

20 MINUTE COMMUNITIES IN RURAL POWYS:
A FEASIBILITY STUDY

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PAVO
Powys Association of Voluntary Organisations
Cymdeithas Mudiadau Gwirfoddol Powys



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SECTION 1:
INTRODUCTION & METHODOLOGY

INTRODUCTION

This feasibility study was commissioned by PAVO (as part of a wider Localities Initiative) and the Powys Action on the Climate Emergency group (PACE). It was funded through the UK Government's Community Renewal Fund.

The concept of a '20-minute neighbourhood' has gathered traction around the world, especially in recent years since the COVID-19 pandemic put a spotlight on the importance of the "liveability" of where we live and the need for locally accessible facilities and services.

This feasibility study explores the potential opportunities and benefits of adopting this concept to deliver local benefits to our rural communities in Powys.

The work was led by Deio Jones (R4C Director), supported by Helen Fairweather & Denise Crampton (R4C), and Rhiannon Jane Rafferty & Nicholas Tod (R4C Associates).

THE AIMS OF THIS STUDY

There were a number of core aims outlined in the brief:

- To learn from other examples where the concept has been trialled in the UK and beyond.
- To assess three different communities in Powys to see if a model similar to the 20-minute neighbourhood approach would work, or if it could be adapted for our rural county.
- To identify possible options and/or approaches for adapting the model to be applicable and deliver benefits to rural communities in Powys.

THE STRUCTURE OF THIS REPORT

This feasibility Study report is structured into distinct sections:

1. This first section introduces the study and outlines the methodology adopted to undertake the work.
2. The second section introduces the concept of the 20-Minute Neighbourhood, its origins and development, how it can be adapted to a rural context, and how it fits into the wider regional and national policy and political landscape.
3. The third section presents the studies of three different communities in Powys, and considers both the feasibility and benefits of adopting a 20-Minute Neighbourhood approach in each one.
4. The fourth and final section considers these findings in a wider context, suggests recommendations for communities who decide to follow this model in the future, and brings the report to an end with a short conclusion.

Any supporting information will be provided in the Appendixes.

METHODOLOGY

This section outlines the methodology adopted to undertake this study, to inform the reader how the data was gathered, and the conclusions reached.

IDENTIFYING THE COMMUNITIES

The identification of the three communities to be the focus of the study was key in achieving the aims of the project. This was done in collaboration with PACE, and a number of key criteria were considered:

- The need to study three different types of communities:
 - Small rural village(s)
 - Large village / small town
 - Large market Town
- The need for geographic spread across Powys
- The need for a local delivery partner. This element was crucial for two reasons:
 - To provide additional capacity and local knowledge to enable the scope of the project to be as wide as possible within the budget.
 - To adopt one of the key principles of a 20-minute community, which is that to be successful local residents need to play a key part in identifying the needs and co-producing the re-development of their own community (*see '20-Minute Communities: A Brief Introduction' later in this report*).

Following a public call to community groups, three following communities and groups came forward and were chosen as the focus of the study.

- Cemaes and Cwm-Llinau (Severn Wye)
- Llanfyllin (BRACE)
- Llandrindod Wells (Transition Llandrindod)

All three communities also had representation from local Community Councillors during the workshops, which ensured that the project had a wider reach and visibility.

THE RESEARCH METHODOLOGY

1. **Initial Briefing Session:** Held online with representatives of PACE, PAVO, and the local groups to identify key elements that they wanted to explore in their communities and agree on the overall scope and methodology.
2. **Desk Research:** We conducted initial research to identify previous and ongoing studies and publications to inform this work and provide the context for the study and its findings. We also conducted short interviews with local authority officers around transport and active travel in Powys. An online mapping exercise was also undertaken to identify key services and facilities in the three communities.
3. **Case Studies:** We developed a number of brief specific case studies to further inform the work and deepen our own understanding of the 20-Minute Neighbourhood concept and the opportunities and challenges it presents in different areas.
4. **Community Mapping Exercise:** The Three local delivery partners ran local workshops to identify and map both the local services and facilities in their community, and those they had to travel elsewhere for to access.
5. **Community Consultation:** We worked with PACE and the local groups to co-design a community questionnaire which aimed to identify the local perceptions and priorities of local residents, current provision (further developing the local mapping work), and the issues /opportunities they see in their own communities.
6. **Validation Workshop:** We facilitated an online workshop with each of the three communities to discuss the findings, validate that they were a true representation of their community. And to identify the scope and direction of future developments, and the local capacity to deliver.
7. **Final Presentation:** A second validation session was held with members of PACE and community representatives to discuss the initial findings, and ensure the final report delivered what the various partners required to move forward.

ACKNOWLEDGING LIMITATIONS

There was a limited budget for the work, especially considering the need to study and prepare individual findings and recommendations for three separate communities.

This limited the time available for the desk research, and there is so much recent work on the topic that further research would certainly provide additional evidence and inform any future project.

The scope of the community consultation and mapping elements were also limited, with a lot of the burden falling on the local partners which should receive recognition and praise for their efforts in this regard. As such, the focus on housing and employment opportunities was limited as it would have required a detailed audit that couldn't be delivered within the scope of the project.

All the work by R4C was done remotely, and we would definitely have benefited from visiting in person.

We also recognise that the 'voice' of certain groups is missing from the consultations, specifically young people, and we suspect those from low-income households. A more detailed summary is provided in the individual sections later in this report.

SECTION 2:
THE CONCEPT & STRATEGIC CONTEXT

THE ORIGIN: A 15-MINUTE CITY

The concept of a '15-minute city' was initially conceived by Carlos Moreno in 2016 and has gathered traction more recently following the impact of the Covid-19 pandemic. His original vision was that urban residents could fulfil six essential functions within a 15-minute walk or bike from their homes: **living, working, commerce, healthcare, education and entertainment**.

Moreno's original vision had 4 leading principles:

- Ecology: A Green and Sustainable City
- Proximity: Between the essential functions
- Solidarity: The links and interactions between people
- Participation: Actively involving citizens in transforming their neighbourhoods

The first city where the concept was tried and tested was Paris, where Anne Hidalgo, through the program "Paris en Commun", turned towards the "15-Minute City" concept ("*La Ville du 1/4 d'Heure*") in a bid to win a second mandate as Mayor, which she success-fully did in June 2020. "*This was quite a remarkable achievement, noting that citizens of a pandemic-stricken global city opted for a program highlighting dimensions of resilience and liveability over pure economic growth.*"¹

The three key features of a 15-minute city according to Moreno is:

- That the rhythm of the cities should be for humans, not cars.
- That each square meter should serve many different purposes
- That neighbourhoods should be designed so that we can live, work, and thrive in them without having to constantly commute elsewhere.

He also states that "*every square meter already built should be used for different things,*"² the idea is rather than systematically installing and building new equipment, existing places should be transformed to allow numerous activities to take place there. For instance, as part of the OASIS project, Paris opened up their school and college courtyards, outside school hours and to the public, transforming schoolyards using sustainable materials and nature-based solutions.

In response to ongoing work (see below) and developments, a modified framework for the 15-minute city was proposed in 2021¹ depicting the four dimensions that could be incorporated with the already existing model proposed by Moreno. These are:

- Density: The optimum sustainable number of people per km²
- Proximity: In terms of time and distance from the home to essential functions.
- Diversity: In terms of services and facilities (residential, commercial, entertainment etc), and people & culture.
- Digitalization: Using technology to make essential services more accessible, from internet connectivity to bike rental.

The 15- minute community concept is equally focused on other dimensions, relating to ecological sustainability, promoting social interactions and citizen's participation and addressing automobile dependence by emphasizing on proximity of all basic services.

Eliminating the time spent commuting would also have real economic benefits, as would developing identity and a sense of place for cities and neighbourhoods.



¹ Moreno et al (2021)

² Carlos Moreno: The 15-minute city TED Talk (2020)

EVOLVING THE CONCEPT: ADAPTING TO DIFFERENT REALITIES

Every situation in every city is different. So are people's perceptions of the key issues and proposed solutions. As such, a number of variations of the 15-minute city have been developed in different places.

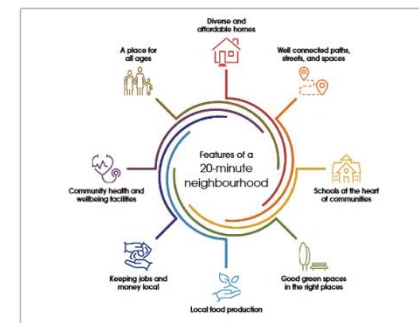
The '15-minute Walkable Neighbourhood'³ uses Singapore as a case study. While it correlates with the 15-minute community regarding the need for local services close to people's homes, it also focuses much more on the health benefits of walking. It also identifies the potential risk of presenting some form of social inequality e.g. in relation to age or social status.

'The 20 Minute City'⁴ focused on Temple, Arizona, notes that it is possible to plan cities that are accessible within a 20-Minute walk, cycling, or transit, and that accessibility is the key rather than the transportation aspects. It also focuses much less on the social and ecological elements, and more on 'accessibility to opportunities.'

In some part of the UK, a programme called *Liveable Neighbourhoods* has been developed. This predominantly aims to reduce car use and so improve neighbourhoods and reduce environmental damage. London boroughs were invited to apply for funding, from Transport for London, with Bromley, Camden, Croydon, Enfield, Hounslow, Lambeth, Newham, Southwark, Tower Hamlets and Redbridge and the City of London Corporation have all successfully been awarded funding. There is a liveable neighbourhood pilot study also being carried out in Bristol, the East Bristol project, which follows the same aims to design more people-friendly streets.

The Scottish Government is committed to '20-minute Neighbourhoods' through the Programme for Government 2020, defined as 'places that are designed so residents can meet their day-to-day needs within a 20-minute walk of their home; through access to safe walking and cycling routes, or by public transport.' And the

Town and Country Planning Association (TCPA) also have their own definition of a 20-minute community, with the key features outlined in this illustration.⁵



DIFFERENT TITLES – SIMILAR GOALS!

Moreno acknowledges that the concept might seem arbitrary to some (why 15-minutes not 17?), and that of course a cyclist can go much further than a pedestrian in 15 minutes! *"This concept is not rigid in nature and is proposed with the intent to be tailored to individual cities [or locations] based on both their morphology and specific needs and characteristics.... [and] the bottom line in all of those is the need to underline that proximity-based planning is key in sustaining quality of life and in providing for the basic urban functions."*¹

The Town and Country Planning Association published a guide in March 2021 to inform council planners in England. In the very first section they consider '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'; in Perth, Australia, it is 'liveable neighbourhoods'; in Melbourne, Australia, it is the '20-minute neighbourhood' ... 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."*⁵

The terms '20-minute Neighbourhoods' and '20-minute communities' are used interchangeably in this document, reflecting different uses by different sources.

³ Weng et al (2019)

⁴ Capasso de Silva et al (2020)

⁵ TCPA: 20-Minute Neighbourhoods: Creating Healthier, Active, Prosperous Communities - An Introduction for Council Planners in England (2021)

ADAPTING THE CONCEPT FOR RURAL COMMUNITIES

Most of the work and discussions around 20-minute Neighbourhoods has focused on major towns and cities. This is partly as a result of the original focus of the '15-Minute City' concept. And also as its recent development and popularity has been in response to declining access to services due to urban sprawl and car-focused transport infrastructure, and the issues brought to stark reality by the Covid-19 Pandemic when travel was restricted. Also there is the practical element of having a critical mass of people to sustain these local facilities and services.

However, that is not to say that the concept does not hold potential for improving the health and wellbeing of rural communities. But it does pose a different set of challenges, such as poor internet and mobile connectivity, inadequate public transport provision, lack of infrastructure, and less employment opportunities. The quality (and affordability) of housing can be an issue, as is rural isolation and the difficulty of both making services accessible for all and sustaining them economically.

The TCPA have identified two emerging approaches to addressing these problems and developing rural 20-Minute Neighbourhoods:⁵

- i) Rural market towns can become complete and compact 20-Minute Communities, whilst becoming a hub for smaller surrounding communities who need to travel in but can then access everything they need.
- ii) 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.

A report by Hitrans / Sustrans⁶ exploring the concept in the context of the Scottish Highlands and Islands identify many of the same challenges and highlight

that “*Application of the concept should be adjusted to suit local circumstance.*” They identify two similar types of community, ‘linked-places’ and ‘hubs,’ as well as a third the ‘*clachan*’ which are small, isolated hamlets lacking formal buildings and facilities which need to travel to larger communities.

The report identifies the requirement to ‘retrofit existing communities,’ and the need for co-ordinated action across policy areas, organisations, and departments. It also makes three suggestions to adapt existing policy to better suit more rural areas:

- i) Broaden from exclusively walking and cycling to sustainable travel.
- ii) Treat 20 minutes as a target rather than a requirement (due to variable geography and to avoid excluding communities where the actual goal is ‘*enabling people to live well locally, with access to all their daily needs*’).
- iii) Brand as 20-Minute Communities rather than ‘20-Minute Neighbourhoods’ (because of the urban connotations).

It should be noted that although retrofitting existing communities is considered the sustainable solution, there are some more ambitious plans to create brand new 20-Minute Neighbourhoods from scratch. One such example is the proposed development of the Drumshoreland Garden Community in West Lothian, which would see an existing poultry farm complex converted into a brand-new community located right in the midst of numerous rural villages.⁷

⁶ Living Well Locally: 20 Minute Communities in the Highlands and Islands – Hitrans / Sustrans (June 2022)

⁷ <https://drumshoreland.com/>

NATIONAL – THE WELSH CONTEXT

In 2020 Sophie Howe, the **Future Generations Commissioner for Wales**, stated that “Wales should introduce 20-minute towns and cities to improve health, boost the economy and support communities in lockdown.” This is one of the recommendations in the Commissioner’s Future Generations Report, whilst the Welsh Government has also announced its ambition for around 30% of the working population to be working from or near home and has explored the potential for a network of community-based remote working hubs.⁸

The 20-Minute Neighbourhood concept fits in well with the seven wellbeing goals of the **Future Generations Act** and could be seen as an approach to enable the relevant public bodies to progress these in our communities.

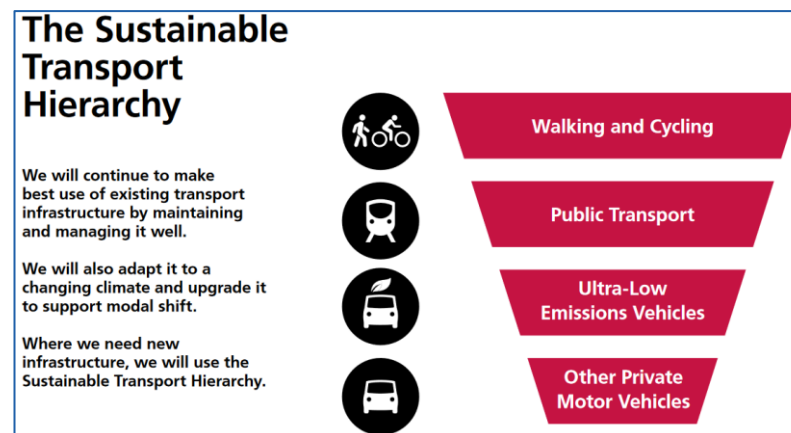
It is also specifically mentioned in Plaid Cymru’s 2021 Manifesto, who have recently signed a ‘**Cooperation Agreement**’ with the Labour Government. Although 20-Minute Neighbourhoods aren’t mentioned in it as such, most of the elements associated with them or the benefits they provide are including integrated health & social care; Property and Fair Rents; Net Zero targets; Integrated Public Transport; Biodiversity; Community Food Strategy; Education; Tackling Poverty and Inequality; and Supporting Mental Health & Disability.⁹

‘**Llwybr Newydd: The Wales Transport Strategy 2021**’¹⁰ prioritises many of the key features of a 20-Minute Neighbourhood including:

- ‘Bringing Services to people in order to reduce the need to travel,’
- ‘Allowing people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure’

- with a focus on shifting away from private car use and investing in walking, cycling, and public transport infrastructure
- Encouraging people to make the change to more sustainable transport.

It also outlines the ‘Sustainable Transport Hierarchy, which corresponds with the priorities of a 20-Minute Neighbourhood.



‘**Prosperity for All: The Economic Action Plan**’ has a focus on ‘delivering modern and connected infrastructure:’ *We will set out a strategic plan for transport to connect people to jobs, communities to services and facilities and businesses to growth and markets.*¹¹

⁸ www.futuregenerations.wales

⁹ The Co-operation Plan: Welsh Labour / Plaid Cymru (2021)

¹⁰ Llwybr Newydd: The Welsh Transport Strategy 2021 (Welsh Government)

¹¹ Prosperity for All: The Economic Action Plan (Welsh Government)

THE REST OF THE UK

The concept seems to be gathering momentum across the UK so it's likely to become more prominent in the coming years. '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'.¹² And as already mentioned, the TCPA have produced a detailed guide for Planners in England⁵, which we recommend to anyone interested in the concept here in Wales.

REGIONAL – POWYS

The adopted '**Powys Local Development Plan 2011-2026**' builds on the priorities identified in the 'One Powys Plan (2014-17)' and although 20-Minute Neighbourhoods didn't exist as a concept when it was adopted, a number of priorities are highly relevant to communities exploring this approach:

- **Integrated Health and Social Care:** Including a focus on receiving care in, as well as contributing to, their communities
- **Children & Young People:** With a focus on empowering citizens to lead active and healthy lives
- **Stronger Communities:** Bringing people together in Powys so they feel that they matter, belong and can contribute to their community.
- **Transport:** Improving passenger transport services to enable them to be affordable, accessible and efficient.

The designation of communities in the LDP provides opportunities and barriers, as development (and so funding) is prioritised to the larger settlements. The LDP will be reviewed in the coming years, and this would be an opportunity to engage

with the process and have the concept (or elements of) 20-Minute Communities embedded in the strategic regional plans going forward.

'**Towards 2040: The Powys Wellbeing Plan**' is the blueprint for achieving a long-term Vision for Powys, and although 20-Minute Communities are not mentioned, they offer a route to deliver some of the key objectives, especially the 4th: "*People in Powys will be connected by strong communities and a vibrant culture.*"¹³

Powys also has a number of proposed Active Travel Routes.¹⁴ These provide opportunities for the communities they cover, but the Active Travel officers are also open to engaging with other proposals put forward by local communities.

Finally, we are also seeing a bigger emphasis on 'Place Plans' in Wales which are co-produced with communities to identify local needs and opportunities, and developing plans to address them. These often tie in with Local Authority Local Development Plans allowing local communities to influence strategic planning strategy to shape their own communities. A good example in Powys is the recently produced '*Newtown and Llanllwchaiarn Place Plan.*'¹⁵

¹² www.climatexchange.org.uk

¹³ Towards 2040: The Powys Wellbeing Plan

¹⁴ <https://en.powys.gov.uk/article/3962/Active-Travel>

¹⁵ <https://newtown.org.uk/consultations/placeplan.html>

SECTION 3:

EXPLORING THE POTENTIAL IN POWYS COMMUNITIES

POWYS CASE STUDIES

As noted in the methodology three communities in Powys were identified to be part of the study and were chosen as examples of three different types of community. An isolated cluster of villages (Cemaes & Cwm Llinau), a small rural town (Llanfyllin); and a larger market town (Llandrindod Wells).

Working with the local partners, we explored four of the six key elements of a 20-minute community as defined by Moreno, namely 'retail & commerce,' 'health,' 'education,' and 'leisure/entertainment' (although our definitions vary a little). A meaningful study of housing & employment was outside the scope of what could be studied within the available budget and resources.

We explored the local provision of two further elements as requested by the group, namely 'recycling facilities' and 'support & advice services (the latter concerning 'in person' services).' We also enquired about local clubs and groups as they are often the heartbeat of our communities, but however the responses don't differentiate between those within 20-minutes of the communities and those further away, so the picture isn't as clear as we'd like.

We also explored travel and transport provision, as well as people's preferences as it's key to the concept and viability of a 20-minute community.

Survey respondents and workshop participants were also asked to identify their personal and collective priorities for the community.

We ask four key questions. Would a twenty-minute community be feasible? Would it be beneficial? Do people want it? And would people make (or be able to make) the changes required? And the conclusions draw on the findings of the community consultations and were collectively agreed in the community workshops.

Finally, we outline the next steps and priorities for each community, again co-developed at the workshops. And this information feeds into the analysis in the fourth and final section of the report.

It should be noted that our findings reflect the responses of the participants validated by desk research and stakeholder workshops. We fully accept that due

to the limited scope of the study that it won't give the full picture, and there will potentially be some omissions and misrepresentations. This work was always meant to be the first steps to test the concept.

If you explore the data, you'll realise that some elements of the responses fall into multiple categories, and we've used discretion to avoid repeating ourselves.

The anonymised summaries of the raw survey data underpinning these case studies can be found in Appendix D, while the GIS mapping files have been shared with PACE as a foundation for future work in these communities.

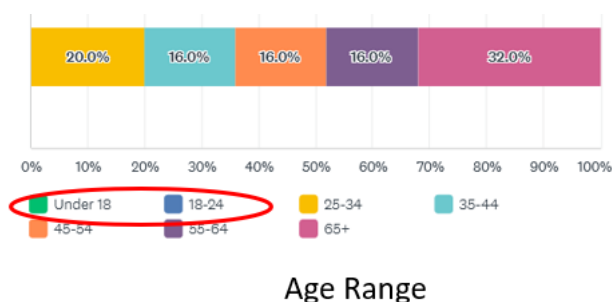
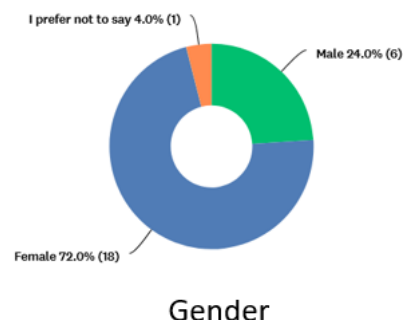
CEMAES AND CWM-LLINAU

Cemaes and Cwm-Llinau are two small rural villages on the A470 in the North of Powys near the border with Gwynedd. For this study it is an example of a small, rural, and somewhat isolated village community.

Severn Wye were the local delivery partner, who kindly agreed to facilitate the work on the ground through their Rural Futures Place Coordinator, Mark Gahan. They organised the distribution of the online and paper questionnaires within the community, and also held a workshop with local residents and volunteers to map out existing facilities and services currently accessed by the community.

THE SURVEY RESPONDENTS

26 individual responses were received for the questionnaire. 72% of respondents were female, but none were under the age of 25, 32% were parents of under 16's, 16% identified as having a disability, and every respondent owned a motor vehicle.



64% of respondents lived in the villages, 28% within a couple miles, and 8% lived further afield.

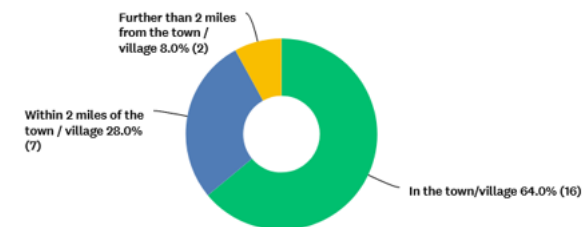
There was also a mix of employment from various sectors. Notably a third were retired, and none identified as being unemployed.

A BRIEF SUMMARY

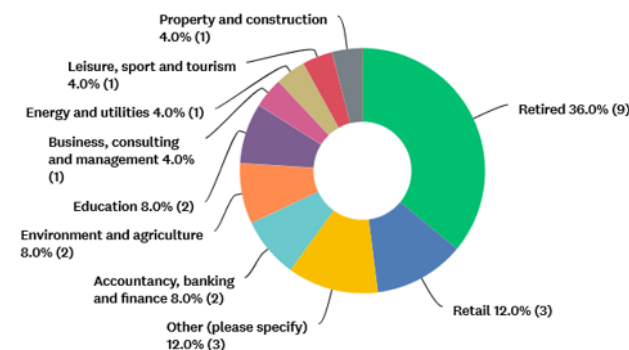
The low number was expected due to the small number of households in the community, and actually compares favourably with response rates from the other two studies.

The youth voice is missing (although this partly reflects the lack of young people in the community), and males are underrepresented. We are also missing the voices of low income / unemployed households, and those who don't have access to a motor vehicle which would be a real issue in this community.

Overall we are relatively happy with the range of respondents reached given the scope of the research and the small population. However, with such a small sample we can be far less confident about identifying trends in the data and have relied more heavily on the mapping exercises and the feedback from the validation session.



Where they live



Employment Sector / Status

CURRENT PROVISION

RETAIL, HOSPITALITY, & COMMERCIAL SERVICES

There is very limited provision. Ty Cemaes is a small village shop & cafe, whilst the Penrhos Arms Hotel in Cemaes and the Dyfi Valley Hotel in nearby Glantwymyn are the only other local establishments. For other retail stores and banks the closest place is 7 miles away in Machynlleth. There is also a service station and the Brigands Inn approximately 4 miles away in Mallwyd.

EDUCATION

The nearest Primary School is 1.6 miles away in Glantwymyn, and the nearest Secondary School is Ysgol Bro Hyddgen 7 miles away in Machynlleth.

HEALTH, CARE & WELLBEING

Since the Health Centre in Glantwymyn was closed and sold for housing, the nearest health centre is approximately 7 miles away in Machynlleth, as is the nearest dentist. While the nearest hospital is in Aberystwyth

LEISURE, SPORT & CULTURE

There is a village hall in Cwm Llinau with an active committee, and there are play parks in both villages with larger playing fields in Cwm Llinau. Ty Cemaes provides a meeting and activity space, and there is also a small Church Hall.

The nearest Leisure centre is 7 miles away in Machynlleth, where there are also facilities for numerous sports including football, rugby, golf, and bowling.

OTHER CONSIDERATIONS

RECYCLING

Powys County Council collects recycling every week, garden waste every 2 weeks and domestic waste every 3 weeks. For other items the closest recycling centre within the Local Authority is 27 miles away in Newtown.

SUPPORT & ADVICE SERVICES

None identified directly, although Cylch Ti a Fi was mentioned by one participant, while another identified the support they got via the services / community networks at Ty Cemmaes.

HOUSING AND EMPLOYMENT

As noted in the methodology the scope of the work didn't enable us to explore these elements in any detail. However it's clear that there is very little employment in these communities.

OTHER

The nearest police, fire & rescue services are in Machynlleth. There is also a Vet in Glantwymyn.

TRANSPORT AND TRAVEL

CURRENT PROVISION

It's clear that it's currently very difficult to access most services within 20 minutes without access to a motor vehicle.

The community feels generally (85%) that Public Transport is below adequate. There are only two bus services per day (partly dependant on school term) that visit the villages daily, connecting to Machynlleth & Dinas Mawddwy, with a connection there to Dolgellau.

There is a bus stop in Cemaes & Cwm Llinau, and the route links to Glantwymyn, and the nearest train station is in Machynlleth 8 miles away providing limited services on the Cambrian line between Aberystwyth (and connections North to Pwllheli) & Shrewsbury.

ACTIVE TRAVEL INFRASTRUCTURE

The main road linking Cemaes & Cwm-Llinau and on to Machynlleth is a busy trunk road, with no pavements for part of the route. There is a back road but the B4404 is a seven-mile narrow route with a lot of traffic.

The community overwhelmingly (85%) felt that using this as a 'Safe Cycle' route between both villages was less than adequate, and also felt (60%) that this was not a safe walking route.

POTENTIAL FOR DEVELOPMENT

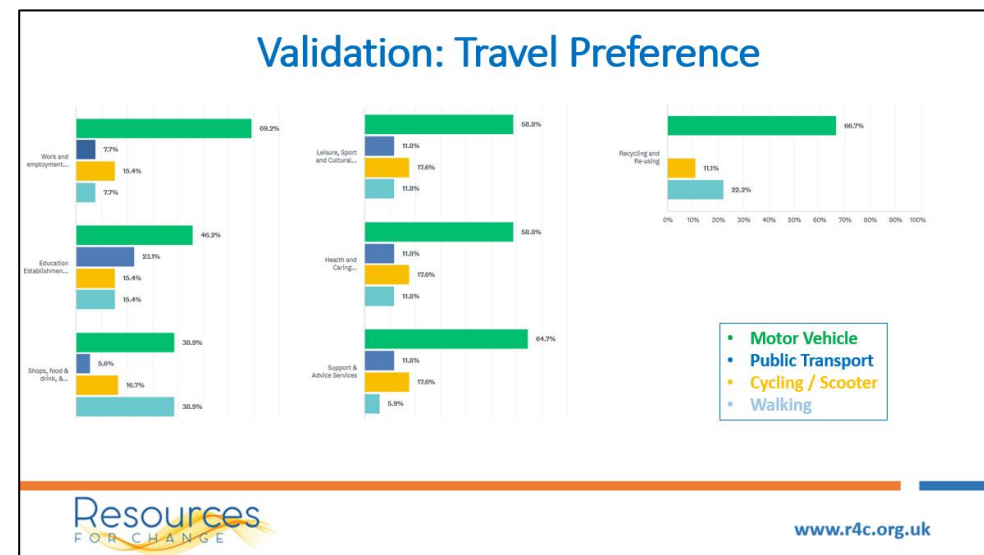
There is no mention of proposed Active Travel routes in current PCC Future route Maps, because these are targeted at larger population centres. Potential for funding for an active travel route between both communities is therefore limited, although the Active Travel team at Powys County Council are open to community led schemes and eligibility could potentially be argued through the 'equalities' category. In 2023 the Welsh Government bring in the new (optional) 20 mph

speed limits within communities, but this will not cover the stretch between both villages.

TRAVEL PREFERENCES

The slide below is from our community workshop and demonstrates people's preferences for travel. The text is hard to read at this size (see Appendix D for full details), but the tables illustrate the results.

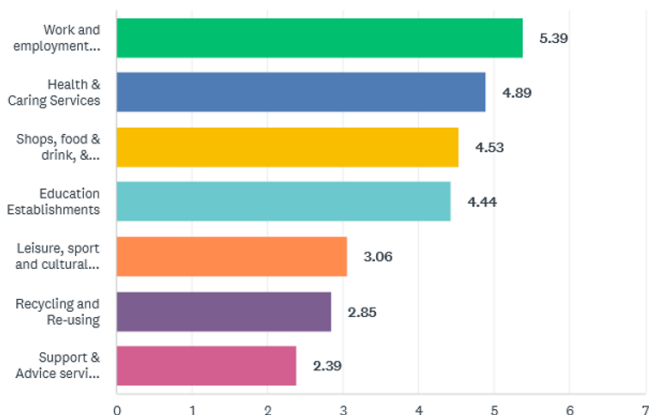
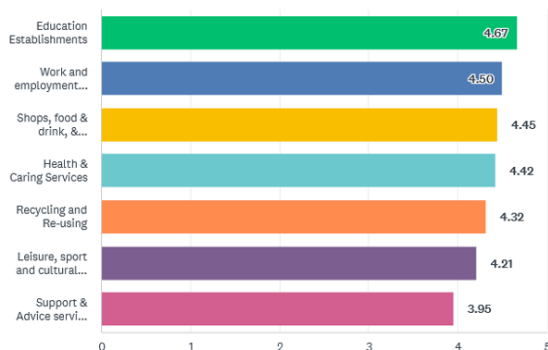
Unsurprisingly in such a rural community where reliance on the car (or other motor vehicle) is substantial, most would prefer to use the car in the future. The high preference of the car for commuting to work, healthcare appointments, leisure, and recycling facilities reflects the reality of low local employment opportunities and lack of local services. But it's noticeable that nearly 55% would prefer an alternative way to travel to school, and over 60% would prefer an alternative way to travel to the shop and hospitality services.



COMMUNITY PRIORITIES

IDENTIFY LOCAL PRIORITIES - SURVEY

When we asked respondents how important they felt having the 5 elements (excluding housing) within 20 minutes of their home, along with 'recycling' and 'support services,' on a scale of 1 (not required) to 5 (very important) the results were as follows with most unsurprisingly scoring high.



When respondents were asked the same question but forced to rank from most important (top) to least important (bottom) a slightly different picture emerged with education falling down the list from 1st priority to 4th,

perhaps unsurprising with the relatively low number of parents in the sample. Employment emerges as a clear leader, with healthcare, retail, and education were the next four obvious priorities in the scoring exercise.

WORKSHOP PRIORITIES

The workshop delved a little deeper into the survey responses to what people thought were missing in their communities, and opportunities of what could be developed:

- Safe active travel connections between both villages so that the distance between the current facilities and services become less of a challenge.
- Have regular visiting services, especially those needed by young families and the elderly.
- Provide local activities for young people in order to give them opportunities to develop and socialise, and keep them in our communities.
- Mitigate the growing issue of rural isolation, including providing spaces to socialise.
- Protect the distinct Welsh language and culture
- Provide activities and facilities that promote health & wellbeing

LOOKING FORWARD: WHAT COULD BE DONE

There were a number of specific suggestions for future actions to provide more services and facilities within accessible reach of local residents:

- Regular pop-up / visiting / delivery of services
- Drop in surgeries
- Active travel links
- Develop Village Hall / Community Hub

We discussed the current active groups and organisations that could potentially have the capacity and individuals to drive some of these proposals in the future and should definitely be consulted. They included Glantwymyn Community Council, The Village Hall Committee, Ty Cemaes, Cymdeithas Pentref Cemaes, and the Church.

CONCLUSIONS

WOULD ADOPTING A 20 MINUTE COMMUNITY MODEL BE BENEFICIAL?

Without a doubt the community would benefit from having some of the facilities and services associated with a 20-minute community on their doorstep. It would improve their resilience and reduce their reliance on travelling and commuting.

DO PEOPLE WANT IT?

Respondents and participants showed strong support for such a model that would improve their community, although people are also realistic about to which level it could be achieved.

WILL PEOPLE MAKE THE CHANGES REQUIRED?

The success and viability of 20-minute communities depend as much on behaviour change as they do on developing new infrastructure and services. With so much current reliance on motor vehicles it would probably be asking too much for people to make significant change in the short term. For example, would someone needing bread on a Wednesday wait until Saturday morning for the pop-up shop instead of driving to the supermarket in Machynlleth as usual? However smaller changes in the context of external factors such as increasing fuel & cost of living could well lead to incremental change over time.

WOULD A 20 MINUTE COMMUNITY BE FEASIBLE?

Due to the absence of so many key services and facilities and small population, it's difficult to envisage that it would be viable to provide all the elements of a 20-minute community within reach of walking, cycling, and/or public transport on a permanent basis.

However it would be possible, and the capacity could be developed, to provide some elements on a regular (weekly/monthly) basis such as a weekly pop-up shop or drop-in health services.

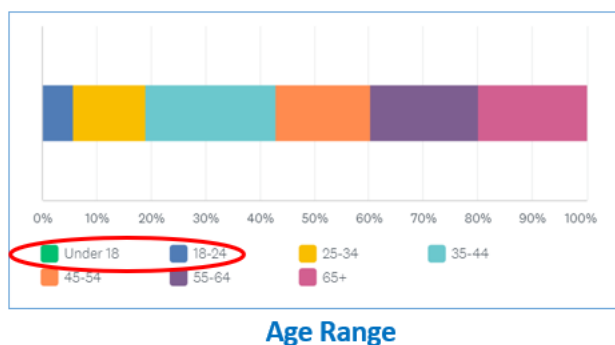
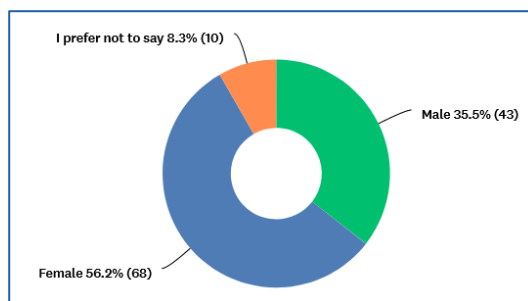
LLANFYLLIN

Llanfyllin is a small Market Town in Northwest Powys with a population approximately 1500. For this study it represents a 'medium' sized rural community which also supports smaller surrounding villages.

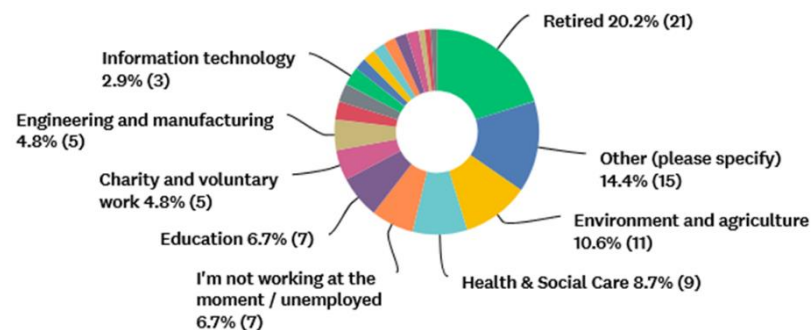
BRACE was the local delivery partner, and their members promoted the survey online and at a community event at the Cae Bodfach Orchard. Their members also contributed to the mapping exercise to identify the current facilities and services in the community.

THE SURVEY RESPONDENTS

121 individual responses were received for the questionnaire. 56% of respondents were female, but none were under the age of 18 and only 5.8% under 25. 31% were parents of under 16's, 12% identified as having a disability, and 90% of respondents owned a motor vehicle.



53% of respondents lived in the villages, 26% within a couple miles, and 21% lived further afield. This was expected with residents from the surrounding villages being targeted as well.



There was also a mix of employment from various sectors. Notably 20% were retired, and 6.7% identified as unemployed.

A BRIEF SUMMARY

Of the three communities this was the best response as a proportion of the overall population.

However, the youth voice is weak and under 18's missing altogether. We are also missing the voices of low income / unemployed households which we suspect has biased the responses to some of the questions.

Overall we are relatively happy with the range of respondents reached given the scope of the research, but disappointed that we have failed to engage the younger people and also those from unemployed / low-income households.

CURRENT PROVISION

RETAIL, HOSPITALITY, & COMMERCIAL SERVICES

There is a good mix of retail stores, including a mini supermarket (Spar) which has a Post office counter and ATM. There is a pharmacy, vet, and hardware store, although there is no service station or bank.

EDUCATION

Ysgol Llanfyllin caters for both primary and secondary phase education, with an 6th form located on a separate site within the town. There is also a Cylch Meithrin & Playgroup on the site of the main school.

HEALTH, CARE & WELLBEING

There is a health centre with a minor injury unit. There is also a care home and a local chemist. However the dentist has moved to Llansanffraid and the one at Llanrhaeadr is retiring.

The nearest hospital is the small cottage hospital in Welshpool, while the nearest A&E is either Shrewsbury or Wrexham.

LEISURE, SPORT & CULTURE

From a sport and physical activity perspective there is a small Leisure Centre providing multiple facilities including a gym, badminton, sport hall and swimming pool. There is an all-weather 3G pitch under construction, and a number of grass sports pitches for rugby & football. There is also a cycle pump track, bowling green, playgrounds, and allotments.

There are also a number of community facilities including The Workhouse, Public Institute, and the Cross Keys Community Centre, and a local library that hosts various council run services. The church vestry and Tabernacle Chapel are further community spaces, and 2 of the local pubs have communal rooms for hire.

OTHER CONSIDERATIONS

RECYCLING

Powys County Council collects recycling every week, garden waste every 2 weeks and domestic waste every 3 weeks. For other items the closest recycling centre is 12 miles away in Welshpool.

SUPPORT & ADVICE SERVICES

A wide array of services were identified (although we're not sure if all are in the community). In addition to the healthcare & education provision noted already respondents identified Mencap, Mums Mater, the Repair Café, the Lunch Club, Good Companions (befrienders), town council/councillors, library (and services hosted there), Covid Response Group, Home Help, DPS Foundation Home Help, Young Farmers Club, and PCC Arthritis Advice Sessions.

HOUSING AND EMPLOYMENT

As noted in the methodology the scope of the work didn't enable us to explore these elements in any detail. However although there are employment opportunities within the community it seems the majority still have to commute out for work.

OTHER

There is a Police Station, Fire & Rescue Station, and an Ambulance Depot in the town. There is also a Powys County Council depot.

St Myllin's Church and Pendref & Tabernacle Chapels are places of worship and community support.

TRANSPORT AND TRAVEL

CURRENT PROVISION

Llanfyllin is on the Number 76 bus route between Welshpool & Llanrhaeadr, with 4-6 daily services, plus a recently established night bus on a Saturday Night. There is a free car park in town, and the North Montgomery Volunteer Bureau can provide hospital transport via their volunteer drivers. A 'poorly connected' bus service to Oswestry also restarted in 2021. The nearest train station is 12 miles away in Welshpool.

The vast majority of respondents (over 85%) indicate that they believe it's possible to access education, retail & hospitality, leisure, and healthcare, within 20 minutes by car, public transport, cycling and walking. The respondents indicated generally that Public Transport & Active Travel provision is adequate, with those living within the town being more positive than those in surrounding communities.

However we need to be cautious with these figures though as 'public transport improvement' was the most popular answer for 'what could be improved'; indicating that in some cases although it's possible to make a journey it might not be practical.

ACTIVE TRAVEL INFRASTRUCTURE

The respondents indicated that the safe cycling & walking provision was better than adequate.

POTENTIAL FOR DEVELOPMENT

There is no mention of proposed Active Travel routes in current PCC Future route Maps, because these are targeted at larger population centres and Llanfyllin is just below the threshold (although it's marginal and could potentially be included with a bit of political 'pushing'). Potential for funding for active travel routes is therefore limited, although the Active Travel team at Powys County Council are

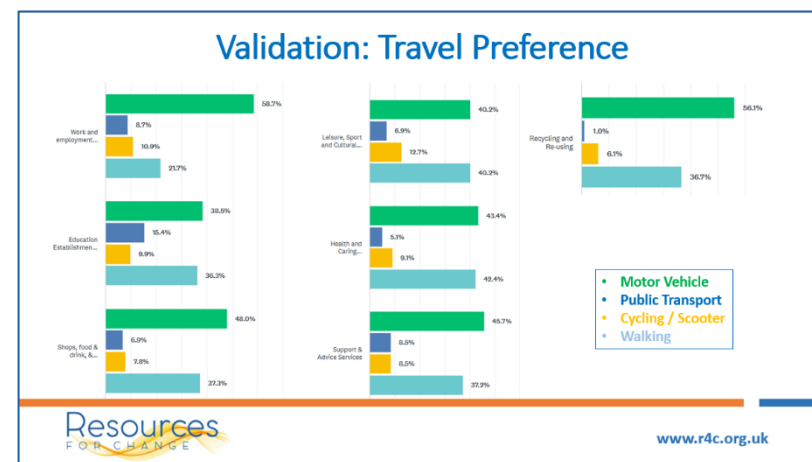
open to community led schemes and eligibility could potentially be argued through the 'equalities' category. In 2023 the Welsh Government bring in the new (optional) 20 mph speed limits within communities which could make things safer still for cyclists and pedestrians within the town (but not those travelling in from surrounding villages).

It should be noted that a Feasibility Study into active travel in North Montgomeryshire was undertaken by Sustrans / Montytrax Project in 2017, including a potential *Llanfyllin Branch Line Shared Use Path and Montytrax Circular Cycle Route*.

TRAVEL PREFERENCES

The slide below is from our community workshop and demonstrates people's preferences for travel. The text is hard to read at this size (see Appendix D for full details), but the tables illustrate the results.

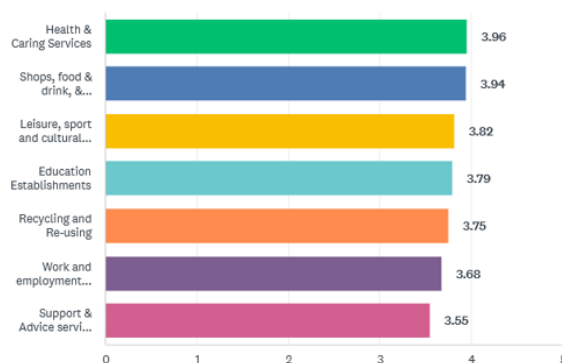
The preference for car travel to work reflects the realities of commuting in rural communities, and also strongly suggest the majority commute out of Llanfyllin for work. However it's striking that in all other instances (except recycling facilities at 56%), that less than half would prefer to travel by car for education (38.5%), health services (43.4%), leisure (40.2%), and shopping (48%). With walking being the preferred choice of travel by far in all cases. 44% would like to use less of the car, with only 25% against the idea (others unsure).



COMMUNITY PRIORITIES

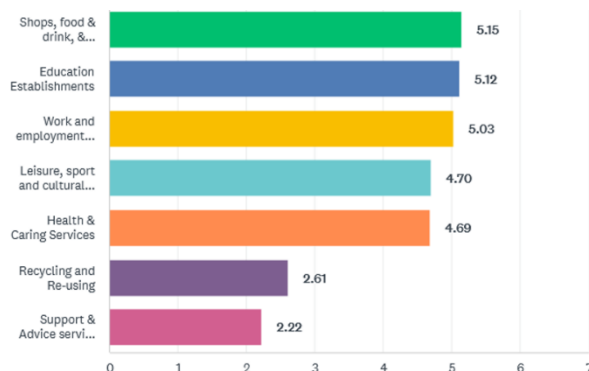
IDENTIFY LOCAL PRIORITIES - SURVEY

When we asked respondents how important they felt having the 5 elements (excluding housing) within 20 minutes of their home, along with 'recycling' and 'support services,' on a scale of 1 (not required) to 5 (very important) the results were as follows. There's not that much between them and all fall between 'no strong feelings either way' (3) and 'important'. (4). Interestingly 'employment' is also way down the list in 6th place.



When respondents were asked the same question but forced to rank from most important (top) to least important (bottom) a different picture emerged.

'Retail,' 'education,' and 'employment,' emerge as a strong group, with 'leisure' and 'healthcare' close behind. 'Recycling' and 'Support/Advice Services' are clearly not important to the respondents.



SPECIFIC PRIORITIES

To identify specific elements that the community felt was required we asked the question in two different ways:

- Are there any facilities and/or services that are needed but not available in your community?
- What facility and/or service could be introduced to benefit your community?

The table below categorises the free-text answers and ranks them in order of how many respondents noted them from most to least popular:

	What's missing?	What would be beneficial?
1	Nothing! (35%)	Nothing
2	Improved Public Transport	Public Transport Improvements
3	Skate Park	Skatepark
4	Youth Club/Facilities	Accessibility: walking & cycling
5	Recycling Facilities	Youth Facilities
6	Leisure Facilities	Leisure Provision
7	Healthcare	Local Parks
8	NHS Dentist	Social Spaces
9	Elderly Home Care	Food Bank / Food share
10	Advice & Support	Improved connectivity
11	Better mix of cafe', shops...	EV charging
12	...and indoor meeting places	
13	Improved Parks & Green Space	

There is synergy between the answers as we'd expect, and they validate each other. However it's noticeable that a third of respondents noted that 'there was nothing' missing in the community, and there was 'nothing' that could be developed that would be beneficial.

One other theme that emerged was often the facility / service was there, but the capacity was lacking. One recurring example was there is a swimming pool but many can't get access to lessons because of the waiting lists.

LOOKING FORWARD: WHAT COULD BE DONE

In the workshop we discussed these findings (a third noting that ‘nothing’ could be improved to benefit us as a community), as well as those around the responses to public transport (deemed ‘fantastic’ by 47% of the respondents). There were concerns raised that these results might not be representative, potentially because we might have missed those who depended more on local services such as those in low-income housing. There was also a worry that there had been a misconception about what a 20-minute community is and that it would lead to the overdevelopment of the small rural town.

The participants identified some immediate priorities that could potentially provide a more accurate understanding of local need:

- Better engagement with the ‘missing voices’ from the survey, ‘the seldom heard from.’
- Facilitating communication and engagement between groups, organisations, and communities. Described by one participant as ‘crossing-over from our bubbles.’
- Improving communication around what a 20-minute community actually is, and perhaps more importantly what it’s not.
- Employing a ‘community connector’ or local development officer to coordinate activities and developments between different groups and help engage with all elements of the community.

WHO?

When considering who should be involved in any future discussions and/or development, it was felt that both the Town and County Council would have a prominent role, especially specific departments like the Active Travel officers at PCC.

The school should have a prominent role in engaging both young people and families, and they need to reach out to a wide range of other local organisations. The PAVO funded ‘Llanfyllin Youth Arts Café’ could be an immediate project to engage.

CONCLUSIONS

WOULD ADOPTING A 20 MINUTE COMMUNITY MODEL BE BENEFICIAL?

Yes it would, although it would certainly benefit some groups more than others. It was also felt that although the benefit to business was pretty clear if everyone shopped locally, it would be imperative to demonstrate this clearly to the business community.

DO PEOPLE WANT IT?

On the whole most people were positive about the idea of having key facilities and services within 20 minutes of their home, however a third were sceptical.

WILL PEOPLE MAKE THE CHANGES REQUIRED?

The feeling here was that it would depend on the circumstances, and that although much of the changes were feasible that they would have to be gradual. It was also thought that external circumstances such as the rising fuel costs and the cost of living crisis would dictate some change going forward.

WOULD A 20 MINUTE COMMUNITY BE FEASIBLE?

Yes, we believe that so much of the required elements are already present in Llanfyllin that a 20-minute community model could be developed in the future by developing current capacity and making gradual and suitable additions.

LLANDRINDOD WELLS

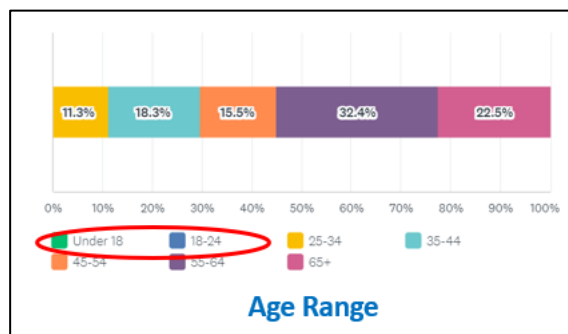
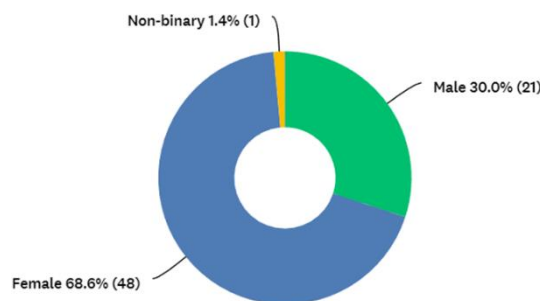
Llandrindod developed as a spa town in the 19th century. It developed further in the 20th century as a centre for local governance and the headquarters of Powys County Council is based here. With a population of over 5000 it is the fifth largest town in Powys and represents a 'large' regional town community in our study.

Transition Llandrindod was the local delivery partner, and a couple of their members were instrumental in facilitating the work locally. This included a collective mapping exercise with the wider group.

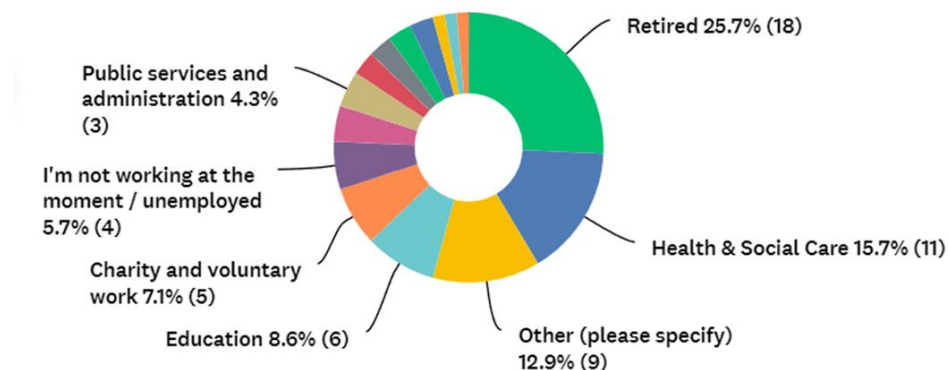
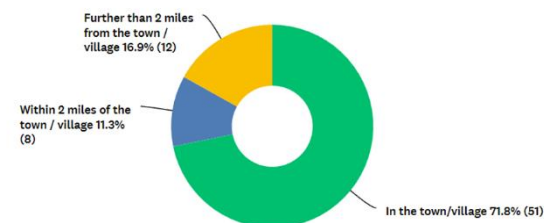
THE SURVEY RESPONDENTS

76 individual responses were received for the questionnaire. 69% of respondents were female, but none were under the age of 25.

27% were parents of under 16's, 17% identified as having a disability, and 92% of respondents owned a motor vehicle.



72% of respondents lived in the villages, 11% within a couple miles, and 17% lived further afield. This was expected with residents from the surrounding villages being targeted as well.



There was also a mix of employment from various sectors. Notably 26% were retired, and 5.7% identified as unemployed or not working.

A BRIEF SUMMARY

Llandrindod was by far the largest community in our study, so the overall response rate was a little disappointing. The town council shared the survey on their online channels which has worked well on other work in Llandrindod in the past. We depended on a small minority of Transition Llandrindod members who did a lot of good work, but there was little engagement from the wider group which was disappointing. The youth voice is weak and under 18's missing altogether, and a limited number of unemployed/low-income households. There is a large percentage of older/retired individuals in the sample (54.9% over 55).

CURRENT PROVISION

RETAIL, HOSPITALITY, & COMMERCIAL SERVICES

There is a good range of small shops and retailers, and also larger Tesco & Aldi supermarkets. There are numerous hotels and pubs, and a regular Artisan Market held at the Pavilion. Health and beauty salons, hardware stores, a service station and specialist retailers/manufacturers ensure a wide range of options for the residents. There are also three good builders' merchants, and a small store selling domestic appliances.

EDUCATION

Preschool / nursery provision includes Jigsaw Preschool, First Steps Nursery, Ashfield Outdoor Nursery, Little Rascals Nursery, and Little Acorns. There are two primary schools, Ysgol Cefnlllys and Ysgol Trefonen. The local Secondary School is Ysgol Calon Cymru although there is no Welsh Language provision so Welsh pupils have to travel out. There is also a small 6th form although many go to Hereford Collage.

Adult Learning Wales have courses teaching Welsh to Syrian refugees, while CELF also offer adult courses. The Further Education collage that was part of the Neath Port Talbot group of collages has permanently closed.

HEALTH, CARE & WELLBEING

Llandrindod Wells Memorial Hospital (No A&E) is complimented by the Llandrindod Wells Medical Practice. There are also three dentists (1 NHS), two opticians, two hearing aid drop-in centres, two foot clinics, and two complimentary health centres. Both the Hazel Centre and the Windfall Centre provide mental health & emotional support services. There are also two pharmacies and a regular blood donation service held at the Metropole Hotel.

LEISURE, SPORT & CULTURE

From a sport and physical activity perspective, there is a wide range of facilities and opportunities. They include the rugby club and football club including senior, junior, women, and walking teams. There is a bowls club, golf club, tennis club, and a table tennis club. The Sport Centre has a gym and swimming pool, and the 2G pitch hosts a number of hockey teams. There is a half-pipe for skating and a local group 'ready to roll,' while plans for a new modern skate park are being developed with the Town Council. There are also a number of martial arts clubs, a dance centre, yoga classes, and an active walking group.

Outdoor facilities include Princes Avenue Leisure Park, Rock Park, numerous green spaces and parks for all ages, cycle and walking paths. And many of these are concentrated around the lake where there are dragon boats, paddleboards and canoes for hire. Cultural facilities include the Albert Hall, the Pavillion, the Amphitheatre, CELF, and the museum.

Annual Events include the Victorian Festival, Pride Event, and the Carnival.

OTHER CONSIDERATIONS

RECYCLING

Powys County Council collects recycling every week, garden waste every 2 weeks and domestic waste every 3 weeks. There is a recycling centre in the town.

SUPPORT & ADVICE SERVICES

A wide array of services were identified. In addition to the healthcare & education provision noted already respondents identified MIND, The Braken Trust, Samaritans, Credu (careers), Flying Start (young families), Powys County Council Social Services, and a Refugee Support Group on Facebook. Care and Repair Powys provide support for elderly individuals, and Dementia Matters Powys are located here. The Library and The Hive are two key facilities providing local services. Red Kite Credit Union, the Repair Café, the Library of Things, and the Incredible Edibles Llandrindod (IEL) Seed Library have also been identified,

along with the food bank. IEL also have raised beds on the old tennis courts where people can help themselves to fresh food along with other initiatives. There's also a community orchard.

HOUSING AND EMPLOYMENT

As noted in the methodology the scope of the work didn't enable us to explore these elements in any detail. However although there are a range of employment opportunities in the communities between the retail, hospitality, and some light manufacturing industry. It's thought many people still have to travel out of the community for work.

OTHER

There is a Police Station and a Fire Station in the town, and the Headquarters of Powys County Council is located here. The Library and The Hive are two key facilities providing local services.

A number of chapels and churches provide places of worship and community support. There are two undertakers, and allotments for the green fingered.

TRANSPORT AND TRAVEL

CURRENT PROVISION

The transport provision in Llandrindod is considerably better than in most communities in Powys. Although it was still rated closer to 'poor' than 'adequate' by respondents. There are over 30 daily bus services on weekdays, with 25 on a Saturday and 10 on a Sunday. There is a train station and it's on the Heart of Wales Line between Swansea and Craven Arms/Shrewsbury. However with only four daily services currently (two on weekends), it has been described as more of a 'leisure' route rather than a commuting service. Having said that, the new timetable from May 15th 2022 provides an additional early morning service

between Shrewsbury and Llandrindod and an additional morning service between Swansea and Llandovery.

There is a bus station, taxi rank and cycle shelter next to the train station which makes for a potentially effective transport hub.

Given that only two thirds believed they could commute to work by car within 20 minutes it seems that even in the larger towns a large proportion have to travel out to find work. 30% also say they can't reach education provision within 20 minutes by car, which we believe partly relates to the lack of Welsh Language provision at secondary school level. However 80% say they can reach them by cycling, so we think the question might have been misunderstood by some.

The vast majority state they can reach retail & hospitality within 20 minutes by any mode of travel including walking, and between 60-75% say the same for healthcare & leisure.

Over 82% could reach recycling facilities by car, falling away for the other modes of transport which mirrors the situation in other communities. Over half don't believe they can access support services by public transport or by walking.

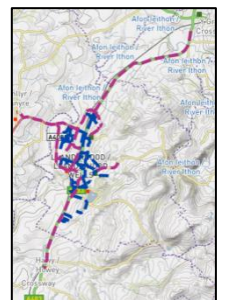
We also need to mention the PAVO Community Transport scheme which includes community car, taxi card, and Dial-a-Ride schemes. And also the Llanwrtyd Wells Community Transport Scheme which covers the area.

ACTIVE TRAVEL INFRASTRUCTURE

The respondents indicated that the safe cycling provision was closer to 'poor' than 'adequate,' with safe walking routes adequate. A massive 77% noted that they'd like to use less of their motor vehicle if they had the opportunity to do so.

POTENTIAL FOR DEVELOPMENT

There are numerous Active Travel Routes identified by Powys County Council in their future route maps (see map), and some of these have already been developed.

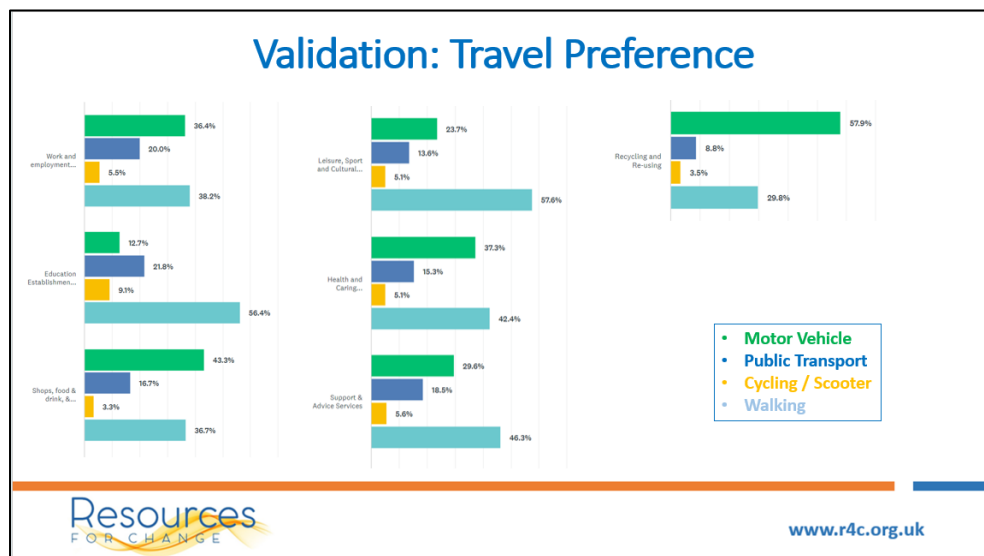


TRAVEL PREFERENCES

The slide below is from our community workshop and demonstrates people's preferences for travel. The text is hard to read at this size (see Appendix D for full details), but the tables illustrate the results.

The striking findings here is that apart from recycling (which often involves transporting bulky and heavy items), less than half would prefer to use their car / motor vehicle given the choice. It's just over a third for healthcare (37.3%) and commuting to work (36.4%), and lower still for accessing support & advice services (29.6%), Leisure (23.7%), and only 12.7% for travelling to school or other education provision.

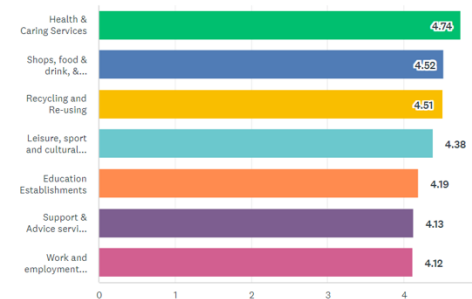
The clear popular alternative in all cases is walking, followed by public transport.



COMMUNITY PRIORITIES

IDENTIFY LOCAL PRIORITIES - SURVEY

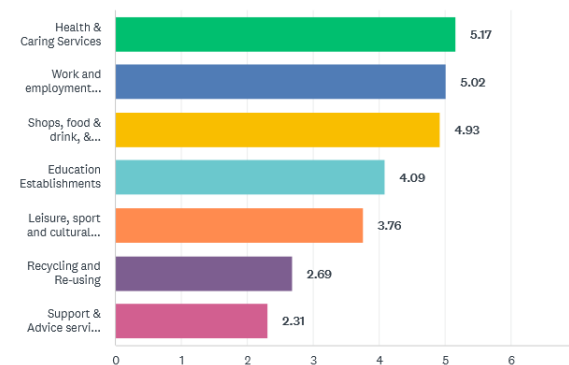
When we asked respondents how important they felt having the 5 elements (excluding housing) within 20 minutes of their home, along with 'recycling' and 'support services,' on a scale of 1 (not required) to 5 (very important) the results were as follows. There's not that much between them and all fall between 'important' (4) and 'very important' (5). Healthcare scores highest, followed by retail, recycling, leisure, and education. Work and employment comes last.



When respondents were asked the same question but forced to rank from most important (top) to least important (bottom) a different picture emerged.

'Healthcare' is still top, followed closely by 'work and employment' and 'retail.'

Education and Leisure provision are in the middle, whilst, as we've seen in the other communities in this study, 'recycling' and 'advice & support' services rank lowest.



SPECIFIC PRIORITIES

To identify specific elements that the community felt was required we asked the question in two different ways:

- iii) Are there any facilities and/or services that are needed but not available in your community?
- iv) What facility and/or service could be introduced to benefit your community?

The table below categorises the free-text answers and ranks them in order of how many respondents noted them from most to least popular (number of respondents who noted these in brackets):

	What's missing?	What would be beneficial?
1	NHS Dentist (x11)	Dentist (x8)
2	Large hospital with an A&E (x9)	Better medical facilities (x7)
3	Areas for youths (children to teens) to play and socialise (x8)	Services for young people (3)
4	Better public transport (x5)	Adult education (x3)
5	Adult Education (x4)	Cycle path (x2)
6	Clothing shops (x3)	
7	Greengrocers(x3)	
8	Social care (x2)	
9	Shoe repair (x2)	
10	Better shop selection (x2)	
11	Bakery (x2)	
12	Cinema (x2)	
13	Places to eat in evening/weekends (x2)	

There is some synergy between the answers as we'd expect, and they validate each other in that regard, with the perceived lack of medical services dominating the responses.

In the workshop the group reflected that there are a lot of facilities considering the relatively small population, partly because they also serve surrounding communities. It was also referred to as a '3-town community' with close links to both Builth Wells and Rhayader. The list could also partly reflect things that have recently been lost, e.g. the shoe repair/shop.

LOOKING FORWARD: WHAT COULD BE DONE

In the workshop we discussed these findings from the survey, including how representative they were from a relatively small sample of the population.

The participants identified some immediate priorities that could potentially provide a more accurate understanding of local need:

- Being proactive on the ground in anticipating what could be lost (e.g. banking services), identifying what the impact would be.
- Safeguarding what we've got and mitigating against losses we can't control
- Make the link between the principles of a 20-minute community and the Powys County Council Climate Emergency declaration.
- Promoting and developing the infrastructure for active travel within the town.
- Preserving the sustainability of the town: Economic, social, and environmental.
- Focus on the approach: getting people to value what we have and use it.
- Shop Local

WHO?

When considering who should be involved in any future discussions and/or development, it was felt that both the Town and County Council would have a prominent role, especially specific departments like the Active Travel officers at PCC.

PAVO, Community Connectors, Severn Wye (The Hive), and Transition Llandrindod were all identified as key partners.

CONCLUSIONS

WOULD ADOPTING A 20 MINUTE COMMUNITY MODEL BE BENEFICIAL?

It was thought it was highly likely to be beneficial, with the additional local spend by shopping and accessing local services bringing further economic benefits to the town.

DO PEOPLE WANT IT?

Yes. The respondents were strongly in favour of using less of the car and having more facilities and services closer to their homes.

WILL PEOPLE MAKE THE CHANGES REQUIRED?

It was felt that it was more likely in this community due to the fact that most services and facilities are either already here or would be viable to develop if everyone used them locally. It wouldn't take as much behaviour change as in some of the smaller communities as a lot more is done within the community already.

WOULD A 20 MINUTE COMMUNITY BE FEASIBLE?

Yes, we believe so. There is a debate to be had around the ideological concept and what's practically possible and deliverable. However in general it seems plausible that it would be possible in future to provide most of the day-to-day requirements of the community within the town.

SECTION 4:
REFLECTIONS & CONCLUSIONS

REFLECTIONS AND LEARNING

In this section we consider some of the reflections and learning from our study, drawing on both the desk research and empirical research in the three communities.

GENERAL REFLECTIONS

When introducing and discussing the concept of 20-minute communities with new (and perhaps sceptical) audiences, framing is key. You need to communicate clearly what a 20-minute community is, and perhaps as importantly, what it's not. Make it clear that a bespoke approach is needed, and it can be targeted at delivering specific elements and/or benefits if that is the more sensible approach.

Be clear that this is nothing new or a fad, and perhaps it could be useful to describe it as a framework for improving the accessibility of local services and facilities. It will be important to identify local motivations for change, as this is key to engaging people and get them on board.

There is also a need to manage perception and expectations. In smaller rural communities it's highly unlikely that a community will have 'everything' and be completely self-contained. This isn't even the case in cities, you'll always need to travel for something. The key is to focus on what people need on a daily basis first, and on specific identified local needs and opportunities.

Larger communities will have more people, and that presents both opportunities and challenges. More people means that that you'll have the critical mass to sustain a wider range of local services and facilities. However there will also be a wider range of perceived needs & priorities (we found that the smaller communities were missing the majority of the key elements of a 20-minute community, but were much more specific about the key things that would deliver tangible local benefits).

It's also harder to engage everyone in a larger community, and this brings its own challenges with regard to engaging those 'missing voices' to build up a true picture of need, and develop community wide understanding and buy-in.

Every community is unique, and a bespoke approach is required. So you can't be too prescriptive with definitions. Two seemingly similar communities will have different requirements based on demographics, transport networks, proximity to other communities etc.

Every community will also be influenced by external circumstances and pressures in some ways. Over the next few years these are likely to include the cost-of-living crisis and fuel poverty as direct pressures. And also a growing understanding and awareness of the climate and biological emergencies.

It will be key for any community to present the business case and benefits for local businesses and service providers. It seems a no-brainer that more people accessing local services and shopping locally will both benefit existing businesses and present new opportunities. However unless this point is clearly made the economic value could well be missed by those who would benefit and therefore likely to be motivated to drive change.

It is clear that there is a desire across the board to reduce car use, be that for environmental, economic, or health & wellbeing reasons is unclear. But the desire for active travel comes through strongly, especially for walking.

Finally, and this comes back to having a bespoke approach to each community and understanding local needs and motivations, it's important to weigh the ideological concept of a 20-minute community with the realities of what's possible. It's unlikely most communities in Powys will ever have an A&E department, or a dentist for that matter. But this doesn't mean that there's no benefit in addressing some of the other elements.

As stated in the TCPA guidance (2021): *"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."*

A word of warning from the same publication though, as communities improve then house prices will rise. And if enough good quality affordable housing isn't provided *"then the results will simply be 'gentrification'."*

REFLECTIONS & LEARNING: SMALLER COMMUNITIES

Undoubtedly there is the potential for many smaller communities to benefit from a 'spoke and hub' model if the travel framework can be developed to connect with nearby larger communities.

Smaller communities in close proximity to each other could similarly benefit of being part of a network where scarce facilities and services could be shared if made accessible. We saw this on a small scale in Cemaes & Cwm Llinau, where developing an active travel corridor would link residents with newly accessible facilities.

It is much harder for small, isolated communities to achieve the same benefits, so there is a need to focus on those elements that address the most pressing needs and delivers the priorities for that community.

These could be providing the space for and hosting regular services e.g. weekly pop-up shop or monthly drop-in surgery, so that services are accessible on a regular basis.

There could also be opportunities to develop a 'personal shopper' service where you can put your order in weekly to be delivered to your home or a central location. A potential variation could be based on a scheme in Crickhowell where local shops have pooled resources to provide a collective delivery service, so you can order from a selection of local shops, and they take turns to do the delivery runs.

One important caveat here is that despite the explosion in home-delivery services over the past few years, its convenience has to be balanced with the fact that not having to leave your house for provisions exacerbates the growing crisis of rural isolation. And communities might be better placed to provide social spaces and opportunities or provide community transport schemes to enable people to access services and socialise at the same time. Connectivity should be a key focus.

Smaller communities are logistically easier to bring together, and we found that the smallest communities had a much clearer and defined collaborative vision of what developments would be beneficial. Small developments can make a huge difference and can keep some communities viable for future generations.

REFLECTIONS & LEARNING: MEDIUM COMMUNITIES

From the study it seemed to us that a medium sized community had the biggest potential for delivering sustainable change (smaller communities had limited potential for many elements due to low population density, while larger communities already had many of the elements in place already). However it was a much more mixed response, with a third noting that they didn't need or want anything!

As we mentioned in the Llanfyllin analysis, we suspect that we've missed certain key groups and households that have slightly biased the results. But there are also other factors which could be in play.

One is that there are certain expectations of living in a small rural town, and people had what they required and didn't want (or expect) to have access to anything else. This could also be tied to a misconception that adopting a 20-minute community model would lead to overdevelopment of a rural community.

In Llanfyllin, once all the results were in and laid out it became obvious that there was a lot more going on than people originally thought! People are often unaware of things outside their own bubble, and this in itself is a barrier to accessing local activities.

In many cases the facilities were there but it was obvious that the capacity was lacking. One specific example was that they had a swimming pool, but we had many respondents noting that they couldn't access lessons because of long waiting lists, and others noting the relatively short public opening hours.

The business community is there, and they should be able to benefit greatly from any effort to promote the use of local services and shopping locally. However people will always balance convenience of a small local store with the choice (and price) offered by a larger supermarket. So a collective effort is needed to keep people local, and perhaps a community shopper / combined delivery service would work here as it would in a smaller community.

Finally, if the transport/active travel network to smaller surrounding communities can be developed it will act as a local hub bringing further benefits. And the internal active/public transport framework also needs to be in place.

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REFLECTIONS & LEARNING: LARGER COMMUNITIES

In a larger, well-connected community like Llandrindod Wells, it should almost certainly be feasible to practically develop a 20-minute community model. Most facilities are already in place, although that's not always the case regarding their capacity to provide for the local population.

The economic case here is stronger as well, as there is a well-established and large business community that would undoubtedly benefit from all residents (and surrounding communities) shopping and accessing services locally.

The focus might have to be more on behaviour change rather than developing new infrastructure. A 'Totally Locally' style approach and encouraging people to use and value what we have before it is lost.

Internal travel and transport are more of an issue in larger communities. While there might not be a need to travel out of the community as much, if you can't access the facility / service at the other end of town you're no better off than someone living in a smaller community.

There would need to be a more strategic approach with regard to provision and transport / travel networks, as these larger communities are important regional centres for the wider rural communities.

We found that like the smaller communities, there were some very specific suggestions but for different reasons. While smaller communities had virtually nothing but knew what the priorities were, the larger communities had specific suggestions because although they had almost everything in some form, there was a distinct gap in the current offering such as 'shoe shop' or 'electrical store'.

Their goals were aspirational, because they were trying to improve what was already a relatively strong offering. But in a larger community you will have a wider range of priorities so it might well be more difficult to get people to collectively agree on a narrow enough list of priorities to be able to practically deliver them.

CONCLUSIONS, AND BUILDING ON THEM

From our work, it seems more than likely that a 20-minute community model would benefit and could be adopted by the larger towns in Powys, and also potentially in some of the smaller towns.

It will be much more difficult for smaller villages to adopt the model, but there will be certain elements that can be developed that would have the potential to deliver significant benefits for local communities.

Connectivity and transport, both within and between communities, is key. And attention must be focused on not only developing new facilities, service, and activities, but on ensuring there is the capacity to serve the whole community and not exclude anyone. So it might be a case of extending the opening hours of a certain facility rather than doubling in size.

What's important is to realise that a bespoke approach based on the existing infrastructure, the needs and priorities of the local people, and their desire to implement change.

In fact engaging people with the concept, gaining their trust and support, and delivering the significant levels of behavioural change in actions and habits required to make a 20-minute community work will be as much of a challenge, if not greater, than developing new infrastructure and services.

With this in mind, the initial engagement and conversations with the local community will be key to the long-term success of any future initiative. And as with most community projects the process of identifying local needs and priorities, developing potential solutions, deciding on the way forward, and the final delivery, will be key.

Successful community projects are often dependent on a small group of key individuals who have the will and the capacity to drive things forward. However to be successful you will need to engage all sections of the community, build trust and understanding, and bring them with you on the journey. If a small group decides on their priorities and tries to push them on others or attempt to drag them along, it's unlikely to work. A collaborative approach will be vital.

20-MINUTE COMMUNITIES IN POWYS – A STRATEGIC PERSPECTIVE

One of the conversations we had during the stakeholder workshops was how to make the 20-minute community model relevant to all communities in Powys, especially those currently unfamiliar with the concept.

One aspect that we've already touched upon is that it might be useful to frame a 20-minute community as an exercise to focus on making key services accessible for all in our rural communities. That presents it as a potential solution to a local issue, rather than introducing and imposing an unfamiliar concept from another part of the world.

We also recognise that to make this work there will be a need to engage and bring on board not only the local community but also key regional stakeholders and statutory authorities such as the Powys County Council and Powys Teaching Health Board. Without the commitment and buy-in of these stakeholders any attempt at improving healthcare, education, public transport, active travel etc will be impossible to deliver and you'll be left with a wish list rather than a deliverable action plan.

With this in mind we suggest that you present the 20-minute community concept as a model to bring together locally identified needs with regional and national priorities. We've already established (pages 11-12) that there is a significant overlap between the traditional elements of a 20-minute community and current priorities and strategies. So there are multiple benefits to this approach:

On one hand, it will enable local groups and organisations to attract investment and support by presenting local projects in the context of regional/national priorities and policies that guide grant funding and investment.

On the other hand, it can be a vehicle to enable Local Authorities to demonstrate how they're delivering national priorities and goals on a local level.

Finally as we've seen during the process of undertaking this study, it's a way of making national and global issues such as climate change and the nature emergency relevant at a local level. And enable different groups to work together and collaboratively feel like they're making a difference.

A RECOMMENDED APPROACH

For any community considering exploring the potential of adopting a 20-minute community model, we suggest the following key steps in the checklist below as a guide to get you started. This is a guide only and should be tailored to your community, capacity, and to take account of any previously undertaken work:

	Suggested Actions	(✓)
1	Identify key individuals and organisations to form an initial group.	
2	Identify the approach, topics, and messages that will best engage the community - make it relevant to local issues/priorities	
3	Identify key strategic partners, local authority bodies and statutory organisations and engage with them early and include them in the process.	
4	Undertake an initial community conversation / consultation to identify local priorities, needs, and opportunities. You could use surveys, questionnaires (See Appendix A), drop-in sessions, street conversations etc both in person and online. We suggest you work with trusted community leaders, individuals and organisations, to get the message out. Make sure you attempt to capture the voice of all elements of the community, hard to reach often include youth, the elderly, ethnic minorities, and lower income households. Remember to ask permission to keep in touch with them as the project evolves and collect contact details.	
5	Develop the initial findings, explore them further and validate them through collaborative stakeholder workshops, public meetings, and conversations. Use these sessions to develop a collaborative vision, aims & objectives for your project. Defining the scope of your work and your priorities.	
6	Develop an action plan to deliver your aims. Ensure it's a collaborative effort with the community and the statutory bodies involved and identify a lead partner/individual to be responsible for each activity. It might be worth exploring if it works as part of a wider <i>Place Plan</i> .	
7	Now you should have the evidence of need and required support to enable you to apply for funding to deliver aspects of your action plan.	
8	This will be a long-term effort, so ensure stakeholders and community members are kept informed of developments, issues, and successes. And keep the community communications going.	

APPENDICES

APPENDIX A – QUESTIONNAIRE / SURVEY GUIDE

Your initial survey or questionnaire will be bespoke to your community. There are a hundred questions you can ask, and one of the judgment calls will be how many you can include without making the survey so long that people lose interest before they finish it!

As a guide, we've suggested some topics you should cover as well as some example questions:

Introduction	<p>You only have a couple of sentences to capture people's interest, and you're asking them to give their time to help you out! So make sure they're positive and that you frame the survey as their opportunity to have their say on what's important to them.</p> <p>Also encourage them to share with their friends and family, as word of mouth is the best way to get responses. Encourage them to get family members (especially children) to fill them out themselves so you capture more than one perspective from each household and engage some of the harder to reach groups.</p>
About You:	<p>This section is needed to capture the demographics of respondents. As well as identifying if specific issues / needs relate to certain sections of the community, it also helps to identify any sections that have been missed / excluded and that might need a different approach to engage (e.g. lack of elderly respondents because of online survey may mean you need to provide and distribute paper copies).</p> <p>Make sure they understand that their contribution will be anonymous.</p> <p>The info will also provide evidence to potential funders that you've engaged the whole community, or that certain groups are in need.</p>

	<p>You might want to ask:</p> <ul style="list-style-type: none"> • Which part of the community they live in (if a large one) • Do they live, work, or visit the community? • Do they live in the community / within 'x' miles / or further away? • Age range • Gender • Employment • Do you consider yourself to have a disability? • Do you have access to motor vehicle? • Are you a parent to under 16's? • Are you a single parent? • Are you retired?
Perceptions	<p>It might be useful for you to understand how local residents perceive their own community to inform how best to engage with them and get them involved. Although we didn't ask this question in this study (it made it too long!), you could ask them to rate if they agreed with the following statements (from strongly agree to strongly disagree):</p> <p>Do you think your community is a good place for:</p> <ul style="list-style-type: none"> • Young people to live • Raising a family • People to find work • People to commute to work • People to work from home • People to visit • People to live here as a retiree
Priorities	<p>To engage with people you'll have to frame any project in light of local priorities, so this is useful information to be gathered from the survey.</p>

	<p>We asked people to prioritise the traditional elements of a 20-minute community plus a couple of others identified as potential local priorities. You could do the same or think of your own.</p> <p>Be careful, because if you ask people to tick their priorities, or score them from 1-5 for example, you'll likely end up with everything noted as a priority which doesn't tell you very much! The other choice is to ask people to 'rank' the options, forcing them to choose and prioritise.</p>
Accessibility & Transport	<p>You'll probably want to ask which facilities, services, and/or activities are accessible to the respondents. We asked which were accessible within 20 minutes of their home via:</p> <ul style="list-style-type: none"> • Car/motor vehicle • Public Transport • Cycling • Walking <p>You could also ask:</p> <ul style="list-style-type: none"> • How they rate public transport provision • How they active travel routes • How they currently travel to different things • How they'd prefer to travel if they had a choice • Would they like to make less use of the car?
Issues and Opportunities	<p>Some of the key things you want to find out from the initial survey is what the local issues are (what needs to be fixed / improved), and what the opportunities are (let people suggest their own solutions and suggestions).</p> <p>We asked open ended questions as follows:</p> <ul style="list-style-type: none"> • Are there any facilities and/or services that are needed but not available in your community?

	<ul style="list-style-type: none"> • What facility and/or service could be introduced to benefit your community? <p>We also asked people if their perceptions, priorities, and issues / opportunities had changed since the Covid-19 pandemic and subsequent lockdowns.</p>
Current Facilities & Activities	<p>Facilities are often obvious, but not always if you're not familiar with them (e.g. no one in the Llanfyllin survey mentioned the Bowling Green). Activities and services are often hidden. So if you want to explore this you could ask:</p> <ul style="list-style-type: none"> • Which of the listed community facilities they or their families have visited in the past 'x' months / years? • Do you (or your family) attend / are members of any group, club, or activity? • Do you or your family) benefit from support services (e.g. home help, meals on wheels etc).
Thank you and close	<p>Thank people for their time and provide the option to leave their contact details if they wish to be kept informed of the results of the survey and/or any future developments.</p> <p>To encourage people to leave contact details, you could offer to enter them in a prize draw e.g. for £25 or a voucher for a local business.</p> <p>You could also ask if they would like to be part of the discussion / project going forward – a great way to recruit for future workshops or gain new active group members to help drive the project forward / engage with different sections of the community.</p>

Additional Notes:

If you can get schools, clubs, groups etc to promote and share your survey it will help reach more members of the community through trusted partners. Online platforms such as Survey Monkey work well but make sure to provide paper copies for those who need them.

APPENDIX B: SOURCES OF INFORMATION & SUPPORT

Carlos Moreno 15-minute city TED Talk

https://www.ted.com/talks/carlos_moreno_the_15_minute_city?language=en

Introducing the “15-Minute City”: Sustainability, Resilience and Place Identity in Future Post-Pandemic Cities. Moreno et al (2021)

<https://www.mdpi.com/2624-6511/4/1/6>

TCPA: 20-Minute Neighbourhoods: Creating Healthier, Active, Prosperous Communities - An Introduction for Council Planners in England (2021)

<https://tcpa.org.uk/collection/the-20-minute-neighbourhood/>

Living Well Locally: 20 Minute Communities in the Highlands and Islands – Hitrans / Sustrans (June 2022)

<https://nickwrightplanning.co.uk/20mns-highlands-islands.htm>

Drumshoreland Garden Community

<https://drumshoreland.com/>

Wellbeing of Future Generations Act

www.futuregenerations.wales

Llwybr Newydd: The Welsh Transport Strategy 2021 (Welsh Government)

<https://gov.wales/llwybr-newydd-wales-transport-strategy-2021>

Prosperity for All: The Economic Action Plan (Welsh Government)

<https://gov.wales/prosperity-all-economic-action-plan>

Climate Xchange

<https://www.climateexchange.org.uk/>

Towards 2040: The Powys Wellbeing Plan

<https://en.powys.gov.uk/article/5789/Towards-2040---the-Powys-Well-being-Plan>

Powys Active Travel Plans

<https://en.powys.gov.uk/article/3962/Active-Travel>

Place Plans: Wales

https://www.placeplans.org.uk/en/?page_id=315

APPENDIX C: CASE STUDIES

Here are three brief case studies that we explored while undertaking the research for this project. At the end there is a longer list of 21 examples with links for you to explore further to gain ideas and learning for your own projects.

20 MINUTE CITY: HAMILTON, NEW ZEALAND

Summary

Various projects run by Hamilton City Council, Waka Kotahi-NZ Transport Agency in order to fulfil the 20-minute city concept: Biking and Micro-mobility Programme, Hamilton Kirikiriroa Innovating Streets, Rotokauri Transport Hub, Eastern Pathways/Te Ara o te Rawhiti.

Aims

- Create a place where people can safely access most of the things they need within 20 minutes, by walking, cycling, scootering and skating.
- Improve safety and reducing congestion and pollution.
- Encourage people to bike, e-scoot or skate safely.
- Trial new street layouts to make them nicer and safer
- Improve Hamilton's transport systems safety and transport choice

Progress

- Biking and Micro-mobility Programme started: drew on previous community engagement, surveys and data sources, and local and international best practice to develop ideas, which were analysed to create list of focus areas.
- Hamilton Kirikiriroa Innovating Streets: trialled temporary new street layouts in two central city streets, Ward and Rostrevor, over April, May, June 2021
- Rotokauri Transport Hub: Through one 10-year plan, they set aside \$12m to establish the hub and completed construction. This hub included a new rail platform, bus interchange, park and ride facility, over-rail pedestrian bridge and new walking and cycling connections.

- Eastern Pathways/Te Ara o te Rawhiti: programme of infrastructure projects to improve walking biking and public transport options, included connecting 19 schools.

Next Steps

- Biking and Micro-mobility Programme: they will confirm programme of actions to be implemented
- Hamilton Kirikiriroa Innovating Streets: no dedicated funding for a permanent version of the Rostrevor street trial, but they aim to use the data and insights. The Ward Street trial will likely lead to a long-term permanent upgrade of Ward Street.

What we can adapt for the Powys 20-Minute Communities project

- Before making permanent changes, it could be a good idea to do temporary street trials of areas looking to become more pedestrianised
- Create cycles paths between areas such as schools and shops

References

<https://www.hamilton.govt.nz/our-city/city-development/transport/Pages/Biking-and-Micro-mobility-Programme.aspx>
<https://www.hamilton.govt.nz/our-city/city-development/transport/Pages/Hamilton-Kirikiriroa-Innovating-Streets.aspx>
<https://www.hamilton.govt.nz/our-city/city-development/transport/Pages/Rotokauri-Transport-Hub.aspx>

Summary

In September 2020, Newcastle City Council produced and approved this action plan. The plan outlines the challenges the city faces and the vision for the net zero future, with over 100 priority actions. These actions are encompassed in three themes: Energy, Transport and Adaptation & Sustainability. Despite setbacks due to Covid-19, the plan is still well under way and numerous aspects are relevant to the Powys 20-minute community's project.

Aims

Out of more than 100 actions, here are a select few that match most closely the features of a 20-minute community:

- Implement of a Clean Air Zone
- Develop and implement an emissions-based parking tariff in the city centre and key commercial districts.
- Assess the potential for wider deployment of car clubs within the city, based on Ultra Low Emission Vehicles. Ensure that access to travel options is enhanced in communities with low car ownership through community clubs as opposed to household ownership
- Develop and implement schemes to reduce the dominance of cars in the city by reallocating road space to active travel and low carbon transport modes.
- Implement a safe walking and cycling network to connect every school, to every park, to every district shopping centre.
- Implement more-efficient lower-emission public transport
- Creation of woodlands

Progress

In terms of progress, the majority of the actions have made some head way. There is a review in progress of parking tariffs, including potentially emissions-based parking charges. They are changing the design and road space allocation of numerous areas of the city. 42 new Metro trains are being built by Nexus.

They are supplying electric buses. They are planting new trees across various sites.

Setbacks

Covid-19 did negatively impact some parts of the project, however due to the determination of the city a large amount of progress was made.

Next Steps

Next, for the Clean Air Zone aspect, they will resubmit the business case to the Government's Joint Air Quality Unit (JAQU). They will finalise and implement parking tariff plans. In selected areas, they will target road space reallocation in selected areas and continue design and delivery of schemes to reallocate road space through the Transforming Cities Fund.

For public transport, they will identify priority projects and actions that can be taken regionally to drive the transition to Net Zero transport quicker.

For increasing woodland areas, the intention was to lodge the EoI to England Community Forests by February 2021 and to start planting trees by the 2021 planting season (in advance of COP-26).

They also intended to deliver a 3-year maintenance period for existing planted trees to ensure longevity and carbon sequestration is achieved.

What we can adapt for the Powys 20-Minute Communities project

Although our communities will be on a much smaller scale, there are numerous actions that could be used from Newcastle's Net Zero Action Plan. For instance, an emissions-based parking tariff to deter high emission car users from using their vehicles to travel to and from the town centre and a clean-air zone will help promote more environmentally friendly methods of transport. This could also be facilitated by implementing more efficient lower emission public transport and by implementing a safe walking and cycling network between schools, parks and shops.

References

<https://newcastle.gov.uk/sites/default/files/2021-09/Net%20Zero%20Newcastle%202020%20Action%20Plan%20updates.pdf>

TRANSPORT FOR LONDON'S (TFL) LIVEABLE NEIGHBOURHOODS PROGRAMME: LONDON, UK

Summary

This programme was introduced in order to provide funding to encourage people to walk, cycle and use public transport rather than drive. Boroughs were and are encouraged to bid for funding. So, far the programme has been a success, with many boroughs acquiring funding and beginning work on their projects.

Aims

An overall aim of the Transport strategy is for 80% of all London journeys to be conducted on foot, cycle or public transport by 2041

- reduce car dependency and ownership and increase active and sustainable travel
- Improve the quality of the experience of using London's streets
- Increase the number of trips by walking, cycling and public transport
- Reduce car dominance and increase active use of streets and public spaces
- Create safer neighbourhood environments, reduce road danger
- Improve air quality and green infrastructure
- Create vibrant streets that help local business to thrive and provide places for community to come together and interact

Progress

So far, 18 boroughs: Hackney, Waltham Forest, Havering, Lewisham, Haringey, Ealing, Greenwich, Newham, Camden, Southwark, Lambeth, Croydon, Tower Hamlets, Hounslow, Redbridge, Bromley, Enfield and the City of London were successful in applying for funding. The programme is now in its third round. The funding has been increased from £33 million in November 2017, £53.4 million in 2019 to £114 million in 2022.

Example of successful projects include:

- South Chiswick, Hounslow- building a new pedestrian bridge and cycle connections, introducing school streets and developing low-traffic neighbourhoods.
- Shortlands, Bromley-New protected cycle lanes, pedestrian crossings, pocket parks and school streets.

Next Steps

The programme continues. The Liveable Neighbourhoods Conference 2022 will be run in May. It is now £114 million, and they will continue to offer the opportunity to more boroughs to apply for funding.

What we can adapt for the Powys 20-Minute Communities project

Our project could also incorporate pedestrianised areas and low-traffic neighbourhoods to reduce the dominance of cars. As villages (and small towns) are already areas more likely to have local businesses and so a sense of community, it will be easier to incorporate these ideas. Our potential 20-minute communities also already possess an abundance of parks and green areas meaning they don't need the expensive creation of green areas to fulfil this important aspect of the 20-minute community concept.

References

<https://content.tfl.gov.uk/tfl-liveable-neighbourhood-guidance.pdf>
<https://tfl.gov.uk/info-for/media/press-releases/2019/march/new-projects-to-receive-50-million-to-create-healthy-streets-across-london>
<https://www.liveableneighbourhoods.uk/sessions-2022>

OTHER EXAMPLES FROM ACROSS THE WORLD

During the research for this project we came across 21 examples of 20-minute communities, some actual examples and others are concepts and/or proposals. We've supplied a summary below for anyone interested in carrying out their own research. Many of these are urban examples, but there are useful lessons and ideas in all of them that could be relevant to your own community.

Examples of 20-minute communities (actual or concept)

1)

Name: Project H1

Location: Seoul, South Korea

Link(s): <https://t.co/B7MIJAE27u>

Stage: Proposed in 2019, Completed works in 2021

Description: Project to transform an old 125-acre industrial site into a car-free neighbourhoods, in which all the conveniences of the city will be within a 10-minute walk of people homes.

2)

Name: Pro Helsinki 2.0.

Location: Helsinki

Link(s): <https://t.co/B7MIJAE27u>

Stage: In 2014: They hope work will create intense discussions about Helsinki's urban planning policies

Description: Repurposing ideas in the Pro Helsinki 2.0 plan to advance the 15-minute city

3)

Name: 15-Minute Neighborhoods: Repairing Regional Harms and Building Vibrant Neighborhoods for All.

Location: Boston, USA

Link(s): <https://www.tbf.org/15minEvent>

Stage: Paper/event/discussion about the steps to advance the 15-minute city vision

Description: Discussions about whether 15-minute city could work in greater Boston

4)

Name: GreenUp (organisation)

Location: Peterborough, UK

Link(s): <https://kawarthanow.com/2021/04/29/imagine-life-in-peterborough-if-you-lived-within-15-minutes-of-everything-you-need/>

Stage: April 2021: Article published by GreenUP suggesting a 15-minute concept would complement Peterborough's NeighbourPLAN and Student Travel Planning.

Description: Article imagining the concept in Peterborough

5)

Name: StreetMoves

Location: Sweden

Link(s): <https://arkdes.se/arkdes-play/nu-flyttar-streetmoves-fran-stockholm/>

Stage: In 2021: Aims to be implemented in the next decade

Description: One-minute city, initiative that allows local communities to become co-architects of their street layouts.

6)

Name: Strade Aperte plan

Location: Manila, Phillipines

Link(s): <https://www.bworldonline.com/pandemic-seen-to-give-metro-manila-a-chance-to-correct-urban-planning-errors/>

Stage: Nov 2021: discussed by Mr. Palafox at the BusinessWorld Virtual Economic Forum

Description: Have already reduced car use by introducing cycle lanes, wider pavements and pedestrian and cyclist-priority streets. Now want to introduce more public parks and open spaces

8)

Name: Ville du quart d'heure

Location: Paris, France

Link(s): <https://uia-initiative.eu/en/news/paris-creating-oasis-heart-its-neighborhoods-and-why-more-cities-should-follow>

Stage: 3 schoolyards in 2018, 28 school yards in 2019

Description: Paris had used a combination of project for this goal inc OASIS

9)

Name: Ottawa Official Plan

Location: Ottawa, Canada

Link(s): <https://ottawacitizen.com/opinion/mazumder-and-barnes-15-minute-neighbourhoods-are-good-for-mental-health-equity-and-the-climate>

Stage: In Nov 2020: Ottawa's draft Official plan released.

Description: call to use 15-minute concept in official plan

10)

Name: NA

Location: Seattle, USA

Link(s): <https://publicola.com/2020/11/04/guest-editorial-for-a-true-15-minute-city-we-need-action-not-rhetoric/>

Stage:

Description: Call from Seattle Mayor to use 15-minute city concept as a way to recover from Covid 19

11)

Name: Net Zero Newcastle: 2030 Action Plan

Location: Newcastle, England, UK

Link(s): <https://www.newcastle.gov.uk/netzero>

Stage: Full progress updates here:

<https://newcastle.gov.uk/sites/default/files/2021-09/Net%20Zero%20Newcastle%202020%20Action%20Plan%20updates.pdf>

Description: Plan with lots of aspects, including make nearly half of all privately-owned vehicles in Newcastle electric, reduce energy use in homes by 30%, and create a "15-minute city" in which everyone has access to vital services within a short walk or cycle ride of their home.

12)

Name: Merwede

Location: Utrecht, Netherlands

Link(s): <https://dutchreview.com/traveling/cities/utrecht/utrechts-exemplar-city-design-that-prioritises-people-over-cars/>

<https://tomorrow.city/a/merwede-car-free-neighborhood>

Stage: December 2020: plans recently unveiled. Ongoing transformation process with numerous projects. New residents of sustainable housing expected to move in by 2024.

Description: Plans for completely car-free neighbourhood with all important facilities inc Utrecht Central Station in walking or cycling distance.

13)

Name: 20-minute neighbourhood

Location: Edinburgh, Scotland, UK

Link(s): <https://www.edinburgh.gov.uk/adaptation-renewal-programme/20-minute-neighbourhood/1>

<https://www.edinburgh.gov.uk/downloads/file/28919/our-future-council-our-future-city>

Stage: Paper contained within Council Business Plan 2021: Our Future Council, Our Future City. The plan covers 2021-2024

Description: Policy briefing paper, looking at the concept and how it can be used in Scottish planning policy

14)

Name: Nantes Metropole

Location: Nantes, France

Link(s): <https://eurocities.eu/cities/nantes/>

Stage: Many complete but transformation always ongoing

Description: Numerous transformation projects

15)

Name: Nordhavnen, The Green Loop

Location: Copenhagen, Denmark

Link(s): <https://stateofgreen.com/en/partners/cobe/solutions/nordhanen-green-urban-development-and-mobility-in-copenhagen/>

Stage: Under construction, delayed by pandemic

Description: Project of sustainable urban development

16)

Name: The Close to Home report

Location: Dublin, Ireland

Link(s): <https://www.irishtimes.com/culture/art-and-design/visual-art/can-the-15-minute-city-concept-of-urban-living-become-a-reality-for-irish-cities-1.4762126>

Stage: Under construction, delayed by pandemic

Description: A report outlining how this concept could benefit the people of Dublin

17)

Name: Bogota's land use plan

Location: Bogotá, Colombia

Link(s):

<https://sustainabledevelopment.un.org/content/documents/6813Bogota%20Strategy%20for%20Sustainable%20Urbanization.pdf>

Stage: Land use plan formulated in 2000, revised in 2003 and amended in 2013 to include revisions more closely aligned to 15 -minute city (such as adapting city to climate change, more compact city and more inclusive and integrated city).

Description: Aim to adapt city to climate change, achieve the objective of a compact city, advance toward a more inclusive and integrated city.

18)

Name: East Bristol project

Location: Bristol, England, UK

Link(s): <https://eastbristolliveableneighbourhoods.commonplace.is/>

Stage: Pilot project

Description: A petition to show the council that the community want a Liveable Neighbourhood for Bristol

19)

Name: Turning our Town Around

Location: Ipswich, England, UK

Link(s): <https://www.bbc.co.uk/news/uk-england-suffolk-56406943>

<https://www.flipsnack.com/allaboutipswich/ipswich-vision-2021-2025/full-view.html>

<https://ipswich.oc2.uk/document/28/40961>

Stage: March 2021: They received £25m grant from government's Town fund.
Plan should run until 2025

Description: Plan put together by Ipswich Vision (partnership between Ipswich Centra, Borough Council, County Council and Suffolk Chamber of Commerce

20)

Name: Liveable Neighbourhoods

Location: London, England, UK

Link(s): <https://content.tfl.gov.uk/tfl-liveable-neighbourhood-guidance.pdf>

Stage: May 2019: inviting bids for the third round of the programme

Description: A programme that provide funding to transform London's streets into places people can walk, cycle and use public transport. Rather than drive.

21)

Name: Drumshoreland Garden Community

Location: West Lothian, Scotland, UK

Link(s): <https://op-en.co.uk/projects/drumshoreland-garden-community>

Stage: May 2019: inviting bids for the third round of the programme

Description: Converted a poultry farm to create a 20-minute community.

APPENDIX D: ANONYMISED DATA FROM THE THREE POWYS COMMUNITY SURVEYS

Please contact PACE for these data sets.