

**Walkable neighbourhoods:
interim report and panel
#walkableneighbourhoods**

25th January 2023



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Transport for
Greater Manchester

Eve Holt (Chair)

GreaterSport

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Beyond Empower



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Format

Report findings - Ian Cookson (University of Salford)

Presentation from Anne Clarke, Anna Butler (TfGM)

Presentation from Dr Eve Blezard (University of Salford)

Q&A chaired by Eve Holt (GreaterSport)



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Introduction

- Previous research showed inequalities in the design of Active Neighbourhoods
- Our research adopted a broader approach to consider their needs
- Needs considered within the context of various approaches including Active Neighbourhoods, 15-minute neighbourhoods, and Streets for All
- Interviewed experts on older and disabled people



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What is a “neighbourhood”

- 15 minute neighbourhood or “superblocks”
- Streets for All
- Active neighbourhoods or LTN’s
- Traffic, social interactions and walking (Gatersleben, 2013)



Active Neighbourhoods

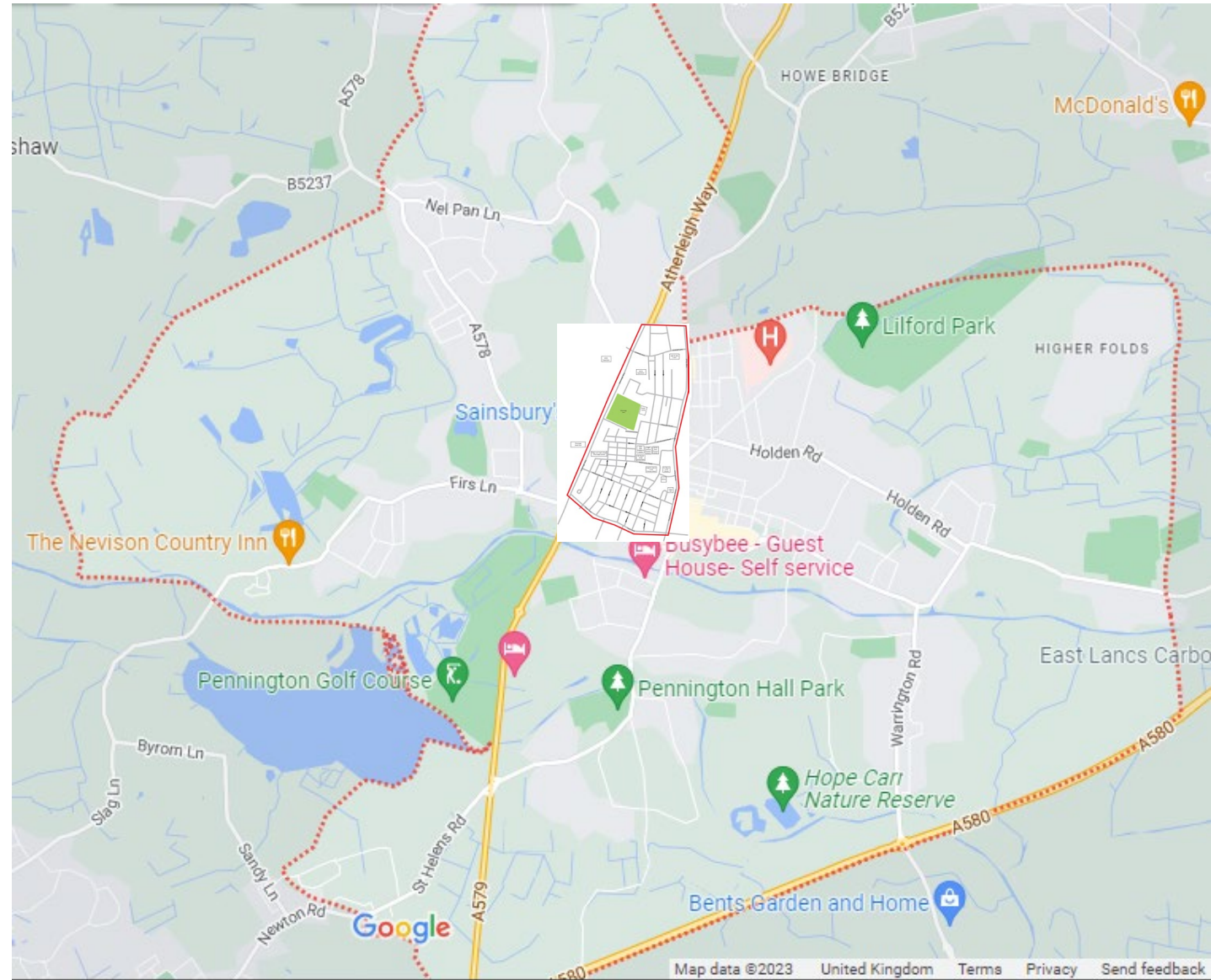
Healthy
Active
Cities



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Active Neighbourhoods



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Active Neighbourhoods

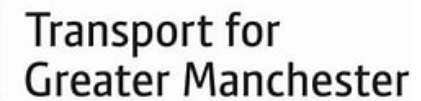


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Active Neighbourhoods



Active Neighbourhoods



Active Neighbourhoods



Active Neighbourhoods



School streets



One way streets



Parklets and greening



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Methodology

- Semi-structured interviews with seven experts on older and disabled people
- Academics, and advocates who might also be older or disabled themselves
- Emphasis on disabled people
- Also included a workshop run by TfGM discussing Active Neighbourhoods discussing a broader approach
- Interviews transcribed and analysed for common themes



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Social neighbourhoods



“It's somewhere outside of the work and the home that's distinct; a space of sociability to put it essentially. I think somewhere like that, wherever that might be, I think that would be pretty integral to sit within their 15 minutes.” (P2)

Social neighbourhoods

“So places like Chorlton and Didsbury where, often, people feel they don't have the right to be in the neighbourhood because of the nature of gentrification because it's reshaped the whole nature of the neighbourhood itself.” (P2)

“Greenspaces. I know of older adults, a lot of research has been done that they don't necessarily feel like green spaces and big parks are for them.” (P3)

Accessible neighbourhoods



“One of the most scariest things in the world is to go outside ... I don't know if there's going to be a car parked on the pavement, I don't know if there's going to be a bin in the way. ... When you leave your house, for someone who's blind or partially sighted, there's no such thing as a familiar route, because there could be roadworks, there could be a bin.” (P7)

Walkability and 15 minute neighbourhoods

“A lot of the roading around these areas around here just isn't suitable for it. It feels unsafe to them. Often, if they've had one fall or one trip on that pavement then that's it. It really scares people off to do it again.” (P2)

“So I think pavement parking and overhanging foliage in residential areas, whether it be on individual's properties, or street trees” (P7).

“Yes, so if you're an older person, with limited mobility, then 15 minutes is actually a long way. If you've got a long-term condition that means you're maybe housebound, then actually, two minutes to the end of your garden is your neighbourhood in a lot of ways, and it's what does that look like and how do you get there?” (P4)

Cycling as mobility

“Again, that idea of a bicycle being a mobility aid is something really powerful, I think. I think it's something that I increasingly feel myself personally... But you could also utilise other stuff that are mobility aids like bicycles, like a scooter.” (P1)

“We've got a local cycle shop near us, [name removed], and they've got standard cycles and they've got some alternatives, like cargo bikes and stuff like that as well, but there's no trikes, there's no tandems, there's no hand cycles.” (P6)

Car access

“In the work that I do at the moment, having a conversation yesterday with a lady who's, she's got a park across the road from her but doesn't feel that she's able to access it because she's a bit unsteady on her feet and she can't get across the road quickly enough. There's no safe crossing for her within a reasonable distance for her.” (P2)

“For example, reducing car access to Manchester, although it's good from a CO2 perspective, has reduced access for some disabled people who will never be able to cycle, never be able to walk and never be able to get in via any other means.” (P6)

Collaborative design



“But there's one area where a guide dog owner has actually moved away from her house because - she's moved to another area because a cycle lane has been put outside her house and she's frightened of being hit by cyclists.” (P7)

Optimised consultations

“We spend years all trying to work out what to do. If you actually work with people first and then bring them along with you, then actually, all the problems that we talk about now don't ever happen because we've worked with people.” (P3)

“There are two issues. It's the way they are being designed. The cyclops junction, for example, the lack of zebra crossings. From RNIB's point of view, they need controlled, accessible crossings.” (P7)

“When I used to walk out and I couldn't differentiate between the pavement, the cycle path and the road, and then with the added pressure of knowing that cyclists could be bombing down; that's not a good example of inclusive design.” (P6)

Challenges and issues

“We've brought together a commitment to inclusion group in Greater Manchester which is bringing together disabled people's organisations and people in the Active Travel space, so architects, planners, urban designers.” (P6)

“One of the other things is, during the pandemic, I was contacted by some local authorities who were saying, 'We've given out tablets to people because they're digitally excluded. We've got a problem, in that we've got such and such a person, they need to be shown how to use it using accessibility features, and we can't do that.’” (P7)

“They produced what we call accessible consultation documents, and I will just show you these. It has braille. It has braille information there... Then - it's the braille, and then that is tactile.” (P7)

Discussion



Next phase ...

- Leigh Active Neighbourhood
- Mapping social infrastructure and walkability
- In-person mapping
- Walkalong interviews
- Aim to develop our understanding of Active Neighbourhoods for further research (there are recommendations for future research in the report)



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For further information

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- Follow us on twitter - @ActiveCitiesUoS
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