally Birmingham illustrates the interactions between corporate strategic outcomes for Birmingham and the role that green infrastructure can play in adding value to those outcomes

Birmingham, the UK's second-largest city, is a densely built-up area facing the challenges of a rapidly growing population. A network of over 70 local centres is spread across the city, and there are a number of disadvantaged communities, particularly in the inner areas.[A] In 2019 Birmingham City Council was selected for involvement in the Future Parks Accelerator (FPA) initiative set up by the National Trust, the National Lottery Heritage Fund, and the Ministry of Housing, Communities and Local Government (MHCLG) to help councils develop ways to enhance and secure the future of parks and green spaces.[B] The Birmingham FPA project, called 'Naturally Birmingham', looks beyond the maintenance of parks themselves and seeks to embed an understanding of the value of green spaces within all the council's departments, involving a wide range of partners and stakeholders across the city.

The City Council recognises that those living in the most deprived areas tend to suffer from poorer health and wellbeing, educational outcomes, and access to work, and tend to be more adversely affected by climate change and COVID-19, as well as having the least access to good-quality green space. The Naturally Birmingham work is focused through the lens of environmental justice and the UN Sustainable Development Goals (SDGs), with partners and communities being engaged to addresses inequalities. Part of its work has included evidence-gathering undertaken by mapping data from the Indices of Multiple Deprivation against green infrastructure provision and Birmingham's Strategic Housing Land Availability Assessment (SHLAA). This exercise has identified how well particular areas in the city are performing with regard to access to green space, alongside SHLAA data informing predictions on future growth. Naturally Birmingham is applying this new environmental justice audit layer to a spatial pilot neighbourhood in the East Birmingham and North Solihull Inclusive Growth Corridor. The plan is to devise and test a 20-minute neighbourhood assessment tool, based on available international examples and FPA work from Edinburgh, using an adapted Health Impact Assessment, drawn up by the City Council's public health and planning teams. This will then be tested using the UN SDG indicators as the main metrics.

A *Birmingham Plan 2031*. Birmingham City Council, Jan. 2017.
https://www.birmingham.gov.uk/downloads/file/5433/adopted_birmingham_development_plan_2031

B See the Naturally Birmingham Future Parks Project 'About Future Parks Accelerator' webpage, at
https://naturallybirmingham.org/about/

Beswick and Clayton, Manchester

Eve Holt / GM Moving

Above: Illustration developed by GM Moving to support conversations with partners on Active Design

Beswick and Clayton sit to the east of Manchester City Centre, in the shadow of the Etihad Campus, home of Manchester City Football Club. GreaterSport, the Active Partnership for Greater Manchester, which supports the GM Moving Strategy, has been collaborating with One Manchester Housing Association on the development of an action plan both to help local residents to live healthier, more active lives and to connect the community together.

The idea of the 20-minute neighbourhood is being considered as a way of achieving this aim, and a conversation between two enthusiastic partners has become a multi-partner conversation. The process began by looking at the needs of the local area and identifying gaps, based on the Melbourne, Australia model of what a 20-minute neighbourhood should include. Making the connections with existing providers and community groups has helped to 'join the dots' and weave a web of the local partners needed to make the project successful. The Local Care Organisation and GP surgeries were the first to get involved and connect their local outreach work to the idea. They were followed by local early-years and education experts from the local Sure Start centres, who entered the mix with their understanding of the local schools and other age groups they are working with. Other programmes and partners with potentially supporting work streams have been identified – such as GM Walking, with its useful walking resources and training, and Transport for Greater Manchester, which is looking at how to connect Beswick and Clayton to the work going on across the wider area to develop and implement cycling infrastructure.

A recent addition to the partnership is the Centre for Ageing Better, tying in with the work of the Greater Manchester Ageing Hub and the adoption of an age-friendly neighbourhood approach within the area, which is aimed at enabling people of all ages to live healthier and active lives, while still being able to take part in activities that they enjoy and contribute to the local community.

GreaterSport and GM Moving Strategy bring Greater Manchester's leaders and policy-makers to table, and the partnership with One Manchester Housing Association – with its granular understanding of the community and knowledge of who needs to be part of the conversation – has helped GreaterSport to bring a multitude of partners and policy together. The partnership has provided a solid start to the local 20-minute neighbourhood journey.

Waltham Forest, London

Isaac LeQuesne

Above: Orford Road, Waltham Forest

Waltham Forest is an outer borough in North East London, and, like much of the city, is a collection of neighbourhoods built around historic villages and high streets.[A] The borough is intersected by several major arterial roads, which, although providing transport links, create barriers between parts of the borough and contribute to poor air quality. In 2013 Waltham Forest Council secured funding from Transport for London through the 'Mini-Holland' scheme aimed at supporting outer London boroughs where residents are more car-dependent. The council was awarded £30 million to transform the borough, with improvements to date including over 26 kilometres of segregated cycle track, seven 'cycle park and go' hubs at rail stations, 51 modal filters, and 31 new pocket parks.[B] The council has demonstrated strong local leadership and performance in delivering these improvements under the Enjoy Waltham Forest programme. Community engagement has been central to the scheme, building a genuine dialogue with local residents and businesses to inform and shape proposals, through initiatives such as perception surveys, walkabouts and co-design workshops to find out what local people think about the area and the types of improvements that they would like to see.[C]

The emerging Waltham Forest Local Plan includes a vision for a 'Liveable Waltham Forest', to be achieved by 2035: 'a new vision of urban living is in place where all residents are able to meet most of their needs within a 20-minute walk or cycle from their homes'. This builds on the success of the Enjoy Waltham Forest programme.[D] The plan includes a strategic objective to revive (post COVID-19) and support Waltham Forest's network of thriving, safe and attractive town centres, maintain the distinctive role of each, and make them accessible to all, ensuring that residents are able to meet their shopping, work, recreational and cultural needs within a 20-minute walk or cycle.

A *Shaping the Borough: Waltham Forest Local Plan (LP1) 2020-2035: Proposed Submission Document (Regulation 19)*. Waltham Forest Council, Oct. 2020. **https://www.walthamforest.gov.uk/sites/default/files/Proposed%20Submission%20Local%20Plan%20-%20LP1%2023Oct20_compress2%20%28002%29.pdf**

B *Enjoy Waltham Forest: Walking and Cycling Account 2019*. Waltham Forest Council, Dec. 2019. **https://enjoywalthamforest.co.uk/wp-content/uploads/2020/05/Walking-and-Cycling-Account-2019.pdf**

C *Ibid.*

D *Shaping the Borough: Waltham Forest Local Plan (LP1) 2020-2035: Proposed Submission Document (Regulation 19)*. Waltham Forest Council, Oct. 2020. **https://www.walthamforest.gov.uk/sites/default/files/Proposed%20Submission%20Local%20Plan%20-%20LP1%2023Oct20_compress2%20%28002%29.pdf**

4.2 Maximising the benefits of urban extensions and new settlements

New extensions to existing settlements provide an opportunity to take a holistic approach to the whole area – old and new – by designing new developments to improve connectivity and add much needed local facilities in locations that benefit existing residents, as well as the new community. Planning urban extensions and the creation of new settlements offer the opportunity to link into existing infrastructure networks, such as for transport, employment, and social infrastructure. However, such developments must be effectively planned in order to reduce the risk that they will become isolated 'bolt-on estates' that only increase levels of car dependency.[82] Focusing on 'transit-oriented development' can be an effective way of addressing high levels of car dependency.[83] The need for strong partnerships to deliver a co-ordinated approach is important here, and particularly local buy-in from developers, housing associations and landowners who share the same vision of the 20-minute neighbourhood.

Great Sankey, Warrington

In December 2014 the Great Sankey Leisure Centre was almost 40 years old and in significant need of refurbishment and redevelopment. And the West Warrington area which it served was changing dramatically. The nearby former RAF Burtonwood site continued to be redeveloped as the Chapelford Urban Village, which now provides 2,500 family homes, housing almost 10,000 new residents, alongside a new train station, a school, and retail premises. The nearby Omega site, one of the largest building developments in Europe, was creating in excess of 25,000 employment opportunities in Warrington, a further 1,100 homes, and a new primary school.

With so much new development, the area's demographic profile was also changing. There are now more young families than ever, and yet at the same time the area has the fastest-ageing population in Warrington, particularly in Great Sankey and Penketh.

MDG Design

Above: The Great Sankey Neighbourhood Hub

Warrington Borough Council and its provider of leisure, library and lifestyle services, LiveWire, worked closely with project partners to plan for this ongoing change, ensuring that the site could meet the demand of the increasing population through the provision of new and extended leisure, library and community health facilities – and designing a new building to ensure that it would be dementia-friendly for the ageing section of West Warrington's population, and to provide a neighbourhood hub that is inclusive of all.

The former Great Sankey Leisure Centre has now been transformed into the Great Sankey Neighbourhood Hub, which encompasses leisure, library, health and cultural facilities under one roof. It provides a safe and welcoming environment for all users, with easy access for pedestrians, cyclists, and disabled users.[A]

A See the LiveWire 'Great Sankey Neighbourhood Hub – Project Background' webpage, at **https://livewirewarrington.co.uk/great-sankey-project-background**

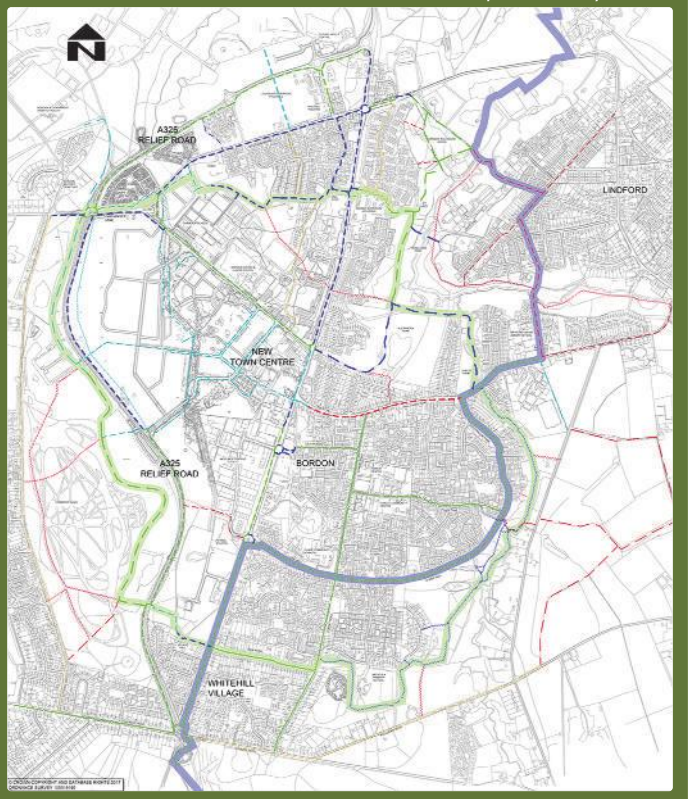
Notes

82 *Guide 1: Locating and Consenting New Garden Cities*. Garden City Standards for the 21st Century: Practical Guides for Creating Successful New Communities. TCPA, Nov 2017. **https://www.tcpa.org.uk/Handlers/Download.ashx?IDMF=7056094d-264e-4ac3-8d7c-53188c4f698d**

83 See the Transit Oriented Development Institute website, at **http://www.tod.org**

Whitehill & Bordon, Hampshire

Hampshire County Council



Above: Map of the proposed Green Loop and Green Grid network across Whitehill & Bordon

The former military town of Whitehill & Bordon in East Hampshire is undergoing a major transformation to become a green, healthy and connected settlement. The town lies on the edge of the South Downs National Park and, unusually, lacks a historic town centre, having grown in a piecemeal fashion along the A325, with rapid expansion of residential estates in the 1960s and 1970s.[A] The ambitious regeneration programme, selected as one of the NHS England Healthy New Towns 'demonstrator sites', will deliver around 3,350 new homes, 3,350 new jobs, and a new town centre and leisure centre, along with associated infrastructure for active travel, community use, education, and health care.

Early community engagement – through resident surveys, for example – found that facilities were considered lacking or inaccessible and that routes to school were thought of as unsafe, creating barriers to active travel. The Green Loop and Green Grid project is seeking to tackle these barriers and, addressing all three elements of the green, healthy and connected town vision, improve active travel for all, while ensuring connection between the new and existing parts of the town. The Green Loop will be a 7 kilometre continuous, multi-functional corridor of walking and cycling paths, forming the basis of the green infrastructure network. It has been designed to link key destinations in Whitehill & Bordon, including public open spaces, pocket parks, and suitable alternative natural green spaces (SANGs), along with education and community facilities. In addition, the Green Grid (to become the Greater Active Travel Network) will comprise a secondary network of footpaths and cycle routes, connecting other key destinations in the town with the Green Loop. Once completed, it is projected that more than 690 walking and 260 new cycle trips per day will be generated, helping people to live healthier and more active lifestyles. Using the 'value of statistical life' economic tool, it is estimated that the economic benefits of the Green Loop and Green Grid will amount to approximately £4.3 million, as a result of increased physical activity and the prevention of premature deaths.

Partnership working between East Hampshire District Council and Hampshire County Council – together with developers and landowners – has been central to ensuring that elements of the Green Loop and Green Grid are delivered. A clear governance structure has been established, setting out respective roles and responsibilities. To fund selected elements of the project, the councils secured over £4 million from the EM3 Local Enterprise Partnership (LEP), alongside Section 106 developer contributions.

An important factor in the success of the Green Loop and Green Grid is the provision of wayfinding infrastructure, including signage, landmarks and public realm enhancements to support navigation for local residents. A number of community engagement workshops held with residents and schools has helped to inform the wayfinding strategy and the ongoing delivery of the Green Loop and Green Grid.

A *East Hampshire District Local Plan: Joint Core Strategy.* East Hampshire District Council and South Downs National Park Authority, Jun. 2014. **https://cdn.easthants.gov.uk/public/documents/DP01%20East%20Hampshire%20District%20Local%20Plan%20Joint%20Core%20Strategy%20COMPLETE.pdf**

Brooklands, Milton Keynes

David Lock Associates

Above: Brooklands Meadow Park

Brooklands is an urban extension to the east of Milton Keynes, led by master-developer Places for People in partnership with housebuilders Barratt Homes and David Wilson Homes. When complete, it will include 2,501 new homes and will have a population of around 6,000 people.

The masterplan for Brooklands (prepared by David Lock Associates on behalf of Places for People) featured in Sport England's Active Design guidance of 2007 and again in the updated Active Design guidance of 2015 as a best-practice example of masterplanning and creating multi-functional green space. The masterplan embeds the concept of walkable communities within the design philosophy, with facilities in easy reach of the population. New homes are being constructed within a comprehensive framework of green open spaces, with schools, play and recreation facilities connected by a network of leisure routes that provide multiple opportunities for activity.

Following outline planning permission in 2007, Places for People has led the delivery of the early phases of development and strategic infrastructure, including open spaces, play areas, streets, and active travel routes (both on street and through open spaces). Long-term management of the landscape is to be taken on by the Parks Trust, an independent charity that manages many of Milton Keynes' parks and green spaces. Brooklands connects to the expansive Milton Keynes linear park network that the Parks Trust manages, and to the walking and cycling network of the Redways, which provides connections across the town.

With now over 1,000 homes now occupied, new residents have had opportunities for activity from the outset, and Places for People reports that the Active Design features have been an important consideration for home-buyers, with new residents attracted by the rich landscape setting for homes and the easily accessible walking and cycling routes and schools.[A]

A *Active Design: Planning for Health and Wellbeing through Sport and Physical Activity*. Sport England, Oct. 2015. https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/spe003-active-design-published-october-2015-high-quality-for-web-2.pdf?uCz_r6UyApzAZlaiEVaNt69DAaOCmkIQ

4.3 Applying the 20-minute neighbourhood idea to villages and rural areas

Ian Cylkowski on Unsplash

In rural areas, the implementation of 20-minute neighbourhoods poses a different set of challenges from those typical in urban areas. Rural communities can suffer from poorer broadband and mobile phone coverage, inferior public transport provision and road infrastructure, and a poor variety of employment opportunities.[84] Housing quality and affordability and isolation from and access to various services can also be issues which impact on rural communities' health and wellbeing.[85]

Two different approaches to tackling these problems are emerging. The first, for areas with market towns, is to try to ensure that the market town itself becomes a complete and compact 20-minute neighbourhood. Although people from nearby villages would need to travel to the town to use its services, once there they would be able to walk within the town and find most of what they need for their everyday lives, rather than having to travel to several different places.

The other approach, more suited to rural areas with small villages and no towns, is to create a network of villages that collectively provide what most people need for their daily lives, joined by active travel arrangements. This idea has been developed in the award-winning VeloCity project.[86]

More generally, there is growing awareness that active travel in rural areas is difficult and sometimes dangerous. Rural roads usually have no pavements, and the large lorries and farm equipment that use them deter many people from cycling on them. While the National Cycle Network is a UK-wide network of routes linking places through paths that can be used by walkers, cyclists and wheelchair users,[87] and 'Slow Ways' is an initiative to create walking routes between the towns and cities in Britain,[88] substantial investment is needed to ensure that every village can be reached safely by anyone – of any physical ability – travelling actively or by frequent and affordable public transport.

Notes

84 *Recharging Rural: Creating Sustainable Communities to 2030 and Beyond.* The Prince's Countryside Fund, Jul. 2018. **https://www.princescountrysidefund.org.uk/downloads/research/recharging-rural-full-report-final.pdf**

85 *Health and Wellbeing in Rural Areas.* Local Government Association, Feb. 2017. **http://www.local.gov.uk/sites/default/files/documents/1.39_Health%20in%20rural%20areas_WEB.pdf**

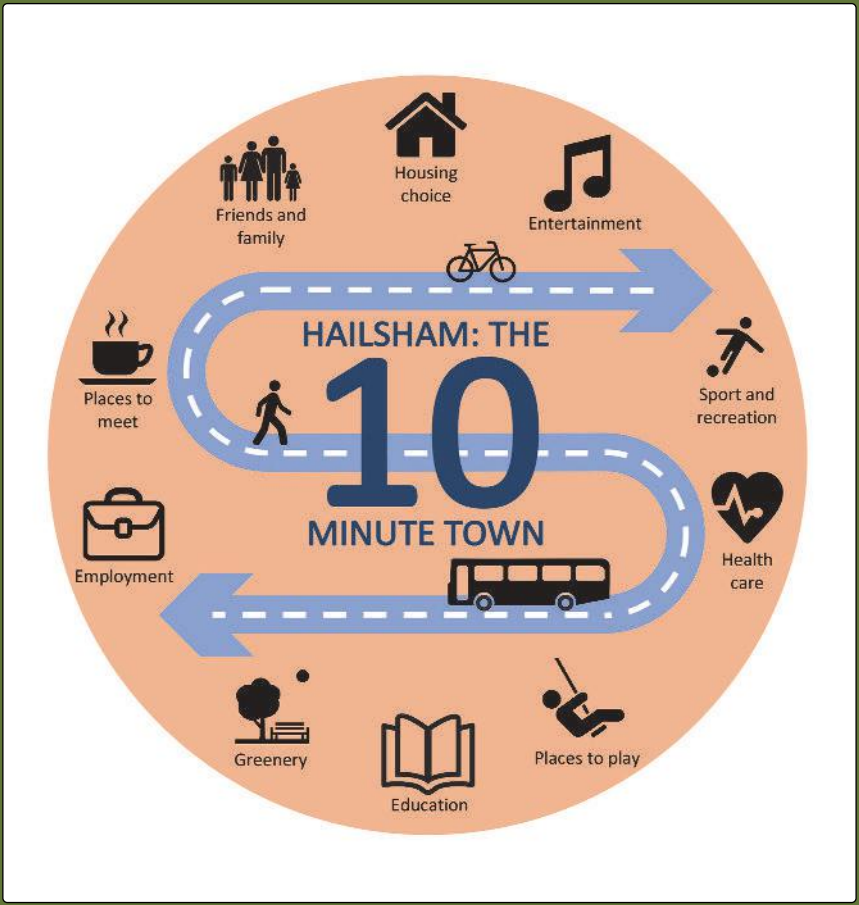
86 See the VeloCity 'Our Proposal' webpage, at **https://velocityplacemaking.co.uk/our-proposal/**

87 See the Sustrans 'The National Cycle Network' webpage, at **https://www.sustrans.org.uk/national-cycle-network**

88 See the Slow Ways website, at **https://slowways.uk**

Hailsham, East Sussex

Troy Planning + Design



Above: Hailsham – the ten-minute town

Hailsham is a market town dating back to the 12th century and lying within the largely rural Wealden District Council area. The town has experienced significant expansion since the Second World War and faces many of the challenges typically confronting rural towns, including new developments that have failed to enrich the existing built heritage of the town, a lack of safe space for walking and cycling, resulting in high car dependency, the lack of a railway station, an under-provision of services and facilities, pockets of deprivation, and an ageing population.[A]

To address these challenges, the town has prepared a Neighbourhood Plan, with a key aspiration to become a truly '10-minute town' in which people of all ages and abilities can easily access the services that they need, including schools, healthcare facilities, shops, and leisure and cultural activities.[B] The Neighbourhood Plan was prepared in response to proposed major growth in Hailsham set out in the draft Wealden Local Plan, which gave rise to community concerns that if expansion were to follow the pattern of recent development it would add to local problems such infrastructure deficiencies and would exacerbate traffic problems.

The concept of the '10-minute town' set out in the Neighbourhood Plan presents an alternative model of growth that emerged from various activities during the public consultation process. The Neighbourhood Planning Committee began by travelling around Hailsham to discuss residents' views on the town and future growth, followed by a series of vision- and objective-setting workshops facilitated by Troy Planning + Design consultants, which drew out residents' concerns about accessibility and service provision.[C] Residents would like to see the town change and develop in such a way that social networks are strengthened, people can easily meet their friends and family, the mix of housing provides for cohesive communities, and people can work close to home.

The Final Referendum Version of the Hailsham Neighbourhood Plan includes strong policies which require new developments to improve connections across the town, strengthen the retail uses, provide new facilities in the town centre, and improve the public realm. The plan is due for referendum in May 2021.

A *Hailsham Neighbourhood Plan: Referendum Version*. Hailsham Town Council, Mar. 2020. **https://www.hailsham-tc.gov.uk/wp-content/uploads/2020/06/Hailsham-NDP-Referendum-version1.pdf**

B *Ibid.*

C See the Hailsham Town Council 'Public consultation and community events' webpage, at **https://www.hailsham-tc.gov.uk/neighbourhood-planning/get-involved-neighbourhood-planning-process/**

4.4 Retrofitting post-war developments

Benjamin Elliott on Unsplash

During the second half of the 20th century many new places were planned and designed on the assumption that most journeys would be made by car, or that local bus services would be frequent and affordable. Typically this resulted in low-density development and large, over-engineered roads designed to prioritise faster vehicle journeys. Sometimes walking and cycling routes were separated from roads, with people required to use underpasses or high-level access routes. Although well intentioned, many such places have, in practice, discouraged walking and cycling for all but the most determined and able.

Transforming this type of development into compact, complete and connected neighbourhoods is a challenging task which is likely to require a long-term strategic approach and significant investment. However, such transformations have the potential to re-invigorate places, make them more desirable locations for residents and businesses, and improve the wellbeing of their populations. The task should be considered an important part of 'levelling up' the nation.

The first step in any particular place should be a comprehensive data-gathering exercise – including a robust data-led spatial analysis of the network of roads and paths; a mapping of the location and condition of assets such as shops, parks, schools, etc.; and qualitative research with the people who live in the place to discover what works, what does not, and how they would like the place to change for the better. Different sections of the community will have different views, and these should be captured and used to inform proposals for improving the area to meet people's needs (see the Melbourne case study in Section 6.2).

Changes to the location of key facilities, and to the networks of paths and streets, could be modelled to predict how different interventions might improve the connectivity of the neighbourhood and to ensure that more people can easily access the facilities they need for their daily lives. There may be opportunities to increase the density of the development by providing new homes and facilities, and this in turn might make public transport, shops and other facilities more viable. Based on this modelling, a long-term strategy for investment could be devised.

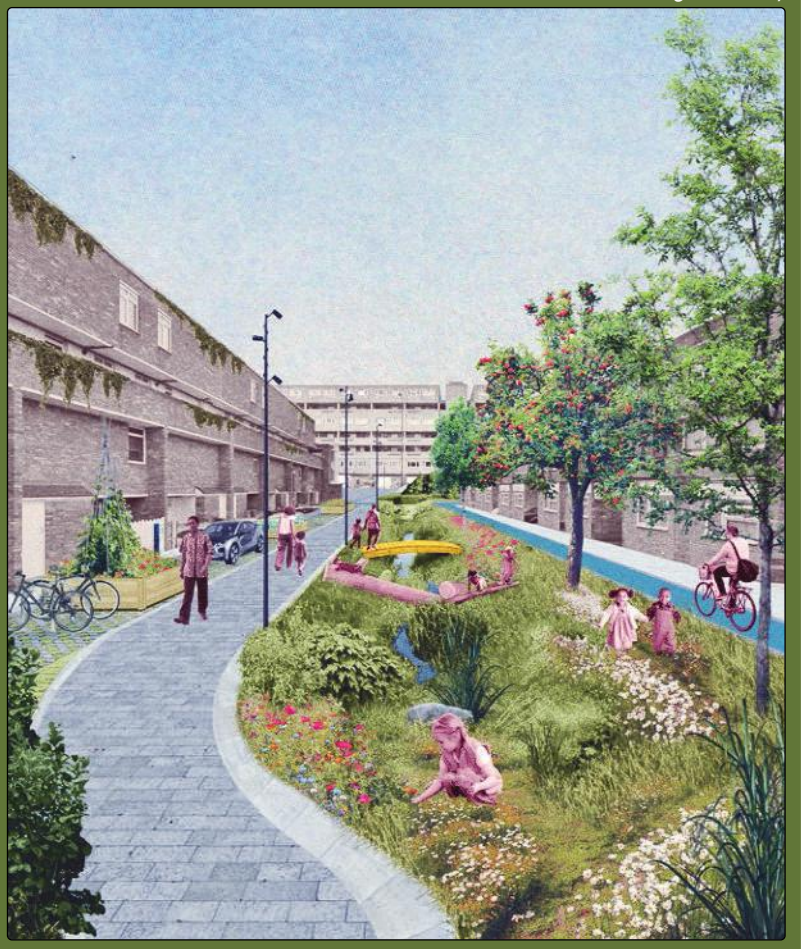
For retrofitting work to be successful, a clear and compelling vision of what the place could be like in the future, based on what the community needs, will be vital. Strong leadership and community influence throughout the process – which could take many years – will also be essential.

Thamesmead, London

Thamesmead was built in the 1960s on the south-eastern edge of London, as an ambitious attempt to create a new town with a high quality of life, including plenty of green spaces and waterways, and innovative buildings. Sadly, not all of the ideas were realised successfully: it has poor public transport links with the rest of London; much of the green space is poorly used; many of the buildings have not aged well; and many typical town amenities, such as banks, do not exist. However, it is a significant site – at 7.5 square kilometres it is large enough to contain the whole of Central London, it has 45,000 residents, and it has 250 hectares of public open space.

Peabody housing association now owns much of Thamesmead and has created a long-term green infrastructure strategy, *Living in the Landscape*,[A] aimed at transforming it into a denser, livelier, more social, better connected place, while enhancing its green infrastructure assets. Although not described as a plan to create a '20-minute neighbourhood', Peabody's strategy is very much aligned with the 20-minute neighbourhood idea.

LDA Design / Peabody



Above: Thamesmead Moorings will feature playable streets and an edible park

The first steps were to commission a detailed spatial analysis from Space Syntax on how the place functioned and how it was (and was not) used, and to undertake an ongoing research programme to find out what residents liked and disliked about where they live. The analysis reinforced anecdotal evidence that connectivity between places in Thamesmead was poor, particularly on foot or by cycle. Public transport within Thamesmead is limited, yet many people do not have cars. Over 50% of the green spaces were not overlooked by 'active' frontages, making them seem isolated, and they were not being used.

Informed by the COVID-19 pandemic, Peabody is working on the assumption that a large number of people will continue to work from home in the future, and is asking the question: what will they need nearby?

Peabody is working with the community, and the two planning authorities (the London Boroughs of Greenwich and Bexley) to refine and implement its strategy. Proposed changes include improved public transport links between Thamesmead and the rest of London; much better connectivity within Thamesmead, with well-lit green routes for pedestrians and cyclists; and 'play on the way' features to encourage kids outside. In the long term, there will be opportunities to re-imagine some of the dominant road infrastructure into active travel routes, by reducing road carriageways to two lanes and creating safe, separate routes for pedestrians and cyclists. Local food growing will be facilitated; the lakes are being cleaned and repurposed for leisure; and biodiversity is being enhanced.

A *Living in the Landscape: A New Future for Thamesmead*. Peabody, Nov. 2020. https://www.thamesmeadnow.org.uk/news/living-in-the-landscape-launched/

Section 5
The changing policy context in England

Above: The UN Sustainable Development Goals

Council planners can justify embedding the concept of the 20-minute neighbourhood into their local plan-making by demonstrating that it aligns with national strategies and policies. Annex 1 summarises the relevant national strategies for England.

5.1 The UN Sustainable Development Goals

The United Nations Sustainable Development Goals (SDGs) define the 2030 Agenda for Sustainable Development and form a blueprint for a better and more sustainable future. All UN member states are committed to achieving them. The UK is responsible for achieving the goals domestically and for supporting their attainment internationally.[89] Planning authorities can show leadership by taking forward the SDGs through their own plan-making.[90] The 20-minute neighbourhood aligns with many of the SDGs, and relevant goals are mapped within checklists set out in Annexes 2 and 3.

Notes

89 See the UK Government's 'UK and the Sustainable Development Goals' webpage, at https://www.gov.uk/government/topical-events/uk-voluntary-national-review-of-progress-towards-the-sustainable-development-goals

90 P Geraghty: 'The NPPF 2019 – a new urban agenda or a disappointing own goal?'. *Town & Country Planning*, 2019, Vol. 88, Sept., 354-66

5.2 Reaching net zero in the UK

The UK Government and the devolved administrations are legally bound to achieve a net-zero climate change emissions target by 2050. Decarbonisation is required across all sectors, calling for extensive change to our neighbourhoods and the way that we live. The Climate Change Committee's 2020 *Progress Report* highlighted that progress to net zero is generally off-track in most sectors.[91] With around 230 councils having declared a climate emergency (as at March 2021), according to the Local Government Association,[92] the multiple benefits of the 20-minute neighbourhood concept present an effective way of addressing climate change at a local level through plan-making and decision-taking.

5.3 The National Planning Policy Framework and Planning Practice Guidance

The National Planning Policy Framework (NPPF) sets out the overarching planning policies for England, and how they are expected to be applied by local planning authorities in their local plan-making.[93]

The 20-minute neighbourhood aligns with many of the policies set out in the NPPF, with those most relevant to councils seeking to justify applying the concept locally outlined in the box below.

NPPF policies that can justify the creation of 20-minute neighbourhoods

- ***Paragraph 85:*** The importance of strong neighbourhood centres is recognised, and planning policies should support the role that town centres play at the heart of local communities.
- ***Paragraph 91:*** Planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction through mixed-use developments, strong neighbourhood centres and street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods. Safe and accessible green infrastructure, local shops, access to healthier food and layouts that encourage walking and cycling should also be provided.
- ***Paragraph 92:*** Planning policies and decisions should:
  - plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities;
  - guard against the unnecessary loss of these facilities; and
  - ensure that they are able to develop and modernise for the benefit of the community.
- ***Paragraph 104:*** Planning policies should support an appropriate mix of uses across an area, to minimise the number and length of journeys needed for different activities.
- ***Paragraph 110:*** Priority should first be given to pedestrian and cycle movements, and secondly (as far as possible) to facilitating access to high-quality public transport.
- ***Paragraph 149:*** Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.

Notes

91 *Reducing UK Emissions: Progress Report to Parliament*. Committee on Climate Change, Jun. 2020. https://www.theccc.org.uk/uk-action-on-climate-change/

92 See the Local Government Association 'Climate change' webpage, at https://www.local.gov.uk/topics/environment-and-waste/climate-change

93 At the time of publication (March 2021) the Ministry of Housing, Communities and Local Government was consulting on changes to the NPPF

Planning Practice Guidance (PPG) provides further detail on policies within the NPPF. Guidance on 'Healthy and safe communities' explains what is meant by a 'healthy place' and how planning can contribute to making healthier communities. Healthy places should support reductions in health inequalities for people of all ages – providing the community with opportunities to improve their physical and mental health, meeting the needs of children and young people as they grow and develop, and being capable of adapting to meet the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.[94]

PPG is clear that councils should pay particular attention to integrating climate change adaptation and mitigation approaches and should look for 'win-win' solutions – which could be achieved through the provision of multi-functional green infrastructure that helps to reduce the urban heat island effect, manage flooding and support species adaptation, as well as contributing to making a pleasant environment that encourages people to walk and cycle.[95] The 20-minute neighbourhood, with its multiple benefits, can be considered a win-win solution in addressing climate change.

Councils can also take a leading role in promoting a positive vision for town centres and high streets. Planning for a wide range of complementary uses, along with accommodating temporary activities such as 'pop-up' shops, can help to support the vitality of town centres.[96]

5.4 The National Design Guide and the National Model Design Code

The National Design Guide (NDG) sets out a series of ten characteristics of well designed places and demonstrates what good design means in practice.[97] Many of the characteristics presented in the NDG are directly relevant to the 20-minute neighbourhood and should be considered by local authorities. Built form is recognised as being an important element of good design, to ensure that places have compact forms of development that are walkable, thus contributing positively to wellbeing and place-making. The NDG also highlights that a compact and walkable neighbourhood with a mix of uses and facilities reduces demand for energy and supports health and wellbeing, with the definition of 'walkable' described as local facilities being within no more than a 10-minute walk (800 metre radius).[98]

Alongside the NPPF consultation, a new draft National Model Design Code has also been developed, along with associated Guidance Notes. Annexes 2 and 3 set out relevant guidance related to the features of a 20-minute neighbourhood and principles for success.

Notes

94 'Healthy and safe communities', Para. 003, Ref. ID: 53-003-20191101, Revision date 3 Nov. 2019. *Planning Policy Guidance*. Ministry of Housing, Communities and Local Government. **https://www.gov.uk/guidance/health-and-wellbeing**

95 'Climate change', Para. 004, Ref. ID: 6-004-20140612, Revision date 12 Jun. 2014. *Planning Policy Guidance*. Ministry of Housing, Communities and Local Government. **https://www.gov.uk/guidance/climate-change**

96 'Town centres and retail'. Paragraph 001 Ref. ID: 2b-001-20190722, Revision date 22 Jul. 2019. *Planning Policy Guidance*. Ministry of Housing, Communities and Local Government. **https://www.gov.uk/guidance/ensuring-the-vitality-of-town-centres**

97 *National Design Guide*. Ministry of Housing, Communities and Local Government, Jan. 2021. **https://www.gov.uk/government/publications/national-design-guide**

98 *Ibid.*

5.5 Planning tools to support the creation of 20-minute neighbourhoods

There are a range of planning tools and documents that councils and their planning teams should consider using to support the creation of 20-minute neighbourhoods – alongside the main tools that planners use, such as statutory Local Plans, Supplementary Planning Documents (SPDs), and Neighbourhood Plans. It is important to note that the list below is not exhaustive:

- ***Council Corporate Plans:*** A Corporate Plan is a strategic document that provides a framework for the delivery of council services. Corporate Plans set out a clear vision, with objectives and priorities, providing the context for other plans and strategies that the council produces, such as the Local Plan. A corporate commitment to issues such as health inequalities and the climate emergency provides planning teams with a strong hook to address the challenges they pose through plan-making and the 20-minute neighbourhood idea.
- ***Masterplans:*** A masterplan is a framework that outlines the overall layout and function of an area for future development. A masterplan can set out where key features such as housing, schools and parks will be located, as well as how they will be connected.[99] Effective masterplanning is a collaborative process and provides an opportunity for planners, developers and housing associations to engage with communities to truly understand local needs and wants.
- ***Area Action Plans:*** An Area Action Plan can make up part of the statutory development plan, focused upon a specific location or area subject to significant change, such as major regeneration.[100] Area Action Plans are useful tools in ensuring a proactive, managed approach to change. When produced in the right way they set out the vision and priorities that the council and community alike want to see delivered.[101]
- ***Infrastructure Delivery Plans (IDPs):*** An IDP identifies the infrastructure requirements across a district or borough, setting out what is needed to support the delivery of a Local Plan. It includes projects relevant but not limited to transport, education, health, emergency services, community facilities, and green infrastructure. The IDP can be used to identify deficiencies in the provision of facilities in specific areas and can help to ensure a co-ordinated approach to the delivery of infrastructure improvements.
- ***Local Cycling and Walking Infrastructure Plans (LCWIPs):*** An LCWIP is a strategic document prepared by local authority transport teams which sets out the local cycling and walking network and identifies where improvements need to be made.[102] LCWIPs ensure that consideration is given to cycling and walking within local plan-making, and can be used to make the case for future funding.

Notes

99 *Putting Health into Place: Principles 4-8: Design, Deliver and Manage.* TCPA, The King's Fund, The Young Foundation, and Public Health England, for NHS England, Sept. 2019. https://www.england.nhs.uk/wp-content/uploads/2019/09/phip-2-design-deliver-manage.pdf

100 See the Planning Portal 'Glossary' webpage, at https://www.planningportal.co.uk/directory/4/a_to_z

101 *Beyond the Core Strategy: Area Action Plans and Other Development Plan Documents.* Planning Advisory Service/Local Government Improvement and Development, Dec. 2010. https://www.local.gov.uk/sites/default/files/documents/beyond-core-strategy-dff.pdf

102 *Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities.* Department for Transport, Apr. 2017. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

- ***Health Impact Assessments (HIAs):*** An HIA is a tool used to identify the health and wellbeing impacts (benefits and harms) of a plan or development project. A properly conducted HIA recommends measures to maximise positive impacts, minimise negative impacts, and reduce health inequalities.[103] An HIA can therefore be used as an effective tool for assessing considerations relevant to active travel and access to services and facilities.

5.6 Permitted development rights

Permitted development rights (PDRs) allow for the change of use of some buildings without a planning application process.[104] During the last few years the rules governing PDRs have been relaxed in various ways, including provisions enabling a range of buildings to be converted into residential use without planning permission. This has reduced the influence that councils have over the way that their urban areas change and develop, and has reduced the funding that councils gain through Section 106 agreements or the Community Infrastructure Levy. This will make introducing 20-minute neighbourhoods more of a challenge in many urban areas.

Notes

103 *Health Impact Assessment in Spatial Planning: A Guide for Local Authority Public Health and Planning Teams*. Public Health England, Oct. 2020. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/929230/HIA_in_Planning_Guide_Sept2020.pdf

104 'Town centres and retail'. *Planning Policy Guidance*. Ministry of Housing, Communities and Local Government, updated 18 Sept. 2020. https://www.gov.uk/guidance/ensuring-the-vitality-of-town-centres

Section 6
How have other places in the world done this?

The 'principles for success' set out in Section 3 were drawn from the experiences of Portland, USA; Melbourne, Australia; and Paris, France. These cities have been implementing similar projects for the last few years. While they are very different places, the three cities faced many similar challenges and the lessons they learned were surprisingly aligned. Information on each project is set out in the case studies below.[105]

6.1 Portland, Oregon, USA – developing a 20-minute neighbourhood index to measure 'complete neighbourhoods'

Zachary Keiming on Unsplash

Left: Green space and apartments in Portland

Portland, Oregon is one of the first places in the world to have developed planning policy on 20-minute neighbourhoods. It began working on the concept in 2006 following local residents' interest in improving their city as a more walkable place with better access to local services. The city leadership also recognised that land use planning presented major opportunities to address carbon emissions and climate change. As a result, the Portland City Council developed a 20-minute neighbourhood index to inform decision-making and measure progress against the objective of creating what it calls 'complete neighbourhoods'.

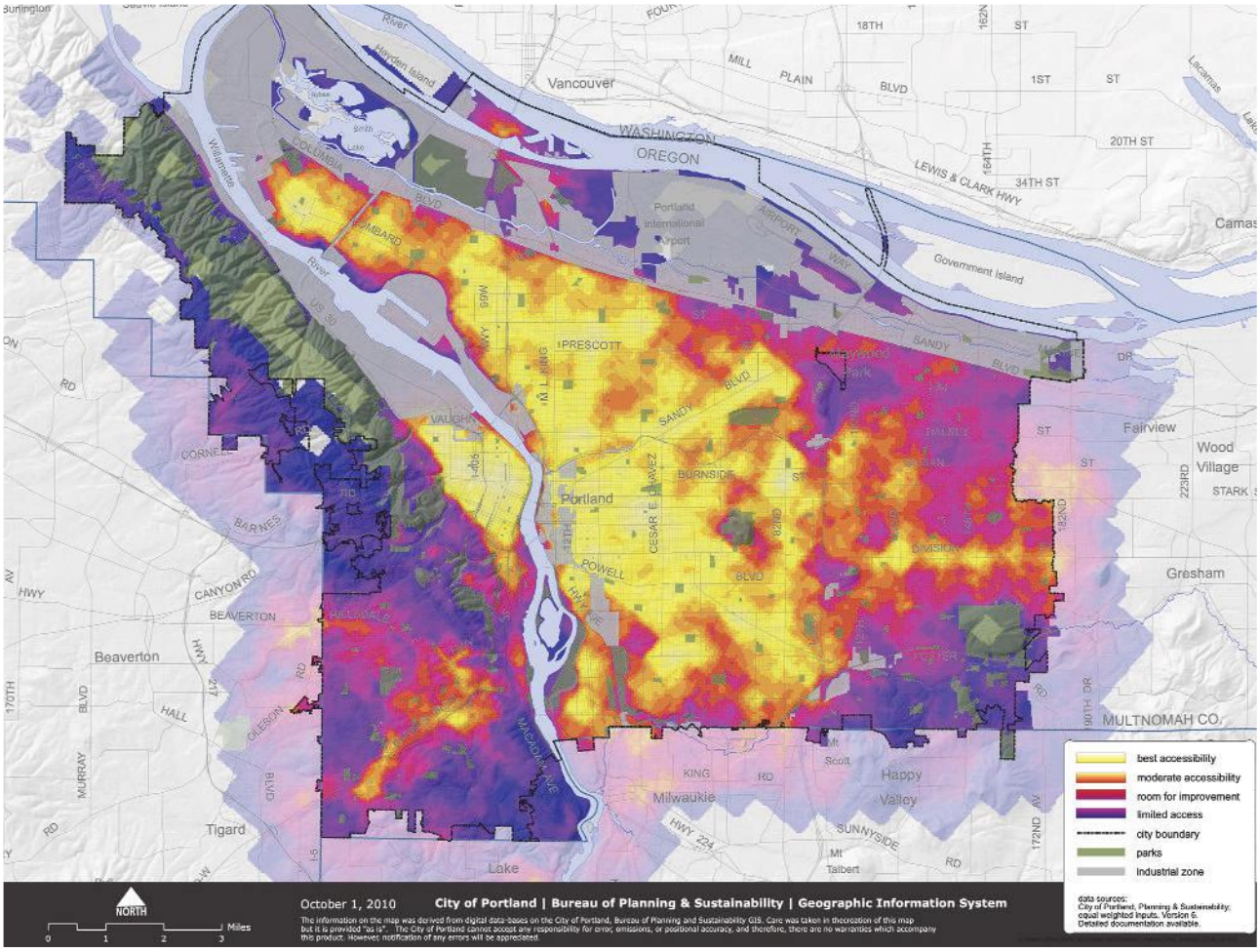
The 20-minute neighbourhood in Portland

In Portland the term 'complete neighbourhood' is used to refer to a neighbourhood in which residents have safe and convenient access to the goods and services needed in daily life. An important element of a complete neighbourhood is that it is built at a walkable and bikeable human scale and meets the needs of people of all ages and abilities.[A]

A
https://www.portlandonline.com/portlandplan/index.cfm?c=56527

Note

105 The TCPA is very grateful to colleagues in Portland, Melbourne and Paris who shared their insights to aid the preparation of this report



Above: 'Hot-spot' map showing the gradient of ease of access in different part of Portland. A neighbourhood achieving a score of 70 or higher (on a scale of 0-100) is considered a 'complete neighbourhood'. Orange, yellow, to white (hot) reflect areas with a greater degree of access. Magenta to blue areas have less-convenient pedestrian access to services

Source: Bureau of Planning and Sustainability, City of Portland

How has the concept been taken forward?

As part of the community engagement process for the Portland Plan (the long-term strategic plan for growth in the city up to 2035),[106] residents reviewed research from city planners on key topics related to Portland's existing conditions, providing feedback and ranking their top priorities. This was followed by a series of community workshops, surveys and fairs which allowed residents and city officers to focus on developing strategies and objectives around key priorities. An outcome of this engagement included 'creating 20-minute neighbourhoods'. Subsequently, the City Council issued *20-Minute Neighborhoods Analysis*,[107] a detailed study of the quality of the walking environment and the accessibility of services in different parts of Portland. The primary product of the analysis was a 'hotspot' map (see the map above) and index identifying the 'gradient' of ease of access to services.

Notes

106 *The Portland Plan*. City of Portland, Apr. 2012. **https://www.portlandonline.com/portlandplan/index.cfm?c=56527**

107 *20-Minute Neighborhoods Analysis: Background Report and Analysis Area Summaries*. Portland Plan Background Report. City of Portland, Jun. 2012. **https://www.portlandonline.com/portlandplan/index.cfm?c=51427**

An objective of creating 'complete neighbourhoods' was subsequently adopted in the Portland Plan, along with actions and policies setting out how new development and public investments should contribute to creating complete neighbourhoods and vibrant centres to serve as anchors for 20-minute living.

The Portland Climate Action Plan also aligned with the objective of creating vibrant neighbourhoods in which 80% of residents could easily walk or bicycle to meet all their basic daily needs.[108] The City Council recognises that integrating higher-density land uses and safe active travel networks is crucial to reducing carbon emissions, along with focusing new development within a network of neighbourhood centres rather than being spread across the city, so that services and facilities can successfully operate within walking distance of local residents.

The Portland Plan also sets out a monitoring framework with a set of core measures, each serving as an indicator of progress. The latest progress report, issued in 2017, showed that 65% of residents were living in a complete neighbourhood, largely as a result of new housing being directed to more walkable neighbourhoods.[109]

A key part of Portland's approach is to retrofit lower-density residential areas to include neighbourhood centres, in which commercial and community services and higher-density housing are located and which serve as hubs for pedestrian, cycling, and transit networks.

Although '20-minute' terminology is used in Portland, the City Council often refers to a 'healthy connected city' and the promotion of 'complete and vibrant neighbourhood centres' instead, as elderly residents highlighted that distances associated with a 20-minute journey for those who are young and active can often prove to be unmanageable distances for people with mobility limitations. As such, city policies acknowledge that the city must prioritise housing for the elderly closer to neighbourhood centres.

There has also been some contention around the notion that, as some neighbourhoods become more desirable and 'gentrified', long-term residents on lower incomes, particularly Black, Asian and minority ethnic communities, are displaced to other areas with fewer services and facilities.[110] To address this, the City Council places importance on ensuring that community engagement focuses on under-represented groups and builds capacity for community-based leadership to represent local needs. The City Council has launched an Anti-Displacement Action Plan.

Notes

108 *Climate Action Plan*. City of Portland, Jun. 2015. **https://www.portland.gov/sites/default/files/2019-07/cap-2015_june30-2015_web_0.pdf**

109 *The Portland Plan: Progress Report*. City of Portland, Feb. 2017. **https://www.portlandonline.com/portlandplan/index.cfm?a=632343&c=45722**

110 L K Bates: *Gentrification and Displacement Study: Implementing an Equitable Inclusive Development Strategy in the Context of Gentrification*. Urban Studies and Planning Faculty Publications and Presentation. Portland State University, May 2013. **https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1082&context=usp_fac**

Portland – key lessons

- ***A compelling vision, well communicated:*** The City Council developed a clear vision, with objectives and priorities set out in both the Portland Plan and the Portland Climate Action Plan on promoting complete and vibrant neighbourhood centres.
- ***Strong, inspiring leadership:*** City Council leadership has been crucial in supporting robust community engagement, developing the *20-Minute Neighborhoods Analysis* and putting policy into practice.
- ***Empowered communities:*** The community engagement process for the Portland Plan was extensive, involving numerous workshops, surveys and fairs to develop ideas, and this engagement continues.
- ***Research, data, and analysis:*** The *20-Minute Neighborhoods Analysis* work has provided a key tool in establishing an evidence base, with the mapping data used to clearly highlight areas in the city subject to poor walkability and service access.
- ***Adopting policy:*** The adoption of objectives and policies to deliver complete and vibrant neighbourhoods in the Portland Plan has been key to delivering interventions in the city to improve the walking environment and accessibility, and has guided transportation, housing, and economic development implementation efforts.
- ***Evaluation and adaptation:*** The Portland Plan sets out a monitoring framework, with a set of core measures, each serving as an indicator, including measures of the 'completeness' of neighbourhoods.

6.2 Melbourne, Australia – embedding the 20-minute neighbourhood within plan-making

Matt Zhang on Unsplash

Left: Iconic City Circle tram in Melbourne

As is the case in many cities around the world, Melbourne is facing the significant challenge of population growth and a pattern of sprawling low-density residential development, leading to physical inactivity and locational disadvantage.[111] The 20-minute neighbourhood concept is being applied across the Victoria State Government to support sustainable development and build stronger communities in the city.

Note

111 *20-Minute Neighbourhoods: Creating a More Liveable Melbourne*. Department of Environment, Land, Water and Planning, Victoria State Government, 2019.
https://www.planmelbourne.vic.gov.au/__data/assets/pdf_file/0018/515241/Creating-a-more-liveable-Melbourne.pdf

How has the concept been taken forward?

The 20-minute neighbourhood is more than a planning policy; it is a principle that underpins Plan Melbourne 2017-2050 and is embedded as a key outcome to be delivered across government departments. Plan Melbourne[112] is the long-term planning strategy for the city up to 2050, with the Victoria State Government Department of Environment, Land, Water and Planning (DELWP) acting as the lead agency responsible for delivering 20-minute neighbourhoods. In Australia, the State of Victoria holds responsibility for establishing its own planning laws, in a similar manner to the way that the devolved nations function in the UK.

Plan Melbourne's Direction 5.1 ('Create a city of 20-minute neighbourhoods') sets out the 'hallmarks' of a 20-minute neighbourhood, developed in partnership with the Department of Health and Human Services and the (Victoria) Heart Foundation, and refined through workshops involving most other government departments and agencies (as well as some councils), giving the policy a sound basis and a strong platform upon which to build. Plan Melbourne also includes a diagrammatic illustration of the features of a 20-minute neighbourhood that should be considered (see the diagram on the next page). Local councils are required to conform with Plan Melbourne and must therefore embed the 20-minute neighbourhood hallmarks into their own planning policies, again as shown on the following page.

A key factor in the development of the 20-minute neighbourhood hallmarks has been building upon strong foundations by embedding existing best-practice guidance. For example, Healthy Active by Design,[113] produced by the Heart Foundation, sets out eight principles for the development of healthy, active neighbourhoods, many of which directly or indirectly align with the hallmarks of a 20-minute neighbourhood outlined in Plan Melbourne. Using existing guides and tools has helped to bring consistency to the language and principles, which has aided the effectiveness of work across different departments and agencies.

In 2018, DELWP selected three local councils across Melbourne to test the practical implementation of the 20-minute neighbourhood concept through community partnerships. The pilot programme was undertaken in partnership with the councils and non-governmental organisations, including the Heart Foundation and Victoria Walks (a walking advocacy agency).

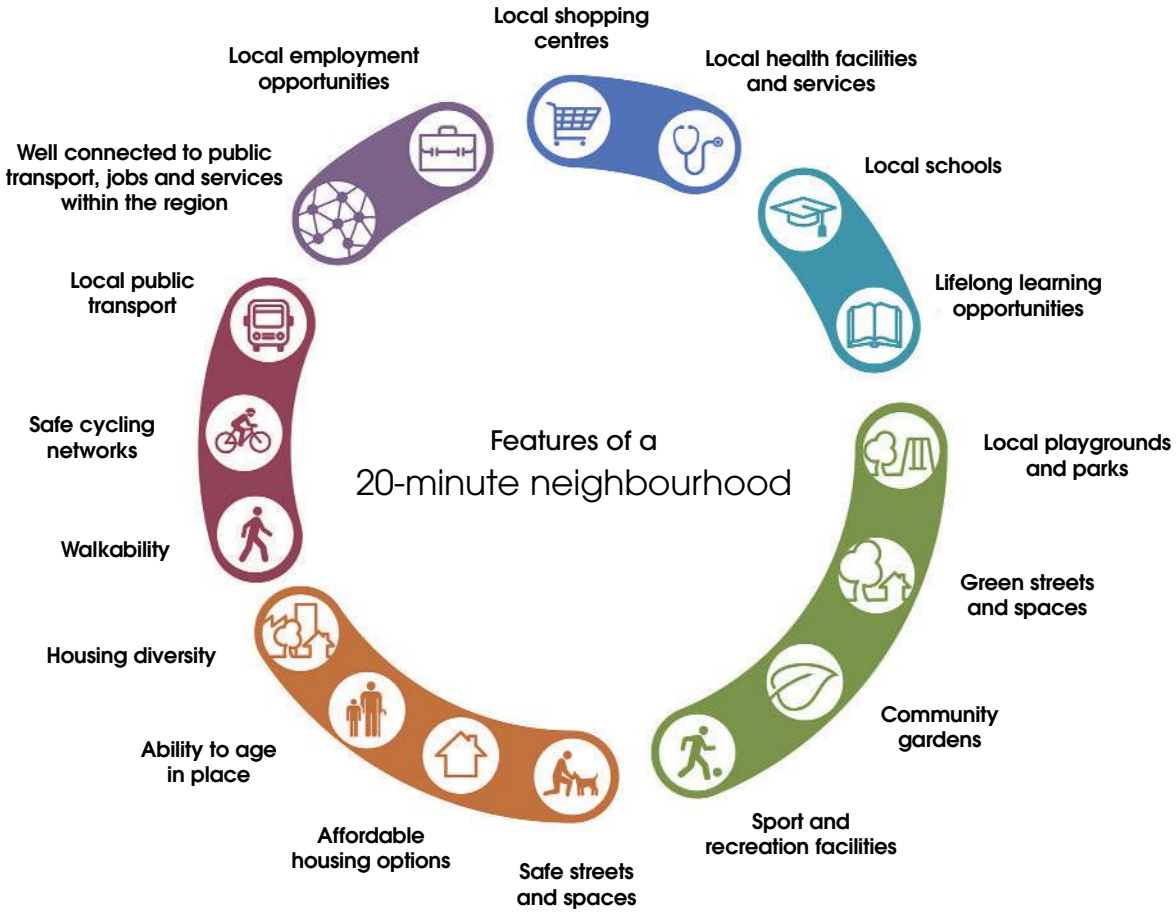
The findings from the pilot programme highlighted that building community partnerships from the start is fundamental to solving problems collaboratively, in a place-based (i.e. wider than simply 'town planning') approach. To identify the needs of the neighbourhood, the programme engaged with the community through community days, direct engagement with groups, and online surveys. Technical evaluations were also undertaken – such as an assessment of the walkability of the neighbourhood.

Notes

112 *Plan Melbourne 2017-2050.* Department of Environment, Land, Water and Planning, Victoria State Government, 2017. **https://www.planmelbourne.vic.gov.au/the-plan**

113 See the Heart Foundation 'Healthy Active by Design' webpage, at **https://www.healthyactivebydesign.com.au**

Liveable communities in Melbourne – features and hallmarks of 20-minute neighbourhoods



Above: Features of a 20-minute neighbourhood
Source: Department of Environment, Land, Water and Planning, Victoria State Government

Plan Melbourne's hallmarks of 20-minute neighbourhoods

'A 20-minute neighbourhood must:

- *be safe, accessible and well connected for pedestrians and cyclists to optimise active transport;*
- *offer high-quality public realm and open spaces;*
- *provide services and destinations that support local living;*
- *facilitate access to quality public transport that connects people to jobs and higher-order services;*
- *deliver housing/population at densities that make local services and transport viable;*
- *facilitate thriving local economies.'*

Source: 'Direction 5.1', in *Plan Melbourne 2017-2050*. Department of Environment, Land, Water and Planning, Victoria State Government, 2017. https://www.planmelbourne.vic.gov.au/the-plan

The community feedback and technical assessments helped to highlight opportunities to create 20-minute neighbourhoods, including reviewing bus routes, making streetscape improvements, and setting up safe walk-to-school programmes. The pilot programme also informed a report that included a series of recommendations back to government and which received a commendation from the Planning Institute of Australia.

Effective communication has been key in promoting the vision of the 20-minute neighbourhood to stakeholders, and DELWP has been proactive in engaging with all government departments, as well as in briefing council officers and chief executives to address concerns and foster a shared understanding of the 20-minute neighbourhood idea.

Melbourne – key lessons

- ***A compelling vision, well communicated:*** Plan Melbourne sets out a clear vision for the future of the city, guided by the 20-minute neighbourhood idea.
- ***Strong, inspiring leadership:*** DELWP has been responsible for supporting local partnerships and councils in testing the practical delivery of the 20-minute neighbourhood and using this experience to inform decisions.
- ***Empowered communities:*** The pilot programme has played a fundamental role in learning what the 20-minute neighbourhood means to the community and how to address problems collaboratively.
- ***Research, data, and analysis:*** DELWP facilitated the preparation of technical assessments for the pilot programme, in order to create an evidence base on walkability, land use, housing density, and vegetation cover. The evidence base was then used to identify opportunities to make improvements.
- ***Partnership and advocacy:*** Working collaboratively in partnership at all levels – both within government and with the community, as well as with advocacy organisations such as the Heart Foundation and Victoria Walks – has been crucial to the success of the pilot programme.
- ***Adopting policy:*** The 20-minute neighbourhood has been embedded as planning policy within Plan Melbourne and is being incorporated into council plans. Collaboration across government to develop the 'hallmarks' of the 20-minute neighbourhood was crucial, along with the use of consistent language to communicate the idea.
- ***'Hard' and 'soft' measures:*** The pilot programme involved a series of both 'hard' infrastructure improvements, such as improving the streetscape, and 'softer' measures, such as walk-to-school schemes.

6.3 Paris, France – a compelling vision and political leadership aimed at creating the 15-minute city

Chan Lee on Unsplash

Left: Montmartre, Paris

The '15-minute city' has become a centrepiece in Mayor Anne Hidalgo's policy approach to tackling the major climate and social challenges facing Paris. The vision is to create 'a city of proximities', focusing on the idea of 'hyper-proximity' – reorganising the city and enabling residents to easily meet their daily needs closer to home. Initially proposed in 2016, the 15-minute city is a concept co-created by academic and special advisor to the Mayor of Paris, Carlos Moreno, who argues that the key to improving quality of life is transforming our relationship with time, especially time spent in moving around.[114] The aim is that local people should be able to access all their basic essentials through journeys that would take no more than 15 minutes on foot or by bicycle. Six essential social functions are identified as crucial to sustaining a high quality of urban life: living, working, commerce, healthcare, education, and entertainment.[115]

How has the concept been taken forward?

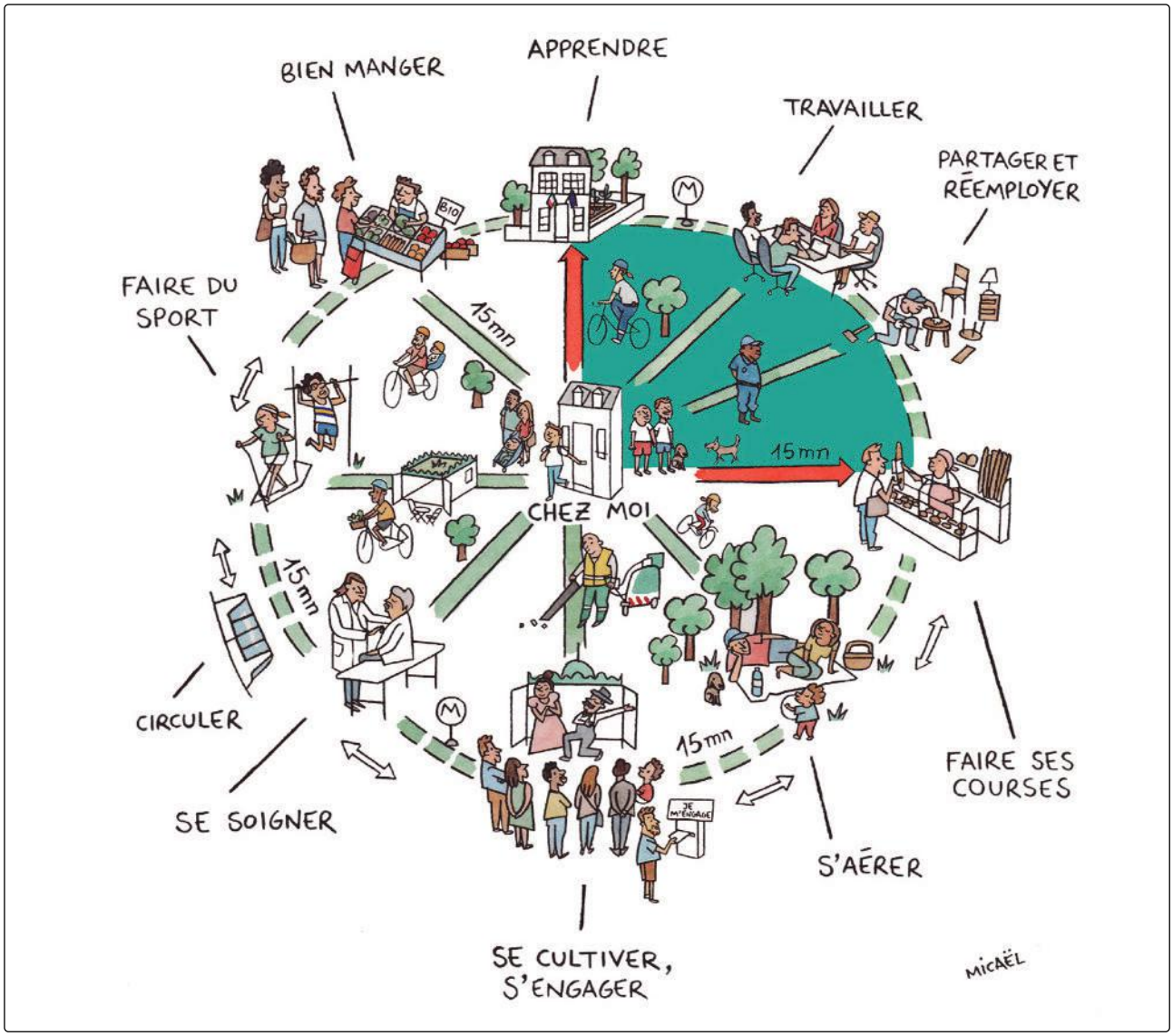
Mayor Hidalgo began introducing measures to improve the quality of life in Parisian neighbourhoods and support the vision of the 15-minute city in 2014. Tackling climate change, air pollution, inequalities and social cohesion have been central missions in the Paris Resilience Strategy,[116] which is based on cross-cutting agendas and collaboration between

Notes

114 C Moreno, Z Allam, D Chabaud, C Gall and F Pratlong: 'Introducing the '15-minute city': sustainability, resilience and place identity in future post-pandemic cities'. *Smart Cities*, 2021, Vol. 4(1), 93-111. **https://www.mdpi.com/2624-6511/4/1/6**

115 *Ibid.*

116 *Paris Resilience Strategy*. Mairie de Paris, Oct. 2017. **https://cdn.paris.fr/paris/2020/06/11/61ab0dd26d3fd49d891c6c1de71d43ce.pdf**



Above: ***Ville du quart d'heure*****, or city of 15 minutes**

departments and sets out clear actions. For example, work is under way to transform the motorway network and the ring road (the Périphérique) in order to improve access, support active mobility, and enhance urban greening. The historical layout of inner-city Paris supports access to services by trips made on foot, but the motorway acts as a physical barrier that makes access more difficult for those living on the outskirts of the city. Plans include a reduction in the number of traffic lanes and the speed limit, temporary closures of the ring road at weekends, and the creation of an effective bus and cycle network from suburb to suburb.[117] Vehicles are now also classified according to their emissions and are forced to display a coloured sticker, with fines for not displaying the required sticker showing compliance with restrictions aimed at reducing air pollution.[118]

Notes

117 See the Ville de Paris '40 propositions pour transformer le périphérique' webpage, at **https://www.paris.fr/pages/40-propositions-pour-transformer-le-peripherique-6844**

118 K Willsher: 'Paris vehicle pollution sticker scheme comes into force'. *The Guardian*, 16 Jan. 2017. **https://www.theguardian.com/world/2017/jan/16/paris-vehicle-pollution-sticker-scheme-comes-into-force**

Under the Oasis project, begun in 2018, 30 school playgrounds across the city are being transformed into cooling island 'oases', both to tackle the urban heat island effect and to improve social cohesion.[119] Following co-design workshops held with students and residents, the playgrounds are being transformed through measures such as the creation of shaded areas with more trees, the introduction of vegetable gardens and water fountains, and the replacement of asphalt surfaces with permeable soils. The playgrounds are being opened up outside of school hours for all residents to use, offering safe spaces during periods of strong heat.

In 2020, Mayor Hidalgo focused on the 15-minute city in her re-election campaign, run under a 'Paris en Commun' banner, focusing on resilience and liveability.[120] Carine Rolland was subsequently appointed Deputy Mayor of Paris in charge of culture and the 15-minute city.[121] The transformation of existing places to accommodate multiple uses, rather than building new facilities, is central to the 15-minute city plans, alongside ensuring that all residents have access to a 'common base' in their neighbourhood.[122] This transformation is focused around making Paris' schools the 'capital' within their neighbourhood, building upon the Oasis project and opening up schools to residents to accommodate various activities.

Furthermore, the network of local shops is also being strengthened by policies defending small independent businesses, supported by semi-public organisations – such as Semaest (Société d'économie mixte d'aménagement de l'Est parisien)[123] – which promote commercial diversity in their particular areas within the city. In addition, a new 'Made in Paris' label is being used to promote products and services originating and sourced locally.

Improving participatory democracy is also central to the vision of the 15-minute city, with new 'citizen kiosks' providing residents with a one-stop shop for enquires or advice within in their neighbourhood. Paris has one of the largest participatory budgets in the world, which gives residents the ability to develop proposals of their own, discuss them with city officials, and vote for their favourite projects.[124] Building on the successful participatory budget model, 25% of the budget for Paris will now be allocated for participation until 2026 – a measure seen as a crucial tool for building trust among residents and allowing them to play a more active role in shaping their neighbourhood.[125]

Notes

119 See the Ville de Paris 'Les cours Oasis' webpage, at **https://www.paris.fr/pages/les-cours-oasis-7389**

120 *Le Paris du quart d'heure*. Paris en Commun, Anne Hidalgo's Mayoral Programme, Jan. 2020. **https://annehidalgo2020.com/wp-content/uploads/2020/01/Dossier-de-presse-Le-Paris-du-quart-dheure.pdf**

121 P Yeung: 'How '15-minute cities' will change the way we socialise'. *BBC Worklife*, 4 Jan. 2021. **https://www.bbc.com/worklife/article/20201214-how-15-minute-cities-will-change-the-way-we-socialise**

122 See the Ville de Paris 'Paris vile du quart d'heure, ou le pari de la proximité' webpage, at **https://www.paris.fr/dossiers/paris-ville-du-quart-d-heure-ou-le-pari-de-la-proximite-37&usg=ALkJrhg84C3k5_od4nVggjQ6rtz5oIMVhg**

123 See the Semaest website, at **https://www.semaest.fr**

124 P Veron: 'Participatory Paris: home of the largest participatory budget in the world'. *RSA Journal*, 9 Jul. 2018. **https://medium.com/rsa-journal/participatory-paris-home-of-the-largest-participatory-budget-in-the-world-37425aab9a99**

125 P Yeung: 'How Paris's participatory budget is reinvigorating democracy'. *City Monitor*, 8 Jan. 2021. **https://citymonitor.ai/government/civic-engagement/how-paris-participatory-budget-is-reinvigorating-democracy**

Paris – key lessons

- ***A compelling vision, well communicated:*** Paris Council has developed a clear vision of what the 15-minute city idea means for Paris, and what needs to be provided for residents.
- ***Strong, inspiring leadership:*** Mayor Hidalgo has demonstrated the leadership needed to take forward the idea of the 15-minute city and undertake key projects.
- ***Empowered communities:*** The participatory budget has given communities opportunities to shape projects in their local area.
- ***Investment:*** Paris has increased the participatory budget to support greater collaboration between residents and the City Council on projects in the city.
- ***'Hard' and 'soft' measures:*** Initiatives such as the Oasis project demonstrate the importance of providing physical infrastructure such as schools in combination with the services that they can provide for the wider community.

Section 7
Barriers to delivering 20-minute neighbourhoods

Implementing the 20-minute neighbourhood concept may not be simple, and councils may face a number of barriers, including differences between urban and rural areas, as well as between new development and existing neighbourhoods. Some of these barriers are not necessarily new, and councils already face them in delivering projects and place-making. This guide does not present solutions to these problems, but highlighting them here may lead to further discussion and research on these issues. Resilient Melbourne has produced a very useful report which outlines research findings on the challenges in delivering 20-minute neighbourhoods in greenfield development in Melbourne.[126] The challenges are summarised below and can be considered applicable to the English context:

- ***Intra- and cross-organisational governance:*** Siloed working across different levels of government and across sectors can result in an unco-ordinated approach.
- ***Planning and development policy and enforcement:*** It is difficult to enforce policy and design requirements if they are not adopted and mandatory for developers.
- ***Making greenfield developments work within broader geographic scales:*** An integrated approach to planning is needed, as the 20-minute neighbourhood is dependent on economic and transport patterns at a regional scale.
- ***Investment, funding, and budgetary constraints:*** Development of all types of infrastructure can be restricted by budgets, a lack of funding, and land provision. There is also often a gap between housing delivery and social infrastructure or public transport provision, as investment in such facilities is unviable for developers until a critical mass of residents are living in the area.
- ***Resident/user perception and the need for behaviour change:*** Car dependency and perceptions of the need for cars may be ingrained, as residents may consider car transport their only or preferred option.

In addition to the challenges identified by Resilient Melbourne, there are further issues that councils may need to consider:

- ***Concerns around gentrification and rising prices:*** There is potential for gentrification to disrupt communities through rising prices and an increase in inequalities.[127]

Notes

126 *Living Locally: Creating Resilient 20-Minute Neighbourhoods in Greenfield Growth Areas*. Resilient Melbourne, Oct. 2020. **https://www.planning.vic.gov.au/__data/assets/pdf_file/0033/487509/Living-Locally-20MN-in-Greenfield-Growth-Areas.pdf**

127 LK Bates: *Gentrification and Displacement Study: Implementing an Equitable Inclusive Development Strategy in the Context of Gentrification*. Urban Studies and Planning Faculty Publications and Presentation. Portland State University, May 2013. **https://pdxscholar.library.pdx.edu/cgi/viewcontent.cgi?article=1082&context=usp_fac**

- ***Local planning authority resources and capacity:*** Project delivery may be made difficult because of under-resourcing and a lack of skills, as the capacity of many local authorities has been severely eroded by a decade of austerity.[128]
- ***Concerns around new neighbourhood measures:*** A number of low-traffic neighbourhoods were implemented very quickly in response to the COVID-19 pandemic, leading to a perceived lack of consultation, which has resulted in some opposition from a vocal minority of residents. To avoid similar opposition it is important that such measures are communicated simply, clearly and engagingly, so that everyone can understand their benefits and so that residents feel they have a stake in the scheme. Research commissioned by the Department for Transport found that the majority of people are in favour of changes to support more walking and cycling in their local area, and good engagement with communities is key to ensuring that these voices are properly heard.[129]

Notes

128 *At a Crossroads: Building Foundations for Healthy Communities*. APSE (Association for Public Service Excellence), Aug. 2020. **https://www.apse.org.uk/apse/assets/File/At%20a%20Crossroads%20Complete%20Version(1).pdf**

129 *Public Opinion Survey on Traffic and Road Use: General Public Research*. Kantar, for Department for Transport, Nov. 2020. **https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/934617/DfT-Public-Opinion-Survey-on-Traffic-and-Road-Use-Phase-1-Report.pdf**

Annex 1
Relevant national strategies, policies, and plans

National policies, strategies and plans to consider when aligning plan-making with work on the 20-minute neighbourhood

Department for Transport

Manual for Streets Mar. 2007 https://www.gov.uk/government/publications/manual-for-streets	Guidance document explaining how to design, construct, adopt and maintain new and existing residential streets. The *Manual for Streets* advocates considering the needs of pedestrians and cyclists first. Its principles deliver streets that enable a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents. A revised version of the *Manual for Streets* is due to be published in 2022.
Manual for Streets 2 Sept. 2010 https://www.gov.uk/government/publications/manual-for-streets-2	Document expanding the principles of the *Manual for Streets* to busier streets such as high streets and town centres. Produced by CIHT (the Chartered Institution of Highways and Transportation) and endorsed by the Department for Transport.
Gear Change: A Bold Vision for Cycling and Walking Jul. 2020 https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england	Policy document setting out the actions required at all levels of government to improve walking and cycling infrastructure across England, with the aim that half of all journeys in urban areas will be undertaken on foot or by bicycle by 2030.
Decarbonising Transport: Setting the Challenge Dec. 2020 https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan	Sets out the current challenges and steps to be taken when developing the transport decarbonisation plan.

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Ministry of Housing, Communities and Local Government

National Planning Policy Framework Feb. 2019 https://www.gov.uk/government/publications/national-planning-policy-framework--2	The revised National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how they are expected to be applied.
'Healthy and safe communities'. Planning Practice Guidance Nov. 2019 https://www.gov.uk/guidance/health-and-wellbeing	Planning Practice Guidance provides further context to the NPPF. Guidance on promoting healthy and safe communities is particularly relevant.
National Design Guide Oct. 2019 https://www.gov.uk/government/publications/national-design-guide	The National Design Guide sets out ten characteristics of well designed places and demonstrates what good design means in practice.
The Towns Fund Nov. 2019 https://www.gov.uk/government/publications/towns-fund-prospectus	The Towns Fund will invest £3.6 billion in over 100 towns as part of the government's plan to level up across the regions.
The Charter for Social Housing Residents Nov. 2020 https://www.gov.uk/government/publications/the-charter-for-social-housing-residents-social-housing-white-paper	Social Housing White Paper setting out actions that the government will take to ensure that residents in social housing live in good-quality, decent homes and neighbourhoods with access to green space and support for wellbeing.

Department of Health and Social Care

Tackling Obesity: Empowering Adults and Children to Live Healthier Lives Jul. 2020 https://www.gov.uk/government/publications/tackling-obesity-government-strategy	Policy paper setting out the actions that the government will take to tackle obesity.
Advancing Our Health: Prevention in the 2020s Jul. 2019 https://www.gov.uk/government/consultations/advancing-our-health-prevention-in-the-2020s/advancing-our-health-prevention-in-the-2020s-consultation-document	Green Paper highlighting the mental and physical health benefits of becoming more active and setting out the ambition to get everybody active in 2020s, including people with health conditions.

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Department for Education

Education Provision in Garden Communities
Apr. 2019
Securing Developer Contributions for Education
Nov. 2019
https://www.gov.uk/government/publications/delivering-schools-to-support-housing-growth

Guidance that includes advice for those involved in delivering new schools in new communities and best practice guidance on securing developer contributions for education from housing development more generally. Both documents are due to be updated in mid-2021.

Public Health England

Everybody Active, Every Day: An Evidence-Based Approach to Physical Activity
Oct. 2014
https://www.gov.uk/government/publications/everybody-active-every-day-a-framework-to-embed-physical-activity-into-daily-life

An evidence-based approach for national and local action to address the physical inactivity epidemic, outlining, among other things, the need to focus effort and support on the least active.

Department for Environment, Food and Rural Affairs

A Green Future: Our 25 Year Plan to Improve the Environment
Jan. 2018
https://www.gov.uk/government/publications/25-year-environment-plan

25-Year Environment Plan setting out what the government will do to improve the environment, including the development of a national framework for green infrastructure standards to advise local authorities and other stakeholders about new and existing green infrastructure provision.

Clean Air Strategy 2019
Jan. 2019
https://www.gov.uk/government/publications/clean-air-strategy-2019

Strategy setting out the comprehensive actions required across all parts of government and society to improve air quality, including a drive towards active travel for short journeys to reduce traffic congestion and emissions from road transport.

Net Zero in the UK
Jun. 2019
https://commonslibrary.parliament.uk/research-briefings/cbp-8590/

House of Commons Library Briefing Paper on net-zero recommendations and commitments – the Climate Change Act 2008 (2050 Target Amendment) Order 2019 introduced a target of at least a 100% reduction of greenhouse gas emissions (compared with 1990 levels) in the UK by 2050.

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Department for Digital, Culture, Media and Sport

A Connected Society: A Strategy for Tackling Loneliness – Laying the Foundations for Change Oct. 2018 https://www.gov.uk/government/publications/a-connected-society-a-strategy-for-tackling-loneliness	Strategy setting out the approach to tackling loneliness in England and highlighting that local authorities can play an important role in placing community at the heart of the design of housing developments and in planning to reduce loneliness. It also recognises the value of public parks and green spaces in helping to bring communities together.
Civil Society Strategy: Building a Future that Works for Everyone Aug. 2018 https://www.gov.uk/government/publications/civil-society-strategy-building-a-future-that-works-for-everyone	Strategy for building civil society, which suggests working to identify how valuable shared community spaces can be protected and improved in order to provide important areas for social mixing, positive health outcomes, and educational and training opportunities. It also considers how to encourage business investment.

Annex 2
Features of a 20-minute neighbourhood – checklist

A checklist of the features of a 20-minute neighbourhood, cross-referenced against relevant guidance in the National Planning Policy Framework, Planning Practice Guidance, the National Design Guide and draft National Model Design Code (including accompanying Guidance Notes) – the United Nations Sustainable Development Goals and principles from the NHS England *Putting Health into Place* suite of publications are also referenced where relevant

Features of a 20-minute neighbourhood	UN SDGs (Sustainable Development Goals)	National Planning Policy Framework (NPPF) (2019)	Planning Practice Guidance (PPG)	National Design Guide	National Model Design Code – incl. Guidance Notes (in *italic*)	NHS England *Putting Health into Place*
Diverse and affordable homes	Goal 1: No poverty Goal 3: Good health and well-being Goal 11: Sustainable cities and communities	Chapter 5: Delivering a sufficient supply of homes Chapter 8: Promoting healthy and safe communities Chapter 12: Achieving well-designed places	Housing needs of different groups	U2 A mix of home tenures, types and sizes H1 Healthy, comfortable and safe internal and external environment	*U.2 Housing mix* *H.1 Housing quality* *H.2 Health and wellbeing*	Principle 7.2: Provide suitable homes that are healthy and efficient

Continued

Features of a 20-minute neighbourhood	UN SDGs (Sustainable Development Goals)	National Planning Policy Framework (NPPF) (2019)	Planning Practice Guidance (PPG)	National Design Guide	National Model Design Code – inc. Guidance Notes (in *italic*)	NHS England *Putting Health into Place*
Well connected paths, streets and spaces	Goal 11: Sustainable cities and communities	Chapter 8: Promoting healthy and safe communities Chapter 9: Promoting sustainable transport Chapter 12: Achieving well-designed places	Healthy and safe communities	P1 Create well-located, high quality and attractive public spaces P2 Provide well-designed spaces that are safe M1 A connected network of routes for all modes of transport M2 Active travel	*P.1 Streets* *P.2 Social interaction* *P.3 Security and public space* *M.1 A connected network* *M.2 Active travel*	Principle 4.1: Create compact and connected places Principle 4.3: Practise inclusive design Principle 5.2: Design active travel to meet local needs
Schools at the heart of communities	Goal 4: Quality education Goal 5: Gender equality	Chapter 8: Promoting healthy and safe communities Chapter 9: Promoting sustainable transport	Healthy and safe communities	U1 A mix of uses U3 Socially inclusive M2 Active travel	*U.1 Variety and activity* *U.3 Community* *M.2 Active travel*	Principle 7.4: Provide educational settings that support growth and development

Continued

Features of a 20-minute neighbourhood	UN SDGs (Sustainable Development Goals)	National Planning Policy Framework (NPPF) (2019)	Planning Practice Guidance (PPG)	National Design Guide	National Model Design Code – inc. Guidance Notes (in *italic*)	NHS England *Putting Health into Place*
Good green spaces in the right places	Goal 11: Sustainable cities and communities Goal 13: Climate action Goal 15: Life on land	Chapter 8: Promoting healthy and safe communities Chapter 12: Achieving well-designed places Chapter 14: Meeting the challenge of climate change, flooding and coastal change Chapter 15: Conserving and enhancing the natural environment	Healthy and safe communities Open space, sports and recreation facilities, public rights of way and local green space Climate change	N1 Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play P1 Create well-located, high quality and attractive public spaces	*N.1 Green infrastructure* *N.3 Biodiversity* *P.1 Streets*	Principle 4.4: Design multi-functional green spaces
Local food production	Goal 2: Zero hunger	Chapter 8: Promoting healthy and safe communities Chapter 11: Making effective use of land	Healthy and safe communities	N1 Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play	*N.1 Green infrastructure*	Principle 6.2: Provide access to affordable healthy food and food growing Principle 6.3: Provide opportunities to learn about healthier eating and cooking
Keeping jobs and money local	Goal 8: Decent work and economic growth	Chapter 6: Building a strong, competitive economy Chapter 7: Ensuring the vitality of town centres	Town centres and retail	U1 A mix of uses	*U.1 Variety and activity* *U.3.ii Community facilities*	Principle 7.3: Create workplaces that stimulate productivity, efficiency and resilience

Continued

Features of a 20-minute neighbourhood	UN SDGs (Sustainable Development Goals)	National Planning Policy Framework (NPPF) (2019)	Planning Practice Guidance (PPG)	National Design Guide	National Model Design Code – inc. Guidance Notes (in *italic*)	NHS England *Putting Health into Place*
Community health and wellbeing facilities	Goal 3: Good health and well-being Goal 11: Sustainable cities and communities	Chapter 8: Promoting healthy and safe communities	Healthy and safe communities	U1 A mix of uses	*U.1 Variety and activity* *U.3 Community*	Principle 7.5: Set up community hubs that support health and social connections Principle 9.3: Link health services to wider community assets Principle 10.1: Maximise the benefits of integrated health and wellbeing centres
A place for all ages	Goal 3: Good health and well-being Goal 11: Sustainable cities and communities	Chapter 5: Delivering a sufficient supply of homes Chapter 8: Promoting healthy and safe communities	Healthy and safe communities Housing for older and disabled people	U2 A mix of home tenures, types and sizes U3 Socially inclusive	*U.2 Housing mix* *U.3 Community*	Principle 4.3: Practise inclusive design Principle 7.2: Provide suitable homes that are healthy and efficient Principle 8.1: Enable community activities and events

Annex 3
Principles for success – checklist

A checklist of the principles of success, cross-referenced against relevant guidance in the National Planning Policy Framework, Planning Practice Guidance, the National Design Guide and draft National Model Design Code (including accompanying Guidance Notes) – the United Nations Sustainable Development Goals and principles from the NHS England *Putting Health into Place* suite of publications and the TCPA's *Building Successful New Communities* report are also referenced where relevant

Principles for success	UN SDGs (Sustainable Development Goals)	National Planning Policy Framework (NPPF) (2019)	Planning Practice Guidance (PPG)	National Design Guide	National Model Design Code – inc. Guidance Notes (in *italic*)	NHS England *Putting Health into Place*	TCPA *Building Successful New Communities*
A compelling vision, well communicated	–	Chapter 3: Plan-making Chapter 12: Achieving well-designed places	Design: process and tools	–	1.A Scoping 2.A Design vision	Principle 1.2: Agree a joint healthy vision statement, supported by joint goals	Section 2.2: Clear vision and principles
Strong, inspiring leadership	Goal 17: Partnerships for the goals	Chapter 4: Decision-making	Town centres and retail	–	–	Principle 1.1: Establish shared leadership early on	Section 2.1: Political and corporate leadership

Continued

Principles for success	UN SDGs (Sustainable Development Goals)	National Planning Policy Framework (NPPF) (2019)	Planning Practice Guidance (PPG)	National Design Guide	National Model Design Code – inc. Guidance Notes (in *italic*)	NHS England *Putting Health into Place*	TCPA *Building Successful New Communities*
Empowered communities	Goal 10: Reduced inequalities	Chapter 3: Plan-making Chapter 12: Achieving well-designed places	Plan-making Design: process and tools	L3 A sense of ownership	*L.1 Stewardship* *L.1.iii Community engagement*	Principle 2.1: Understand local needs and assets Principle 3.1: Engage early and regularly with new and existing communities to involve residents	Section 2.7: Community engagement and involvement
Research, data, and analysis	–	Chapter 3: Plan-making	Plan-making Transport evidence bases in plan making and decision taking	C1 Understand and relate well to the site, its local and wider context	*C.1 Character studies* 1.B Baseline	Principle 2.1: Understand local needs and assets	–
Partnership and advocacy	Goal 17: Partnerships for the goals	Chapter 3: Plan-making	Town centres and retail	–	–	Principle 1.1: Establish shared leadership early on Principle 3.2: Establish community resources and information Principle 3.3: Enable community governance and stewardship	Section 2.4: Honest partnerships and collaborations with developers Section 2.8: Community stewardship, infrastructure and governance

Continued

Principles for success	UN SDGs (Sustainable Development Goals)	National Planning Policy Framework (NPPF) (2019)	Planning Practice Guidance (PPG)	National Design Guide	National Model Design Code – inc. Guidance Notes (in *italic*)	NHS England *Putting Health into Place*	TCPA *Building Successful New Communities*
Addressing inequalities	Goal 10: Reduced inequalities	Chapter 8: Promoting healthy and safe communities	Healthy and safe communities	–	–	Principle 2.1: Understand local needs and assets Principle 3.1: Engage early and regularly with new and existing communities to involve residents	–
Adopting policy	–	Chapter 3: Plan-making Chapter 12: Achieving well-designed places	Design: process and tools	–	3.A Guidance for area types 3.B Code wide guidance	Principle 1.3: Get health into local policy frameworks Principle 1.4: Influence development decisions	Section 2.3: Strong planning frameworks Section 2.9: Engraining the Garden City Principles
Investment	–	Chapter 3: Plan-making Chapter 6: Building a strong, competitive economy	Community Infrastructure Levy Planning obligations	–	–	Principle 1.5: Embed long-term income streams Principle 10.4: Options for project funding	Section 2.5: Skills and resources to deliver Section 2.6: Upfront infrastructure funding

Continued

Principles for success	UN SDGs (Sustainable Development Goals)	National Planning Policy Framework (NPPF) (2019)	Planning Practice Guidance (PPG)	National Design Guide	National Model Design Code – inc. Guidance Notes (in *italic*)	NHS England *Putting Health into Place*	TCPA *Building Successful New Communities*
'Hard' and 'soft' measures	Goal 11: Sustainable cities and communities	Chapter 8: Promoting healthy and safe communities	–	U1 A mix of uses	*U.1 Variety and activity*	Principle 4.2: Design places and services to maximise use and impact Principle 7.5: Set up community hubs that support health and social connections	–
Evaluation and adaptation	–	Chapter 4: Decision-making Chapter 5: Delivering a sufficient supply of homes	Plan-making	–	–	Principle 2.2: Lay the foundation for evaluation	–