The Opportunities and Risks of the 20 Minute City

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Key points

“Giving you most of what you need for a good life within a 20 minute walk, cycle or public transport trip from home”

1. **Origins and Development**
   What is it? Where did it come from? Who is using it?
2. **Principles and Opportunities**
   What does it offer? How can it help New Zealand?
3. **Critique and Risks**
   How do we interpret it effectively? What are the risks?
4. **You and your Professional Development**
   What kind of a planner are you? What are the wider ‘lessons’?

The Story So Far…

Hon Shane Jones

1 April 2020

PĀNUI PĀPĀHO
Media Statement

Government seeks infrastructure projects

The Government has tasked a group of industry leaders to seek out infrastructure projects that are ready to start a
reduce the economic impact of the COVID-19 pandemic, Economic Development Minister Phil Twyford and Infrastru

The Infrastructure Industry Reference Group, to be headed by Crown Infrastructure Partners chairman Mark Binns,
and public sector that are 'shovel-ready' or likely to be within six months.

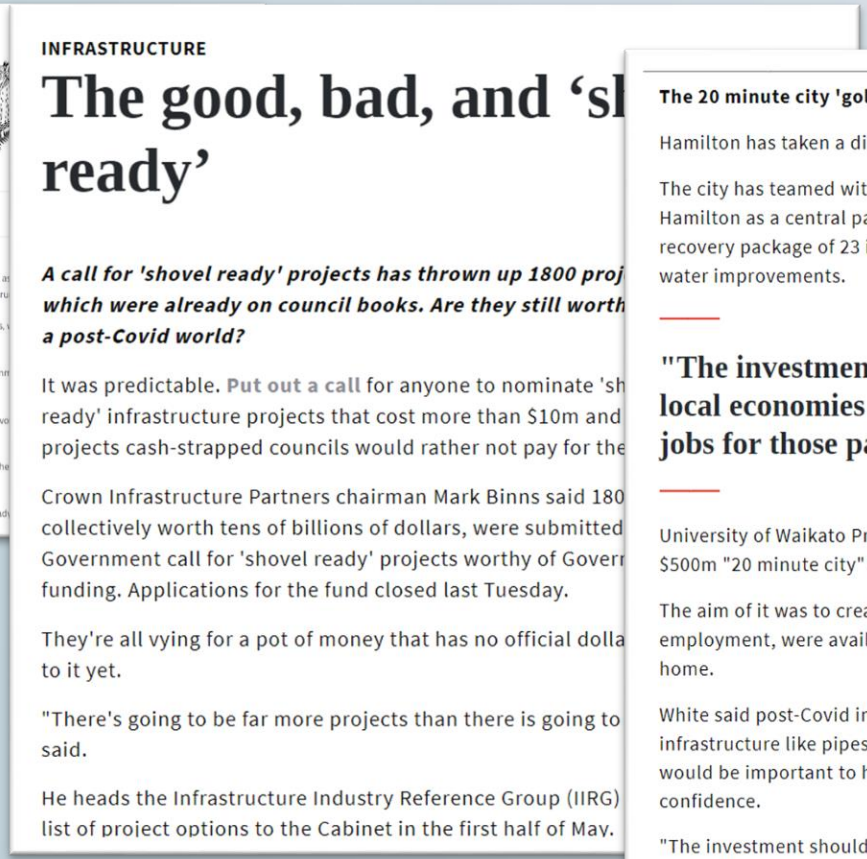
These new projects will be in addition to and build on the Government's $12 billion New Zealand Upgrade Programm
investments.

The Government will then decide which could be funded, contracted and ready to go as soon as the construction wo
departments will also provide advice to Ministers.

"We are focused on the health and wellbeing of New Zealanders first and foremost, and we need to get through the
However, the Government is also planning ahead for when that time comes," Phil Twyford said.

"That's why we are now developing a pipeline of infrastructure projects from across the country that would be ready

A few weeks later…



INFRASTRUCTURE

The good, bad, and 'sl ready'

A call for 'shovel ready' projects has thrown up 1800 proj which were already on council books. Are they still worth a post-Covid world?

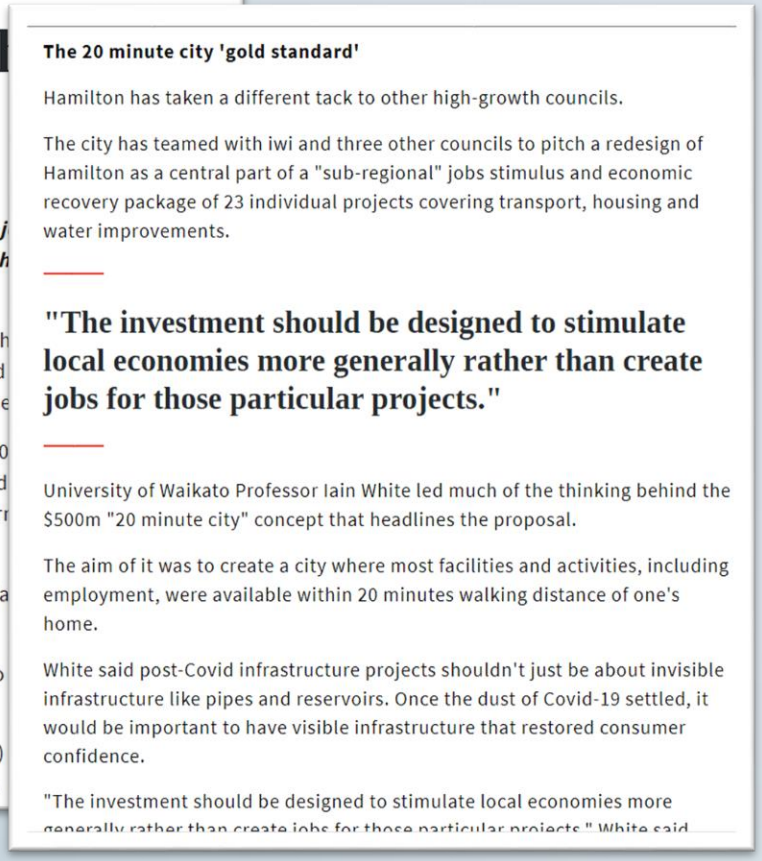
It was predictable. Put out a call for anyone to nominate 'sh ready' infrastructure projects that cost more than $10m and projects cash-strapped councils would rather not pay for the

Crown Infrastructure Partners chairman Mark Binns said 180 collectively worth tens of billions of dollars, were submitted Government call for 'shovel ready' projects worthy of Goverr funding. Applications for the fund closed last Tuesday.

They're all vying for a pot of money that has no official dolla to it yet.

"There's going to be far more projects than there is going to said.

He heads the Infrastructure Industry Reference Group (IIRG) list of project options to the Cabinet in the first half of May.



The 20 minute city 'gold standard'

Hamilton has taken a different tack to other high-growth councils.

The city has teamed with iwi and three other councils to pitch a redesign of Hamilton as a central part of a "sub-regional" jobs stimulus and economic recovery package of 23 individual projects covering transport, housing and water improvements.

"The investment should be designed to stimulate local economies more generally rather than create jobs for those particular projects."

University of Waikato Professor Iain White led much of the thinking behind the $500m "20 minute city" concept that headlines the proposal.

The aim of it was to create a city where most facilities and activities, including employment, were available within 20 minutes walking distance of one's home.

White said post-Covid infrastructure projects shouldn't just be about invisible infrastructure like pipes and reservoirs. Once the dust of Covid-19 settled, it would be important to have visible infrastructure that restored consumer confidence.

"The investment should be designed to stimulate local economies more generally rather than create jobs for those particular projects," White said

The Story So Far…

A little bit of pressure…

Some great public response…

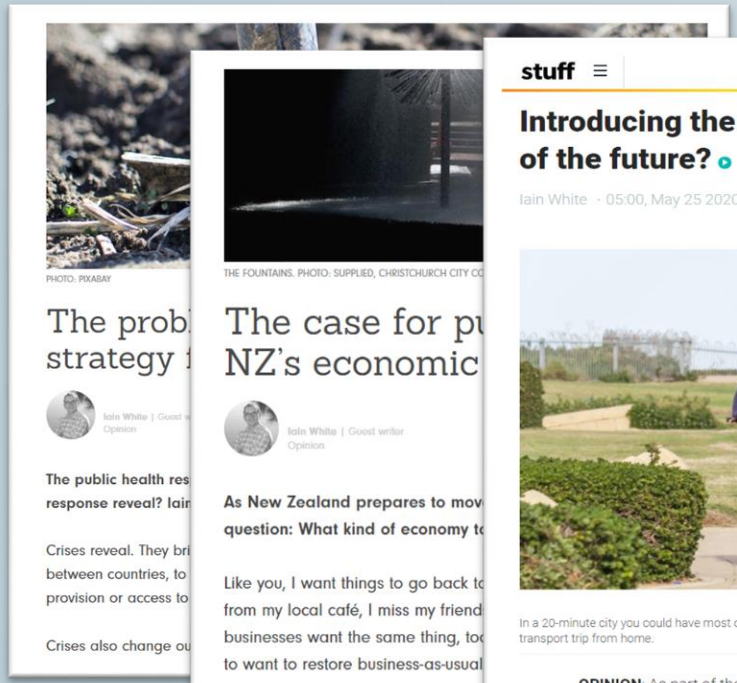


PHOTO: PIXABAY

The prob
strategy f

Iain White | Guest w
Opinion

The public health res
response reveal? Iain

Crises reveal. They bri
between countries, to
provision or access to

Crises also change ou

THE FOUNTAINS. PHOTO: SUPPLIED, CHRISTCHURCH CITY CO

The case for pu
NZ's economic

Iain White | Guest writer
Opinion

As New Zealand prepares to mov
question: What kind of economy t

Like you, I want things to go back t
from my local café, I miss my friend
businesses want the same thing, too
to want to restore business-as-usual

There is a lot of media discussion o
areas: the timing of dropping alert
take, or finances and the specific se

stuff ≡ national

Introducing the '20 Minute City': the real city of the future?

Iain White · 05:00, May 25 2020

123RF

In a 20-minute city you could have most of what you need for a good life within that radius in a walk, cycle, or public transport trip from home.

OPINION: As part of the economic recovery package, the Government made a high-profile call for 'shovel ready' infrastructure projects that could start quickly. Shortly after, it received a huge number from across the country, sparking off a great deal of discussion - from the merits of individual proposals to whether the fund encouraged transformative ideas rather than old thinking.

Shovel-ready project '20-Minute City' a game-changer for Hamilton

24 Jun, 2020 2:29pm · 4 minutes to rea

If implemented, the 20-Minute City concept would put Hamilton at the cutting edge of global research into holistic city planning. Photo / Hamilton City Council

Hamilton News

A joint Waikato bid for money to rebuild the regional economy pitched 23 projects to the Government.

Last month, 22 of those projects moved to the next assessment step. All will create much-needed jobs, but one has the potential to fundamentally change the way Hamiltonians live their lives for generations to come.

Old wine in new bottles?…

1990s
New Urbanism, US
- Human scale design
- Anti sprawl, pro density,
- Mixed-use zoning
- 5 minute walk

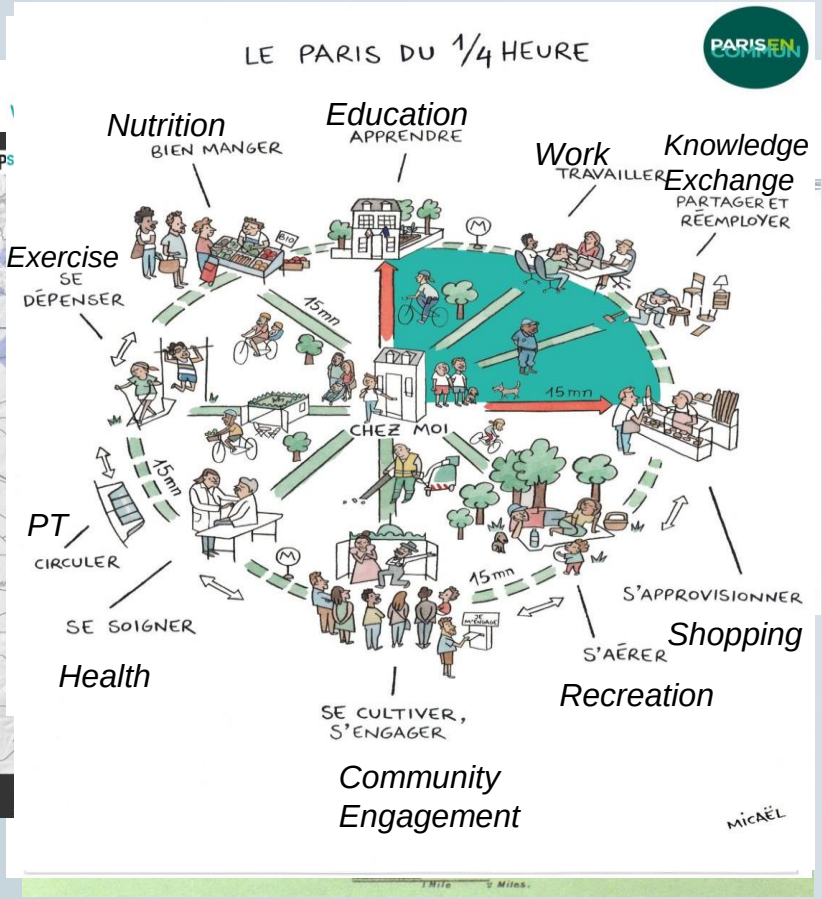
1898
Garden Cities
- Pre car
- Proximity and amenity
- self contained satellite towns

1999
Towards an Urban Renaissance, UK
- Focus on quality & lifestyle
- Polycentric city-regions
- Sustainability
- Failing CBDs

2010
20 Minute Neighbourhoods, Portland, US
- GIS based mapping
- Walkability Score
- Access to services

2018
20 Minute Neighbourhoods Melbourne, Aus
- LTP to 2050
- Whole of Govt
- Streamline Planning

2020
15 Minute City, Pari
- Human-centred
- Hyper-proximity
- Micromobility



Principles and Benefits (theory/research)

01

Economic

- Higher income & employment.
- Increase in property values & rental income
- Increase in retail trade
- Savings in public spending (e.g. roads)
- Agglomeration economies

02

Social

- Walkable streets helps social interaction & cohesion
- Passive surveillance
- Reduce accidents & increase perceptions of safety
- Increase housing choices
- Help engagement in Local Govt

03

Environmental

- Lower congestion
- Better air quality
- Lower CO2 emissions
- Lower indirect water pollution
- Hit climate change targets
- Access to natural greenspace

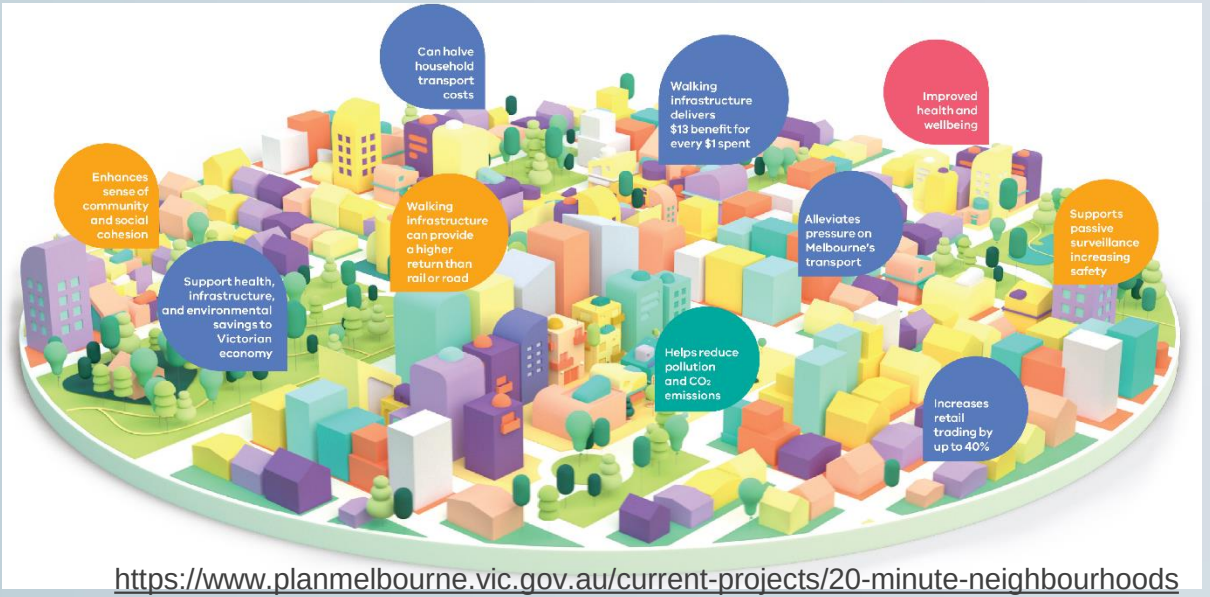
04

Health

- Walkability and safe cycling increases physical exercise
- Increase in wellbeing and mental health.
- Reduces health costs
- Less loneliness

BUT…

Few well established methodologies for capturing & evidencing these benefits. Some fit with ‘accounting’ metrics, others do not.



https://www.planmelbourne.vic.gov.au/current-projects/20-minute-neighbourhoods

Benefits for practice/politics:
What is the City Scale Value Proposition?

01

City Branding and Reputation (e.g. Paris)
More than ‘policy’. Vision of what we value, lifestyle and why you should live/invest here

02

Integration, Coordination, and Partnerships
Supports current policy (climate, mode shift…). Helps internal/external alignment

03

Improve Citizen Engagement and engage in the ‘local’ scale
Different ‘language’ from ‘policy/plans’. Allow difficult conversations. Trade-offs. Journey

04

Cost Neutral – if that’s what you want…
Realignment focus. Lever in investment (Transport, Housing, Health, Sustainability, etc)

05

‘Off the peg’ Vs Unique: ‘the City X Model’
First time in…: NZ context; post-Covid; in sub 500k city; using Māori concepts.

Understanding the Critique/Risks

Going into it with our eyes open…

01

Style over Substance

Same as terms like Resilience, Smart, Liveability, etc. If there is little change in budgets, plans, policies, etc, you lose the benefits, goodwill and momentum

02

Gentrification

Depends on application, but should lead to an increase in desirability and has potential to create haves/have nots. Need policies to mitigate this – eg land ownership models

03

Top Down Technical Capture

Are you applying it like a visionary political project or a technical policy project? Can you have a ‘hyper-local’ strategy from your office? Do people want it or is it expert capture?

04

Eurocentric & Culturally Blind

Is it a middle class European view of a city? Where are the cultural amenities? What about mana whenua? Where are the Māori terms or worldviews?

05

Infrastructure & ‘things’

Not about values or intergenerational voices. For an institutional its ‘investment strategy’, for people its transactional and self-centred based on what YOU might get right now.

06

Homogeneity & difference?

Who is this 20 minute person? How may this differ over age, disability, race, etc? Great argument, but needs more granular data. Eg local economic boosts, mode shifts, engagement, etc

What's happened recently?

1. 'Shovel-ready' funds not successful, BUT…
2. Pitched Mayor and Councillors, ran workshop with technical and management staff…

HCC workshop – Be aware of ‘Mobilities’ Lessons...

1 How do we interpret it?

As it stands this concept will not work for us, and we can improve on the international work to date.

- KEY QUESTION: What do WE value?
- What does a quality lifestyle feel like for us?
- What unique assets do we have?
- How do we include Tangata Whenua?
- How do we introduce cultural perspectives?

2 How do we translate it?

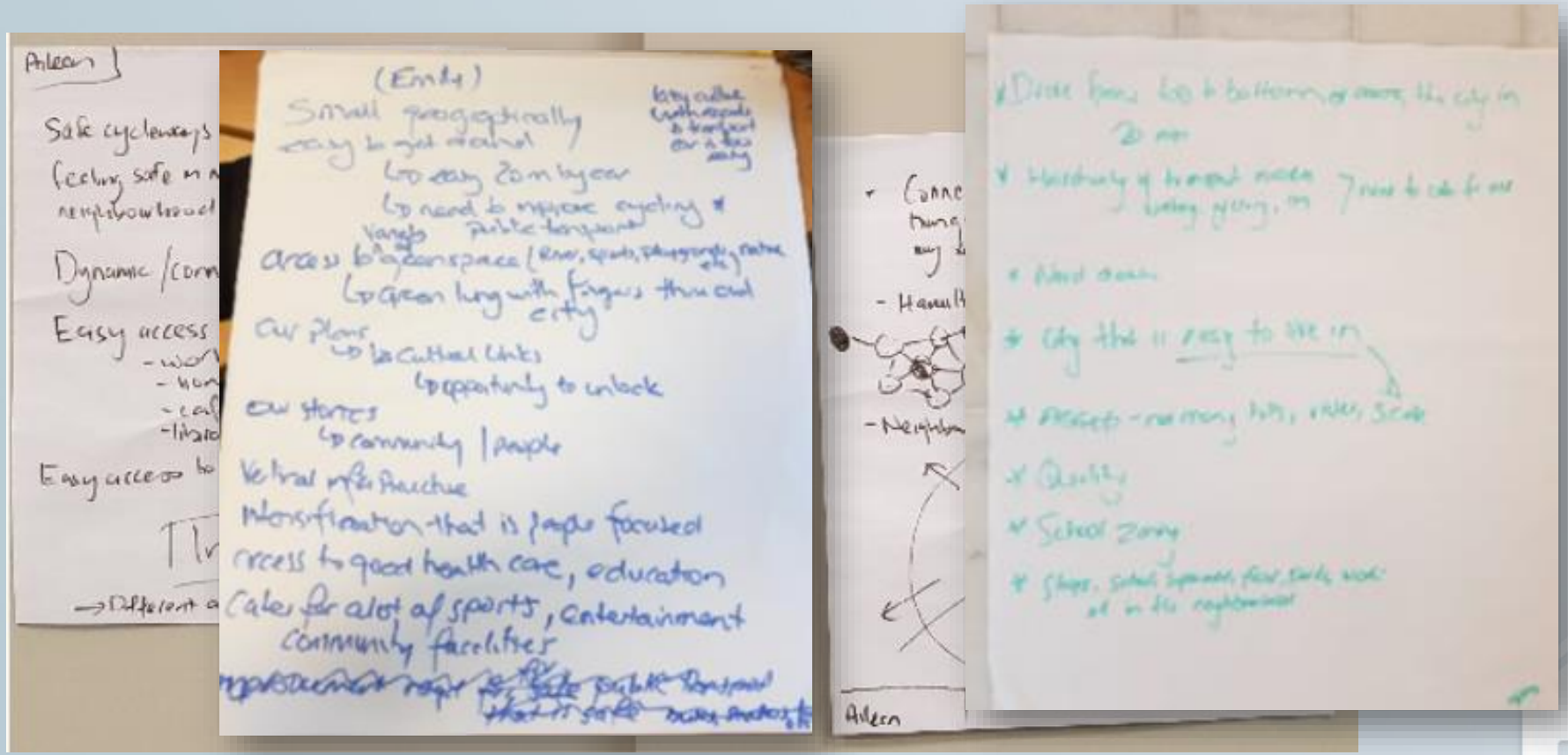
We have our own pressures, opportunities, politics, plans and processes, etc.

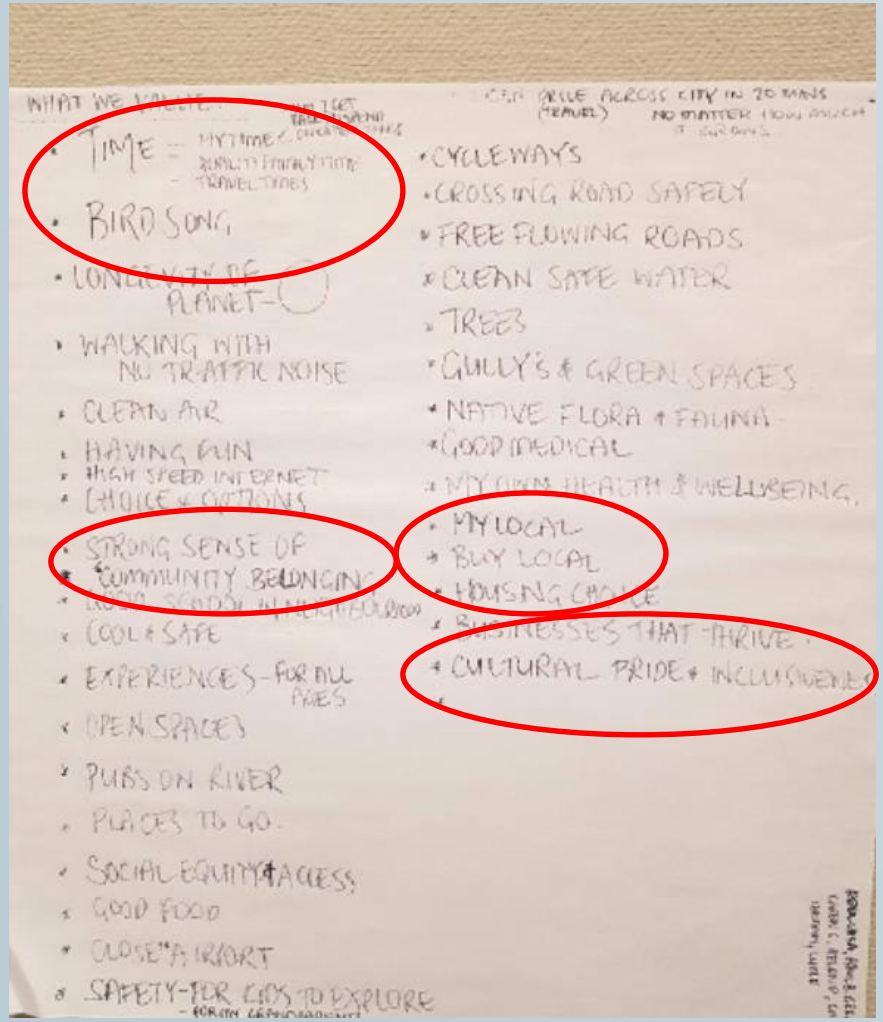
- What concepts or terms do we use?
- What is the right scale?
- Do we measure or monitor?
- How do we make it happen?
- How do we communicate it?

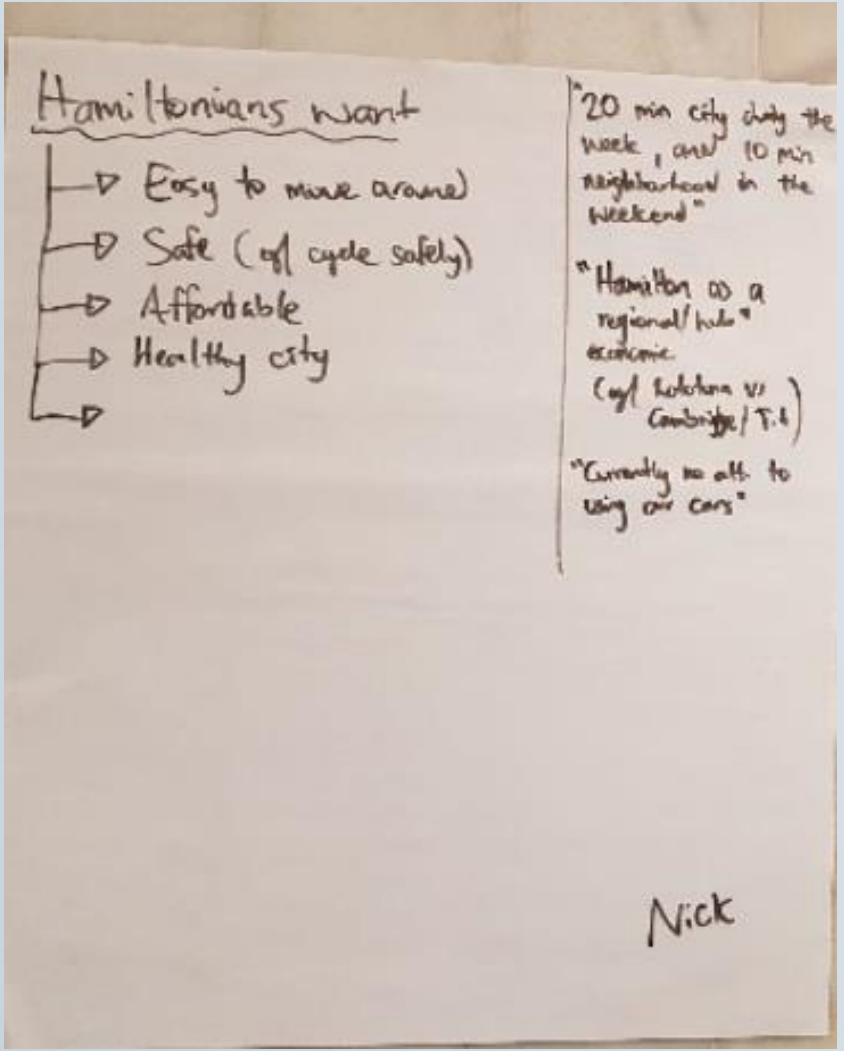
- Amenity/delivery focused: six outcome measures: *‘thriving local economies’, ‘safe, accessible, & well connected’, ‘high quality public realm and open spaces’ etc.*
- Density makes amenity viable
- ‘Planning’ focused
- Institutional project

- People focused: fulfil six basic functions: *living, working, supplying, caring, learning and enjoying*
- Metro makes ‘hyper proximity’ viable
- Public policy focused
- Political project

Workshop ‘What do we Value?’




WHAT WE VALUE
TIME
BIRD SONG
WALKING WITH NO TRAFFIC NOISE
CLEAN AIR
HAVING FUN
STRONG SENSE OF COMMUNITY BELONGING
COOL & SAFE
EXPERIENCES - FOR ALL AGES
OPEN SPACES
PUBS ON RIVER
PLACES TO GO
SOCIAL EQUITY & ACCESS
GOOD FOOD
SAFETY - FOR KIDS TO EXPLORE
CYCLEWAYS
CROSSING ROAD SAFELY
FREE FLOWING ROADS
CLEAN SAFE WATER
TREES
GULLY'S & GREEN SPACES
NATIVE FLORA & FAUNA
GOOD MEDICAL
MY LOCAL
BUY LOCAL
HOUSING CHOICE
CULTURAL PRIDE & INCLUSIVENESS


Hamiltonians want
Easy to move around
Safe (esp cycle safely)
Affordable
Healthy city
"20 min city during the week, and 10 min neighbourhood in the weekend"
"Hamilton as a regional hub" economic
(esp Kokotau vs Cambridge/T.L)
"Currently no alt to using our cars"
Nick

What's happened recently?

1. 'Shovel-ready' funds not successful, BUT…
2. Pitched Mayor and Councillors, ran workshop with technical and management staff…
3. Have pilot project to deliver underpinning research of willingness to travel by different people for different amenities, etc
4. If we are to do it, we need to develop principles, make it OURS – this country, this context, this time…

Key Message:

This is a *political project*, not just a *policy* one. Don't wait for the govt. Lead, show a new imaginary, go to public, build a coalition, share risk, but allow politicians success, then embed in policy.

Your professional development: What lessons can we draw?

1. **Success** is not just about ‘the plan’ and **implementation** is not just about policy. How to be effective?...

Planning Policy, Sustainable Drainage and Surface Water Management

A Case Study of Greater Manchester

IAIN WHITE and ALEXANDRA ALARCON

As the differing sources of flood events are being more widely understood, the risk of surface water is being identified as an emerging threat for the twenty-first century. The difficulties in accurately predicting and managing the flow of water across highly urbanized catchments has led to a more sustainable and precautionary approach being advocated, focused on the localized storage and infiltration of precipitation. Within England the use of Sustainable Urban Drainage Systems (SuDS) has been identified as a key strand of this management challenge, with the role of spatial planning being highlighted as the main mechanism for implementation. The last decade has seen a growing SuDS planning national and local policy framework established, yet evidence would suggest that despite being enshrined in planning policy there are still few SuDS sites in operation. This research uses a case study of ten local authorities and compares the spatial distribution of SuDS sites with an analysis of the strength of the relevant local planning policy framework. Despite the pivotal role of planning in new development, it is found that there is currently no correlation between the strength of a planning policy and the use of SuDS, mainly due to the existence of wider, significant barriers affecting the development process prior to a planning application. Furthermore, the strength of policy was also said to be much less significant than the role of motivated individuals and innovative sustainability policies.

Introduction and Context

A focus on hard technological solutions as the way to control water had its roots in the success of the Dutch drainage engineers in the seventeenth century and has undeniably brought many advantages to society. The turn of the last century marked a change in emphasis however, as the rising incidence of serious flood events from Easter 1998 onwards played a key role in raising awareness of the problems inherent in the prevailing methodology for surface water management. The scale and impacts of these flood events challenged the hegemony of engineered orthodoxy within planning and management, as the inability to protect society consistently from flood events was linked with development and urbanization. A greater awareness of the true uncertainty inherent in *flood defence* heralded a change in narrative to *flood risk management* and advocated a pragmatic, more natural discourse where we need to 'learn to live with rivers', 'live with the risk' and 'make space for water' (Institution of Civil Engineers, 2001; Environment Agency, 2005; Defra, 2004).

White, I. and Alarcon, A. (2009) Planning Policy, Sustainable Drainage and Surface Water Management: a case study of Greater Manchester, UK, *Built Environment*, 35 (4), 516-530.

Figure 1. Map of SuDS sites in Greater Manchester.

Table 1. Number of SuDS and policy strength.

Local Authority	*Policy Strength*	*Number of SUDS*
Bolton MBC	Average	4
Bury MBC	Weak	3
Manchester CC	Weak	17
Oldham MBC	Average	1
Rochdale MBC	Average	2
Salford CC	Strong	2
Stockport MBC	Strong	1
Tameside MBC	Strong	0
Trafford MBC	Weak	3
Wigan MBC	Weak	3
Total		36

National Climate Change Commission & City LTP Consultation…

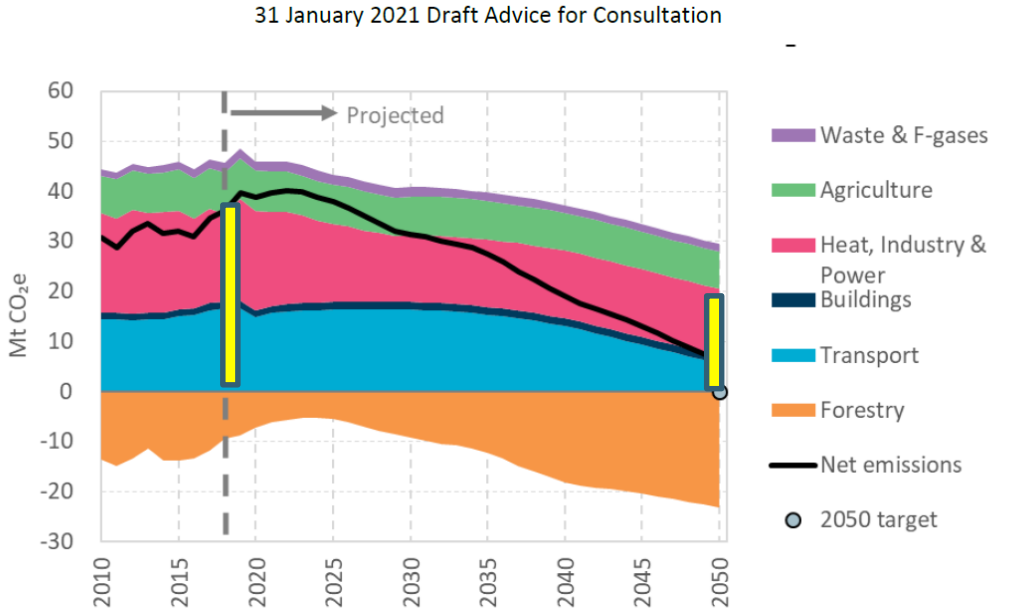


Figure 3.1: Long-lived gas emissions to 2050 projected under current policies.

Source: Commission analysis.

https://www.futurehamilton.co.nz/vision

Your professional development: What lessons can we draw?

1. **Success** is not just about ‘the plan’ and **implementation** is not just about policy. How to be effective?...
2. Planning is becoming much more **political** in your future…
3. Its value may be more in it being a novel ‘hook’ that creates new political spaces for existing ideas about mode shifts, ie **it might not happen and that’s OK**…
4. Soft Power, partnerships, persuasion, visioning – **make the case for what good planning is & change the discourse**

Thank You

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