



15-minute Neighbourhood

Katja Stille
Director Tibbalds
Chair of Urban Design Group

What makes a 15-minute neighbourhood ?

One place, various uses



A place for people...

Catering for a diverse community



It is not a new idea

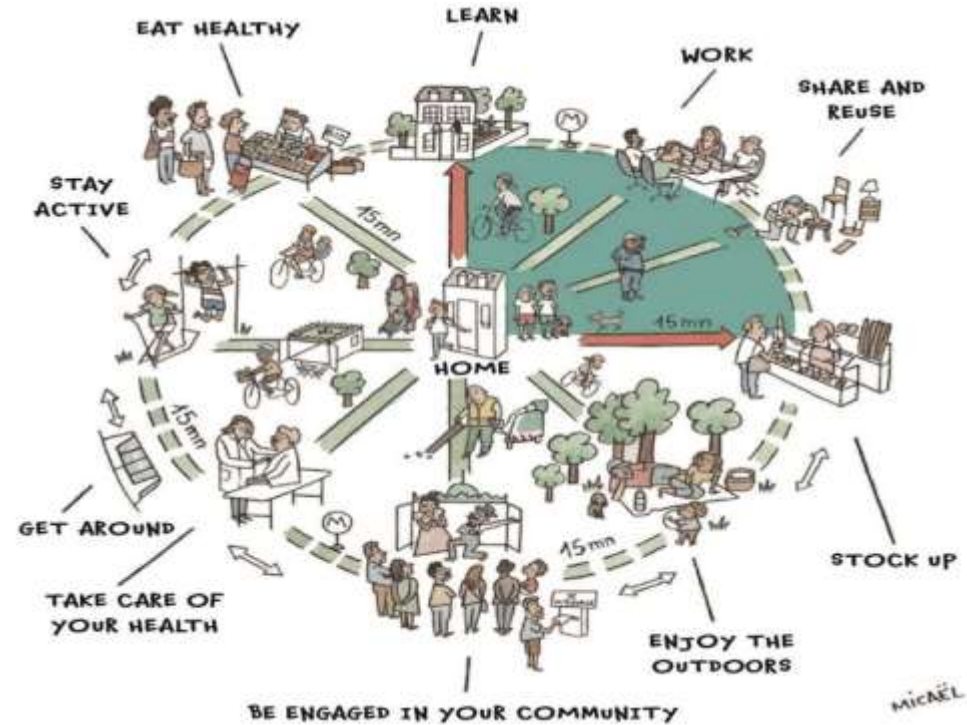


*Climate change, zero carbon,
health and wellbeing*

Fifteen Minute City Revival – Carlos Moreno

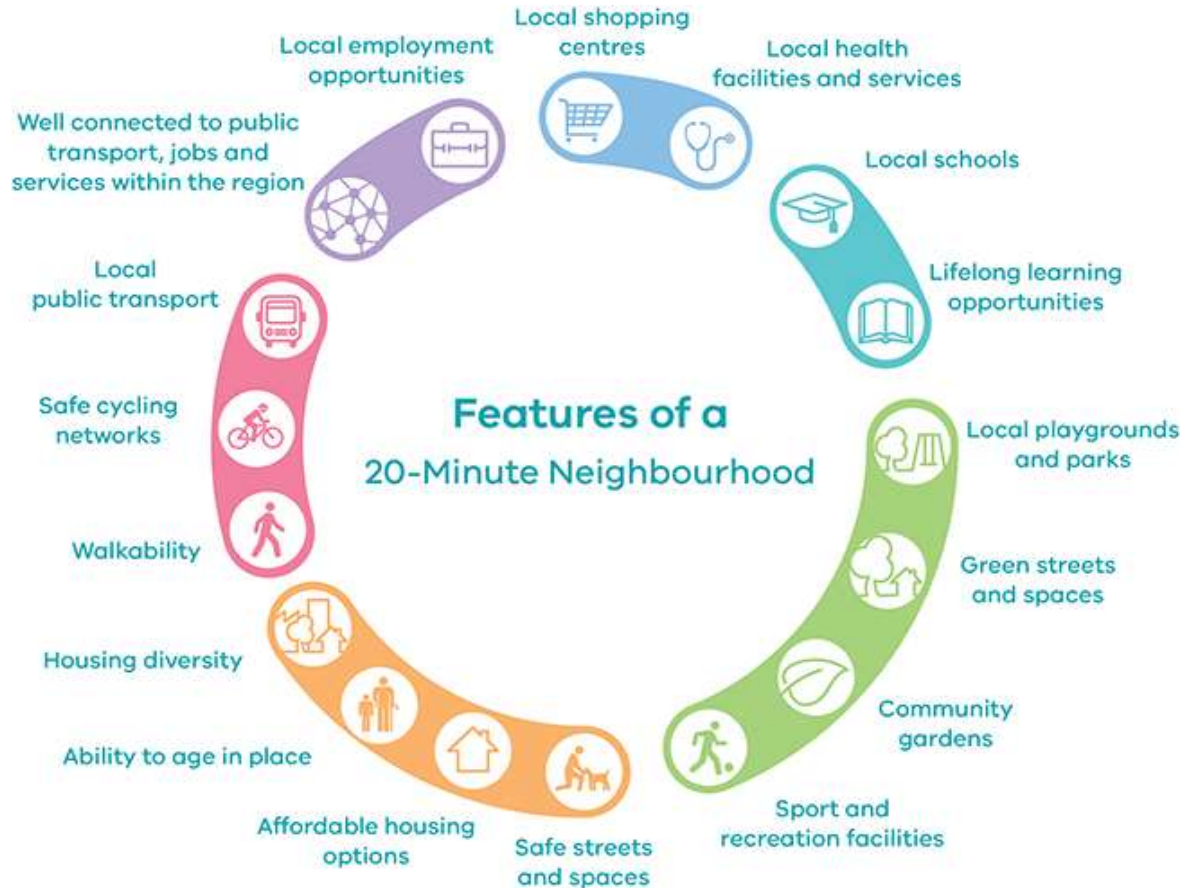
“We need to reinvent the idea of urban proximity.

We know it is better for people to work near to where they live, and if they can go shopping nearby and have the leisure and services they need around them too, it allows them to have a more tranquil existence.”



Paris, Melbourne, Shanghai, Brighton, London, Rotterdam, Barcelona,

Key ingredients Melbourne



Health benefits & 15 minute neighbourhoods

What the research says ...

Mix land-use is associated with a **12.2% reduction** in the likelihood of obesity across gender and ethnicity.

75% of people are failing to exercise enough across England - meeting recommended levels of walking could **save £675 million each year**

Land-use diversity in and around a person's neighbourhood was **the strongest predictor of walking** amongst built environment factors.

The quality of the built environment around a person's residential neighbourhood exerts a bigger impact on walking and bicycling than the quality at the destination.

Community benefits & 15-minute neighbourhoods

What the research says ...

Where residents encounter each other in the public realm, literally by '**bumping into each other**', then there is some evidence of social interaction and mutual recognition.

Persons living in walkable, mixed-use neighbourhoods have **higher levels of social capital** compared with those living in car-oriented suburbs.

Accessibility to '**third places**' was fundamental to the continued participation of older people within their community

Persons living in walkable neighbourhoods were **more likely to know their neighbours, participate politically, trust others, and be socially engaged**

Economic Benefits & 15-minute neighbourhoods

What the research says ...

Making places better for **walking** can **boost footfall and trading by up to 40%**

In London town centres, **walkers spent £147 more per month** than those travelling by car

London's **high streets support more employment than the Central Activities Zone**

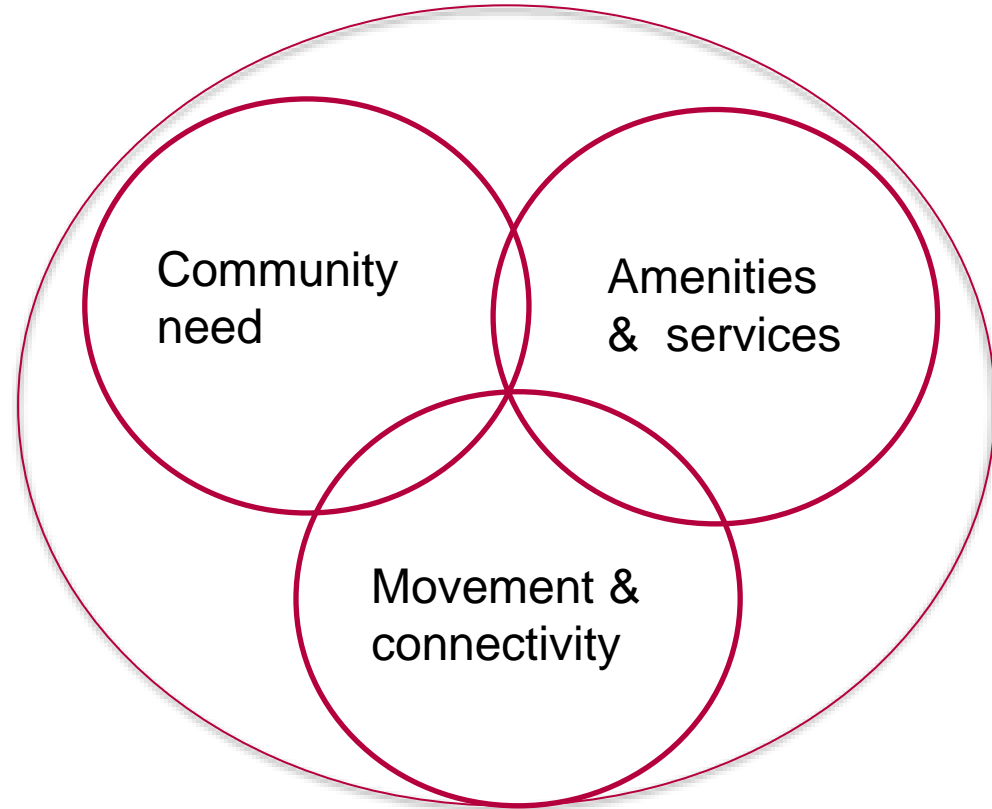
Almost 40% of **small businesses** interviewed performed some kind of **social function**

Those cities that have **failed to integrate the multi-functionality of streets** tend to have **lower productivity and a poorer quality of life** City Prosperity Index (CPI)

15-minute neighbourhoods

Understanding needs and neighbourhoods

- Map essential amenities within neighbourhoods and identify the gaps.
- Analyse what kind of services people can easily reach walking or cycling and identify the barriers / gaps in the network.
- Analyse community characteristics - different social groups have different needs.
- Consider the context – good public transport connections between neighbourhoods



15-minute neighbourhoods

Setting the strategy

- Engage with diverse mix of residents and stakeholders.
- Identify partners.
- Identify opportunities to deliver additional amenities and improved active travel routes to fill in gaps.
- Pro-active delivery of change: Policy, Council assets, infill and regeneration projects etc...



Woolwich Leisure Centre Project

Challenges

Risk of compounding social divides and inequalities

- Acknowledge that different social groups have different needs.
- Concentrate on the more vulnerable.
- Prioritise 15-minute neighbourhood investments in lower-income neighbourhoods.

Perceived inequalities in Low Traffic Neighbourhoods

- “LTNs only benefit well-off”
- “LTNs push traffic and air pollution onto main streets increasing inequalities”

LTNs for all?

Mapping the extent of London's new Low Traffic Neighbourhoods

November 2020



Myth-busting
report

Challenges

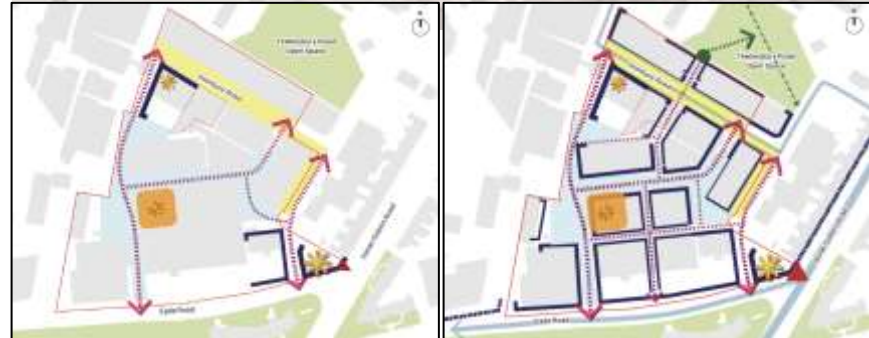
Diversification of buildings and spaces

- Single use areas – employment areas, shopping malls
- Single use buildings

“A South London Debenhams store is to be converted into an amusement centre with indoor electric go-karting track”

The Council will support proposals for warehouse living that form part of an agreed masterplan to increase and diversify the employment offer whilst providing an appropriate standard of living.

Haringey Warehouse District



Challenges

Diversification of buildings and spaces

- Council owned buildings can be used for multiple purposes at different times of the day and week.
- Work with partners to diversify the use of community and education facilities.
- Encourage temporary uses.



Princess May Primary School yard is used for markets at the weekend

15-minute neighbourhoods

Example Salisbury

1. Creating people friendly streets

To make the central area a better place for people to move around safely, comfortably and in a more pleasant environment with reduced noise and air pollution and reduced greenhouse gas emissions; prioritising cycling, walking and public transport.

2. Improving open space and the environment

The delivery of a connected River Park through the city centre and improving connections between the existing green spaces to enhance leisure and enjoyment, while setting aside spaces for nature to flourish.

3. Creating vibrancy

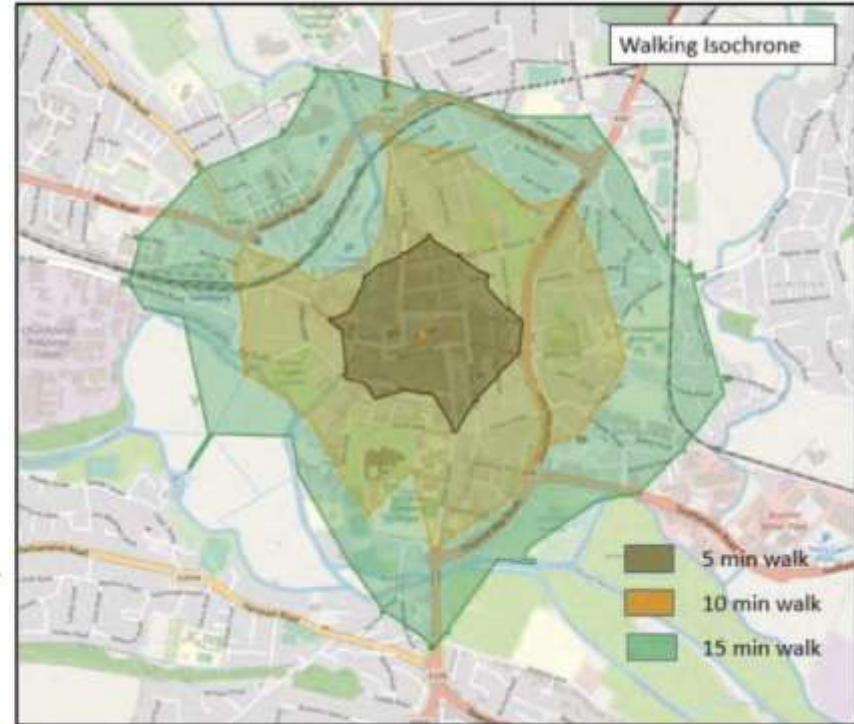
Enabling spaces and premises in the city to adapt to uses which provide entertainment and experiences to residents and visitors in addition to the day-to-day retail, leisure and service offer.

4. Bringing out Salisbury's qualities

To enhance buildings and spaces to best showcase the unique and beautiful heritage of Salisbury.

5. Identifying character areas and their role in the city

Defining identity and purpose to the various parts of the central area to enhance their character and roles.



Those who live and work in Central Salisbury are twice as likely to walk to work than drive.

15-minute neighbourhoods

Example Salisbury

People –friendly Streets

Pedestrianised streets
Pedestrian-only access (potentially with the exception of cyclists).



Pedestrian prioritised streets

Pedestrians feel that they can move freely anywhere and where drivers should feel they are a guest.



Informal streets

Streets where formal traffic controls are absent or reduced (signs, markings and signals). There is a history and carriageway, but the differentiation between them is typically less than in a conventional street.



Enhanced streets

Where the public realm has been improved and restrictions on pedestrian movement (e.g. guard rails) have been removed but conventional traffic controls largely remain.



“As a pedestrian and cyclist in the city centre I am very intimidated by the traffic; cars dominate the city causing stress, physical hazards and air pollution.”

Creating vibrancy

- Improve the supply of homes for young people and households with lower incomes.
- Improve and protect the evening and night-time economy.
- Accommodate changes in retail and leisure floorspace requirements.
- Encourage ‘meanwhile uses’.

Challenges

Planning for compact densities

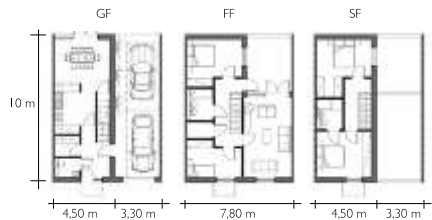
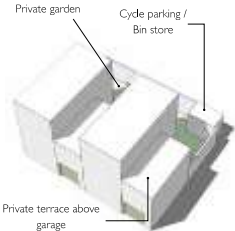
4 Terraced house

- 4 bedroom (one ensuite)
- Integral garage with development above (2 spaces on plot)
- Alternative for 2 bedroom house without development above garage
- Privacy ensured through sensitive design - to allow narrow back to back distance




GIA = 140 sqm



Reference: Abode - Great Kneighton - Cambridge (Countryside)



Key

	61 - OVER Dwellings per hectare	High density
	41 - 60 Dwellings per hectare	Medium density
	35 - 40 Dwellings per hectare	Low density





Thank You!

Katja Stille
Katja.stille@tibbalds.co.uk