20 minute neighbourhoods Local priorities and challenges

Patrick Lingwood

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Oxfordshire County Council

EAT HEALTHY

LEARN

WORK

SHARE AND REUSE

STAY ACTIVE

15mn

15mn

HOME

15mn

STOCK UP

GET AROUND

15mn

TAKE CARE OF YOUR HEALTH

ENJOY THE OUTDOORS

BE ENGAGED IN YOUR COMMUNITY
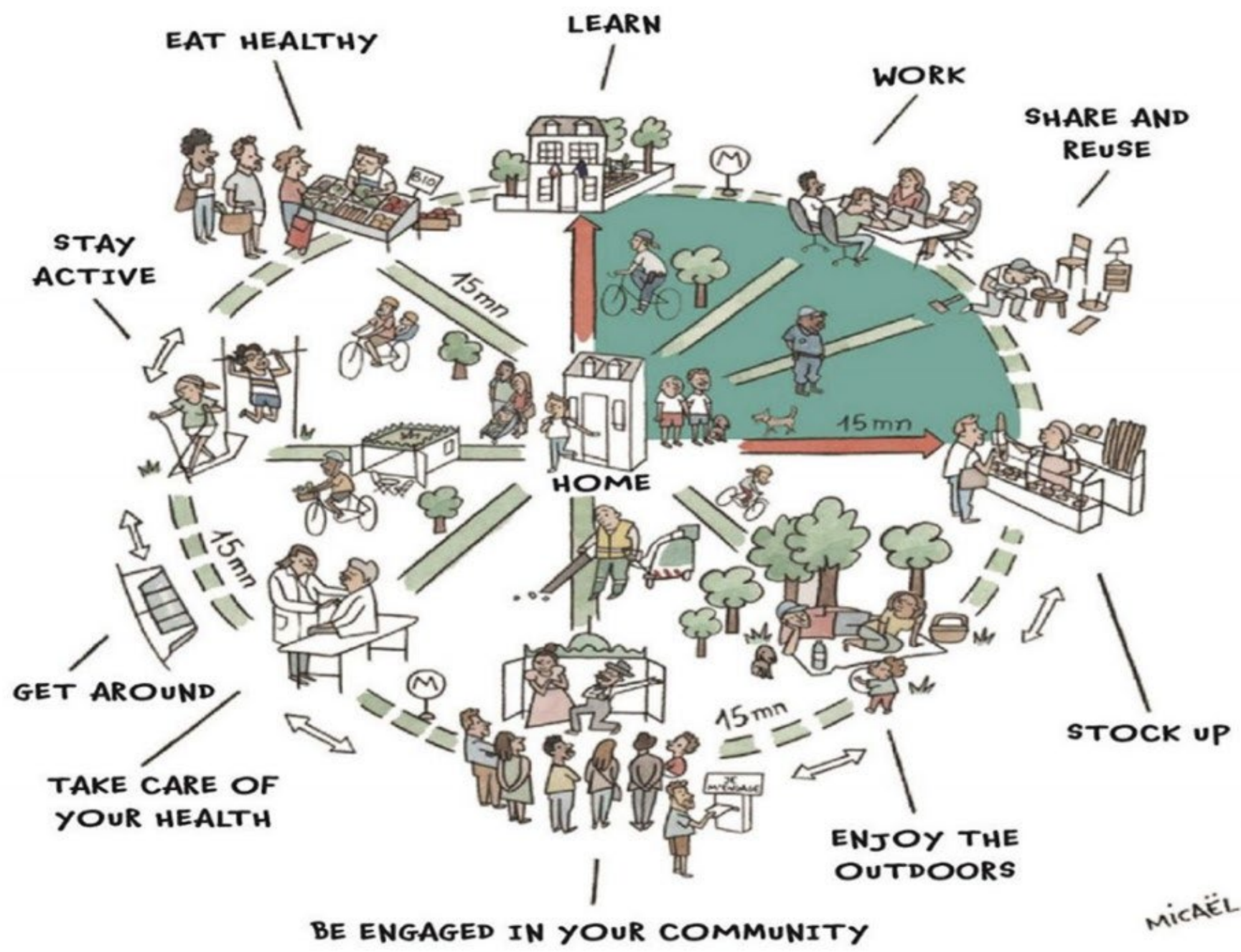
MICAËL

# Oxfordshire County Council Policies

Figure 20 – Summary of 20-minute neighbourhood features[42]

Local Transport and Connectivity Plan

- Policy 13 – We will: a. Work with our District and City Councils to ensure that regeneration schemes and new developments support application of the **20-minute neighbourhood model** to create walkable, vibrant neighbourhoods.

- b. Work with our District and City Councils to apply the 20-minute neighbourhood concept in our market towns and rural areas.

- c. Seek to enable the sharing of facilities in smaller towns and villages by delivering policies to improve walking and cycling connectivity in rural areas.

Beyond the hype, does it work?

Walking to the shops and station
1 km radius circles = 15 min walk
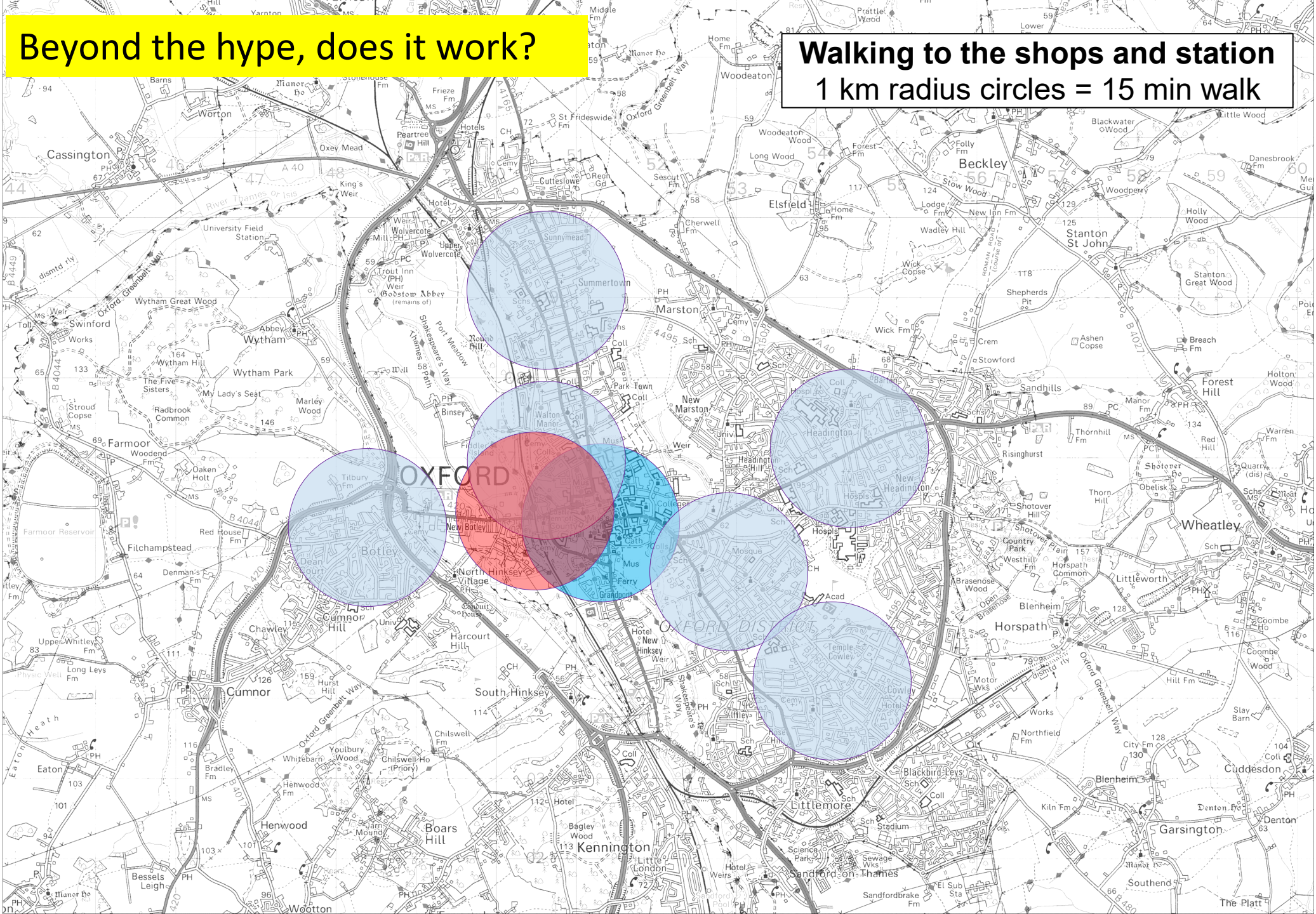
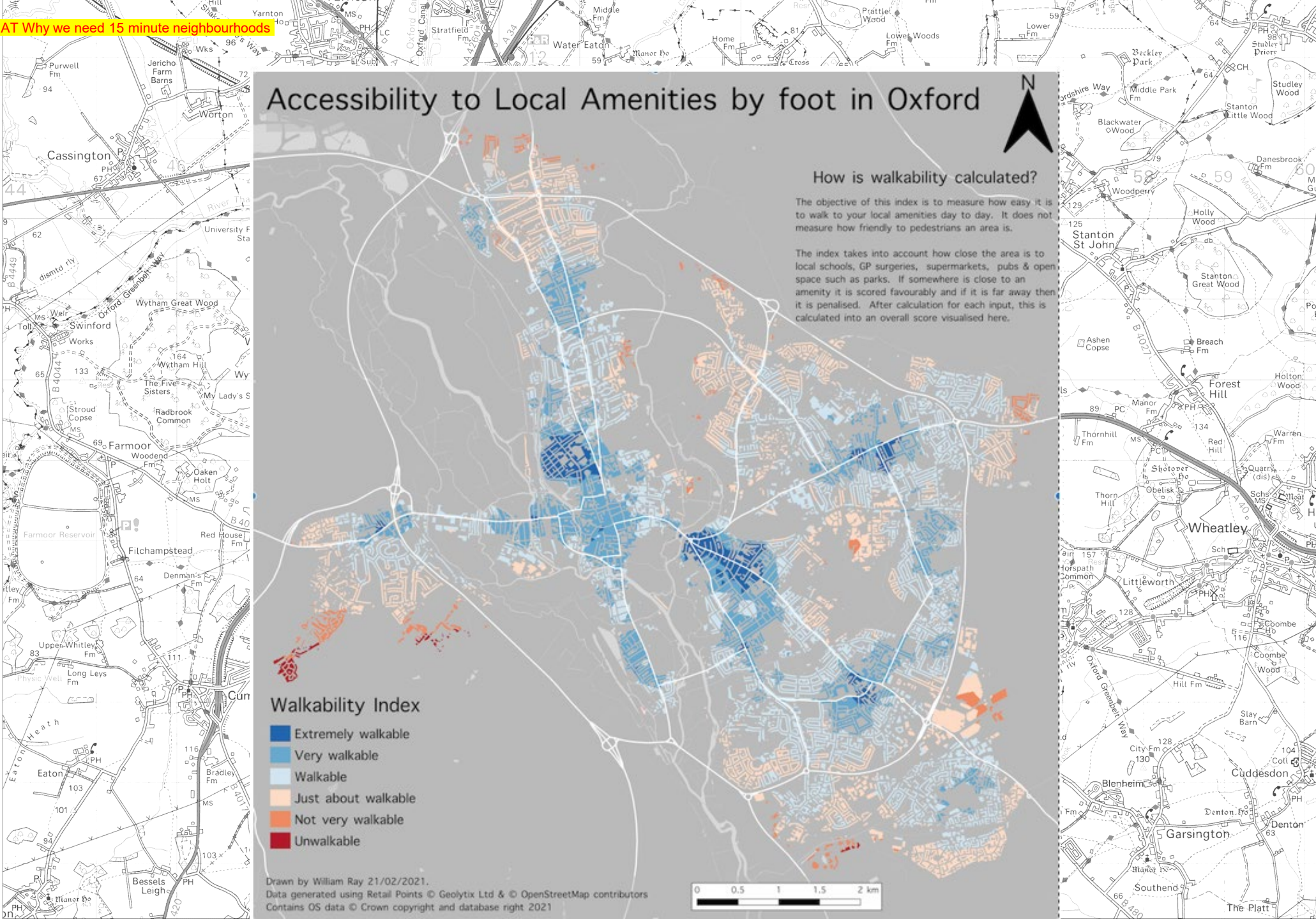# Accessibility to Local Amenities by foot in Oxford

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How is walkability calculated?

The objective of this index is to measure how easy it is to walk to your local amenities day to day. It does not measure how friendly to pedestrians an area is.
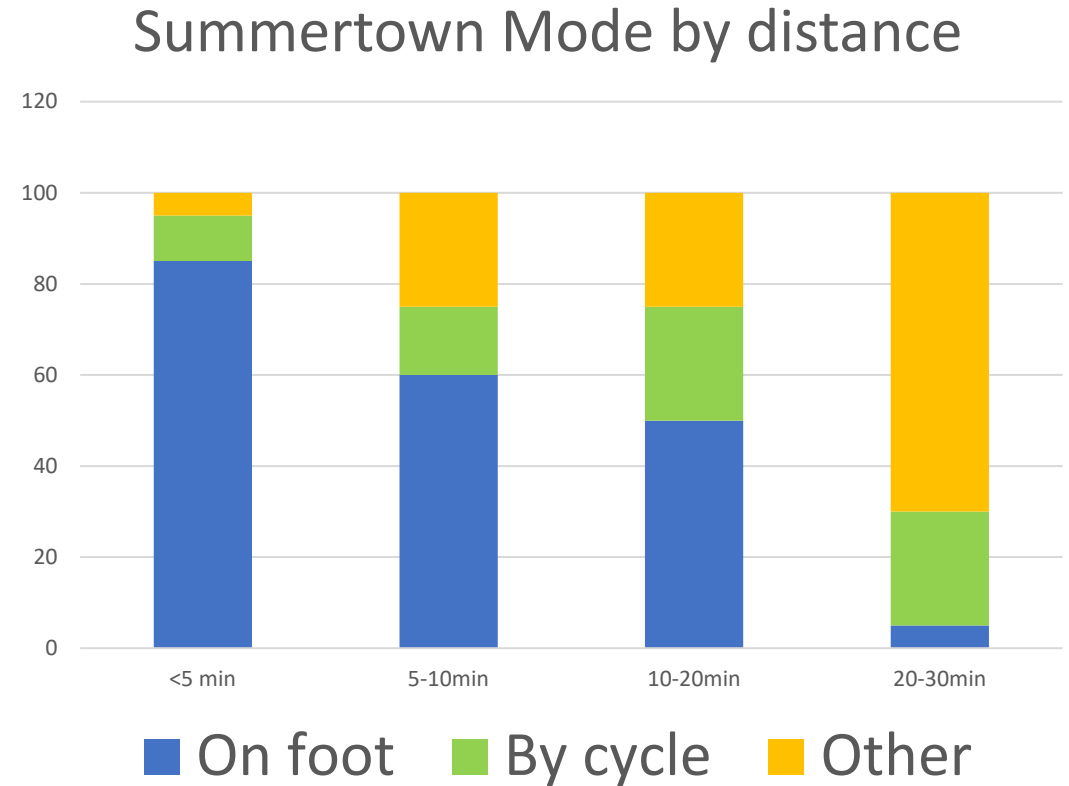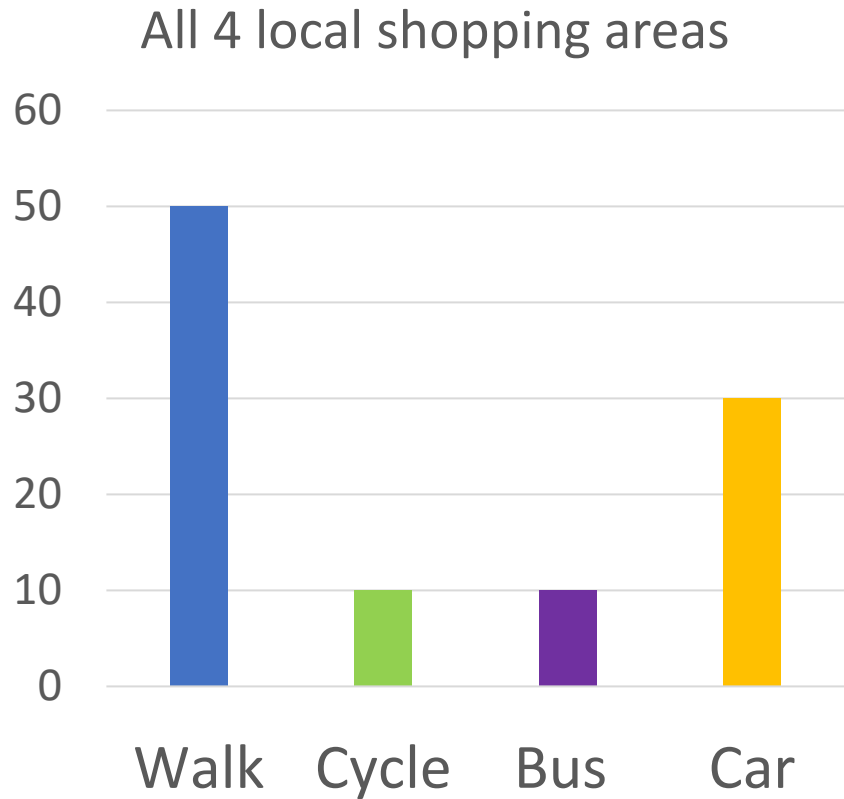
The index takes into account how close the area is to local schools, GP surgeries, supermarkets, pubs & open space such as parks. If somewhere is close to an amenity it is scored favourably and if it is far away then it is penalised. After calculation for each input, this is calculated into an overall score visualised here.

Walkability Index

- Extremely walkable
- Very walkable
- Walkable
- Just about walkable
- Not very walkable
- Unwalkable

Drawn by William Ray 21/02/2021.
Data generated using Retail Points © Geolytix Ltd & © OpenStreetMap contributors
Contains OS data © Crown copyright and database right 2021

0   0.5   1   1.5   2 km

Oxford Local Shopping Centres

All 4 local shopping areas

Summertown Mode by distance

On foot · By cycle · Other

But 60% of shoppers in local centres did their main shop in a superstore, mostly by car

Most travel is town wide

Walking to the shops and station
1 km radius circles = 15 min walk
5km radius circle = 15 min cycle

Active Travel Strategy
Another popular new concept is the 20 minute town based on a 20 minute cycle ride where a wider range of facilities is within 20 minute cycle ride

Economic viability – services depend on customers

Local Facility	Illustrative Catchment Populations
Local shop	1,500
Nursery/first school	2,000
Primary/middle school	4,000
Community centre	4,000
Post office	4,000
Local centre	6,000
Primary/ middle school	4,000
Small secondary school	8,000
Health centre (4 GPs)	10,000

Al Waer, H et al. (2023). Unpacking the concept of 20 minute neighbourhoods

Secondary school   10-30,000
Library   30-60,000
Shatu F et al. (2021) Determining Optimum Design Density for 20-minute Neighbour

CREDIT: DPZ CoDesign
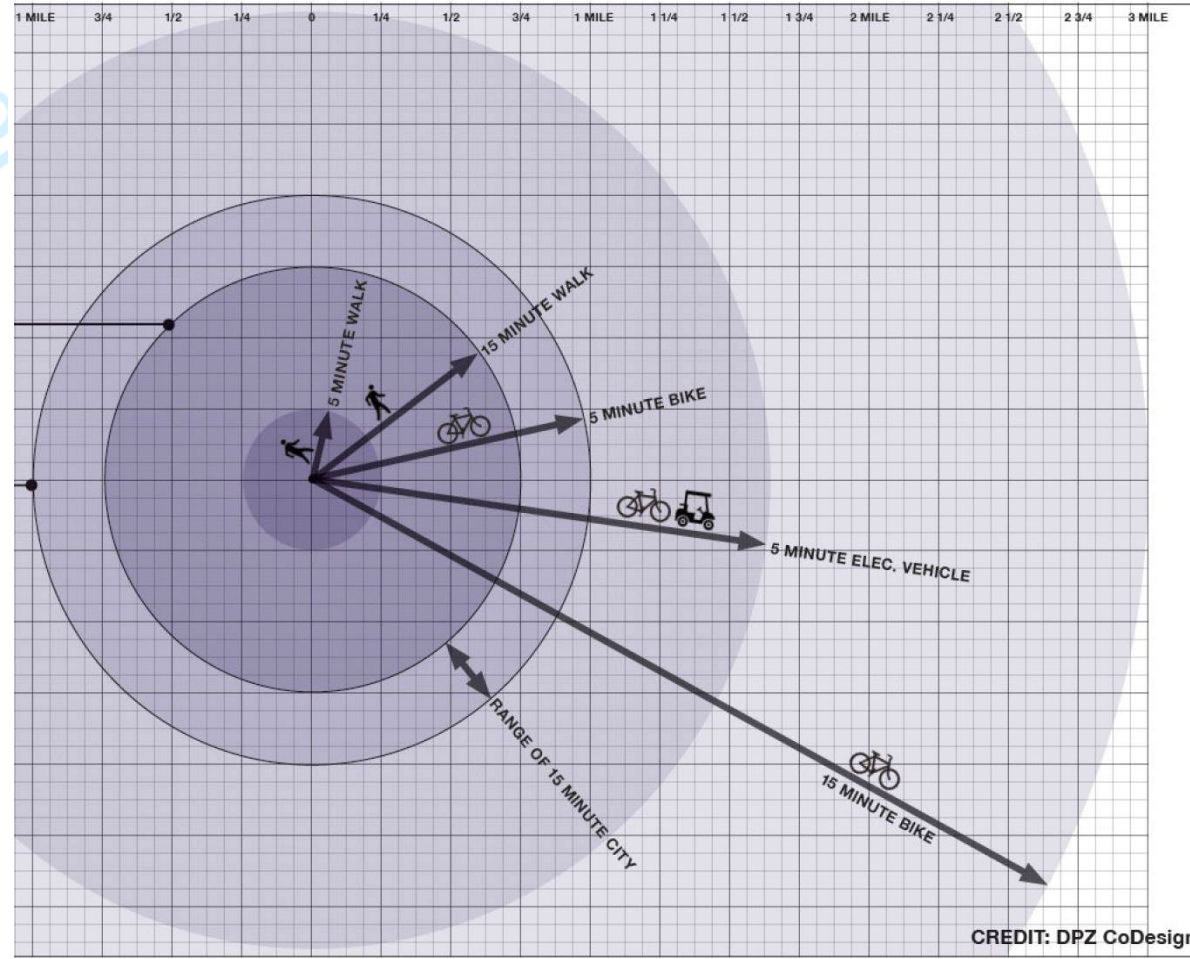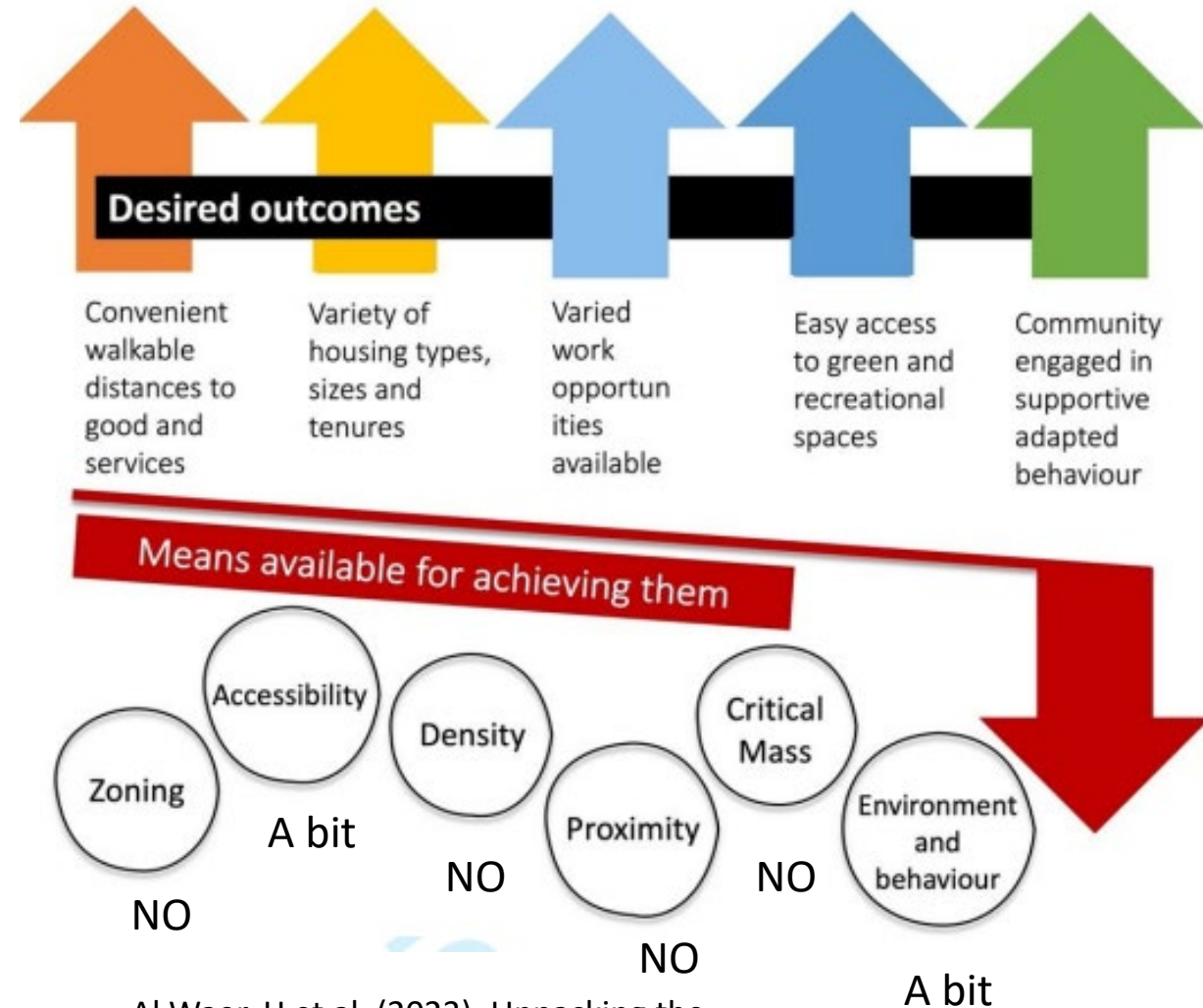
10 min walk
800m
2000 units
5,000 people

15 min walk
1.2 km
4500 units
12,000 people
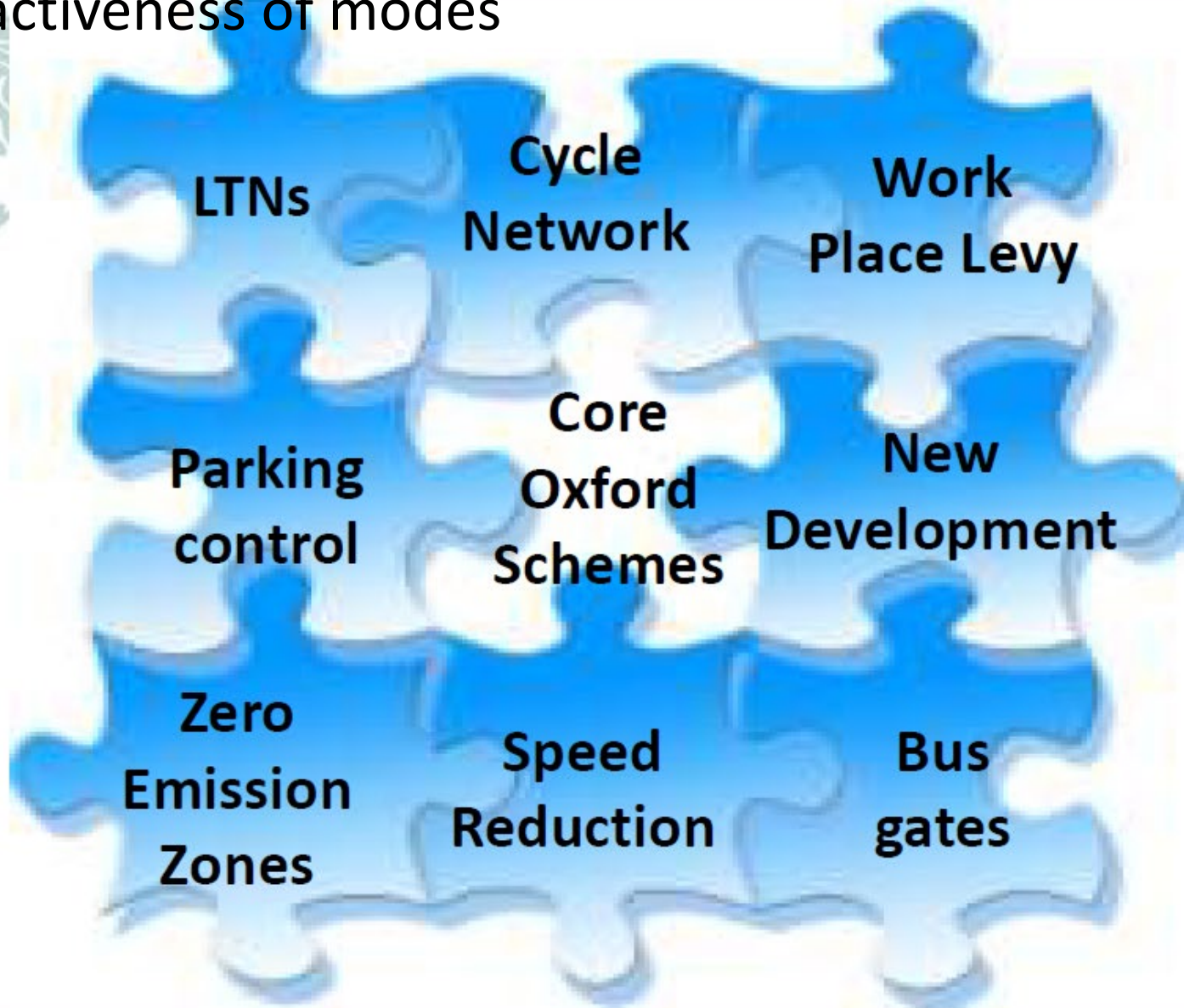
10 min cycle
3 km
25,000 units
60,000 people

15 min cycle
5 km
75,000 units
180,000 people

Are 15 minute towns realistically deliverable?

- Minimal impact on all factors in existing urban areas

- No real control even in new areas

- Easy access to where you want to go on foot may be **necessary** to encourage walking but it is certainly not **sufficient**.

Desired outcomes

Convenient walkable distances to good and services

Variety of housing types, sizes and tenures

Varied work opportunities available

Easy access to green and recreational spaces

Community engaged in supportive adapted behaviour

Means available for achieving them

Zoning — NO

Accessibility — A bit

Density — NO

Proximity — NO

Critical Mass — NO

Environment and behaviour — A bit

Al Waer, H et al. (2023). Unpacking the concept of 20 minute neighbourhoods

Differentially alter travel environment to change attractiveness of modes

LTNs

Cycle Network

Work Place Levy

Parking control

Core Oxford Schemes

New Development

Zero Emission Zones

Speed Reduction

Bus gates

Achieving Oxford Targets

OXFORDSHIRE COUNTY COUNCIL
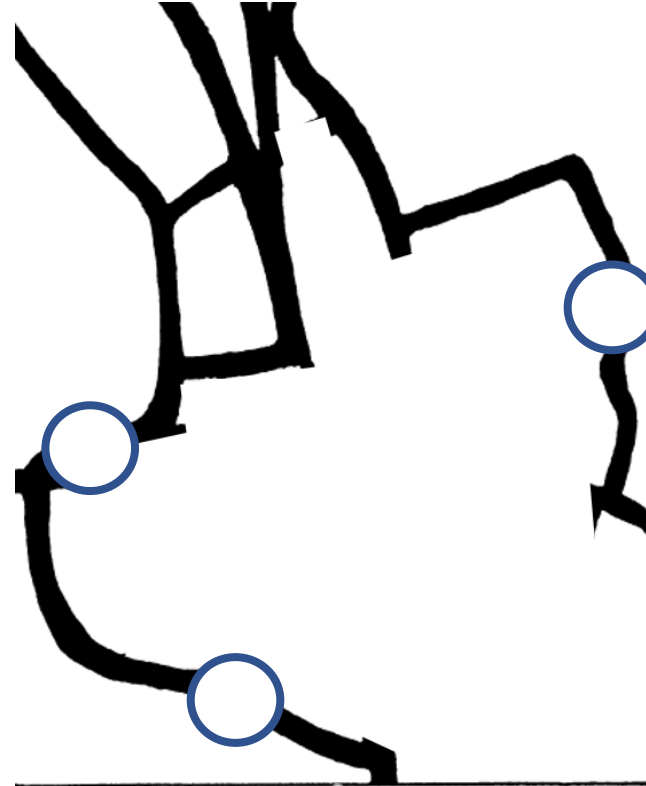
City wide level
City Centre Through Routes

Central Oxford showing network from view of cyclist or pedestrian including proposals to open shopping streets to cycling all day
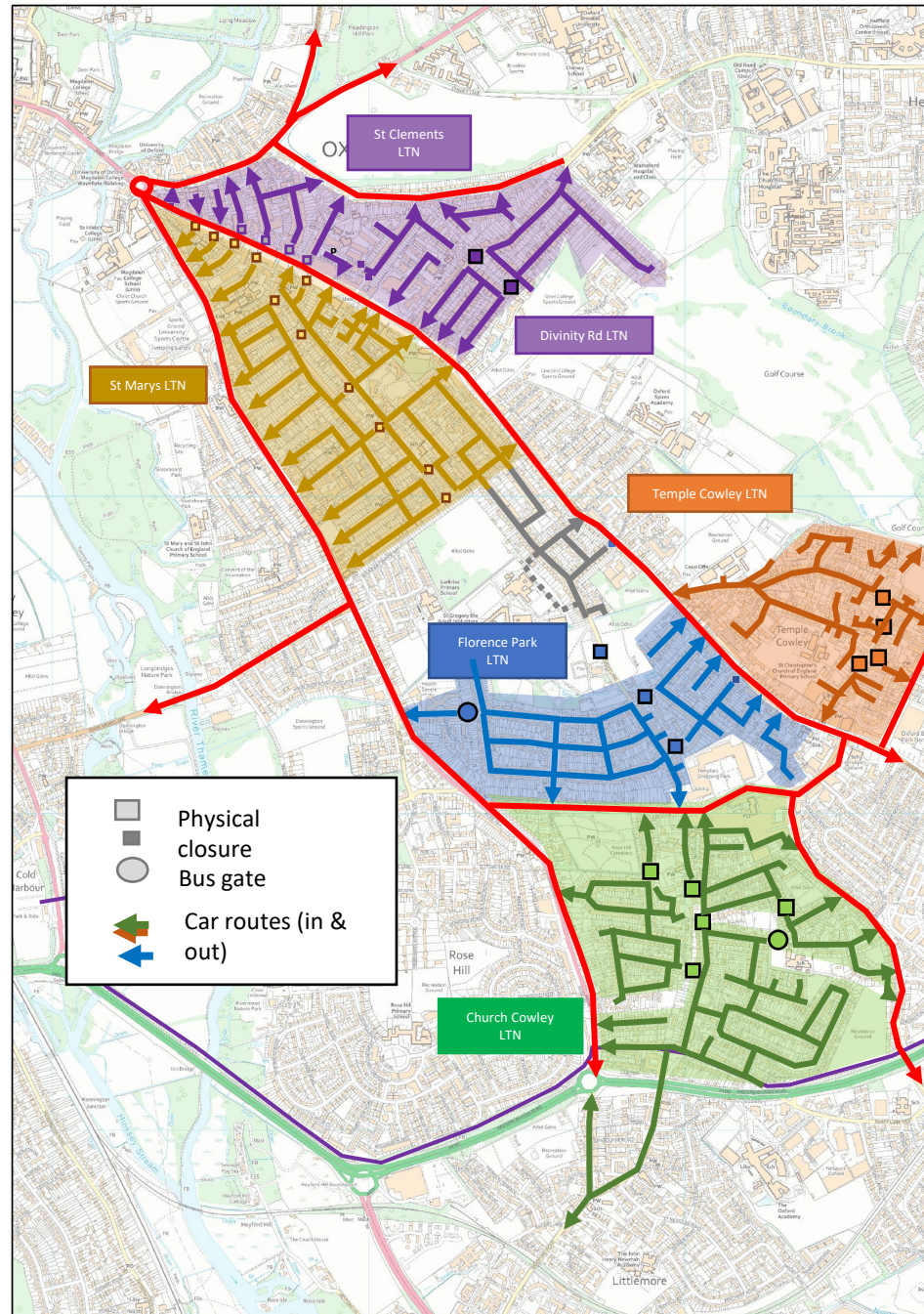
Central Oxford showing existing network from view of car driver and impact of 3 new bus gates

Cowley and East Oxford LTNs

Active Travel Strategy
The [20 minute neighbourhood] concept fits in with the goals of low traffic neighbourhoods (LTNs) which minimise traffic within the neighbourhood.
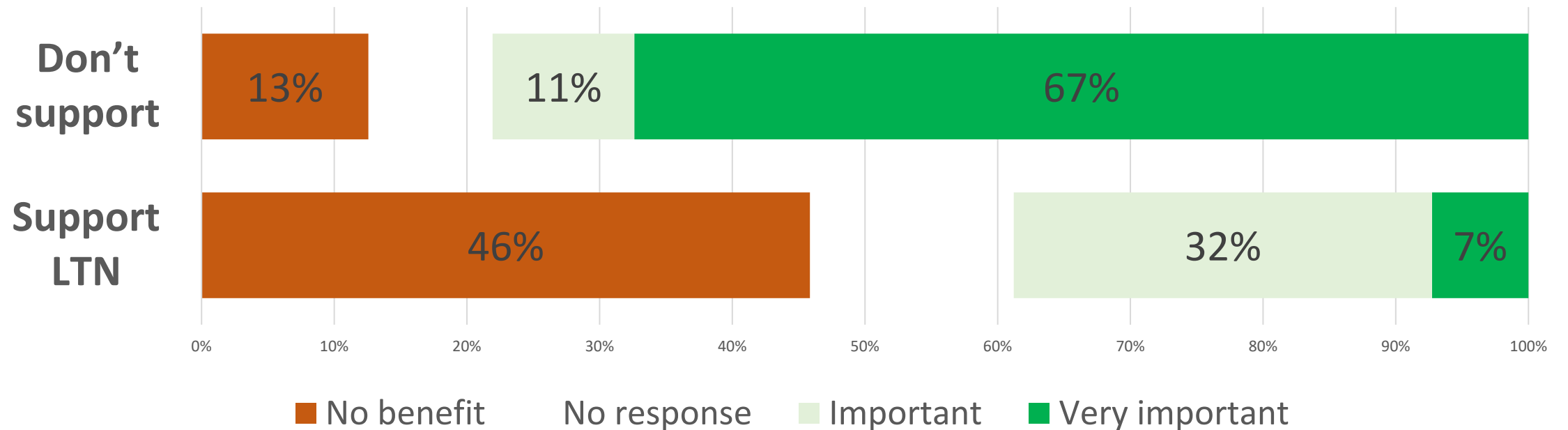
Reduce the convenience of the car for local trips inside the city

Improve the attractiveness of walking inside and cycling inside and between LTNs

Priority: *keeping local roads open so car trips are easy and convenient*

Support for LTN by priority to keep local roads open

Don't support
- No benefit: 13%
- Important: 11%
- Very important: 67%

Support LTN
- No benefit: 46%
- Important: 32%
- Very important: 7%

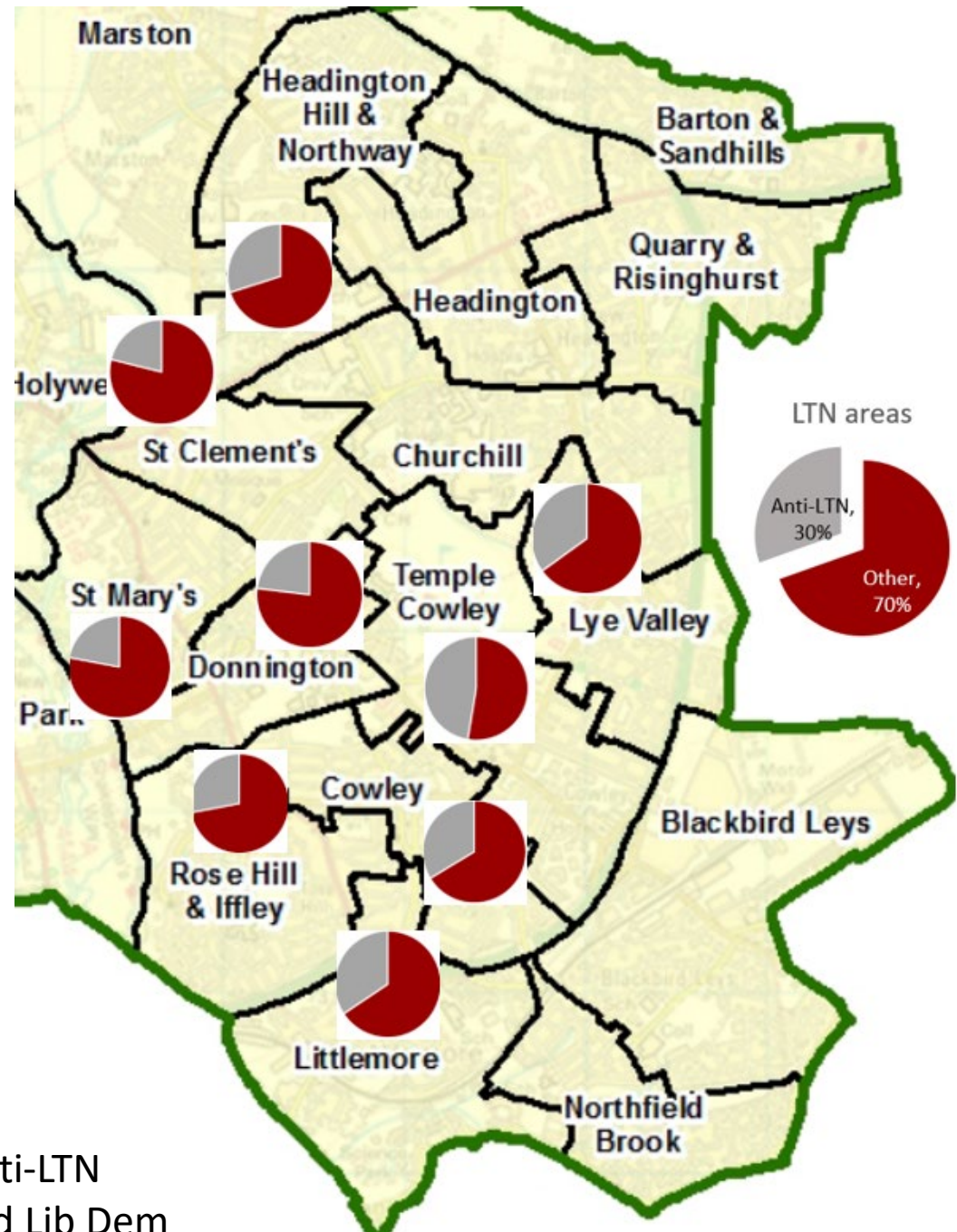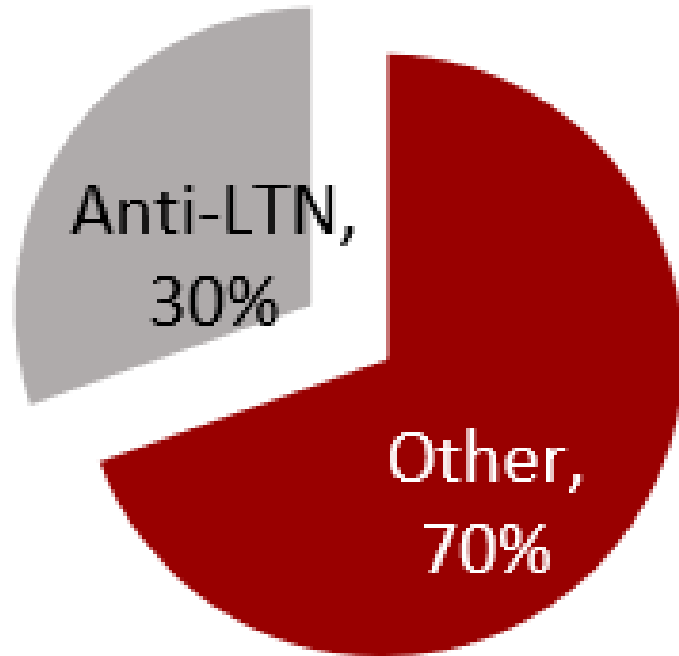Legend: ■ No benefit   No response   ■ Important   ■ Very important

"in a free country, you ought to be able to get in a car and drive wherever you like. But that freedom is already starting to feel like a distant memory".

2022 May elections
Vote share of anti-LTN independents

2022 May City Elections 15,477 votes in wards with anti-LTN candidates. Other consists mainly of Labour, Green and Lib Dem

Summary

15/20 minute neighbourhoods/cities represent

- A nice aspiration of an ideal urban form,
  - But without traffic management, will have minimal impacts on travel behaviour
- We need to think at a city level of accessibility
  - Which means measuring the 15/20 minute city by cycling accessibility
- The county council has very few effective levers on provision, planning and location of services
  - These largely depend on economics and economies of scale
- We do have many powers over highways, including speed limits, parking and access restrictions
  - We can use these to alter the balance in favour of walking and cycling compared to car use
- We can use these effectively to move towards a more sustainable, accessible urban environment within the existing urban framework
  - Without many of the changes needed in 15 minute walking neighbourhood concept.
- Because these measures are more effective, they make manifest different strongly-held priorities in terms of which "rights" individuals can choose according to their own preferences.
  - Because of these conflicts, it becomes a highly politicised arena which presents the council with many challenges.

Any Questions?

Patrick
Lingwood

Oxfordshire County Council