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The 15-minute City model: An innovative approach to measuring the quality of life in urban settings 30-minute territory model in low-density areas WHITE PAPER N°3

Carlos Moreno, Catherine Gall, Didier Chabaud, Marine Garnier, Masson Illian, Florent Pratlong

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WHITE PAPER N°3

The 15-minute City model :

**an innovative approach to measuring
quality of life in urban settings**

30-minute territory model in low density areas



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INTRODUCTION

The increasingly visible manifestations of climate change are impacting our urban and territorial lives. Our lifestyles, in the Anthropocene era, are worsening this crisis day by day. The COVID-19 pandemic has had a global impact on our way of life, work, and mobility patterns. The war in Ukraine is bringing new constraints and reinforcing the sense of urgency for change. With the energy crisis, inflation and difficulties with certain supplies, the calls for a more local way of life, with less dependence and more sobriety, are multiplying in France, Europe and the world.

How can we reconcile a more frugal, more sustainable way of life, in line with ambitious decarbonisation objectives for a net zero by 2050, with the need for a better quality of life for all? The various surveys conducted show that citizens' expectations are changing in terms of their perception of the quality of life. COVID-19 has also established other rhythms in the relationship to work. Access to green spaces and safety¹ are also part of the wishes for this new period, full of distress and eco-anxiety.

A wave of change is happening all over the world, questioning our way of life, and calling for an approach to facilitate access to local services in a city or territory that is becoming polycentric.

This proposal, paraphrasing Pascal, "a sphere of which the centre is everywhere and the circumference nowhere", is at the heart of the new reflections and actions behind this major question: in which city, in which territory, do we want to live?

¹ Observatoire de l'Habitat, *Que signifie "habiter mieux" pour les français ? rapport du sondage Obsoco*, Nexity, Somfy, Groupe Caisse des Dépôts, mars 2019.

Faced with this observation, it seems necessary to reimagine the daily life of city dwellers in order to reconcile a better living environment and better accessibility to local services in the heart of territories and cities. This is what we are proposing with the "15-Minute City", the urban model, and the "30-Minute Territory", the territorial model, by aiming to link urban and territorial life with a High Quality of Societal Life index. The 15-Minute City and the 30-Minute Territory concepts lead to another organisation of the use of the city and territories with a polycentric vision, in hyper proximity. It is a question of offering, in any place and at any time, the different urban or territorial functions that meet the essential needs of the inhabitants, while consuming fewer resources and preserving useful personal, family, neighbourhood and social time.

This approach to proximities generates a reduction in forced and arduous commutes, which are mainly journeys between home and the workplace or home and the place of study. In this respect, the 15-Minute City and the 30-Minute Territory models are in line with the work on demobility by Julien DAMON² and Bruno MARZLOFF³. Both advocate a reduction in forced mobility and an improvement in chosen mobility by revising our current hypermobility model. The future of transportation (energy dependency, climate change, changes in work, ICT) also argues in favour of this demobility. The pandemic has called into question the classic working day with fixed hours. This is also visible in France, where 80% of workers say they are interested in the possibility of arranging their working hours to suit themselves (compared to 64% in the rest of the world), according to the *BCG/The Network* survey of 208, with 807 workers from 190 countries, including France⁴. Even employees who do not have access to paperless work are looking for another meaning to their commitment and questioning the relevance of a job with a very high work-life imbalance. Indeed, a new BCG study⁵ entitled "*Why Deskless Workers Are Leaving-and How to Win Them Back*", based on a survey of 7,000 *deskless workers*⁶ in seven countries (France, Germany, the UK, the US, Australia, India and Japan) estimates that in France, 1/3 of these workers are leaving. The term "*Quiet Quitting*"⁷ has emerged with this new trend where more and more people are voluntarily leaving their jobs and reorienting themselves, while companies are no longer able to fill the vacant job positions.

The issues are manifold: organisation of work (relocation of jobs, remote work, desynchronisation, desaturation), urban form (compactness, despecialisation), control of commerce (diversification, circular economy, short circuit) and digitalization (e-commerce, e-medicine, teleworking).

As far as transportation is concerned, the answer lies in enriching the supply of shared, low-carbon, accessible forms of collective mobility, with the co-benefit of regaining expensive urban areas to create nature based public spaces and slow traffic zones. This is opposed to the promotion of forced, segregative and regressive immobility, such as that experienced and suffered during the Covid-19

² DAMON Julien, *La démobilité : travailler, vivre autrement*, in : *Innovation Politique* 2014, p 246 à 275.

³ MARZLOFF Bruno, *Sans Bureau Fixe*, FYP Éditions, 2013, 96p.

⁴ *Decoding talent 2021*, BCG, March 2021

⁵ *Future of work Deskless survey*, Sentiment survey, BCG July 2022

⁶ The term "*deskless workers*" refers to those workers who have to be physically present to carry out their work and therefore do not have the possibility to telework, such as drivers, hairdressers, nurses, labourers etc. They represent 75% to 80% of the wage bill in the countries analyzed. They represent 75% to 80% of the wage bill in the countries analyzed.

⁷ *Majority of workers who quit a job in 2021 cite low pay, no opportunities for advancement, feeling disrespected*, Pew Research Center, March 9, 2022

lockdown. "Reasoned demobility" aims for an urban optimum where chosen, high-quality travel enables everyone to access essential urban functions.

Urban functions are understood as the provision of infrastructure and services necessary for social, professional, and extra-professional life. Our approach to infrastructure is that of 'social infrastructure', as practised by many architects and planners around the world. An approach guided by the presence of facilities that are defined by their social use, versatility, and adaptability. Our proposal is rooted in this definition of social circularity, linking essential functions to guarantee a High Quality of Societal Life. These functions reflect the use of a city by its inhabitants and are linked to concrete facilities and places. In contrast to the urban specialisation inherited from the functionalist movement, we propose another approach, both spatial and temporal, to create a new balance in the use of the city based on facilities that are associated with multi-purpose services in the urban space, giving priority to accessibility in proximity. In line with the 'Brussels Declaration' we believe that multi-functional spatial organisation is a central element in our challenges, as it determines the social, spatial and temporal content at the centre of our way of life in the city and is thus consubstantial with the quality of life. Temporality changes the perception of availability with a offer in capacity, intrinsically favouring short distances, low-carbon travel and the connectivity of places through decarbonised mobility, on foot, by bike, or with public transport, in multimodality.

The High Quality of Societal Life offered to the inhabitants of the "15-Minute City" and the "30-Minute Territory" is defined by the accessibility, either immediate, or at least optimised in the space/time pairing of all six social functions: **living, working, getting supplies, caring(being healthy), learning and enjoying.**

The High Quality of Societal Life is ensured by a functional and social mix that must allow for diversity and intensity of urban life. For many decades the city has become a melting pot of segregation, fractures, and exclusions. The "vice" of long distances has become established, individual car travelling, moreover with diesel and with a single occupancy vehicle use, has become the "tobacco" of inhabitants, and the waste of time in long and tedious journeys has become the "normality".

"Losing one's life to earn it" through accelerating productivism, dehumanising daily life and leaving aside the quality of social life. The question we must ask ourselves is: how have we accepted the unacceptable for so many decades?

Jane Jacobs refers to the "living city" as one *"where at any time and in any place, we have a multiplicity of choices"*⁸, without relying on the use of the individual car.

It is in this perspective that the consideration of a different relationship between urban and territorial space and the time needed to satisfy societal functions holds the promise of a more sustainable, viable

and liveable living environment. Finally, the accessibility of these functions transcribes their necessary spatialisation and allows an easy and pleasant practice of the territory.

The expression of the quality of life in a territory is often based on an individual subjective assessment. In order to objectively measure the quality of life, it is necessary to study its urban and territorial functions within a societal framework. This objective approach makes it possible to consider the city and the territory in terms of its potentialities and shortcomings through the presence or absence of elements identified as generating quality of life. The analysis of societal functions is based on statistical and algorithmic calculations capable of producing precise knowledge of living environments.

In an urban or territorial project, governance or planning process, this very concrete approach makes it possible to characterise a space and monitor its dynamics, in order to act and improve the living environment of individuals. Within the framework of the implementation of 15-Minute Cities and 30-Minute Territories, social functions are studied using a new method and translated into data.

The purpose of this white paper is to situate this approach of analysing the High Quality of Societal Life [HQSL] by firstly proposing the various methods and approaches that exist to measure quality of life. Then the two following chapters cover the sets of methods, tools and case studies illustrating this innovative urban and territorial strategy.

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⁸ Jacobs Jane, *The Death and Life of Great American Cities*, New York, Random House, 1961

PART 1: REVIEW OF URBAN AND TERRITORIAL INDICATORS



I/ EXISTING APPROACHES TO MEASURING QUALITY OF LIFE

The theoretical and methodological framework for measuring quality of life is dominated by two approaches: an objective approach, based on the analysis of available data, and a subjective approach, based on the collection and evaluation of individual perceptions. Here, we only deal with the objective measurement of quality of life, based on indicators.

1. THE MAIN INDICATORS USED BY THE INTERNATIONAL COMMUNITY

Between the end of the Second World War and the end of the 20th century, the newly formed international community developed various indicators to measure the situation of countries in the world. Influenced by economic and military approaches to international diplomacy, these quantitative approaches constitute tools for apprehending and rationally understanding very diverse contexts. The quantity and quality of indicators have gradually increased, evolving with social developments. The question of quality of life has become an issue of interest, as have environmental issues. These international statistics are intended to be illustrative and comparative, but also to be used for decision-making. For example, these can be used as an indicator in the need for international action in development aid. The purpose of this section is to present a selection of indicators used to report on quality of life and urban quality of life.

1.1. Gross Domestic Product (GDP)

Gross Domestic Product (GDP) is the most widely used measure of economic activity in the world. It is determined by international standards and is the result of extensive work defining its statistical and conceptual bases. It is an indicator that was first developed by American economists and is now accepted as an indicator of progress and national development by the international community after the Second World War.

Today, **it is often used as a measure of a country's well-being, which is illusory** because measures of economic performance and living standards are insufficient to reflect the well-being of a population. Indeed, well-being is not only economic: it is multidimensional and depends on living conditions, health, education, personal activities, political participation,

social connections and relationships, the environment and insecurity⁹. This comment by the Commission on the measurement of economic performance and social progress highlights the close link between well-being and the living environment. GDP fails to reflect the quality of life of a country or territory, as a space offering a set of possibilities to citizens and the freedom to choose the type of life they want in this space - i.e. their **capability** in Amartya SEN's sense. Complementary indicators have therefore been developed to overcome the limitations of GDP.

1.2. Human Development Index (HDI)

The Human Development Index (HDI) was developed by experts of the United Nations Development Programme (UNDP) as a complement to GDP in the early 1980s. It gives an account of human development by a measure that is not limited to economic development and that apprehends a level of individual and collective well-being integrating the dimensions of education and health. It thus provides a better understanding of quality of life by combining GDP with other more qualitative data. It synthesises three sets of data:

Health/longevity:

measured by life expectancy at birth. This indirectly measures the satisfaction of basic material needs : safe food, clean water, decent housing, good hygiene, medical care.

Knowledge/education:

measured by the average length of schooling for adults over 25 years, the expected length of schooling for school-age children, the literacy rate. This index shows the satisfaction of intangible needs and the ability to participate in decision-making in society.

Standard of living:

logarithm of gross income per capita in purchasing power parity. It allows for the inclusion of elements of quality of life that are not described by the first two indices, such as mobility and culture.

⁹ Report of the Commission on the Measurement of Economic Performance and Social Progress, p.7

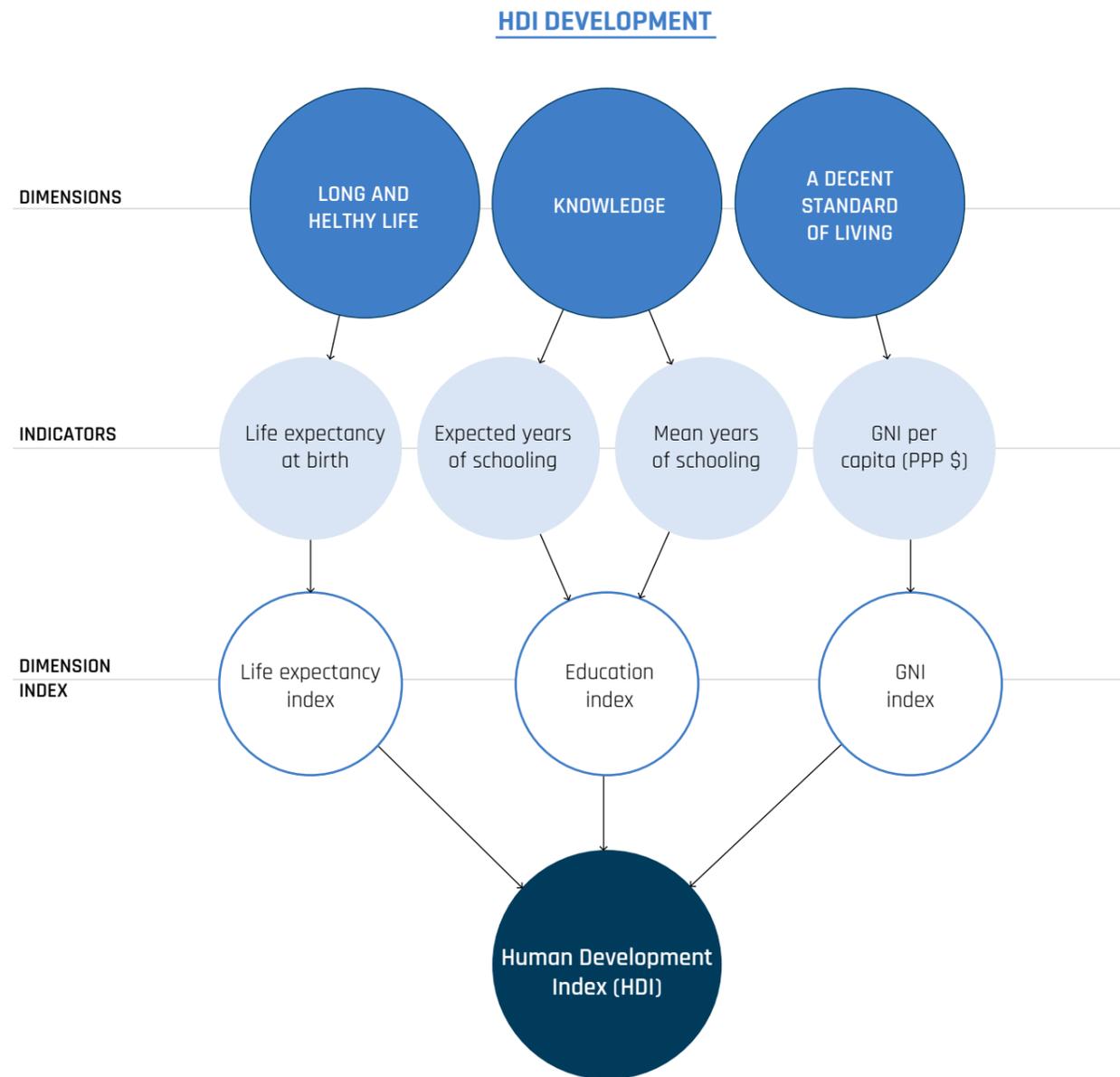


Figure 1 HDI development - United Nations Development Programme

The HDI is presented as a unitless number between 0 and 1. The closer it is to 1, the higher the level of development of the country. This number is the simple average of the three indices, constructed from indicators standardised between 0 and 1. For each indicator the floor rate set is equivalent to 0, the ceiling rate is equivalent to 1 [fig.2].

The HDI is used at the international level, where its results are interesting because they differ from those of GDP¹⁰. An annual ranking of countries is produced. For example, France has an HDI of 0.891 and is ranked 39th out of 189. Norway is ranked 1st with an HDI of 0.957. Niger, the last country in the ranking, has an HDI of 0.394¹¹.

HUMAN DEVELOPMENT INDEX, 2017

The Human Development Index (HDI) is a summary measure of key dimensions of human development: a long and healthy life, a good education, and having a decent standard of living.

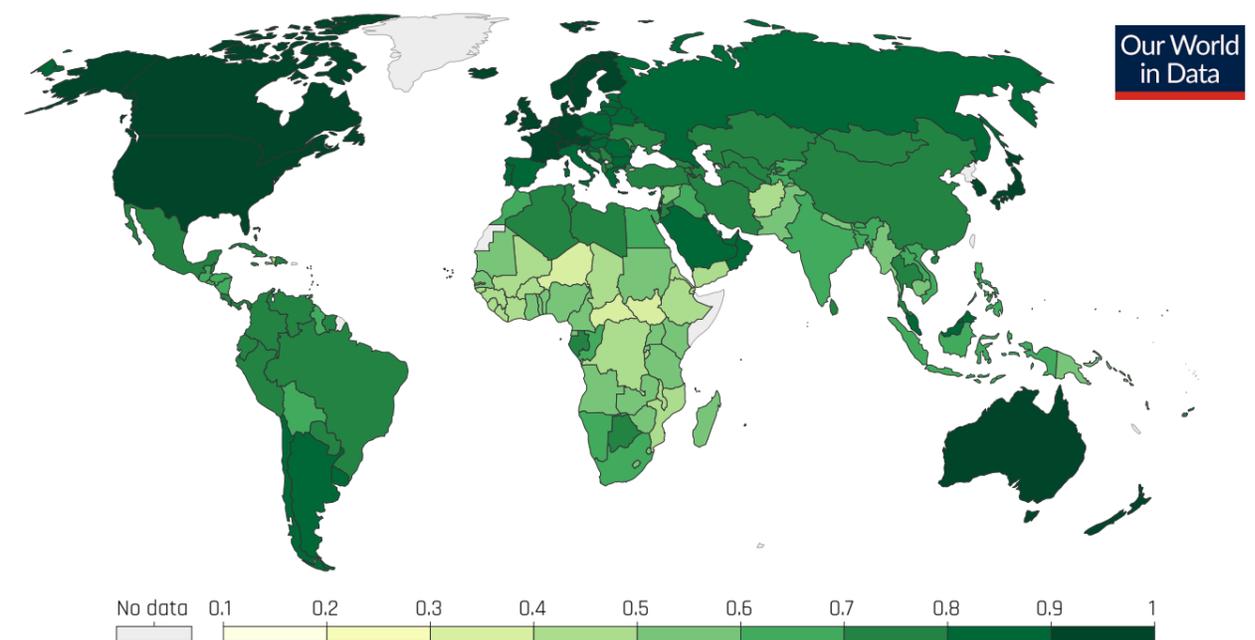


Figure 2 Human Development Index 2017 - UNDP | Map: OurWorldInData

At the sub-national level, the HDI presents difficulties that are related to

- Unavailability of data at lower scales ¹²
- A loss of significance of the indicators at this scale
- A method of standardisation that is not very suitable for developed countries and regions because it is not very discriminating. With this method of standardisation, there are few differences between the areas studied [around 10% in France].

¹⁰ Note that it was largely constructed to provide an alternative measure of development to GDP, so this finding is not surprising.

¹¹ Development Report 2020, *The Human Development Indices*, pp. 18-21, http://hdr.undp.org/sites/default/files/hdr_2020_overview_french.pdf.

¹² The assumed equality "GDP = Production = Consumption" is not valid at the local level, for example, since it is much more difficult to estimate imports and exports between different localities in the same country or region.

Moreover, it does not allow a fine analysis of territories and disparities in the distribution of human development, as it is a simple general average. And it is unsuited to the permeability of regional boundaries [e.g., IDF, GDP] and lacks relevance of indicators in developed countries [e.g. literacy rate].

To overcome these difficulties, experiments have been carried out in some French regions and cities. In Greater Lyon, the Centre-Val de Loire region and Ile-de-France¹³, an HDI-2 has been created as a sub-national alternative to the HDI [fig. 3 & 4]. Occitanie also experimented with the implementation of a local HDI in 2017¹⁴.

This local version retains the same architecture and the same calculation method, with some adaptations.

It mobilises data available at the communal or inter-communal level by focusing on three sets of data:

- Access to health: life expectancy at birth
- Access to education: share of people over 15 years of age who have left the school system with a diploma
- Standard of living: median value of household tax income.

These indicators are standardised on the basis of their distance from the highest and lowest reference rate, which makes it possible to calculate an average. The HDI-2 has been broken down to the regional and departmental levels.

¹³ <https://www.institutparisregion.fr/nos-travaux/publications/les-indices-synthetiques-du-pnud-idh-iph-ipf-en-region-ile-de-france.html>
¹⁴ What level of human development for the territories of Occitania? Observatoire partenarial de l'environnement et socio démographie, July 2017

AN ALTERNATIVE, THE HDI 2: SAME DIMENSIONS...

- L'IDH
- L'IDH-2
- Perspectives

different normalisation and indicators

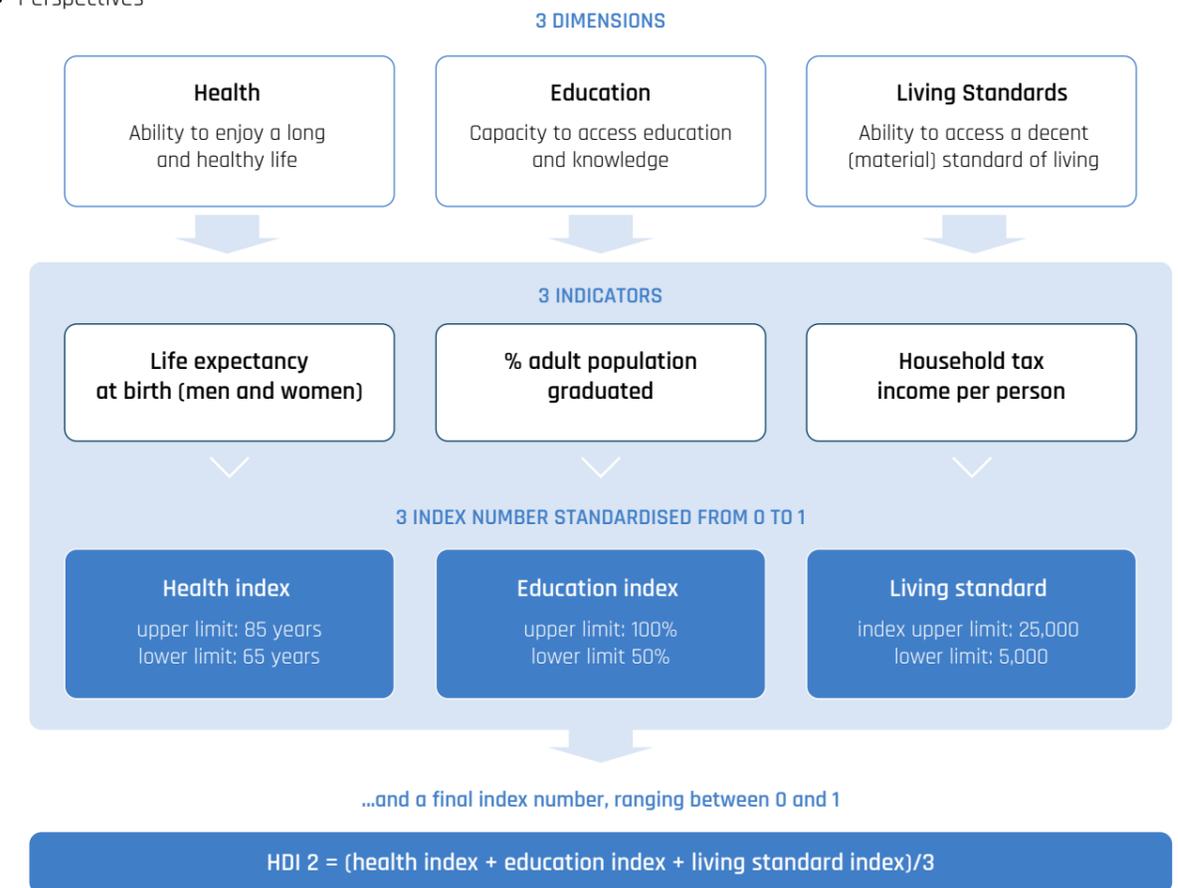


Figure 3 Presentation of the indicators used for the HDI2 - Aurélien BOUTAUD, Terr(e)itoires
<https://www.aurm.org/uploads/media/ed4f1b1e4aa0abc759748feaecd0013.pdf>

The HDI-2 has the advantage of being a synthetic index, relevant in developed countries, more discriminating and qualitative than the HDI and which allows for local comparisons and precise mapping.

However, the HDI-2 does not reflect human development but rather a social configuration of the population. It reflects the social disparities in the area of analysis, taking into account the three dimensions of health, education and income.

DISTRIBUTION OF REGIONS IN METROPOLITAN FRANCE ACCORDING TO THE HDI2

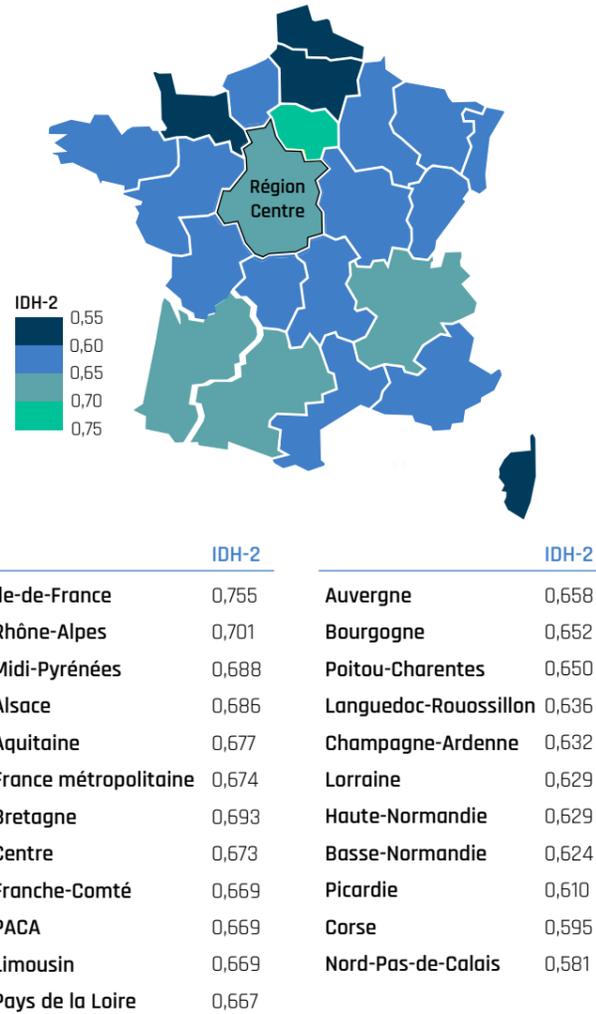


Figure 4 Distribution of regions in metropolitan France according to the HDI2 - Aurélien BOUTAUD Terr(e)itoires

1.3. Gross National Happiness (GNH)

Gross National Happiness, conceived in 1972, aims to define the standard of living in a country in a holistic way and in a psychological and humanistic dimension. Its four pillars are the **promotion of a socially equitable society and economic development**, the **safeguarding and promotion of cultural values**, the **protection of the environment and the establishment of good government and administrative structures**. However, many of its indicators depend on subjective judgements, a limitation that is open to criticism.

The HDI-2 also present several limitations. Limitations in its use, as at the municipal, departmental, and regional levels, the concept of human development is not necessarily appropriate, since economic development, education and health systems are the responsibility of the State, or even the regions, and less so of local arbitration.

Limitations in its recognition, as it is primarily an index without international recognition.

Secondly, there are limitations in the calculation. The latter presents a certain subjectivity in the choice of data, normalisation, aggregation. Finally, there are limitations in the scope of this index. There are only three components, which limits its scope, as some dimensions are not taken into account.

1.4. Sustainable Well-Being Index (SWBI)

The **sustainable well-being index** focuses on the destructive effects of an unhealthy environment (H.E. DALY and J.B. COBB, 1991) by taking into account the negative externalities of production aimed at replacing GDP. It considers the market consumption of households, domestic labour services, non-defensive public expenditure, defensive private expenditure, costs of environmental degradation, depreciation of natural capital and productive capital formation. It therefore takes several dimensions into account to measure the wealth produced, unlike GDP, and gives orders of magnitude.

2. OECD INDICATORS

On a smaller scale of international cooperation, the Organisation for Economic Co-operation and Development (OECD) is also developing its own indicators to measure quality of life. These indicators help to understand and act on the quality of life of its 37 member states¹⁵. The indicators on urban issues are developed by the experts of the Cities, Urban Policies and Sustainable Development Division. It should be noted that the OECD indicators are adapted to the member states, which are mainly so-called developed countries. They are indicators that correspond more closely to the living conditions of these countries, allowing a much more precise and relevant calculation than the set of indicators and calculations used for so-called developing countries - such as the HDI, whose limitations we have indicated.

2.1. Better Life Index

The **Better Life** Index, developed by the OECD, extends the measurement of quality of life beyond its economic dimension. It defines objective criteria such as housing, employment, environmental quality, and education, but also more subjective criteria such as the perceived quality of social ties and the balance of life rythms. This index is one of the only ones to consider individual perception.

It measures well-being and progress and seeks to answer the following questions: Are our lives improving? What role can policy play in this? Are we measuring the right things? The Better Life Index is measured in the 37 member countries of the organisation (figure 5).

¹⁵ Australia, Austria, Belgium, Canada, Chile, Colombia, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Latvia, Lithuania, Luxembourg, Mexico, Netherlands, New Zealand, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Switzerland, Sweden, Turkey, United Kingdom, United States

It is calculated from 80 indicators of well-being. They reflect the current state of well-being, inequalities and the resources needed for future well-being. The headline indicators used are available in Annex 1.

THE OECD WELL-BEING FRAMEWORK

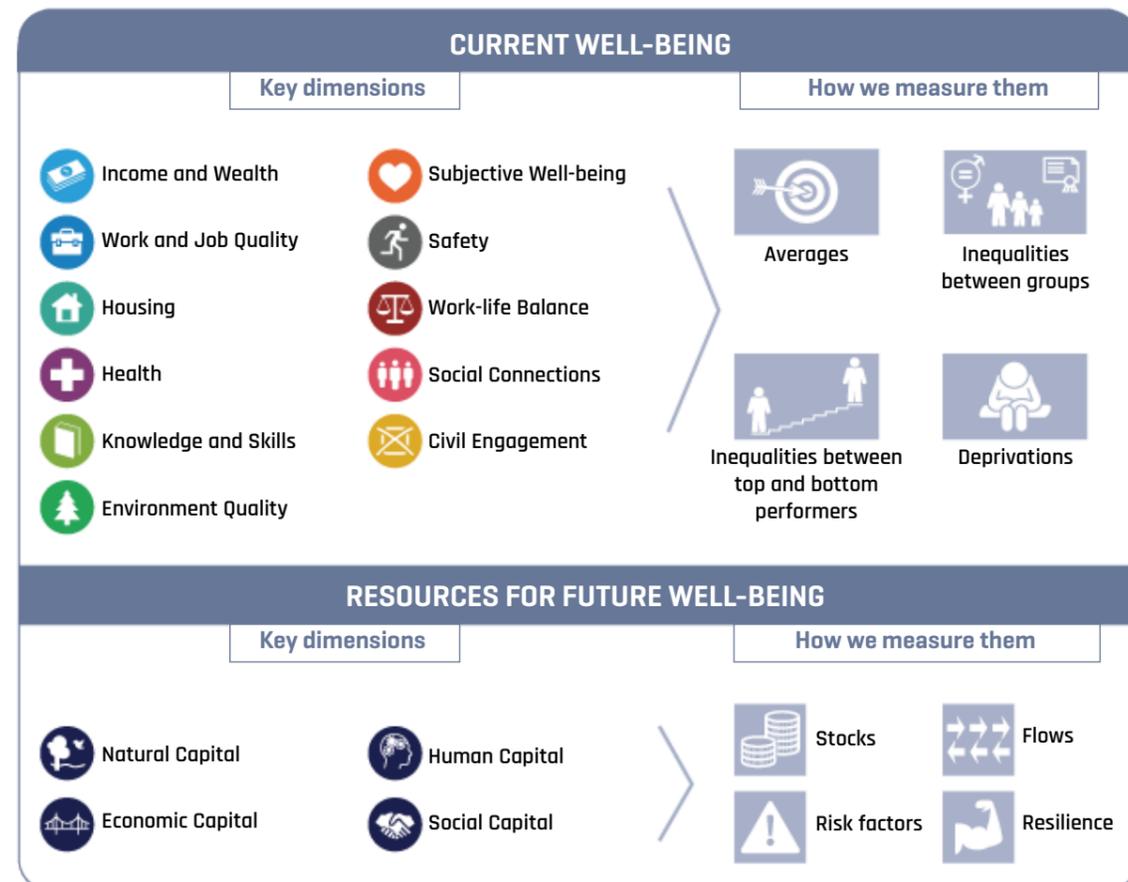


Figure 5 Better Life Index calculation - OECD, <http://www.oecd.org/fr/statistiques/mesurer-bien-etre-et-progres.htm>

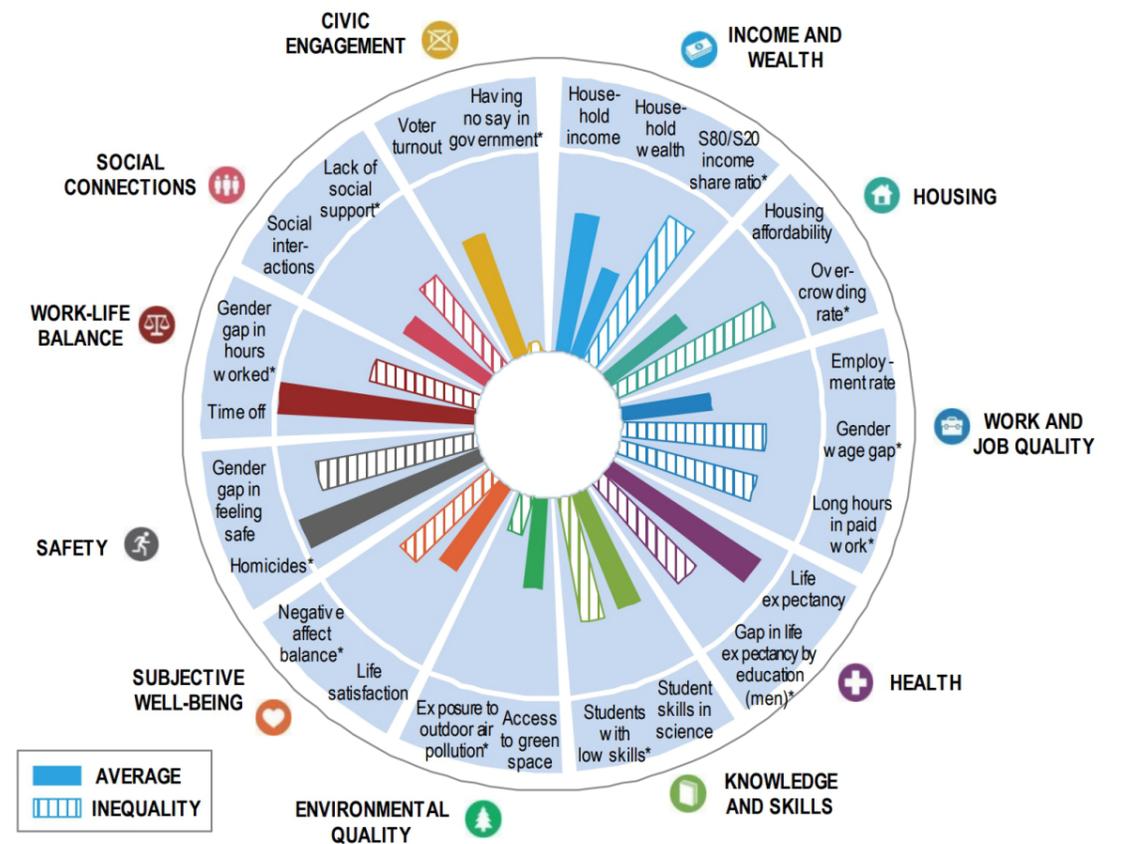
A statistical report¹⁶ has been published every two years since 2011¹⁷, providing an account of the evolution of well-being in the countries concerned. The latest report shows a strengthening of well-being in the OECD as a whole, but marked inequalities persist between countries. In particular, there are widening gaps in the resources needed for future well-being [economic, natural and social capital]. Environmental, economic and social risks also weigh on the future. The report highlights the impoverishment of social relations and a rise in despair and insecurity for certain categories of the population.

¹⁶ OCDE, Rapport Comment va la vie ? 2020 Mesurer le bien-être, 2020, en ligne https://read.oecd-ilibrary.org/economics/comment-va-la-vie-2020_ab72c502-fr#page16

¹⁷ Les 5 rapports publiés depuis 2011 sont disponibles à l'adresse https://www.oecd-ilibrary.org/economics/how-s-life_g789264121164-en

Country monographs are produced and available online. The latest results for France are presented in the following infographic [Fig. 6].

FRANCE'S CURRENT WELL-BEING, 2018 OR LATEST AVAILABLE YEAR



Note: This chart shows France's relative strengths and weaknesses in well-being compared to other OECD countries. Longer bars always indicate better outcomes (i.e. higher wellbeing), whereas shorter bars always indicate worse outcomes (lower wellbeing) – including for negative indicators, marked with an *, which have been reverse-scored. Inequalities (gaps between top and bottom, differences between groups, people falling under a deprivation threshold) are shaded with stripes, and missing data in white.

Figure 6 State of well-being in France in 2018 - OECD

2.2. Statistical atlas of regions and cities

The OECD has developed a variety of other tools to measure the socio-economic and environmental conditions of cities and regions.

The **Statistical Atlas of Regions and Cities**¹⁸ is a new integrated statistical platform from which most of the indicators for the regions and metropolitan areas included in the OECD statistical portal can be viewed and downloaded. For metropolitan areas, several indicators on demography, income, environmental quality, digitalisation, and other aspects are available.

¹⁸ <https://regions-cities-atlas.oecd.org/>

2.3. SDG measurement tool

The OECD has developed a **tool to measure the Sustainable Development Goals in regions and cities**¹⁹. With more than 100 indicators, this tool measures the status and distance to the Sustainable Development Goals of more than 600 regions and 600 cities in the OECD and partner countries.

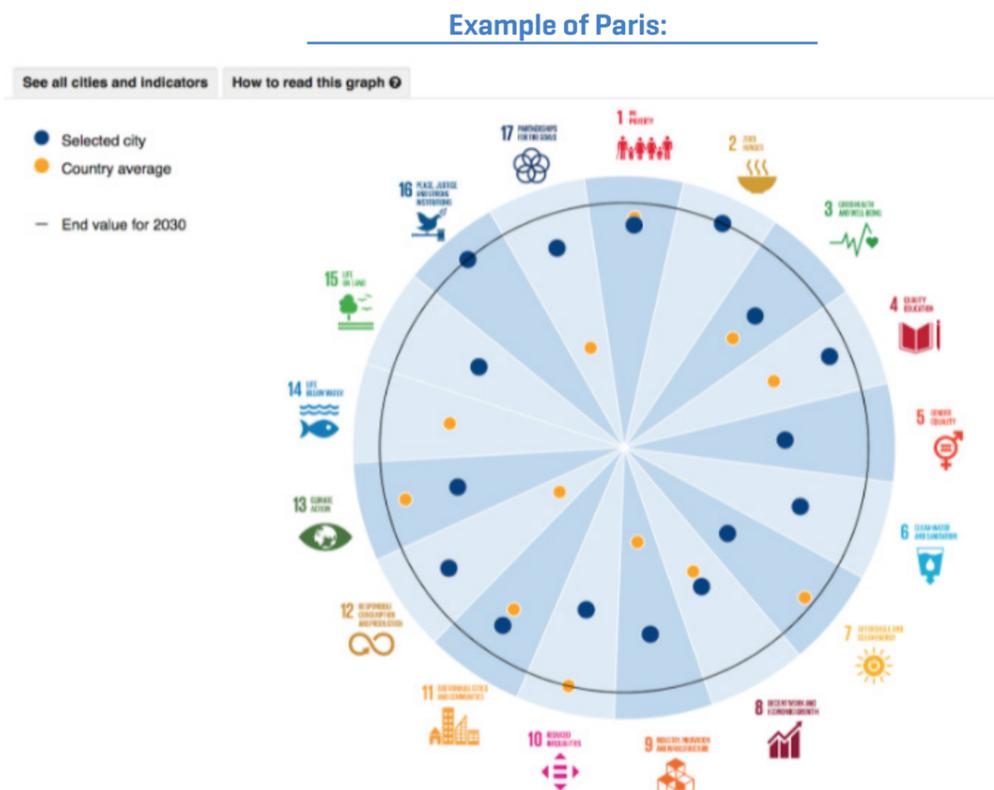


Figure 7 Indicators for the city of Paris - OECD
The indicators used are available in Annex 2.

Regional well-being measurement tool

A **regional well-being tool**²⁰, measures well-being in 11 dimensions at the regional level and compares it with the 361 other OECD regions. The matrix is reduced to 11 indicators covering as many dimensions of well-being. The tool is aligned with the approach used by the Better Life Index presented above. The main difference is that it does not construct a composite index but keeps the dimensions of well-being separate.

¹⁹ <https://www.oecd-local-sdgs.org/>
²⁰ <https://www.oecdregionalwellbeing.org/>

2.4. World Cities Comparative Report

In 2020, the organisation published **the report Cities in the World. A New Perspective on Urbanization** which assesses urbanisation²¹ in the world's cities from a comparative perspective. The quality-of-life issue is addressed through the lens of the differences in quality of life between cities and rural areas. These conclusions are based on the work mentioned above, such as the How's life project. The report states that the quality of life and satisfaction is higher in cities.

LIFE SATISFACTION BY DEGREE OF URBANISATION, INCOME GROUP AND GENDER

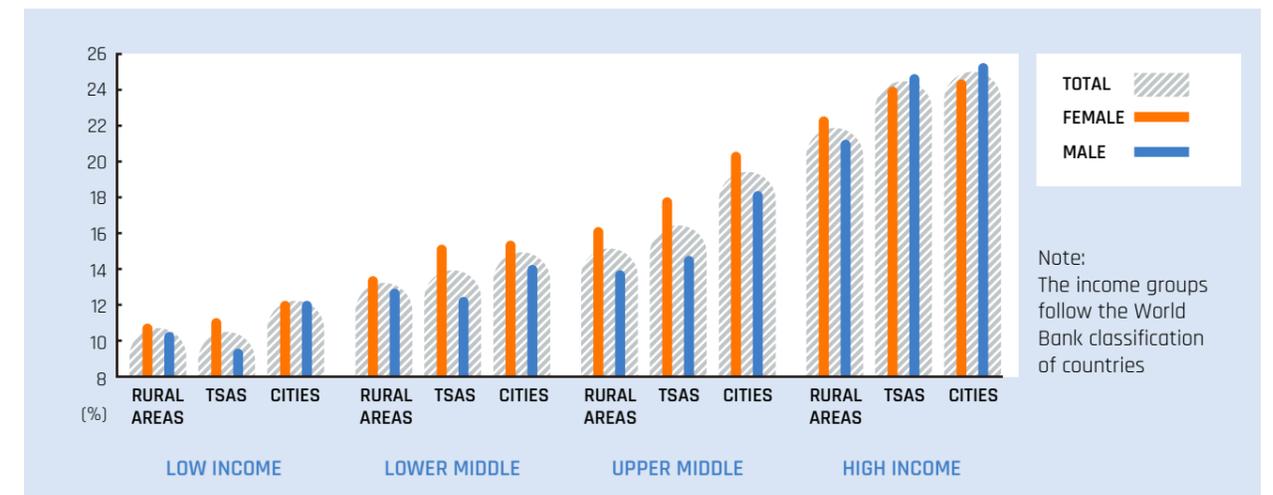
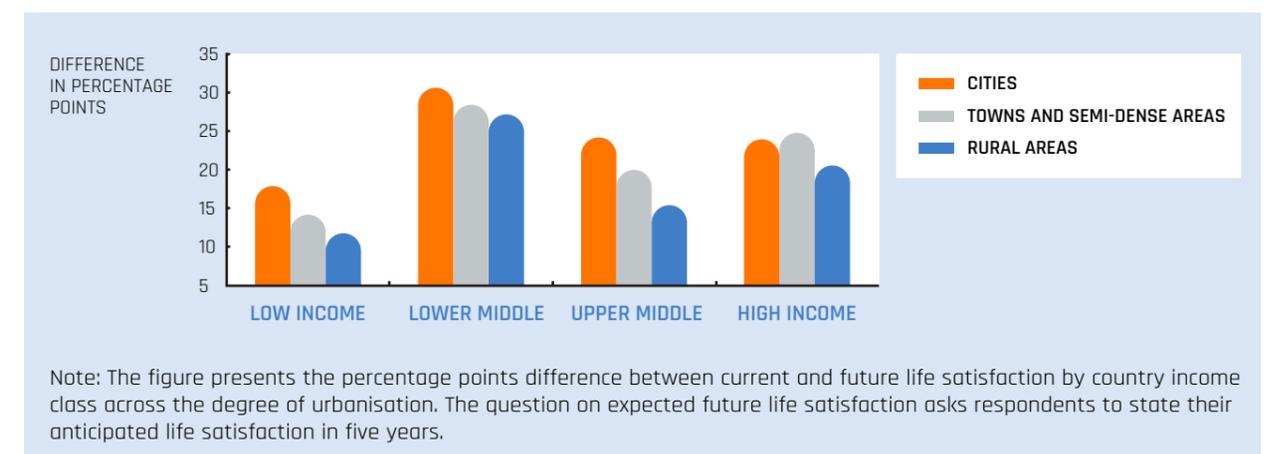


Figure 8 Life satisfaction by degree of urbanisation, - OECD, Cities in the World. A New Perspective on Urbanization, p 42

DIFFERENCES BETWEEN FUTURE AND CURRENT LIFE SATISFACTION

Expected increase in life satisfaction across income groups and degrees of urbanisation, in percentage points



Note: The figure presents the percentage points difference between current and future life satisfaction by country income class across the degree of urbanisation. The question on expected future life satisfaction asks respondents to state their anticipated life satisfaction in five years.

Figure 9 The difference between current and future situations - OECD, Cities in the World Report. A New Perspective on Urbanization, p 43

²¹ <https://www.oecd.org/publications/cities-in-the-world-doefcbda-en.htm>

2.5. Methodology for measuring Smart Cities

With regard to the Smart City or intelligent city more specifically, the OECD is currently working on a **methodology to measure their performance** in order to integrate them into a more inclusive growth. This measurement is based on three pillars [fig. 10]:

1. Indicators on the degree of digitalisation and digital innovation implemented in the city; *Smart City* tools
2. Indicators on the engagement of a variety of stakeholders in the development of the *Smart City*
3. Indicators related to the four major objectives of the *Smart City*: well-being, inclusion, sustainability and resilience

THE FOUR GOALS OF THE SMART CITY CROSSED WITH ITS OBJECTIVES

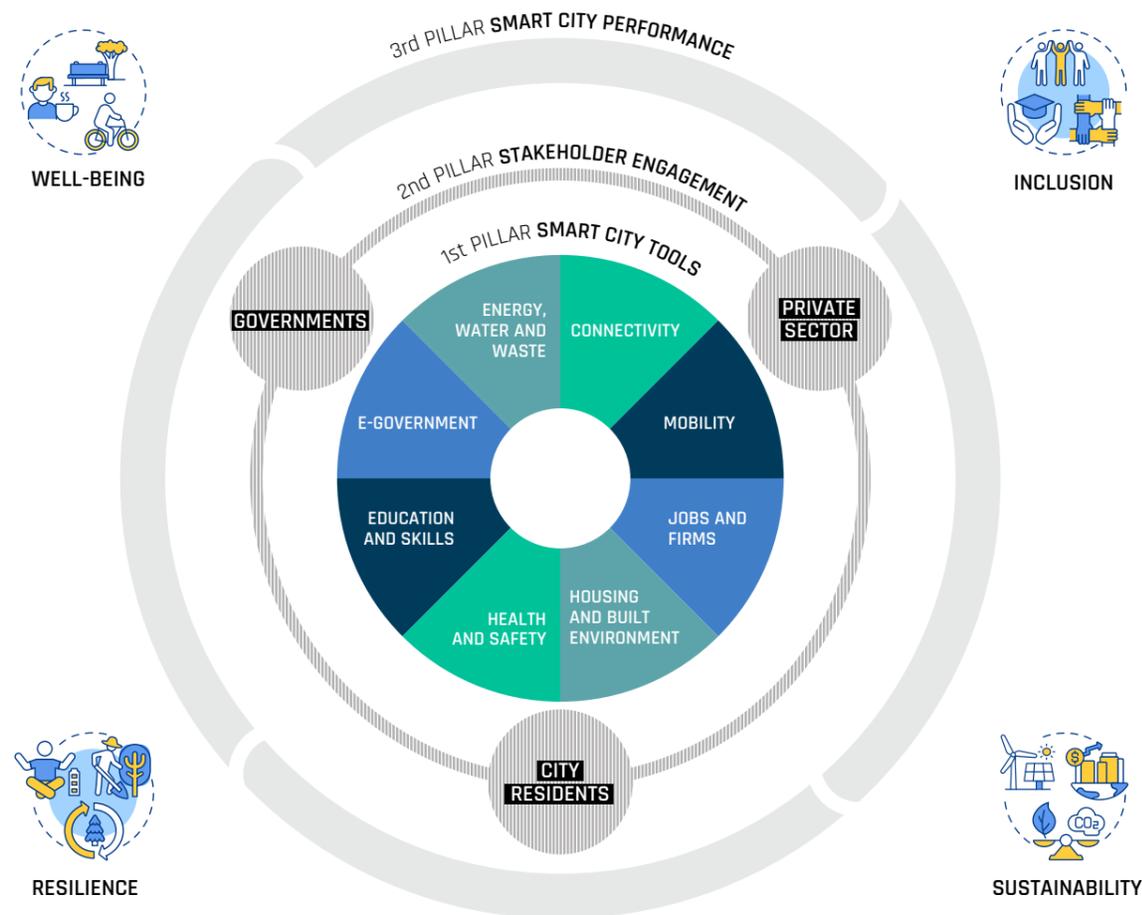


FIGURE 10 THE FOUR GOALS OF THE SMART CITY CROSSED WITH ITS OBJECTIVES - OECD

The indicators envisaged for each of the pillars of the measurement tool are shown in Annex 4.

2.6. Urban Barometer of Inequalities in well-being

A final OECD project concerns the development of **an urban barometer that would measure inequalities in well-being in cities**. It measures well-being through a subjective approach that complements the objective picture drawn elsewhere. Its main features are as follows:

- Focus on well-being and inclusive growth
- Innovative tool to collect well-being data directly from citizens (digital survey tool with declarative data localisation)
- Cross-referencing of the answers to the digital questionnaire with data already collected by the participating cities and with other sources from the big data on well-being.
- Complementary to official sources of objective data
- A participatory and justifiable approach

The Urban Barometer online questionnaire collects the following data [Fig. 11].

RÉPONSES PRINCIPALES DE L'URBAN BAROMETER

Life satisfaction Eudaimonia Positive and negative affects Etc.	Satisfaction with housing Feeling of safety Social connections Trust in others Etc.
SUBJECTIVE WELL-BEING	SELF-REPORTED DATA ON OTHER DIMENSIONS OF THE OECD WELL-BEING FRAMEWORK
SATISFACTION WITH RECENT EXPERIENCES OF GOVERNMENT SERVICES	DEMOGRAPHIC CHARACTERISTICS
Education and health care Public transport Public spaces Access to culture and leisure activities Etc.	Age and gender Education level Employment status Place of work/school Income level Etc.

Figure 11 Main responses - Urban Barometer

3. EUROPEAN UNION INDICATORS

In the European Union, the measurement of urban quality of life was initiated as early as 1998, with an urban audit project *Assessing the Quality of Life of Europe's Cities*. The aim of this pilot initiative was to assess the situation in each of the cities in the programme and to develop a reliable and comparable database for evaluating the participating cities (Fig. 12). This project was the first effort to systematically collect and process statistical information on a European scale and gave impetus to thinking about the concept of quality of life and the appropriate indicators to assess it.

QUALITY OF LIFE FIELDS AND THEMES

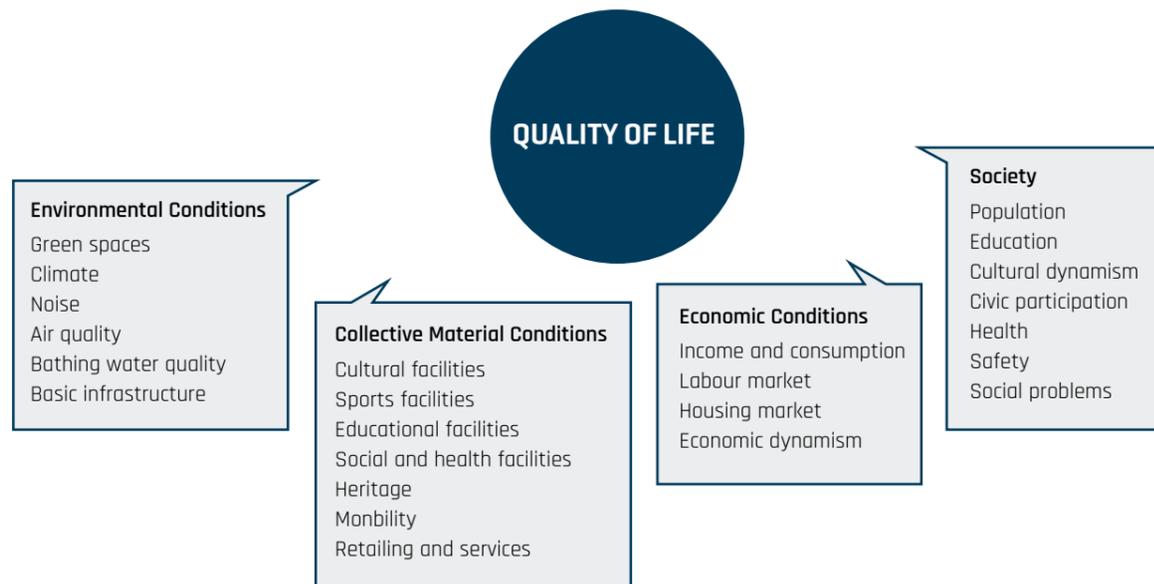


Figure 12 Quality of life fields and themes - Assessing the Quality of Life of Europe's Cities, 1998.

The **statistical office of the European Union (Eurostat)** has developed an extensive database of urban statistics that provides data sets on key aspects of the quality of life in cities. They include data on cities and their commuting areas or "functional urban areas" and cover demography, housing, health, labour, education, environment, transport, tourism, etc. The data is provided on a voluntary basis, without any legislative obligation, in conjunction with the National Statistical Institutes, the Directorate General for Regional and Urban Policy and Eurostat. Urban statistics aim to assist both citizens and policy makers and to further support evidence-based decision making (Fig. 13).

CITIES AND SUBURBS STATISTICS



Figure 13 Cities and suburbs statistics - Eurostat, 2015

The database is available online on the Eurostat website²² and a European statistical yearbook is published annually. Its multi-scalar approach provides a comparative reading and understanding of the different European regions.

Eurostat has also conducted perception surveys on the quality of life in European cities since 2007²³. In 2015, except in 6 cities, 80% of respondents were satisfied with living in their city. The highest satisfaction rates were in Oslo, Zurich, Aalborg, Vilnius, and Belfast.

²² <https://ec.europa.eu/eurostat/fr/web/cities/data/database>

²³ https://ec.europa.eu/regional_policy/sources/docgener/studies/pdf/urban/survey2015_en.pdf

4. CITY RANKINGS

City rankings are a widely used and popular way of measuring the quality of urban life. These rankings are mostly produced by private actors or associations and are often taken up by the media. They are carried out in a comparative context, for example, to help citizens in their property purchases. These rankings are hardly relevant to a forward-looking approach to urban development and can fuel competition between different cities. More than the use made of them, our interest lies in the criteria that these rankings use to evaluate the quality of life of territories.

4.1. The first rankings in the 1970s

In the 1970s, the measurement of quality of life, and more particularly spatialized quality of life, became a subject of study in its own right, as shown by the studies of H. SCHWANDT and W. BLOOMER in *Urban Affairs Annual Review* [1969], that of Smith in *The Geography of Social Well-being in the United States: An Introduction to Territorial Social Indicators* [1973] and that of Liu on Quality of life indicators in the United States. BLOOMER in *Urban Affairs Annual Review* [1969], Smith's study in *The Geography of Social Well Being in the United States: An Introduction to Territorial Social Indicators* [1973] and Liu's study on *Quality-of-life indicators in U.S. metropolitan areas: a statistical analysis* [1976].

The measure of quality of life is based on socio-economic dimensions and neighbourhood characteristics (housing, services, local facilities, places of consumption, democratic life, social life). Based on income and physical indicators of the living space, Liu arrives at a ranking of 240 metropolitan areas according to five general categories of well-being: **economic status, political performance, environmental conditions, education and health, and social issues**. According to their results, metropolitan areas are classified into three normative categories: poor, adequate, good, excellent, and outstanding. The arbitrariness of the method, the choice of indicators and variables has been criticised.

The following table shows the different indicators taken into account in the major academic research of the 20th century [fig. 14]

TABLE OF QUALITY-OF-LIFE MEASUREMENT INDICATORS

selon différents chercheurs entre 1973 et 1990

Research Dimension	Smith 1973	Liu 1976	Boyer and Savageau 1981	Rogerson et al. 1988	Burnley 1988	Hart et al. 1989	PCC 1990
Environment/Pollution	-	X	X	X	X	-	X
Atmosphere/Peace and Quiet	-	-	-	-	X	X	X
Climate	-	-	X	X	X	-	-
Lifestyle opportunities	-	-	-	-	X	-	-
Employment	-	-	-	X	X	-	-
Retirement	-	-	-	-	X	-	-
Housing Costs and Access	X	X	X	X	-	X	X
Health Care/Public Health	X	X	X	X	-	X	X
Crime/Public Safety	X	-	X	X	-	-	X
Transport/Traffic flow	-	-	-	X	-	X	X
Education Provision/Levels	X	-	X	X	-	X	X
Recreation	-	-	X	X	-	-	-
Economy/Business climate	X	X	-	-	-	X	-
Arts/Cultural diversity	X	-	X	X	-	X	-
State taxes/Development Aid	-	-	-	-	-	X	-
Commercial space	-	-	-	-	-	X	-
Proximity to suppliers/market	-	-	-	-	-	X	-
Food costs/Cost of living	-	-	X	X	-	-	-
Political Involvement	X	X	-	-	-	-	-
Wages	-	-	-	X	-	X	-

Figure 14 Table of quality-of-life measurement indicators by different researchers between 1973 and 1990 - Compilation

4.2. The Places Rated Almanac and the Mercer ranking

In pursuit of this comparative goal, the indicator analysis method has been widely used by the media for various city rankings. From 1981 to 2000, **the American Places Rated Almanac** was a great success and popularised the statistical ranking. These rankings have multiplied and are still popular today. On an international scale, we can mention the **annual Mercer ranking**, based on 39 criteria.

4.3. Quality of life in Boyd Cohen's Smart City Wheel

The *Smart City* concept has also been used to compare and benchmark cities. Understood as a high-performance and innovative city, the *Smart City* is understood through the intelligence or performance of its economy, mobility, relationship with the environment, governance, quality of life and implementation of citizenship.

Boyd COHEN, an urban and climate expert, proposed a graphic model in 2012 that reflects the six key dimensions of the *Smart City* [fig. 15]. The wheel provides a holistic approach to the *Smart City* and shows how innovation and technology can lead to the development and efficiency of a city. In particular, it has been used to rank smart cities in the world and within different regions of the world²⁴. Its use is thus mainly competitive and comparative [Fig. 16].

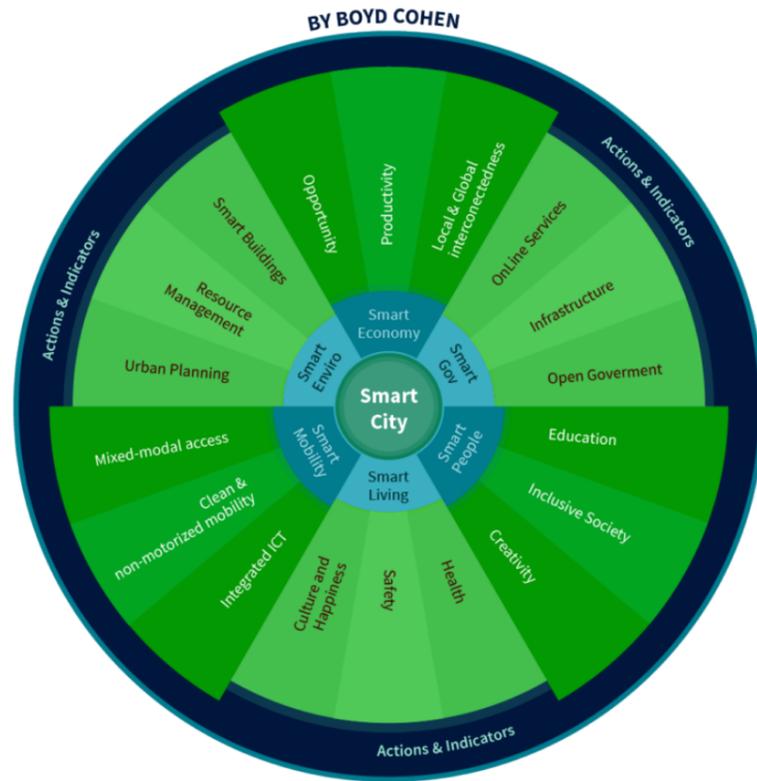


Figure 15 The Smart City conceptual wheel - Boyd COHEN

IMPACT
The Smartest Cities In The World
 These cities that are doing the best at embracing the future are focusing on improving technology, equality, sharing, civic participation, and more.



Figure 16 Ranking of Smart Cities in the world

²⁴ These rankings can be found on the Fast company website <https://www.fastcompany.com/user/boyd-cohen>

However, this wheel has been adapted by some countries in a constructive development approach to meet their needs. Switzerland, for example, has created its own *Smart City Wheel* associated with a *Smart City* architecture [fig. 17]²⁵.

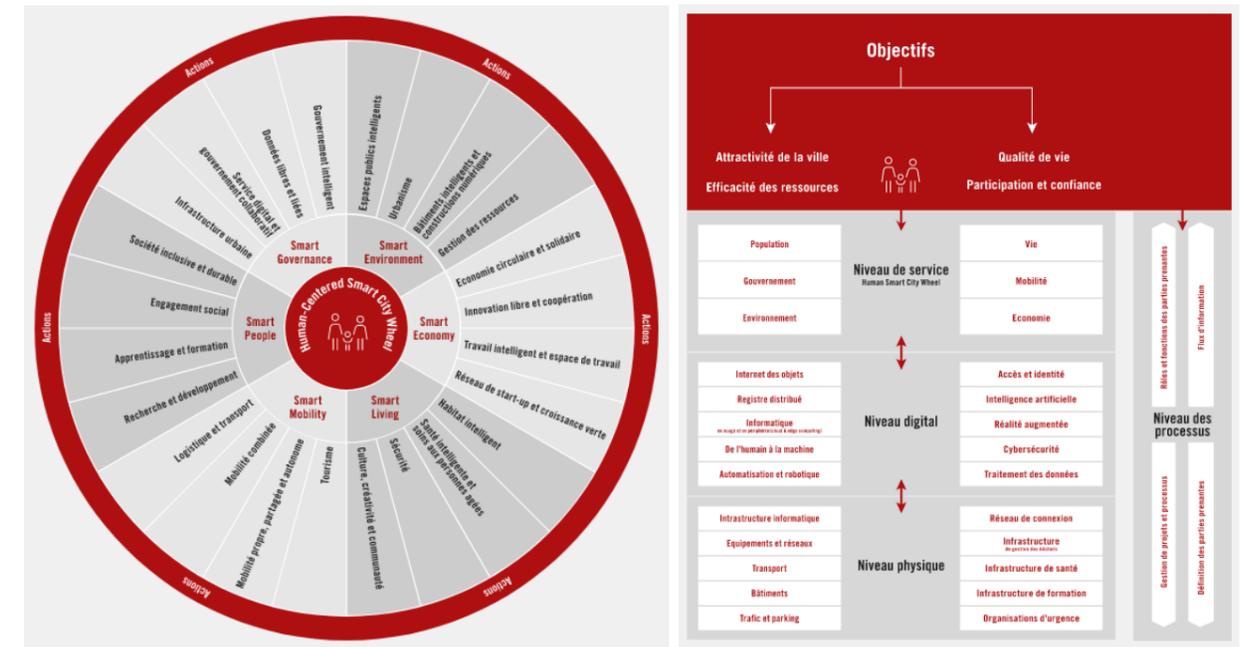


Figure 17 The Swiss Smart City Wheel - Boyd COHEN

4.4. The Happy Citizen Hexagon by Rob Adams and Boyd Cohen

Based on the wheel model, Rob Adams and Boyd Cohen have added an indispensable dimension of well-being and happiness. This improvement is the result of a series of interviews and a simple observation: what the inhabitants, elected officials and users of a city want is to **be well**. "Nature", clean air and social connections are more in demand than technological tools. The development of a new tool, the *HappyCitizenHexagon*, reflects the transition from a technological *Smart City* to a human *Smart City*, which introduces six main axes [fig. 18]:

²⁵ https://www.smartcityhub.ch/une_roue_smart_city_pour_la_suisse.12ofr.html

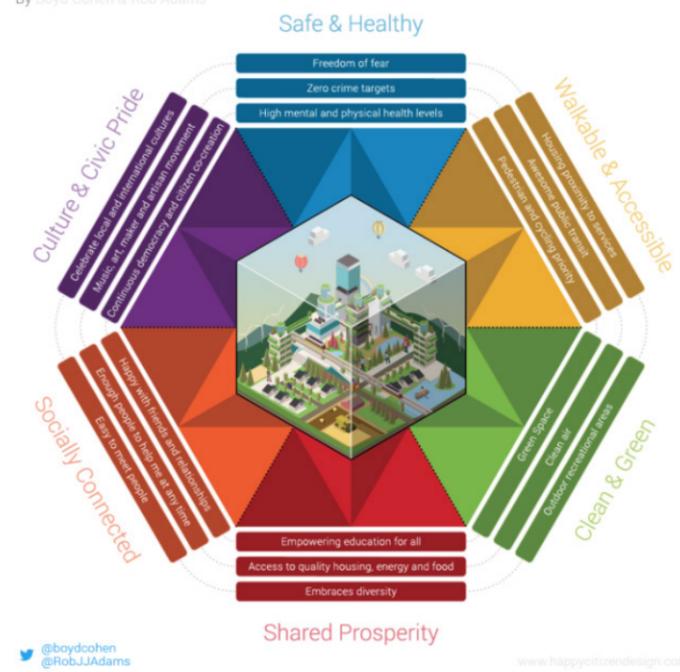


Figure 18 The human Smart City: concepts and issues - Boyd COHEN & Rob ADAMS

4.5. Major international rankings

There are now various international city rankings, by theme and by region. One of the best known, created in 2010, is the **Lee Kuan Yew World City Prize**, which recognises cities that have made outstanding contributions to creating liveable, vibrant and sustainable urban communities around the world. It also aims to facilitate an exchange of easily replicable ideas and best practices to stimulate innovation in sustainable urban development.

The cities are assessed on the basis of the following criteria [Table 1]:

Criteria for inclusion in international rankings

N°	Criterion	Detail
1	Leadership and governance	Demonstrate strong leadership and governance, through vision, commitment and contingency planning, to achieve urban transformation objectives
2	Creativity and innovation	Demonstrate creativity and innovation in the overall blueprint or core strategy and in the implementation approach adopted, in order to establish new models and benchmarks
3	Replicability	Good practices and replicable ideas that can be adopted and adapted by other cities
4	Impact of urban initiatives implemented	Positive changes in the urban environment, local communities, and the general population as a result of urban initiatives
5	Sustainability of the transformation	Establishment of institutionalised processes to support urban transformation and buy-in from local communities in support of the city's vision
6	Integration with plans	Demonstration of successful integration or scaling at regional and metropolitan level

Table 1 Criteria for inclusion in international rankings - Lee Kuan Yew World City Prize

The winner receives an award certificate, a medal, and a prize of S \$300,000, sponsored by the Keppel Corporation. The winning cities are Bilbao [2010], New York City [2012], Suzhou [2014], Medellin [2016], Seoul [2018], 2020, 2022.

Internationally recognised awards include the **World Smart City Awards**, which are presented annually at the annual *Smart City Congress* in Barcelona. This competition aims to reward pioneering projects, ideas and strategies that make cities more liveable, sustainable, and economically viable. The categories of awarded projects are adapted to the current situation and its challenges.

Thus, in 2020, the categories and winners were as follows [tab. 2]:

The winners of the World Smart City Awards in 2020

Award category	Smart city	Mobility	Enabling Technologies	Urban Environment	Living and Inclusion
Winner	Shanghai Municipal Government, China	Pantonium, Toronto Canada	Shenzhen Government Services Data Bureau, China	Microsoft and Siemens, Munich, Germany	Government of the State of Alagoas, Brazil
Project	Smart Shanghai People-Orient ed Smart City	Software solution capable of converting the entire public transit fleet of a city from fixed route operations to a flexible on-demand service	Digital City - Technology Makes a Better City	Mindsphere City Graph: digital twins of real entities in a city and optimized city operations step-by-step	A New Life in the Grotas: evidence-based slum improvement and urban development

Table 2 The winners of the World Smart City Awards in 2020 - Fira de Barcelona

4.6. Ranking of French towns and villages

In France, the **"Association des villes et villages où il fait bon vivre" [Association of towns and villages where it is good to live]** carries out an annual ranking based on 182 criteria, using official data provided by INSEE and state bodies. In total, 151 criteria concern the municipalities directly, 31 concern the departments and the safety category. The eight categories studied [quality of life, transport, shops, services, health, education, sport, solidarity] are weighted according to their importance following the results of a survey carried out on a sample of the population [tab. 3].

Main criteria - "Association des villes et villages où il fait bon vivre" in France

Category	Quality of life	Security	Transport	Shops and services	Health	Education	Sports and leisure	Solidarity
Weighting [%]	82	70	53	48	43	34	28	28

Table 3 Main criteria - "Association des villes et villages où il fait bon vivre" in France

All the criteria, broken down by category and sub-category, are available in Annex 5.

5. MEASURING FRENCH METROPOLITAN DYNAMICS

5.1. National methodologies for comparative purposes

The Fédération Nationale des Agences d'Urbanisme (FNAU), in partnership with France Urbaine, the Association des Communalités de France (AdCF) and the Agence Nationale de la Cohésion des Territoires (ANCT) have developed **Métroscope**, a tool that allows the dynamics of the 22 French metropolises to be deciphered.

Métroscope analyses **four metropolitan functions: taxation, higher education and research, employment and housing**. Its contribution is also the **study of the quality of life of territories**.

The methodology is based on a reference framework of nearly 60 indicators and is shared between the intermunicipal authorities and the agencies. The approach is thus collaborative and makes it possible to inform local and national public action.

The indicators are organised around four metropolitan functions:

- **Contribute** this function analyses investment and fiscal integration as well as wage flows, at the level of the metropolitan territory and between territories.
- **Study and innovate** this function analyses higher education as a marker of the metropolis and its attractiveness and questions the capacity for innovation.
- **Work** this function specifies the quantity and quality of metropolitan jobs and their influence on the societal structure.
- **Living** this function analyses the housing stock and housing dynamics.

Quality of life is then understood in the form of a typology, a methodology that makes it possible to integrate many indicators into a single analysis. This makes it possible to reflect the plural and cross-cutting nature of quality of life and to avoid the pitfall of ranking.

Métroscope is inspired by the IBEST ("Indice de Bien Être Soutenable et Territorial") methodology, which measures well-being using quantitative and qualitative surveys. This methodology allows the subjective dimension of well-being to be taken into account. The indicators used for each metropolis are available in Appendix 6.

This analysis provides comparative results between metropolises (fig. 19).

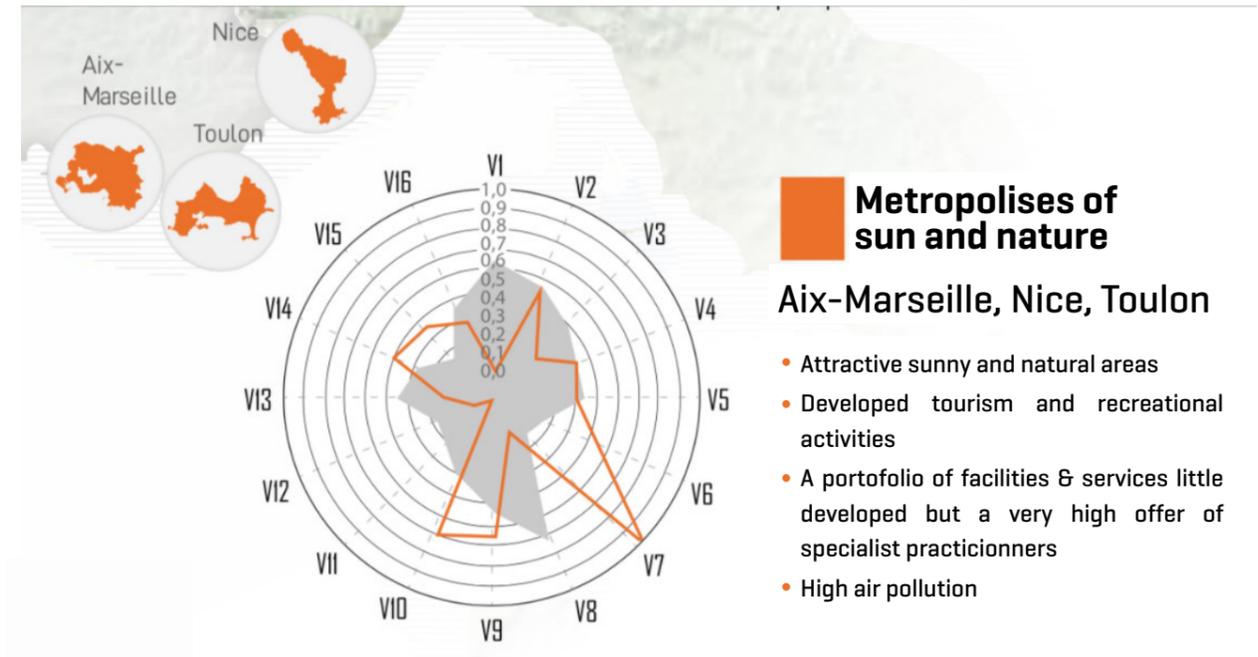


Figure 19 Extract from the metropolis profiles - Métroscope 2020

5.2. More territorial methodologies and projects

In order to take into account the particularities of each metropolis, Métroscope presents focuses on the local components of well-being, based on examples of territorialized methodologies (tab. 4).

Local components of French metropolises - Métroscope

Metropolis	Mesure	Innovation	Method
Grenoble	Territorialized and sustainable well-being: fundamental variables and aspiration.	Link to the natural environment, democracy and living together, relationship to time and rhythms of life, self-assertion and commitment	Indicators, IBEST
Brest	Social representations of nature in the city		Study of the social representations of nature in the city, qualitative and quantitative approaches
Paris	Participatory democracy and sensitive analysis of the territory	Tools for citizen participation: participatory budget	
Strasbourg	Living environment	Climate analysis	Measurement of night-time surface temperatures by remote sensing
Dijon	Living environment	Air quality and urban temperatures	Concentration of particles in the air by Atmo and Kamele0 index, Urban temperatures and climatic analysis by Réseau Mustard Dijon

Metropolis	Mesure	Innovation	Method
Rouen		Redevelopment of riverbanks in city centres, improving the relationship with river spaces	
Nancy		Circular economy projects	Local waste prevention programme and PLUiHD, associations (Repair Cafés), Maison du Vélo,
Saint-Etienne	Impact of urban planning on health	Specific study protocol for the analysis of the impacts of planning and development choices on the well-being and health of populations.	<p>Analysis of the health status of inhabitants, spatialization of health determinants</p> <p>7 of these are taken from local sources:</p> <ul style="list-style-type: none"> • co-exposure to noise • co-exposure to air pollution • exposure to urban heat islands, • pedestrian access to services, shops and facilities, • pedestrian accessibility to public transport stops, • pedestrian access to recreational areas, the level of degradation of the habitat.
Nancy	Generational approach to urban planning	Expertise in "ageing well" neighbourhoods to target public action	<p>Identification of neighbourhoods and mapping of essential services accessible to senior pedestrians.</p> <p>Verification through a sensitive user expertise approach</p> <p>Public transport operator database, Sirene database and CCI commercial rent observatory</p>
Marseille	Nightlife	Creation of facilities adapted to nightlife: signposted night-time routes, anti-noise screens and buildings, night-time mobility	
Clermont Ferrand		Cultural projects for a better quality of life	
Toulouse	New metro line for urban renewal	Partnership and research approach	Urban Pact: a comprehensive and collaborative approach to the coherence of urban development and existing or planned transport infrastructure
Lille		Prevention of delinquency	Metropolitan security and crime prevention plan
Rennes	Temporal analysis of the lived territory Temporality as an indicator of quality of life and attractiveness	Mapping of access times on foot to shops and services in the area.	Time Office Methodology available in the article "Cartes et géomatique", n°225, published by the French Committee of Cartography, www.lecfc.fr

Table 4 Local components of French metropolises - Metroscope

6. INDICATORS CREATED BY TERRITORIAL ECOSYSTEMS

Quality of life can be assessed at different scales and through several approaches. Non-institutional actors, anchored in a territory or in an urban theme, take up the challenge of improving quality of life and develop their own indicators. These indicators, which can lead to labels, classifications and actions, enrich the understanding of urban systems.

6.1. The Cittaslow network and indicators



Figure 20 Logo - Citta Slow

The Cittaslow²⁶ approach places quality of life at the heart of urban organisation and makes it a real tool for urban transformation. More specifically, the Cittaslow initiative measures "**equitable and sustainable well-being**" (BES). The cities involved in this initiative implement a policy of a desired slowing down of the territory in order to promote quality of life. A certification label is awarded to them for five years after an evaluation of the criteria on their urban environment and lifestyle. At the end of 2020, the network had 268 member cities, most of which are located in Europe. The admission evaluation is based on the criteria grid available in Annex 7.

6.2. The Livability Index

An online **Livability Index** has been developed by the AARP Institute for Public Policy in the United States. It measures the quality of life in American city neighbourhoods, based on data on housing, neighbourhood, transport, environment, health, engagement, and equal opportunities. The values obtained in each category are combined into a category score. These scores are then averaged to create a liveability score between 0 and 100 (Fig. 21).

A total of 40 measures relate to the standard of living of communities. 23 measure liveability at the neighbourhood level, while the remainder relate to larger scales [city, metropolitan area, county]. A further 20 measures relate to the policies and strategies put in place by the community. These items measure the potential to improve quality of life over the long term.

The table in Annex 7 shows all the categories above, measures and sub-measures, policies and indicators used by the AARP index.

²⁶ <https://www.cittaslow.org>

To achieve a high score, a good score in all categories is necessary. Scores are constructed at the neighbourhood level. Cities, counties, and states receive a score based on the average scores of the neighbourhoods within their boundaries.

The index is intended as a tool for improving quality of life, with a view to achieving a higher score, monitoring progress over time, but also as a practical tool for the inhabitants or future inhabitants of a place.



Figure 21 Example of a Liveability Index score - <https://livabilityindex.aarp.org/how-are-livability-scores-determined>

6.3. State of Place, an example of a private initiative to measure quality of life through walkability

The rise of Big Data and Open Data has also enabled the development of computerised urban quality of life measurement systems, developed and marketed by private companies. For example, an urban data analysis platform has been developed on the basis of the *Irvine Minnesota Inventory (IMI) audit tool*²⁷ by **the start-up State of Place**. It quantifies the walkability of a city and the quality of existing urban spaces. It also enables the projection of scenarios for improving an area, particularly in terms of its pedestrian accessibility.

²⁷ The IMI was set up in 2003-2005 to objectively measure urban elements that have an impact on physical activity.

Example of an urban space evaluation by the platform, followed by an improvement scenario (fig. 22).

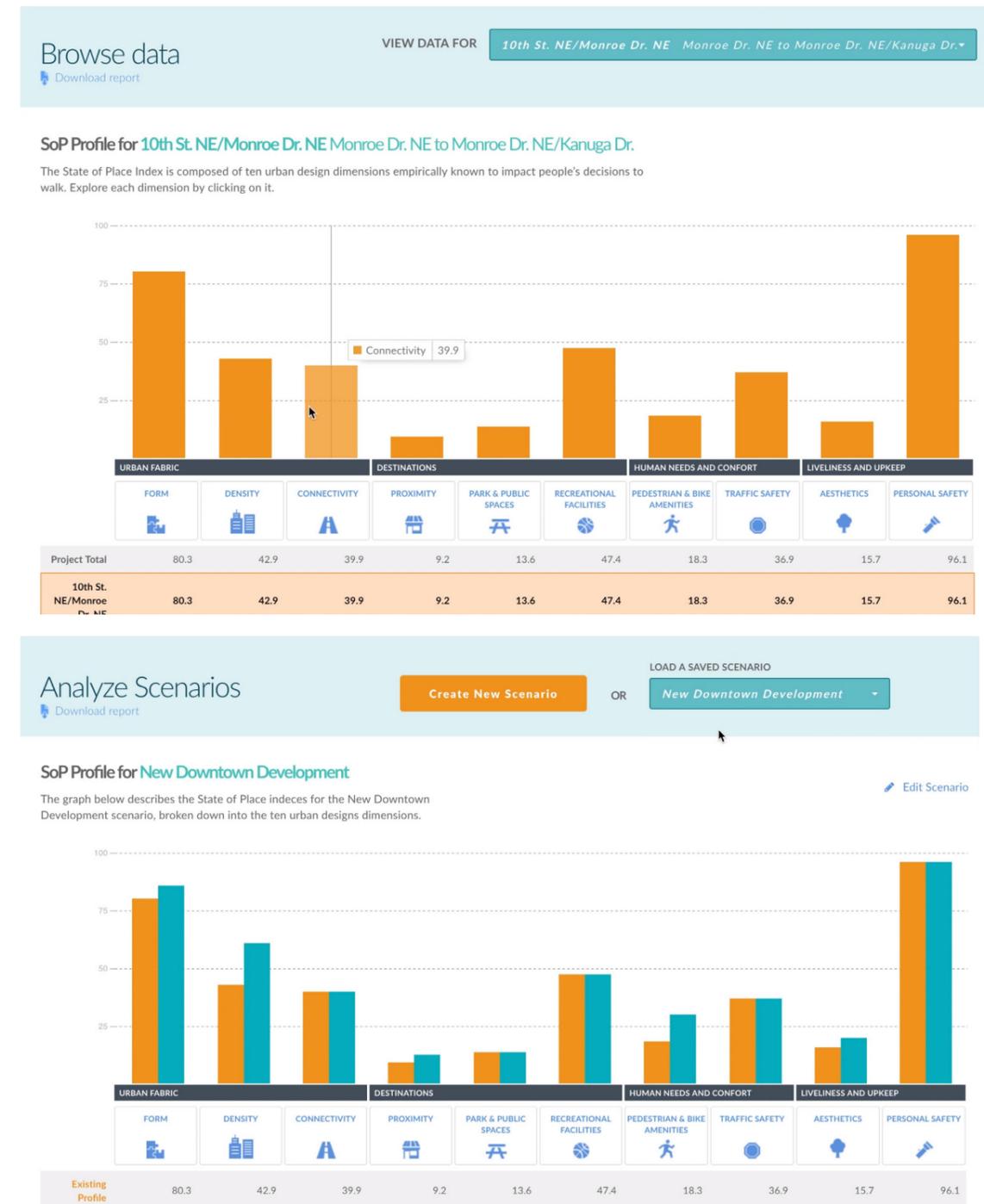


Figure 22 Screenshots of State of Place - <https://www.stateofplace.co> and State of Place Demo video

II/ BEYOND FIGURES, A QUALITATIVE AND SENSITIVE ANALYSIS OF TERRITORIES

1. COMPLEMENTARITY AND THE NEED FOR A SUBJECTIVE AND QUALITATIVE APPROACH TO QUALITY OF LIFE

Assessing the quality of urban life is a complex process. Although statistical and quantitative analysis initiatives are enlightening, they are not sufficient to gain a detailed understanding of the territories.

"What is really the user experience in the territory? Where are the socializing places? Which services are missing at neighbourhood scale?"

In addition to the quantitative approach, a qualitative approach is essential to understand an area or neighbourhood in a sensitive way. This evaluation of well-being in the urban space can be based on the feelings of the inhabitants and their experience of daily life in this environment. This subjective and qualitative analysis is becoming increasingly important in the understanding of territories and in the design of urban projects, recognising some form of control of use to users and inhabitants.

The qualitative apprehension of a territory can be done through various methods:

- Consultation and online/paper questionnaire
- Participatory mapping
- Participatory meetings and workshops
- Grouped and participatory strolling
- Workshops in schools
- etc

2. THE CARTOGRAPHIC TOOL AS A REPRESENTATION OF THE LIVED TERRITORY

The territorial map is a highly standardised tool, respecting conventions that determine its use, with the aim of functional, rational, and rapid communication. It plays a major role in the way we experience a territory, understand it and develop it. Indeed, it is from maps that we look at the territory, that we think about its legal and administrative organisation. This so-called top-down vision²⁸ of the territory remains a cartographic representation tool that does not reflect the use and the feeling of the territory. Since the 2000s and the popularisation of Google Maps, created in 2005, online cartography and geolocation have become tools appropriated by users that allow them to explore territories differently.

The potential of the cartographic object goes beyond rational and utilitarian representation. Within the framework of a qualitative analysis of a territory, the cartographic tool can be used to identify, create and illustrate a sensitive approach to the urban space.

"The sensitive and artistic map proposes to change its function in relation to the territory. It abandons the objectivist ambition characteristic of modern scientific activity, and no longer seeks to represent the world in the most accurate way so that we can find our way around it. It is not a question of moving from "the objective to the subjective" but rather of changing the objective, the ambition, the aim."²⁹

Sensitive maps are different in that they do not seek to show the objective and tangible characteristics of a place but rather the experience of those who use it. Produced with the inhabitants and users, they are a medium for transcribing the use of space and places by those who know and experience them. For those involved in spatial planning, these maps are also valuable tools for better understanding the issues at stake in project sites, the particularities of the spaces and responding to the needs of users. "Sensitive mapping" (Olmedo, 2019)³⁰ reflect a way of life and are therefore specific to each individual and each territory. They necessarily constitute a partial and situated representation of the territories, which can distort the geographical reality to translate it into a particular opinion or even let the markers of an era of the territory show through.

²⁸ Expression used by urban and regional planners to evoke a conception of the territory from above, i.e. by institutions and policies.

²⁹ <http://polau.org/pacs/test-page/>

³⁰ Élise OLMEDO, "Carte sensible, parcours de vie. Katia, La Cabucelle neighbourhood", Vacarme, vol. 89, no. 4, 2019, pp. 108-114.

POLAU identifies different types of sensitive maps³¹ :

Subversive maps, which aim to counteract a territorial representation for political reasons [fig. 23]



Figure 23 The archipelago state of Palestine - Obgeographic, blog by Julien BOUSAC

Typographic maps, which use typographic elements to create unusual representations of the territory [fig. 24]



Figure 24 A representation of Australia - <https://www.123rf.com/>

Emotional maps, which allow for the expression of an experience of the territory [fig. 24 & 25]

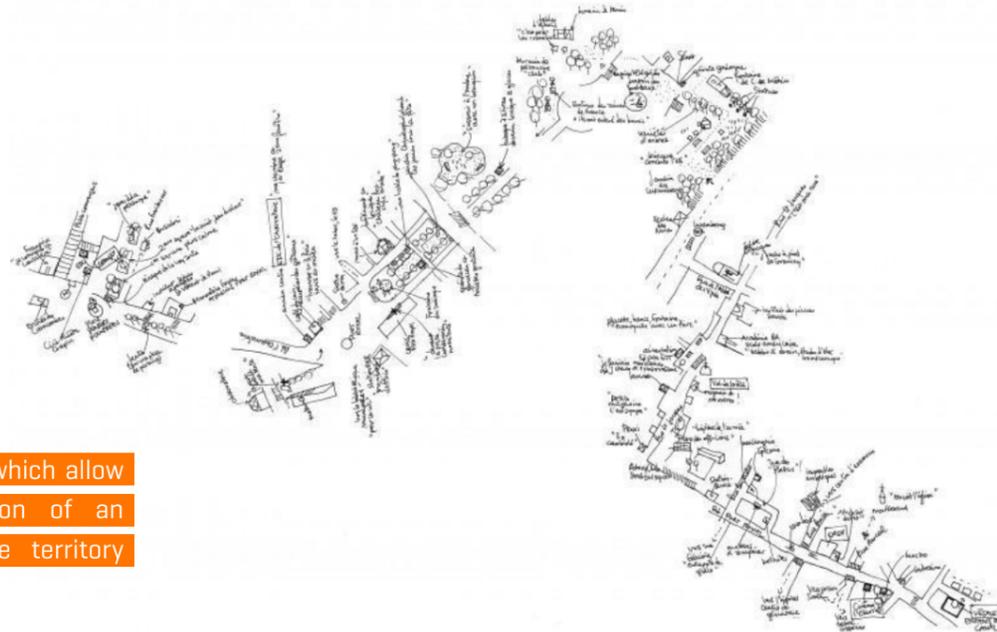


Figure 25 Sensitive map of the St Jacques district (Paris), by Jacques, former homeless - Merrill SINÉUS- for PEROU (Pôle d'Exploration des Ressources Urbaines)

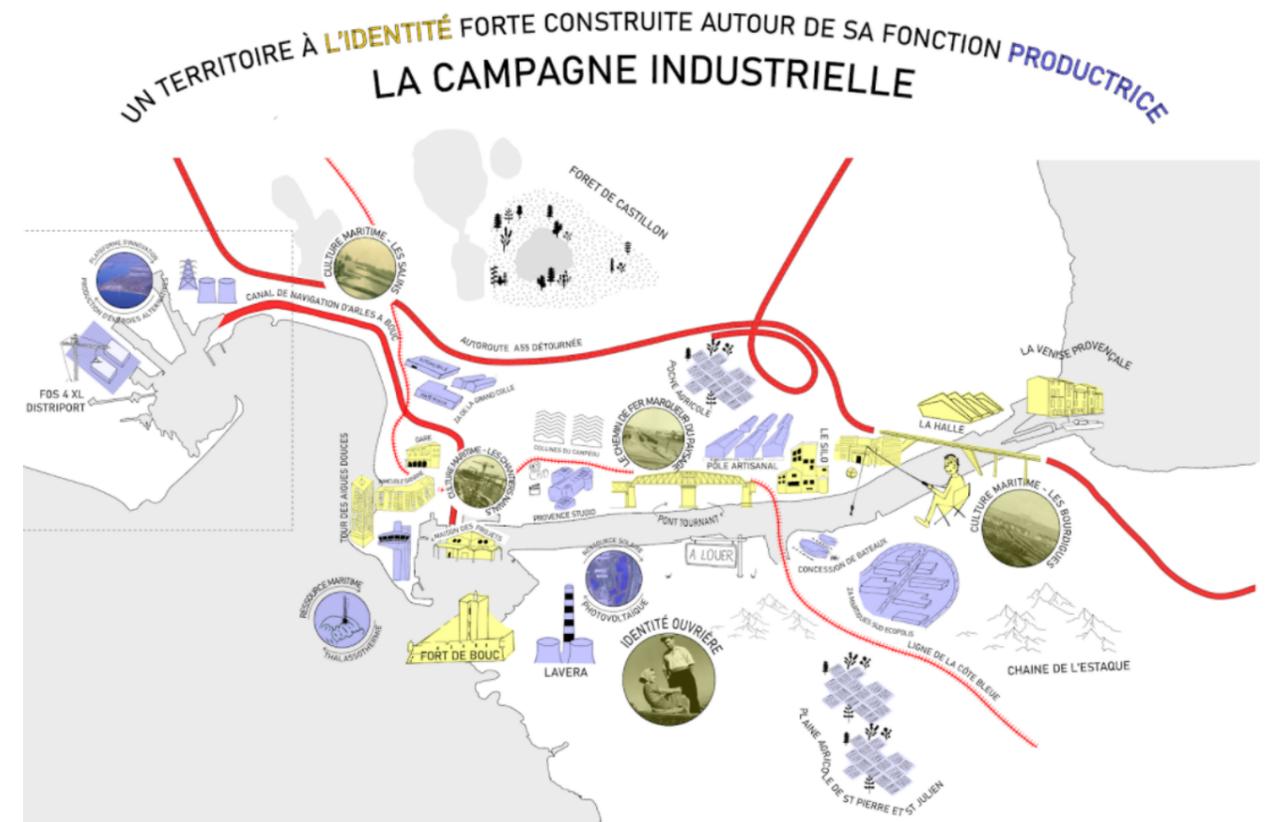
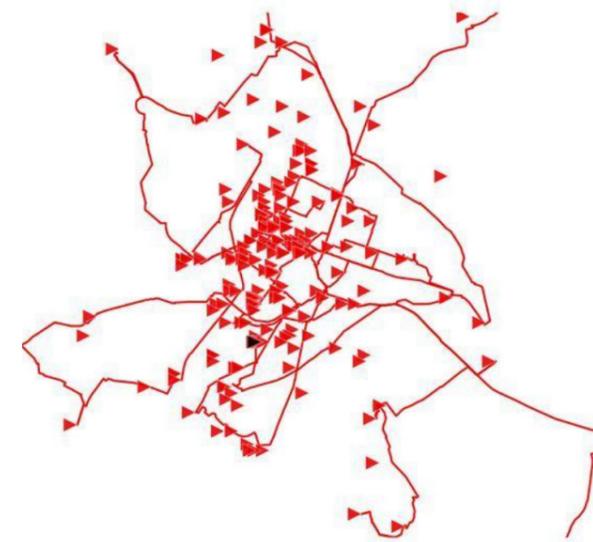


Figure 26 Sensitive map of the Western Etang de Berre - Marina GARNIER, Marine BOISSAYE, Maud ONDET, Juliette PIHAN, Arnaud TRAN, Noha IBNMAJAH, I students of the Master AMUR ENPC 2021



Sound, tactile, olfactory and taste maps, which show the sensory diversity of a territory [fig. 27]

Figure 27 Participatory sound map of Brussels - <http://www.bna-bbot.be/brusselsoundmap/>

³¹ <http://polau.org/pacs/test-page/>

Imaginary cards, which show the symbolic and the imaginary [fig. 28].

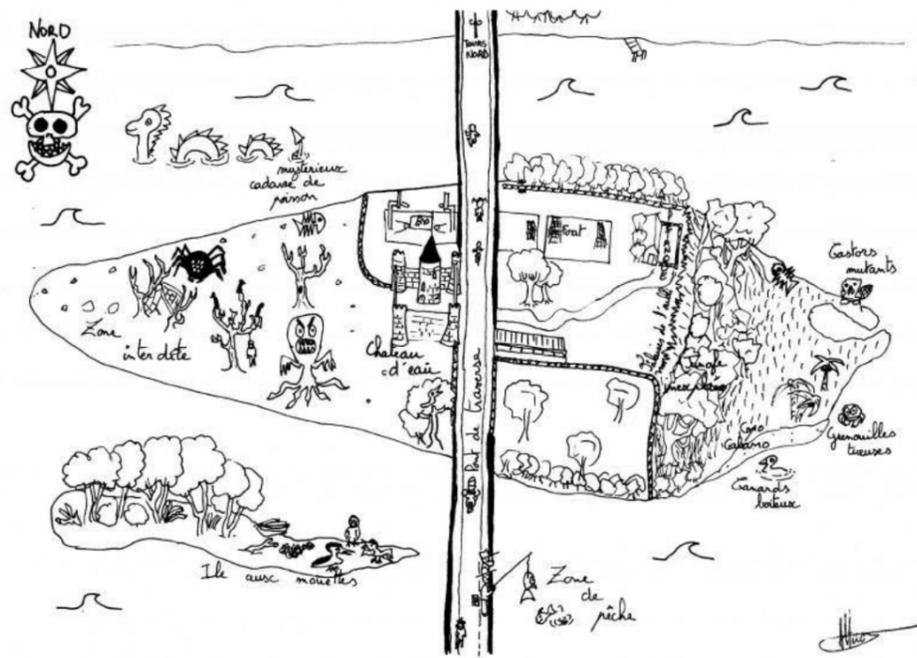


Figure 28 Map of Aucard Island - Arthur HAOUY, Polytech Tours

These few examples illustrate the diversity of subjective and sensitive maps. The growing use of user experience in urban planning (or UX Urban Design) makes the sensitive map an increasingly used medium for reproducing the experience of the territory.

Apart from an artistic approach, the sensitive map does not emanate from nowhere but often comes from workshops and meetings organised by spatial planning actors, to gain knowledge of the administered territory or with a view to new planning: as illustrated in this article³². This tool can be mobilised for the purpose of expressing and restoring the quality of life in a territory.

³² Jiri Pánek, Emotional Maps: Participatory Crowdsourcing of Citizens' Perceptions of Their Urban Environment. Cartographic Perspectives (No. 91), 2018. (<https://core.ac.uk/download/pdf/229652517.pdf>)

III/ BEYOND INDICATORS, URBAN DEVELOPMENT ROADMAPS

1. THE DOUGHNUT THEORY AND CITY PORTRAITS: A PROPOSAL FOR URBAN DEVELOPMENT

1.1. The economic concept of the doughnut

A new approach to urban development and planning is emerging, supported by the Doughnut Economics Action Lab, Circle Economy, C40 Cities and Biomimicry 3.8. It is based on the economic theory of **Kate RAWORTH**³³, and adjusts it to the city, in order to enable the theory to be applied and acted upon.

From an economic perspective, the doughnut concept is an alternative way of thinking about the prosperity of a society. Kate RAWORTH proposes to replace GDP with a new doughnut-shaped indicator.

For her, the search for exponential growth is heresy, the search for an increase in infinite GDP cannot be a viable economic end. While our economic system never envisages putting an end to this growth, it is urgent, in the face of multiple environmental, financial, social and health crises, that it enters the age of maturity.

As an alternative to the growth indicator (GDP), the doughnut is an alternative form of economic thinking that aims for balance and mobilises a diversity of indicators. The shape of the doughnut is telling. The small central circle represents the social foundation of society, being above it means being able to meet basic social needs (water, food, health, education, social justice...). The large outer circle represents the ecological ceiling. To exceed it means to put existence at risk (global warming, air pollution, etc.). The objective is therefore to be between the two circles, in the just and safe space for humanity, where the economy is regenerative and distributive. This circular form of economic model moves away from the linear growth model and encourages balance and moderation in order to satisfy the needs of all within the means of the planet [fig. 29].

³³ Kate RAWORTH, A Safe and Just Space for Humanity, Oxfam GB, 2012 (online: <https://www.oxfam.org/en/research/safe-and-just-space-humanity>)
Kate RAWORTH, Doughnut Economics: Seven Ways to Think Like a 21st-Century Economist, Random House Business, 2017, 384p.

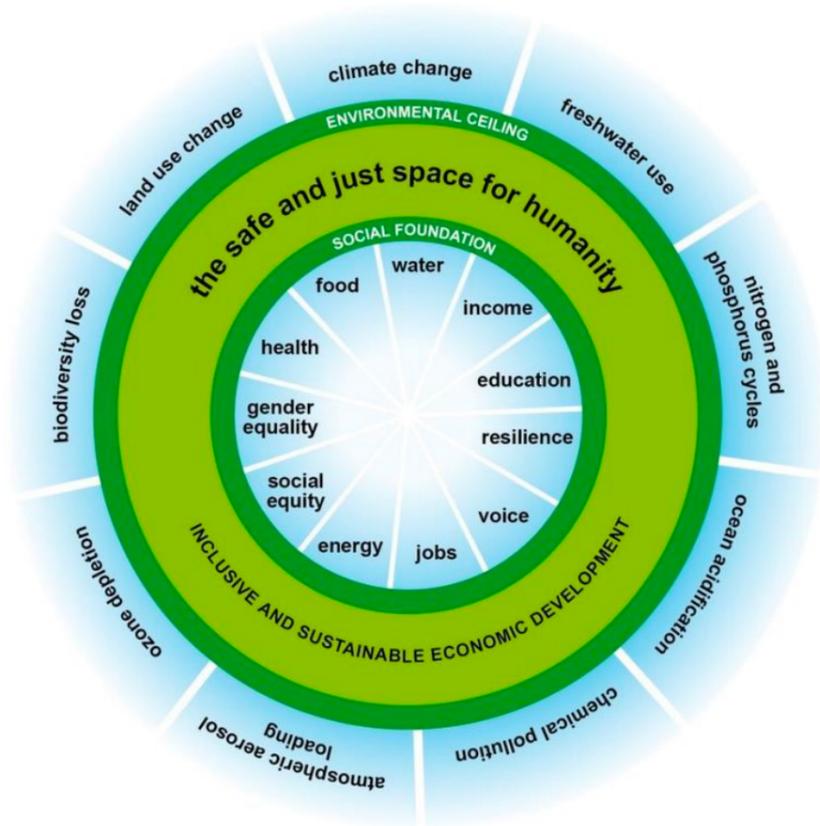


Figure 29 The doughnut concept - Kate RAWORTH, Doughnut Economics

1.2. The application of the doughnut theory to the urban environment

The doughnut theory, applied to the city, offers new perspectives for rethinking urban development models in the service of social needs and ecology. From a post-Covid19 economic recovery perspective, cities represent a fertile ground for the implementation of the doughnut model.

Some cities in Europe and the United States³⁴ are already experimenting with this new systemic and holistic approach to urban policymaking. They are using **the city portrait tool³⁵ or Thriving Portrait City**, a transformative action tool derived from the doughnut concept, piloted by the Thriving Cities Initiative in Amsterdam, Philadelphia, and Portland. The use of this tool opens up a process of creating a development vision for the city, aiming at prosperity and well-being, locally and globally, for its inhabitants and for the planet. This analytical approach allows:

³⁴ Amsterdam, Philadelphia, Portland, Devon
³⁵ Voir <https://doughnuteconomics.org/Creating-City-Portraits-Methodology.pdf>

- 1) To assess the current state of the city taking into account various indicators, such as social equity, education or digital access.
- 2) To examine the ecological footprint of the city's various activities, beyond its own borders
- 3) To define a global economic and urban strategy

It opens with the question "How can our city be a home to thriving people in a thriving place, while respecting the wellbeing of all people and the health of the whole planet?"

INTRICACY OF THE FOUR INDICATORS TO MEASURE WELL-BEING IN THE CITY - THE AMSTERDAM CITY DOUGHNUT

How can our city be a home to thriving people in a thriving place, while respecting the well-being of all people and the health of the whole planet?

	SOCIAL	ECOLOGICAL
LOCAL	What would it mean for the people of Amsterdam to thrive? 1	What would it mean for Amsterdam to thrive within its natural habitat? 2
GLOBAL	What would it mean for Amsterdam to respect the wellbeing of people worldwide? 4	What would it mean for Amsterdam to respect the health of the whole planet? 3

Figure 30 Intricacy of the four indicators to measure well-being in the city - The Amsterdam City Doughnut

1.3. The four frameworks for reflection and analysis

From this question, the evaluation and analysis are carried out through these four frameworks of reflection: social/local [1], ecological/local [2], ecological/global [3], social/global [4].

The social - local framework

For example, in the social-local framework [1], the question is asked on what prosperity means for the inhabitants/users of the city on a local scale. This answer is set alongside a measure of the current performance of the city. A decision process is applied, as shown in the following diagram [Figure 31].

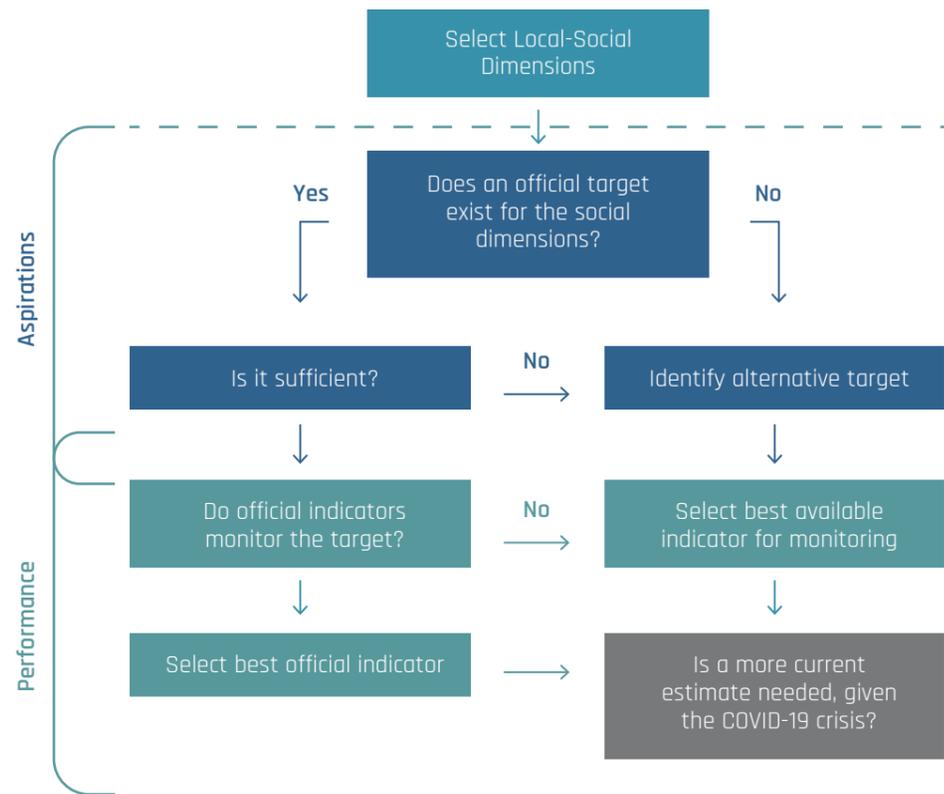


Figure 31 Intricacy between local and social dimensions - Doughnuteconomics.org

In this process, the question of pre-existing official targets and the definition of prosperity for each city arises. Existing targets and indicators and pre-existing priorities were identified and categorised according to their scope, purpose, objective, and target date. The most relevant indicators were selected in a qualitative way and integrated into the sixteen sub-dimensions of the local/social category.

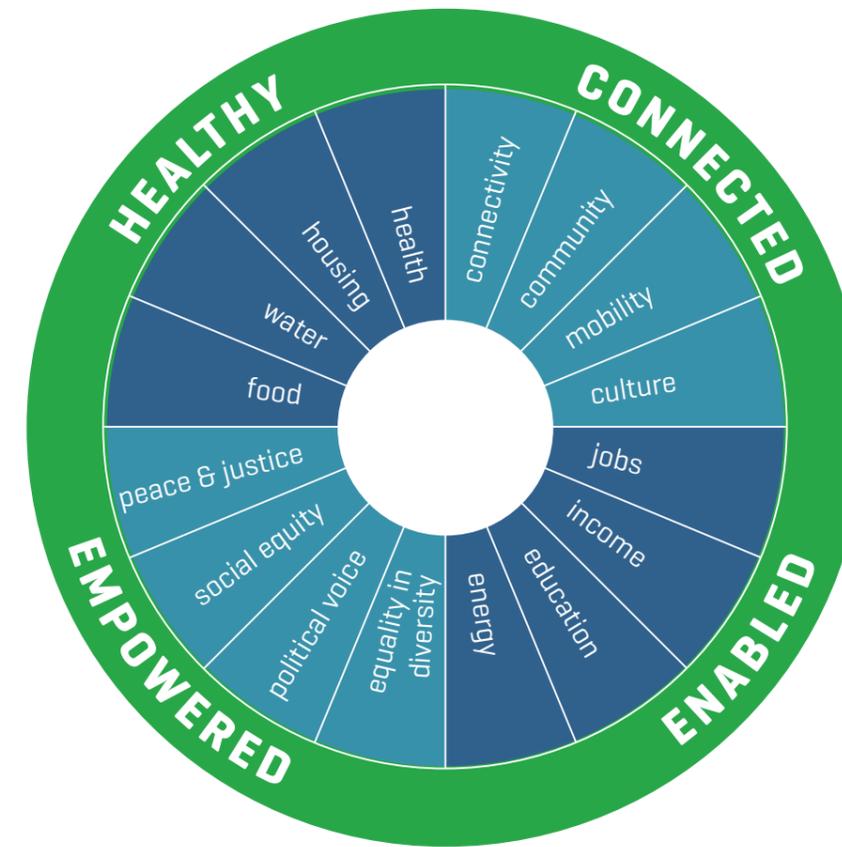


Figure 32 The four dimensions of the Doughnut Theory - Doughnuteconomics.org

Source of indicators and data used:

- Cities websites and national statistical agencies
- **The World Council on City Data (ISO citymetric for 60 cities)**

The World Council on City Data (WCCD) has developed and implemented three international urban data standards, recognised as the WCCD ISO 37120 series on city data. It includes indicators for sustainable cities [ISO 37120], indicators for smart cities [ISO 37122], indicators for resilient cities [ISO 37123]. The WCCD has developed an audit protocol for cities of all sizes to compile and report these data, as well as a third-party verification and certification system to obtain ISO certification. For all three standards, a register of certified cities is available.

³⁶ <https://www.dataforcities.org/global-cities-registry>

The Council now works with 100 cities in 35 countries, and the data platform now includes more than 276 key performance indicators from the ISO 37120 series. These indicators provide an accurate baseline against which cities can monitor their progress and inform decisions about infrastructure, investment, services, and quality of life (Fig. 33).



Figure 33 Indicators and themes - World Council on City Data

The World Database of Happiness (WDoH)

This source is a database of all research on individual well-being. It consists of a bibliography of scientific publications on the subject and standardised extracts from the research. Two types of results/data are available: distributional results on the level of happiness of individuals at particular times and places and correlative results on the elements that impact happiness.

The SDG Tracker

The SDG Tracker is a tool for monitoring the United Nations' Sustainable Development Goals (SDGs)³⁷. It is based on the Our World in Data database, which itself uses official statistics from the UN and other international organisations.

Resources used:

The Ultimate Guide to the Genius of Place

The "Genius of Place"³⁸ guide considers space through a biomimetic approach. The report compiles biological research and also proposes a catalogue of strategies adapted to the specificities of local ecosystems. These reports transform biological intelligence into design strategies.

The Ecological / Local Framework (2)

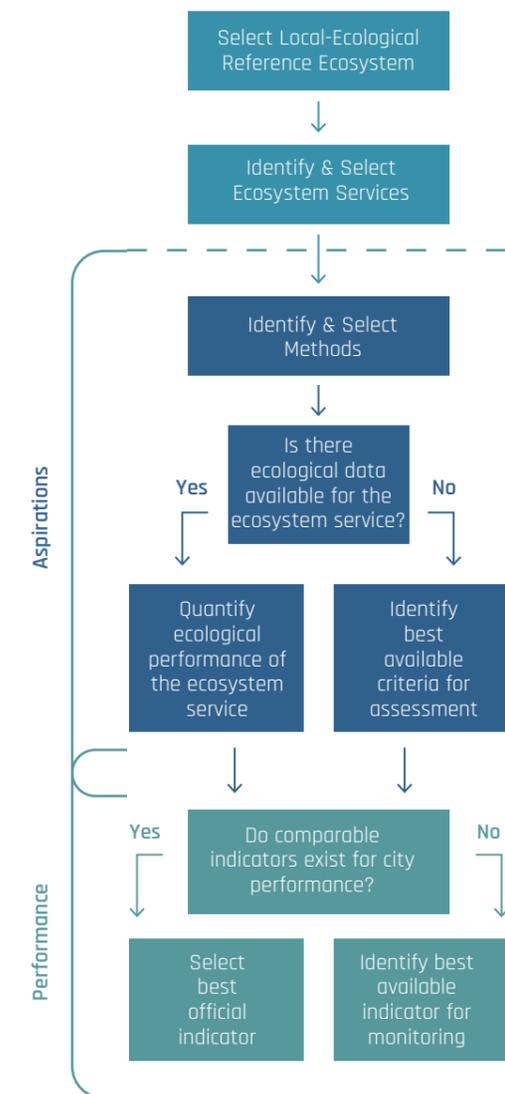


Figure 34 The relationship between the local and ecological dimensions - World Council on City Data

2005 Millennium Ecosystem Assessment

The Millennium Ecosystem Assessment (MA) is an international programme of work designed to meet the needs of decision-makers and the public for scientific information on the consequences of ecosystem change for human well-being and the options for responding to that change. The findings are compiled in five technical volumes and six synthesis reports that provide a scientific assessment of global ecosystem change and function.

³⁷ The 17 Sustainable Development Goals are defined in a list of 169 SDG targets. Progress will be monitored by 232 indicators. The full list and definitions are available at https://unstats.un.org/sdgs/indicators/Global%20Indicator%20Framework%20after%20refinement_Eng.pdf.

³⁸ <https://synapse.bio/blog/ultimate-guide-to-genius-of-place#gopinofgraphic>

EcoRegions2017

The RESOLVE Ecoregions dataset, updated in 2017, provides a representation of the 846 terrestrial ecoregions of our planet. It is presented as an interactive map. Ecoregions are understood as ecosystems of regional areas. The 846 terrestrial ecoregions are grouped into 14 biomes (forested and non-forested) and 8 enveloping land areas called "realms".

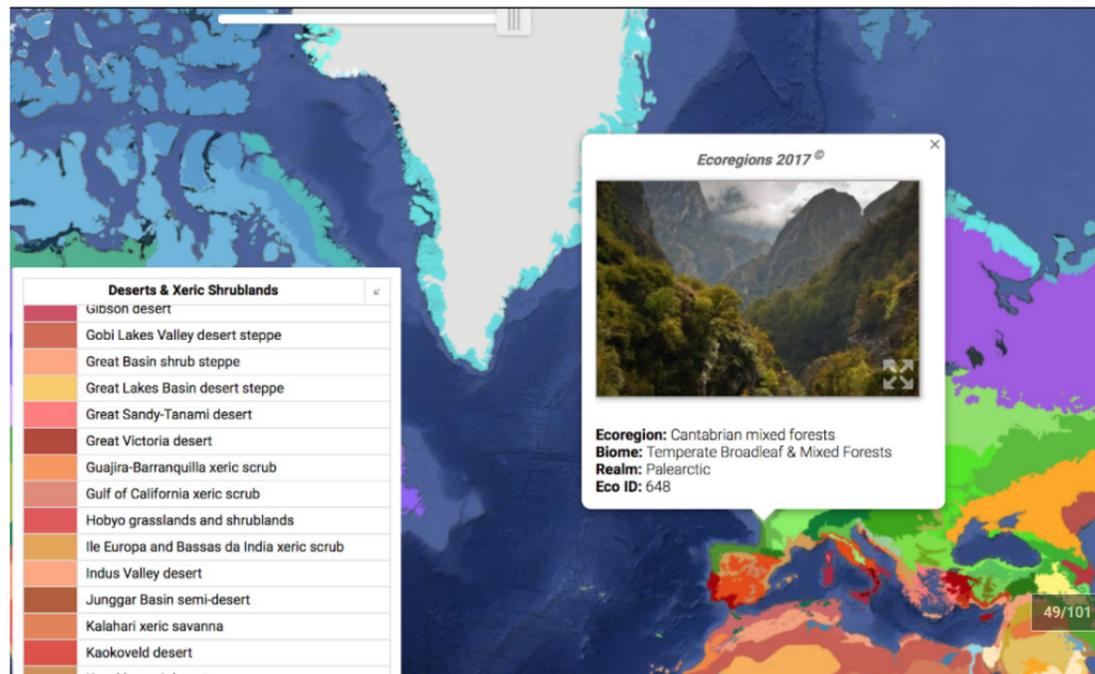


Figure 35 Map interface for discovering the ecoregions created by Resolve - NGO Resolve (<https://ecoregions.appspot.com/>)

The Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES)

The Intergovernmental Platform on Biodiversity and Ecosystem Services (IPBES) is an independent intergovernmental body that produces scientific assessments of the state of knowledge on biodiversity and natural ecosystems, as well as on tools and methods to conserve them. For the first programme of work, from 2014 to 2018, IPBES published several reports: 4 regional assessment reports, thematic reports (biodiversity scenarios and models, ecosystem services models, pollination and food production, land degradation and restoration), a global assessment on biodiversity and ecosystem services. The 2020-2030 work programme aims to support them.

The World Air Quality Index

The Global Air Quality Index is a tool³⁹ that provides a real-time view of air quality as measured at over 30,000 stations in 130 countries. This non-profit project is run by a team of engineers based in China, Singapore, Australia, India and the United States.

The air quality index is based on the measurement of particulate matter (PM2.5 and PM10), ozone (O3), nitrous oxide, sulphur dioxide (SO2) and carbon monoxide (CO) emissions.



Figure 36 Air quality indices in Europe and Asia Minor - World Air Quality Index.

Green Facts

The Greenfacts initiative⁴⁰ is a website project that publishes clear summaries of scientific reports on health and environmental topics, produced by an independent scientific committee.

Data and resources used:

Environmental Footprint explorers site

This website collects environmental footprint data from several international databases. It allows the extraction of country- or region-specific information.

The Ecological / Global Framework (3)

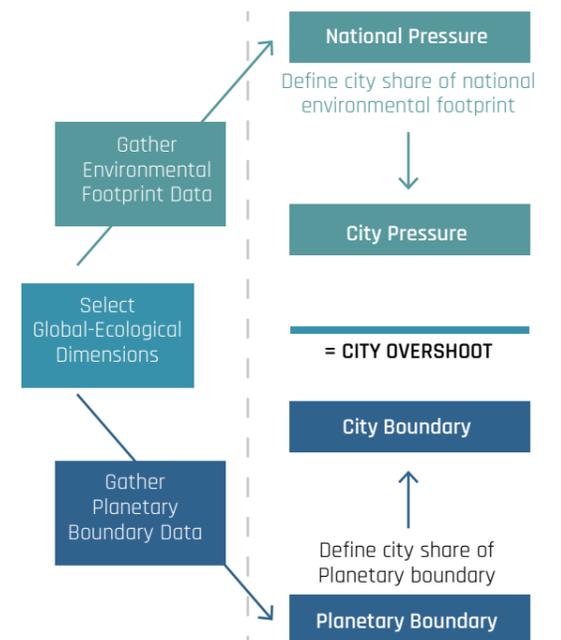


Figure 37 The ecological and global dimensions - World Council on City Data

³⁹ <https://waqi.info/fr/#/c/5.062/0.352/2z>

⁴⁰ <https://www.greenfacts.org/fr/>

EXIOBASE

Exiobase is an open access tool based on a global MRIO (multi-region input-output) database. It allows the identification and analysis of externalities linked to globalized production and is therefore a database for analysing the environmental impacts of economic activity. The reprocessing of the data involves a choice of geographical segmentation over 43 countries that represent 95% of the world economy. The segmentation chosen is 129 sectors, which requires an in-depth sectoral breakdown. EXIOBASE also provides environmental indicators on 40 chemical emission types and 80 resource types.

The data can be downloaded from <https://www.exiobase.eu>

The Global Footprint Network's Open Data Platform

The Global Footprint Network's Open Data Platform makes available the data needed for any ecological footprint analysis. The National Footprint Accounts measure the ecological resource use and capacity of nations over time. These accounts are based on 15,000 data records per country per year, for over 200 countries, territories, and regions. These calculations are based on data sets from international organisations (United Nations, International Energy Agency).

The visualization tool of the platform⁴¹ allows easy access to the following results:

- the deficit and ecological reserve
- in total ecological footprint
- in ecological footprint per person
- in total biocapacity
- in biocapacity per person.

PLATFORM VISUALIZATION - GLOBAL FOOTPRINT NETWORK

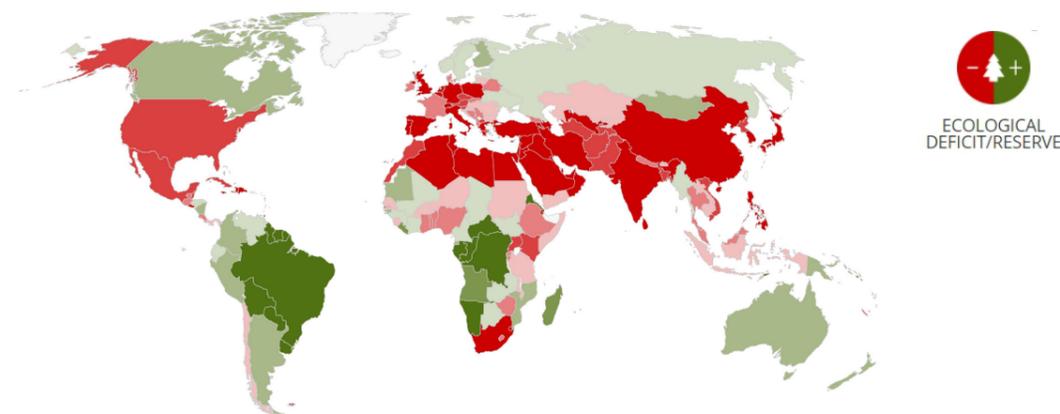


Figure 38 Platform visualization - Global Footprint Network

⁴¹ <https://data.footprintnetwork.org/#/>

EORA

EORA is a global MRIO supply chain database model. Initiated by the Australian National Research Council, it is one of the most important MRIO models today. The model uses several data sources: national statistical services, United Nations databases, the United Nations International Trade in Goods Database (COMTRADE), the United Nations International Trade in Services Database (SERVICETRADE) and has been supplemented with 35 types of environmental indicators. The database has time series from 1990 to 2009.

The Urban-Metabolism for Resource-Efficient Cities resources of the Global Initiative for Resource-Efficient Cities

This report⁴³ is a review of assessment tools that can guide a transition to resource efficiency at the city scale. It is based on the concept of urban metabolism, proposing a reading of each urban form in its metabolic form (e.g., transport is a flow of energy, water, waste, people).

URBAN FORMS AND THEIR RESOURCES - GLOBAL INITIATIVE FOR RESOURCE EFFICIENT CITIES

An illustration of urban form, metabolic flows and resource-efficiency leverage points' linkages, relevant for urban practitioners

Specific potential local government interventions	Urban form	Metabolic flows	Resource efficiency leverage points
Promotion of walking and cycling	Transport	Energy	<ul style="list-style-type: none"> • Energy efficiency of transportation • Water-use efficiency intranportation sector • Carbon emissions intensity of transportation
Optimisation of private car use [carpooling; car sharing]		Water	
Attractiveness of public transport		Waste People	
Land use mix Open and green spaces Protected areas	Land uses	Energy	<ul style="list-style-type: none"> • Compactness • Population density • Centrality of the city
		Water	
		Waste People	

Figure 39 Urban forms and their resources - Global Initiative for resource Efficient Cities

⁴² http://carbonconsumptionsurvey.eu/wp-content/uploads/2015/07/CCS-MRIO-Review_L1-1.pdf

⁴³ <https://resourceefficientcities.org/wp-content/uploads/2017/09/Urban-Metabolism-for-Resource-Efficient-Cities.pdf>

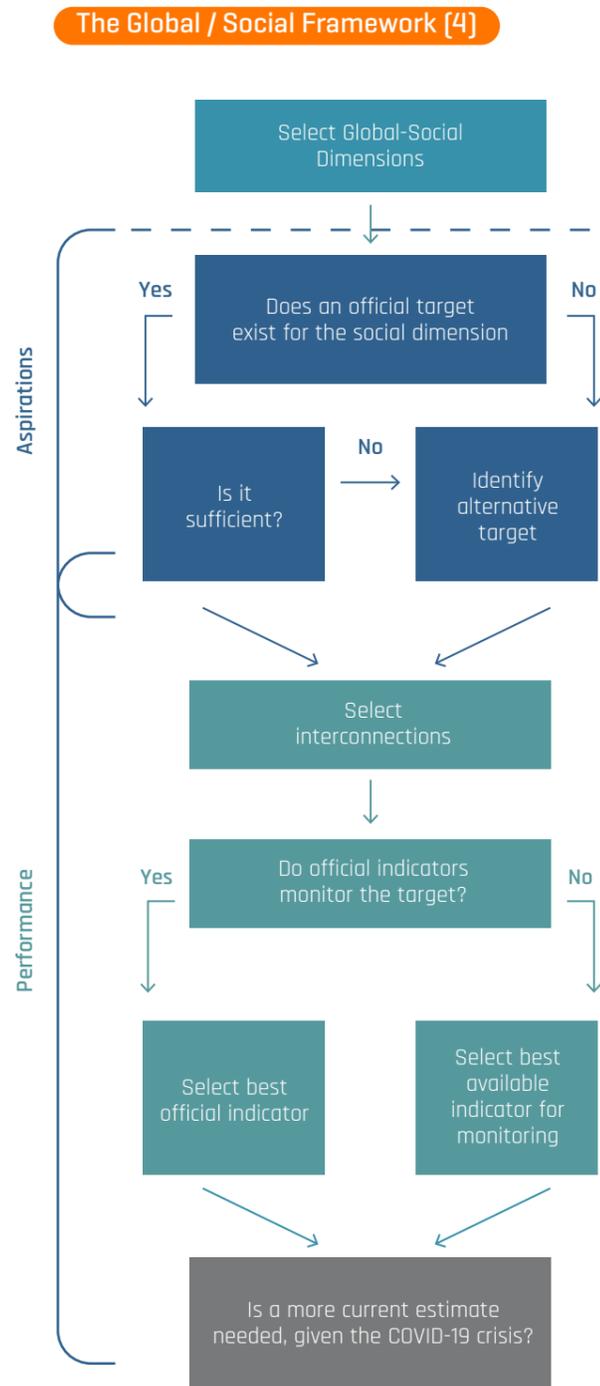


Figure 40 Global and social dimensions - World Council on City Data

These are used resources from the *Clean Clothes Campaign website*.

This global network dedicated to improving working conditions and empowering workers in the global garment industries provides data on wages, workplaces, poverty, labour contracts, solidarity and most recently on the Covid crisis through its reports.

The method and indicators developed by Oxfam for its *Oxfam behind the brand* campaign provide data on the policies of large food companies, on issues ranging from water and gender issues to measures of their impact on workers and farmers. This study and campaign focus on the ten largest food companies, which were given a score from 0 to 10 from 2013 to 2016⁴⁴.

		FEB 2013	SEP 2013	FEB 2014	OCT 2014	MAR 2015	APR 2016			
	Company	Score	Land	Women	Farmers	Workers	Climate	Transparency	Water	Total
1	Unilever	74%	7	6	8	8	9	7	7	52/70
2	Nestlé	69%	8	5	7	6	8	7	7	48/70
3	Coca-Cola	57%	8	6	3	6	6	5	6	40/70
4	Kellogg's	53%	5	6	5	3	8	5	5	37/70
=5	MARS	49%	4	5	5	4	6	6	4	34/70

Figure 41 Action to report on the actions of food companies - Oxfam

The Living Income Community of Practice

This community of practice offers a variety of methodologies for calculating living wage and real income. Based on several data sources, an income benchmark has been produced and is available online⁴⁵.

The Fairtrade International organisation

Data on Fair Trade is available on the website of the International Fair-Trade Organisation. The NGO *Fairtrade International* provides data on the organisation's partner producers. These are from the following sectors: coffee, cocoa, cotton, sugar, tea, flowers, and bananas. There are also data and maps on the risks of deforestation.

KnowTheChain

This website has benchmarks and practical resources for companies and investors to use to combat forced labour in global supply chains.

The Environmental Justice Atlas

The Environmental Justice Atlas documents and records social conflicts related to the environment: defence of land, air, water, forests, livelihoods.

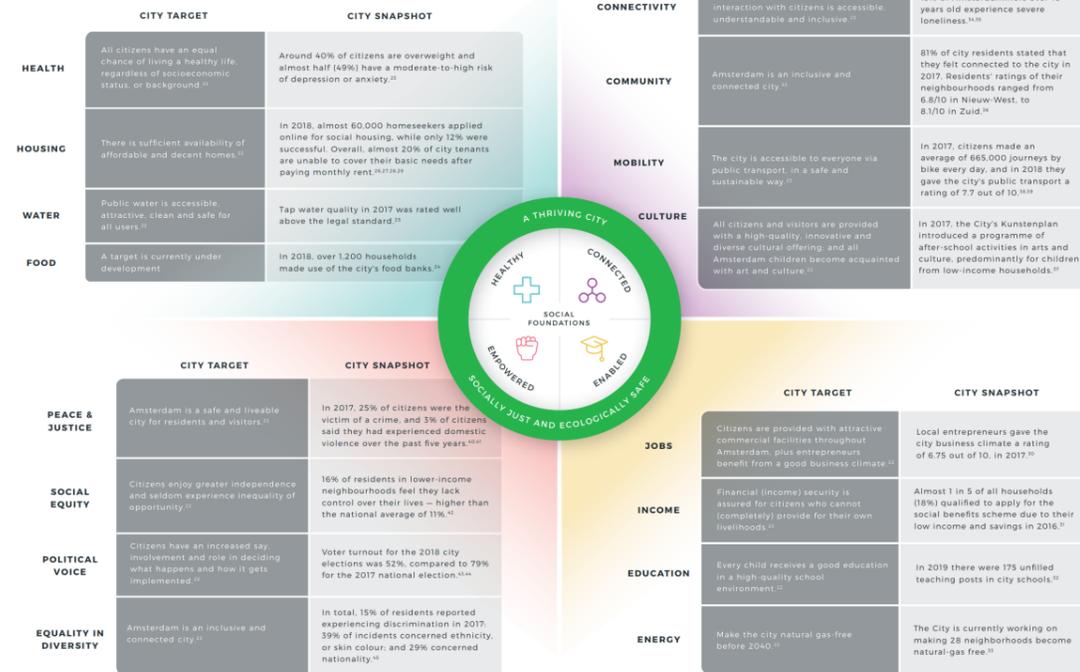
44 <https://www.behindthebrands.org/company-scorecard/>

45 <https://www.living-income.com/living-income-benchmarks>

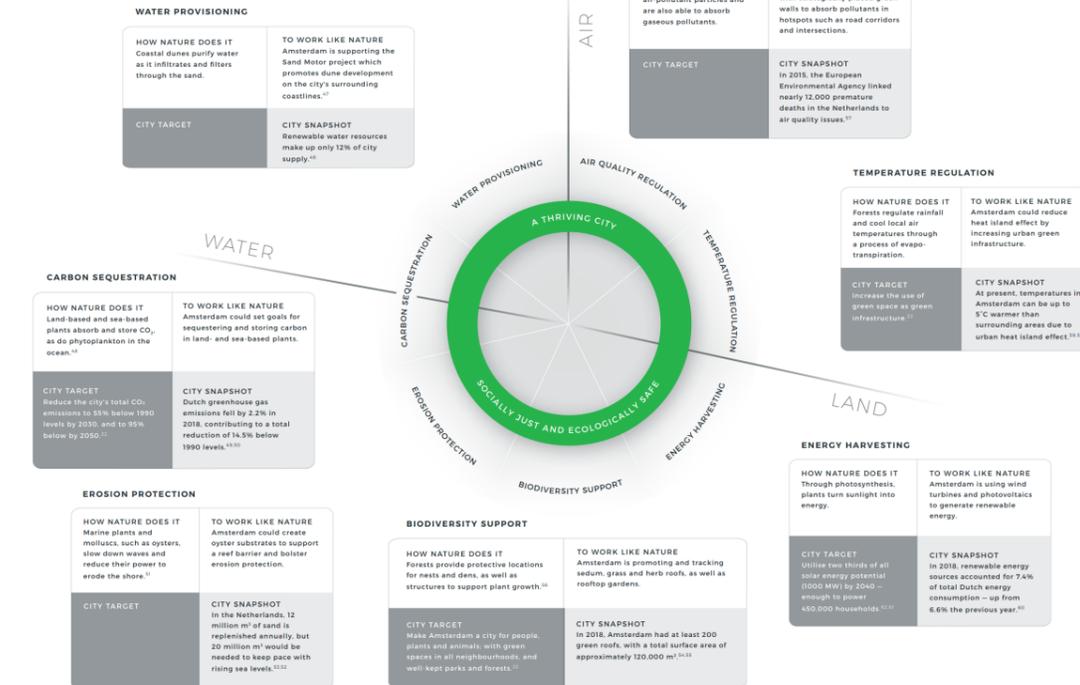
1.4. City portraits

In the end, the answers to the four questions make it possible to create the city portrait as shown below for Amsterdam (fig. 42).

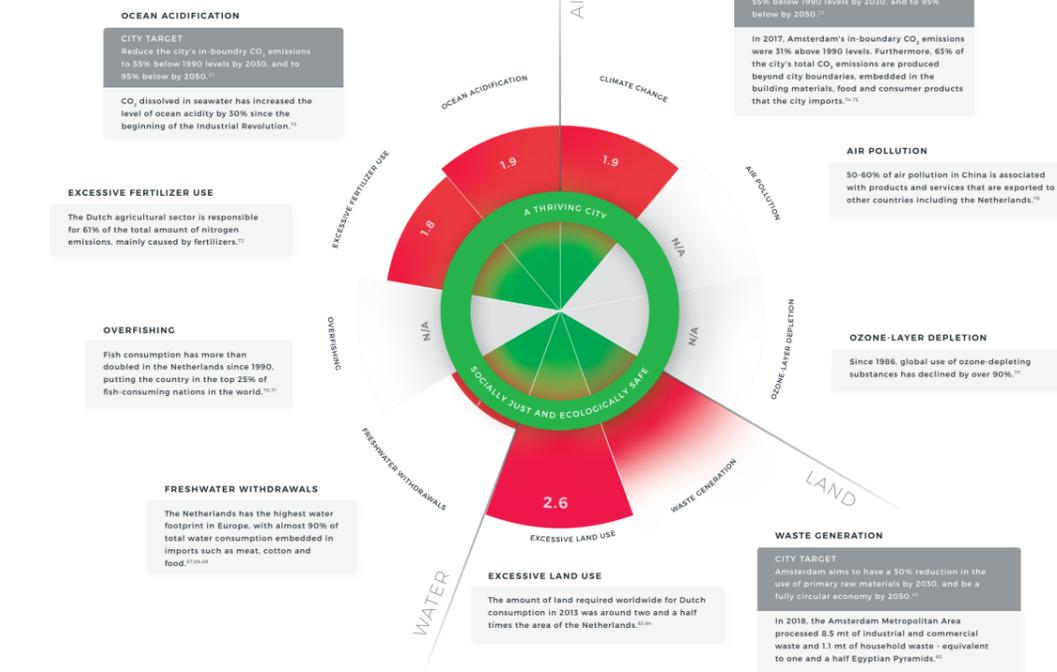
WHAT WOULD IT MEAN FOR THE PEOPLE OF AMSTERDAM TO THRIVE?



WHAT WOULD IT MEAN FOR AMSTERDAM TO THRIVE WITHIN ITS NATURAL HABITAT?



WHAT WOULD IT MEAN FOR AMSTERDAM TO RESPECT THE HEALTH OF THE WHOLE PLANET?



WHAT WOULD IT MEAN FOR AMSTERDAM TO RESPECT THE WELLBEING OF PEOPLE WORLDWIDE?

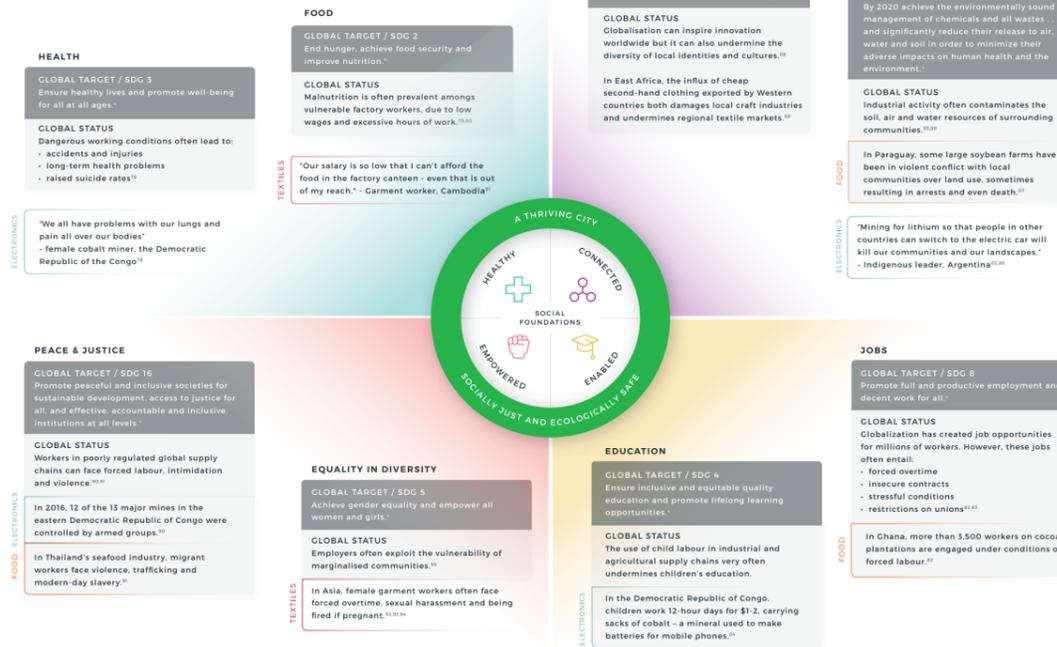


Figure 42 City portrait - Amsterdam City Portrait, The Amsterdam City Doughnut

The data used are the public data available in the experimental cities. The next stage of appropriation and implementation would be to move from the public portrait to the "city selfie" thanks to the contribution of personal data from inhabitants, business owners, visitors: stories, images, visions, proposals, initiatives, existing policies, entrepreneurial initiatives, etc.

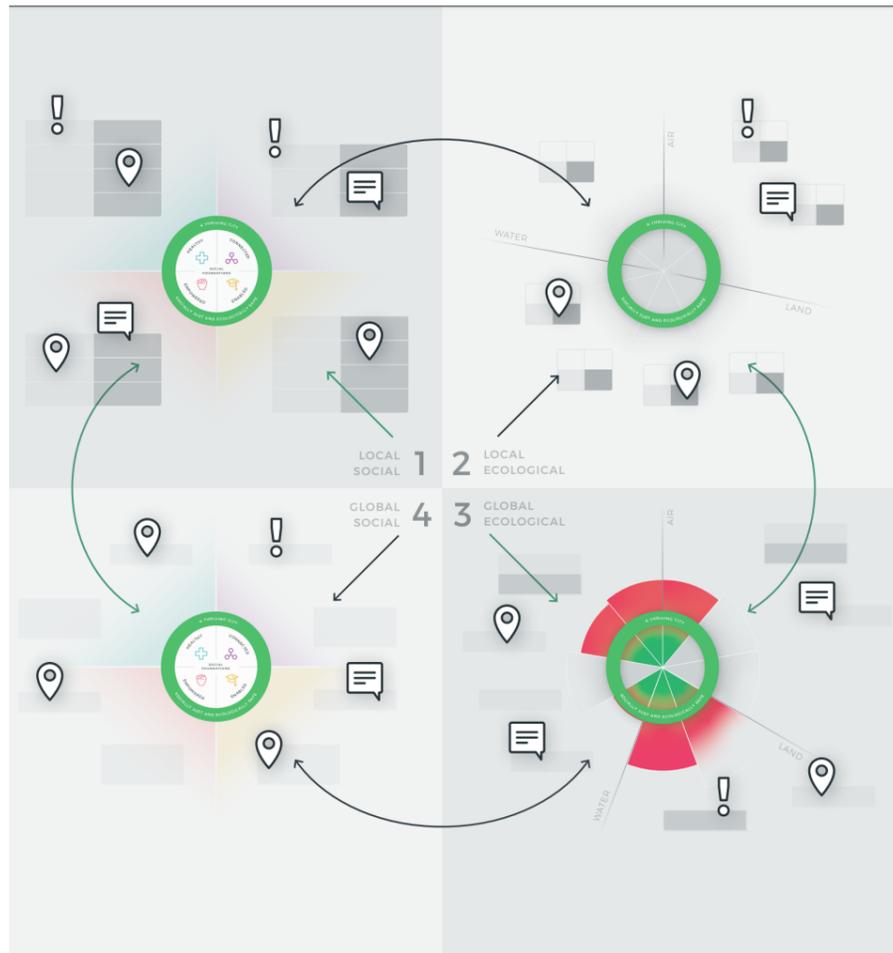


Figure 43 City portraits in the four dimensions: local, social, global and ecological - Amsterdam City Portrait, The Amsterdam City Doughnut

The city portrait is therefore a starting point for opening up new ways of thinking, sharing inspiration and transformative action to become a thriving city for people and the planet, locally and globally. To go beyond the reflection stage, it needs to be used and reflected in local policy making.

The most successful example of the use of this theory and tool is the city of Amsterdam, which opted for a post-Covid economic and territorial recovery programme based on the doughnut model on the 8th of April 2020. The city has embarked on a circular economy policy, which is in line with the ambitions set out in its City Portrait. In order to accelerate action, make the approach audible and ensure its credibility, a local cross-sector coalition, the *Doughnut Coalition*, has been created. It brings together more than twenty organisations (design agencies, schools and universities, neighbourhood associations, think and do tanks, social enterprises, municipalities) that use the Doughnut Theory in their work⁴⁶.

⁴⁶ Pour en savoir plus voir la publication *The Amsterdam City Doughnut* : <https://www.kateraworth.com/wp/wp-content/uploads/2020/04/20200416-AMS-portrait-EN-Spread-web-420x210mm.pdf>

The implementation is done through so-called *Doughnut workshops* and *Doughnut deals*: deals to recognise community projects that contribute to bringing the city into the Doughnut - between the two circles - because of their positive social and ecological consequences.

Devon has also embarked on the process, experimenting with specific indicators for **revitalisation areas**.

Beyond these pioneer cities, the ambition is to create an international movement of cities applying the doughnut theory. Such a dynamic would make sense in order to make the measures envisaged in the global axis effective for each of the cities.

2. 15-MINUTE CITY, 30-MINUTE TERRITORY, AND HIGH QUALITY OF SOCIETAL LIFE INDEX

2.1 The 15-Minute City and the 30-Minute Territory models : a paradigm shift in global urban planning

The concept of the 15-Minute City and the 30-Minute Territory, popularised by Professor Carlos Moreno at the IAE Paris Sorbonne based Research Lab Chaire ETI, also proposes an innovative approach to complex urban development challenges. This vision and scientific methodology places hyper-proximity at the service of quality of life, to draw the contours of a desirable, viable and sustainable city. It is an approach to the sustainable city through polycentrism that offers a new response to sustainable urban development.

Introducing the notion of “acceptable” or “reasonable” access time for people (walking or cycling from their home base) to reach essential services and activities, the 15-Minute City is a paradigm shift from traditional urban strategies. It questions the use of time and space by individuals, set alongside the spatial and temporal organisation of the city. In order to empower residents to reclaim possession of their time, and to revitalise their neighbourhoods, the “15-Minute City” and the “30-Minute Territory” models provide them with the possibility to find in hyper-proximity an answer to their essential needs: housing, working, basic supplies, healthcare services, education, cultural and leisure activities (fig. 44). **This approach is not a new urban circulation plan but a new urban vision of a polycentric territory.**



Figure 44 The 6 social functions Model of the 15-Minute City Concept- Chaire ETI .

The 15-Minute City (or 30-Minute Territory) model ties together in a systemic way urban projects and policies to address societal, climate and environmental change and to improve inhabitants well-being. This requires an effective offering of local services (representing the 6 social functions), accessible via active mobility paths or decarbonized public transportation and enabled by digital tools.

This virtuous model of urban development is the convergence of three concepts:

- **chrono-urbanism**, which refers to the study of the temporal dimension of urban planning. By analysing the built environment in terms of flows, movements, and time-use and more broadly how time affects urban form, infrastructure, and social interactions, chrono-urbanism seeks to integrate the time variable in the same way as the spatial one in the study and design of urban spaces.
- **chronotopia**, is a term used to describe the evolution of the use of a place according to the time factor. As a response to the limited quantity of available space in dense urban environments, by questioning pre-existing uses of spaces and by reflecting on the rhythmic sequences, chronotopia seeks to make the best use of each and every square meter by proposing multiple possible uses.
- **topophilia**, is a term used to describe the affective (and subjective) bond between people and their environment, particularly their love for and attachment to specific places. It is often used to describe the deep emotional connections that people have with certain locations, whether they be urban or natural, and the ways in which these places shape our identities and sense of belonging.

2020 can be considered a pivotal year for a lot of disciplines and stakeholders around the world and urban planning professionals, city leaders and policy makers are no exception. The 15-Minute City -and to a lesser extent the 30-Minute Territory- model was put on the global strategic agenda as a ripple effect of both Covid-19 pandemic and the adoption of the 2030 Sustainable Development Goals Program.

The proposals of the 15-Minute City in particular echo the needs arising from environmental and health emergencies: an urban organisation that limits the environmental impact of city life through a significant reduction in carbon-based travel, where residents can satisfy their essential needs close to their homes and which, through its quality of life, fosters their attachment to their place of living and their well-being.

For these reasons, the 15-Minute City has opened up a global discussion on desirable urbanism, in contexts of crisis and urban reconfiguration. It has been integrated into the common agenda adopted by the *C40 Cities* mayors to emerge from the health crisis, and several major players have seized this concept to draw the contours of the city of tomorrow: resilient, desirable, and sustainable.

2.2. Measuring the High Quality of Societal Life (HQSL), a prerequisite for the 15-Minute City

Within the framework of the implementation of the 15-Minute City and the 30-Minute Territory, the quality of life is taken into account in both a spatial and temporal perimeter. It is apprehended through an objective of High Quality of Societal Life induced by the proximity of the six essential social functions, crossed with an objective of well-being, sociability, and sustainability.

Faced with the absence of an adequate indicator, Chaire ETI researchers have undertaken **the development of a method for measuring the quality of life that a territory provides through the distribution and diversity of services it offers to its inhabitants within chosen accessibility time frames.**

Objectives of the research work carried out by Chaire ETI :

- Elaborate a detailed geographic representation of existing urban and territorial services and amenities by access time modalities (i.e.: functional coverage),
- Define “urban proximities” for different user profiles based on gender, demographic, economic, physical, or social characteristics,
- Calculate and compare the Quality of Societal Life score by modelling the level of accessibility and diversity of services and equipment provided at different scales: neighbourhood, city or territory,
- Develop use cases for this methodology including material for stakeholders participatory activities

These elements represent the scientific corpus of the 15-Minute City or 30-Minute Territory methodology. A dedicated digital platform was created to enable geodata calculation, HQSL scoring, comparison and visualization. A set of participatory and creative tools was designed to engage and empower stakeholders to envision life style and practices change

Part 2 of this white paper presents the methodology and related tools.

PART 2: HIGH QUALITY OF SOCIETAL LIFE METHODOLOGY



I/ ONTOLOGY OF THE 15-MINUTE CITY

1. CONSTRUCTION AND CONTENT OF THE ONTOLOGY

The 15-Minute City and the 30-Minute Territory models are structured by an ontology. It constitutes the structured set of terms and concepts that specify this urban model. Six social functions are found at the root and are then specified by sub-categories [tab. 5].

HQSL: elements and facilities integrated into the six social functions - Chaire ETI

LIVING	WORKING	GETTING SUPPLIES	ENJOYING	LEARNING	CARING/ BEING HEALTHY
Housing Energy Waste management Transportation Services / Infrastructure	Environment Access Diversity Services	Food Non-food related consumption Public services	Holidays Culture Leisure Association	Access Availability Performance Guide	Access to care Prevention Emergency Living environment Wellness Sport Pollution

Table 5 HQSL: elements and facilities integrated into the six social functions - Chaire ETI

2. FROM ONTOLOGY TO THE "HIGH QUALITY OF SOCIETAL LIFE MATRIX"

The objective of the research project on the 15-Minute City is to constitute, from the ontology of societal functions and their sub-categories, a matrix of the High Quality of Societal Life. This matrix would propose a reading grid of the territory, by spatializing the lacks and highlighting the accessibility of the essential functions of a given perimeter.

To do this, societal functions are cross-referenced with three characteristics: well-being, sociability and sustainability or inclusive planet [Fig. 45].

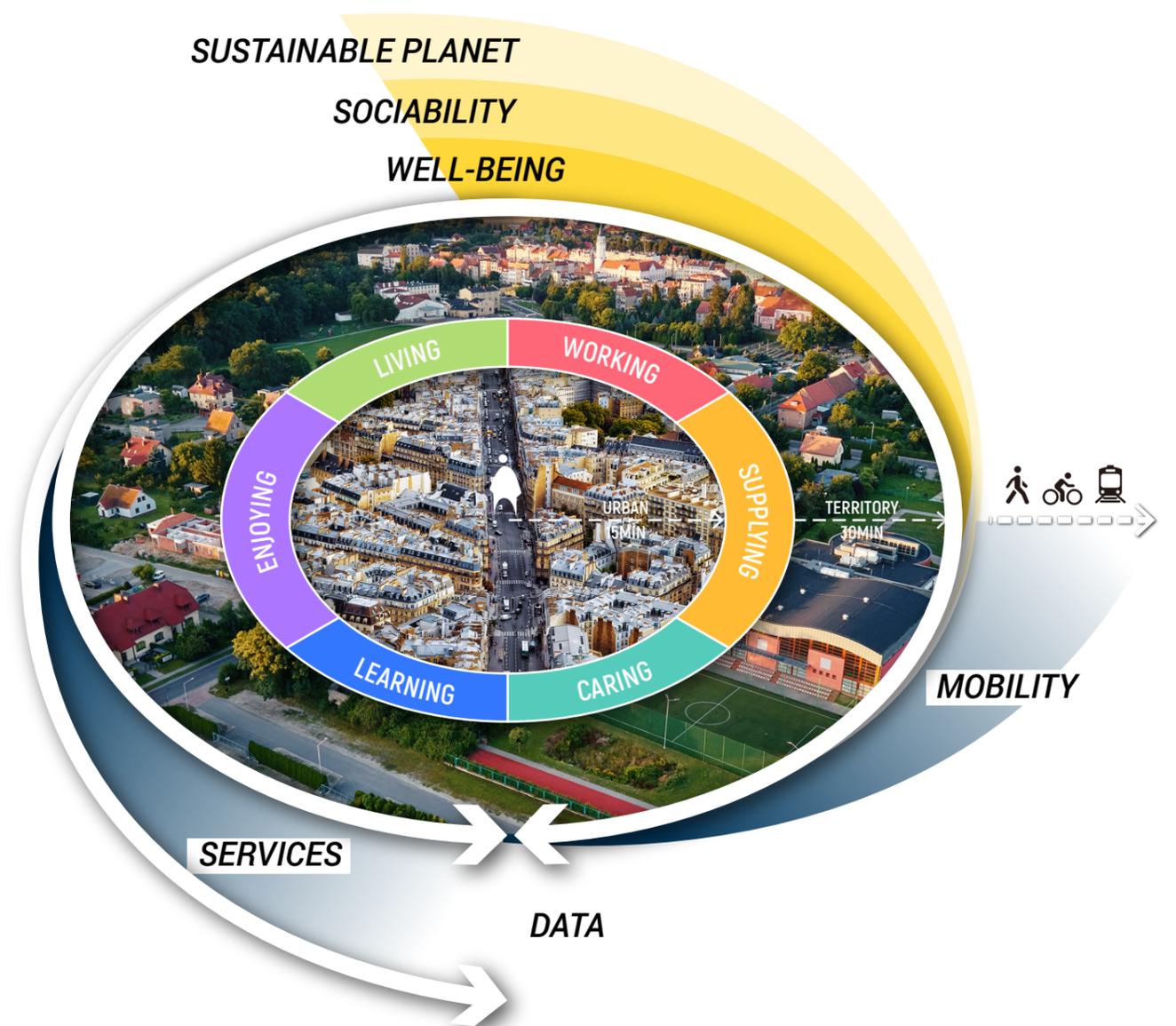


Figure 45 Objectives of the 15-Minute City - Chaire ETI

Based on these elements of the matrix, its effective implementation involves associating each societal function and each sub-category with uses, activities and infrastructures. This step makes it possible to specify what anchors a function on a territory, what makes it effective. The following ontology is obtained [fig. 46].



Figure 46 Development of the 6 social functions - Chaire ETI

3. FROM SOCIAL FUNCTIONS TO INDICATORS

Taking into account the perception of inhabitants or workers of a social function is an additional way of defining what makes it exist in the eyes of users and what their expectations are. This makes it possible to specify the ontology previously explained and to define quantifiable and measurable elements, in order to make the HQSL matrix a tool for territorial perception and prospective.

To this end, within the framework of the experimental project "Paris North Gates"⁴⁷ led by Chaire ETI and its data expert partner GFI (now Inetum) in 2019, an in-depth needs analysis study was conducted. Specific survey methods, including participatory workshops and structured interviews with various stakeholders led to the understanding and mapping out of daily activities and individual routines along the 6 social functions model. Personae or "typical user profiles" were developed to conceptualize various patterns of behaviours and needs. From these insights, variables and hypotheses were defined, which were translated into data sets.

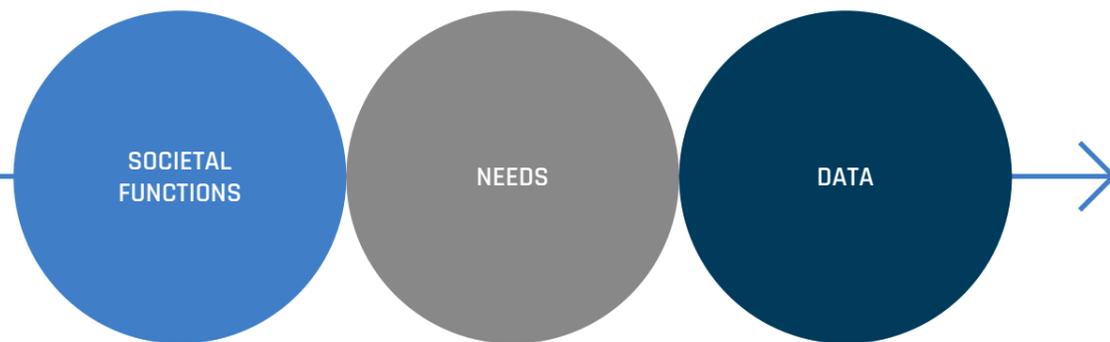


Figure 47 Translating theory into data - Chaire ETI

This is open data, produced locally by private or public actors, and relevant for the analysis⁴⁸. Some data held by private actors may be necessary to acquire a more detailed understanding of urban realities (e.g., transport) and constitute a challenge for partnerships.

These initial databases were reprocessed, enriched, and classified in order to obtain a list of variables for each function, which were further developed on the example of the following one (Living). It should be noted that they were not ranked in order of importance, as the weighting will be done at a later stage of the research.

⁴⁷ <https://chaire-eti.org/wp-content/uploads/2019/12/White-Paper-2019.pdf> page 28

⁴⁸ On this point, the question of access to data for the 15-Minute City and the 30-Minute Territory experiments in foreign countries arises. The mesh network, the census, the size of the units and the publicity vary greatly from country to country.

LIVING	
HOUSING	Percentage of housing benefits recipients Purchase price (land value) Rental (rental value) Existing dwellings Social housing and affordable housing
POLLUTION	Greenhouse gas emissions Proportion of pop affected by Agenda 21 ATMO Air Quality Index Population exposed to noise ZFE (Low Emission Zone) Noise pollution / Sound insulation Share of dwellings not connected to a wastewater treatment system Density of industrial establishments at risk (seveso)
ECOLOGY	Share of surface area in Natura 2000 zone Renewable electricity production Share of national parks in the area of the territory Share of Ramsar sites (wetlands of international importance) in the area of the territory Share of special protection zones (SPAs) in the territory's surface area Green spaces and squares Fight against heat islands
SECURITY	Property crime Voluntary bodily harm Eco and financial scams and offenses Lighting Security (police station, gendarmerie ...) CCTV cameras
AMENITIES	Sunshine ("weather" / urban density / building height) Local services (Laundry / Dry cleaning ...) Broadband network, 4G and +
TRANSPORTATION ACCESS	Vélib, bicycle garage Metro / tram stop Station of national interest Rail network (SNCF, RER, RATP, metro, tram, RER, stations, car park), rail space disused, marshalling yard, station forecourt, embankment/side, bus depot, bus station, airport, terminal, heliport, runways, port activity, car parks
TIME OF ACCESS	Average time of access to commonly used services closest to the home-work journey in hours peak (car) Median travel time between home and work

Figure 48 The challenges of the "Living" function - Chaire ETI

4. DATA COLLECTION AND ANALYSIS

Data are collected and analysed at the IRIS level⁴⁹, if possible. They are then analysed and processed. At this stage, a spatialised representation is obtained and constitutes the first form of spatialisation of functions in the project area. However, this is not sufficient to illustrate the quality of life in the study area.

⁴⁹ French statistical spatial unit obtained by dividing the territory into homogeneous grids within which the population is between 1,800 and 5,000 inhabitants according to INSEE.

II/ INDEX OF HIGH QUALITY OF SOCIETAL LIFE

1. CONSTRUCTION OF SUB-INDICES

We have highlighted the inadequacy of the indicators obtained in the previous stages and their processing to measure and illustrate the quality of life of a territory. In order to go further in this direction, it is necessary to construct sub-indices that will give meaning to the data collected with regard to the objectives of the 15-Minute City and the 30-Minute Territory. Indeed, these sub-indices make it possible to integrate different qualitative criteria, including proximity, into the data analysis.

Two methodologies can be used:

Additional variables methodology:

It is a question of adding additional variables specific to each element analysed, to provide details of the participation of each element in the quality of life of the territory. Neighbourhood distance is a permanent additional variable in the analysis, with a proximity criterion ranging from 0,5 km to 2 km.

Crossing the results of these variables leads to the elaboration of a sub-index ranging from 1 to 5, which reflects the level of equipment according to the quality-of-life criteria carried by the concept of the 15-Minute City and the 30-Minute Territory [scale : entire territory, city or neighbourhood].

Example: quality index for the distribution of school facilities in a territory

Additional variables: Proximity to a school
Sectorisation
Continuity of the school cycle

- Sub-indices**
- 1 very low level of school facilities = no school facilities
 - 2 low level of school facilities
= presence of 1 or 2 schools without continuity of education
 - 3 if intermediate level of school facilities
= presence of 2 schools with continuity of education
 - 4 if good level of school facilities
= presence of 2 schools with continuity of education
 - 5 if very good level of school facilities
= presence of 4 or more schools or more with full continuity of education

Figure 49 Qualification of sub-indices for the calculation of quality of life - Chaire ETI

Limitation :

Limitation : the choice of the neighbourhood distance standardises the practices of the users, which could vary according to the types of profiles and according to the type of sub-index studied.

DIFFERENT WAYS OF MEASURING DISTANCES

isochrone/ isodistance

isochrone= measurement of the area reachable in a given time,
isodistance = measurement of the area reachable in a fixed distance)

For a departure from the place de Torcy, 75018 | 15 minutes travel time

AS THE CROW FLIES : 

DISTANCE-TIME : 

Basemap :
@Map Tiler
@The OpenStreetMap Contributors

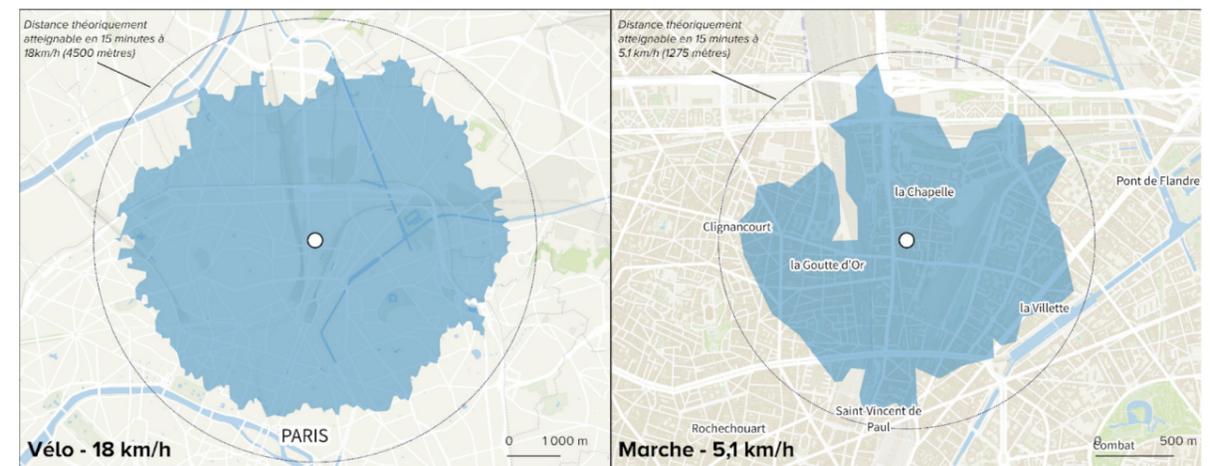


Figure 50 Comparison between isochron and equidistance - Chaire ETI

Methodology by urban social function

This second methodological approach consists of making each societal function a sub-index in its own right, which would correspond to the sum of several sub-indices. To do this, an index is associated with each variable of a social function.

2. CONSTRUCTION OF THE COMPOSITE INDEX

The composite index is the one that concludes on the social quality of life of the territory, based on the sub-indices previously obtained. **It is therefore the societal quality of life indicator.**

Again, two methods are possible

By the variables

$$Q1 = aE + bP + cV + \dots + \dots + \dots$$

With Q1: Societal quality of life

E: School facilities

P: Commercial potential

V: Green spaces

And so on with the other sub-indices

a, b, c, ... being weighting coefficients.

This system of equations with several unknowns allows us to define the values between which each parameter [H, T, S ...] will be included. Age can also be taken into account by adding a weighting coefficient to each sub-index.

The overall index of societal quality of life thus makes it possible to assign a value to each defined study area.

By urban social functions

$$Q2 = iH + jT + kS + lE + mA + nD$$

- With : Q2: Societal quality of life
- H: Living
- T: Working
- S: Getting supplies
- E: Caring / Being healthy
- A: Learning
- D: Enjoying
- i, j, k, l, m, n weighting coefficients

3. ASSUMPTIONS AND WEIGHTING

In order to calculate the index, certain assumptions must be made, starting with the prioritisation of certain social functions over others. In concrete terms, with an assumption that working, living and provisioning are of equal importance, their coefficients will be equal, i.e., $i=j=k=l$. If learning is considered less important, its coefficient will be lower.

Summary of the methodology followed

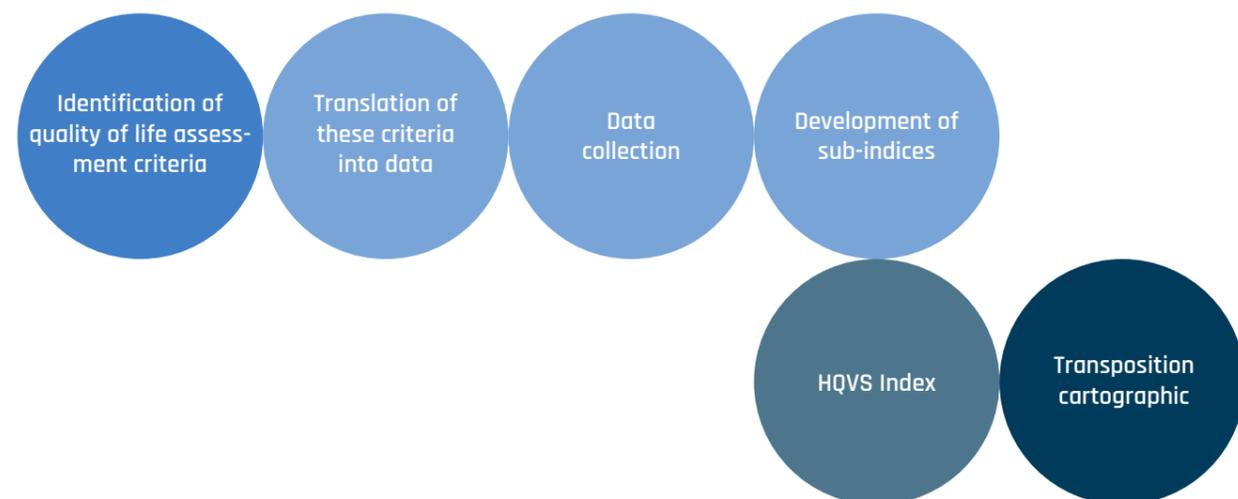


Figure 51 Summary of the methodology followed - Chaire ETI

III/ DIGITAL PLATFORM AND OPERATIONAL OBJECTIVES

1. SETTING UP A DIGITAL PLATFORM

The implementation of this methodology involves the creation of a multifunctional digital platform. Gathering data from territories and knowledge around the theme of the 15-Minute City, this platform is intended to be a tool for observing territories, correlating their service offers and needs, accessible to inhabitants and elected officials. For the latter, it is also a tool for forecasting and supporting the definition of future urban policies.

Its features are as follows:

- Blog providing access to global information on urban development projects, the 15-Minute City or the 30-Minute Territory, with a collection of opinions and comments [articles, projects, maps, news feeds, dedicated to the 15-Minute City, access to surveys and video testimonies].
- Ability to create local content in the form of an article, map, diagram, or image.
- Natural language search to retrieve content from a documentary database dedicated to territorial planning [SCOT, PLUI, PCAET, etc.].
- Search for semantic links [thanks to artificial intelligence querying the texts in the database] on multi-domain planning issues, e.g., revitalisation of town centres, pedestrianisation, etc., allowing access to sources of inspiration thanks to a documentary exploration through a graphic vision of the information.
- Taking notes and creating your own action plan by exporting data to a word processor/spreadsheet.
- Access to indicators of High Quality of Societal Life by neighbourhood, down to 100 meters by 100 meters grid analysis on the 6 key social functions of the 15-Minute City:
- Access to socio-economic and demographic *benchmark* data and the possibility to compare with other territories.
- Possibility to create a local indicator and/or to create a specific cartography that will be published in the point's blog.

2. ILLUSTRATIONS OF THE PLATFORM'S FUNCTIONALITIES

The platform developed for the 15-Minute City is a sophisticated geographic data-visualization, -evaluation and -simulation tool. It provides real time HQSL calculation (High Quality of Societal Life) on a given territory. It was developed as a collaboration between Chaire ETI researchers and developers from SGeVT and Inetum.

This platform includes, like most digital applications, parameter functions enabling map navigation, background selection options, and captures exports (fig. 53 a and b)

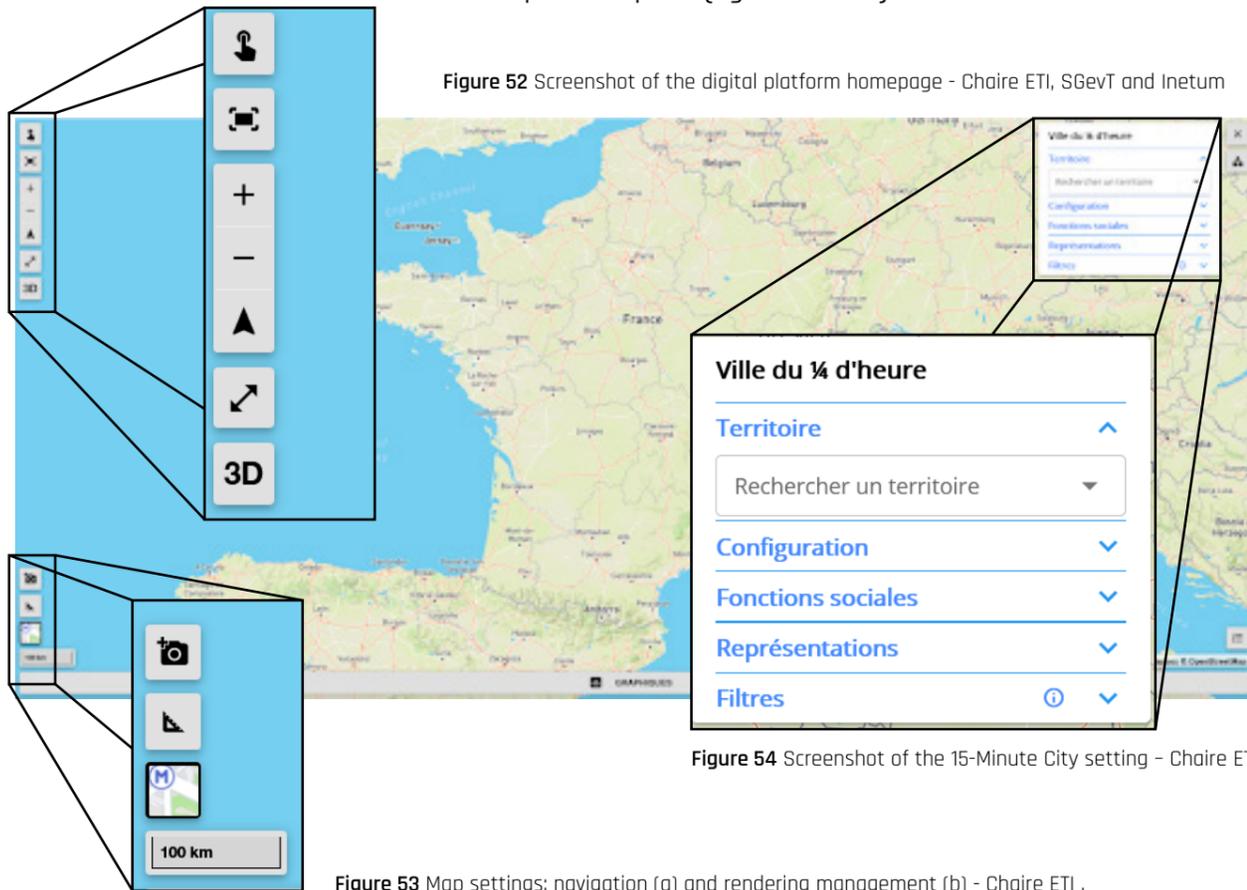


Figure 52 Screenshot of the digital platform homepage - Chaire ETI, SGeVT and Inetum

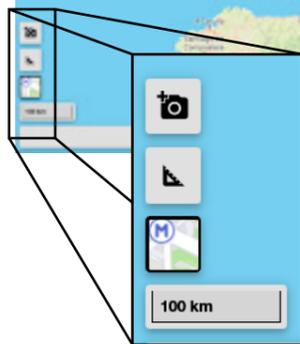


Figure 53 Map settings: navigation (a) and rendering management (b) - Chaire ETI .

Designed for an operational approach, two elements are essential to configure the platform (fig. 54):

- the definition of a **territory perimeter in which access times to services and amenities have been calculated.** (fig. 55 & 56)
- the **configuration of user profiles** (personae), characterized by specific daily routines (parents with young children, single adults, students, retired people) (fig. 57 & 58)

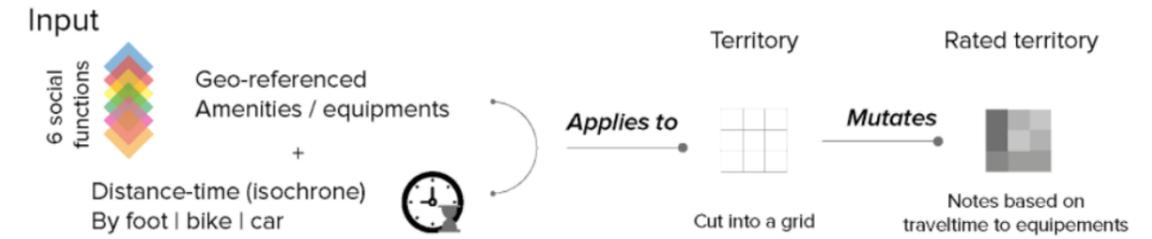


Figure 55 Access to services, the basic measure of the platform - Chaire ETI

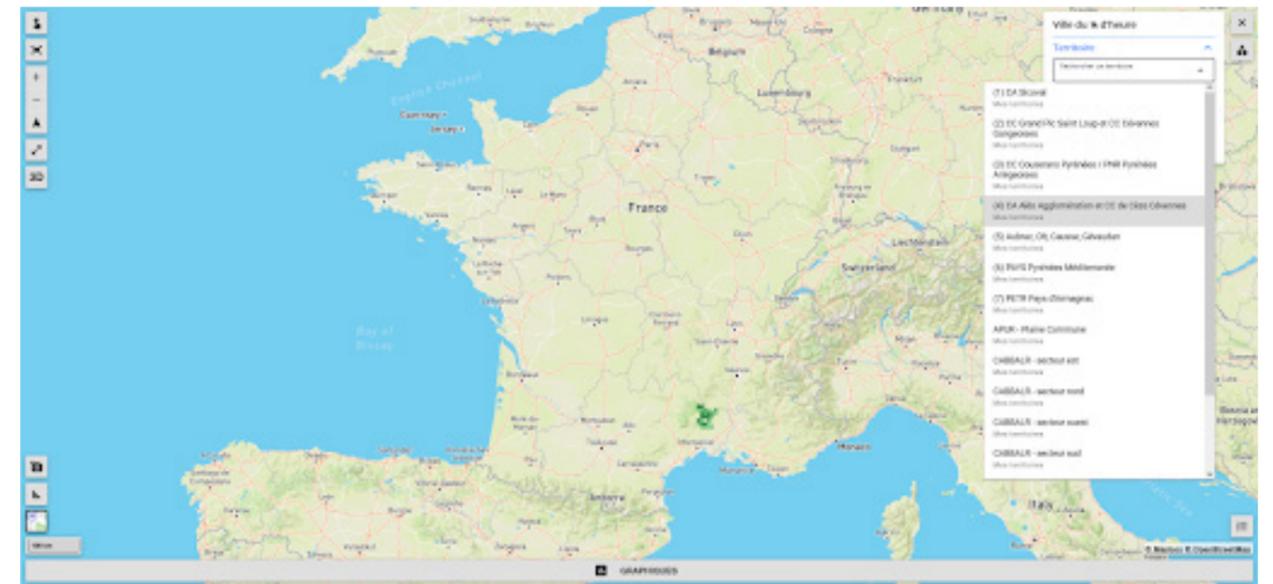


Figure 56 The choice of a study area in the platform - Chaire ETI

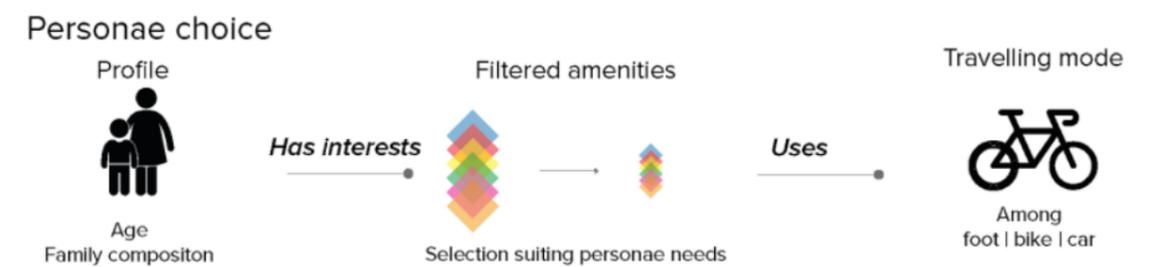


Figure 57 The selection of a personae to calculate an HQSL score - Chaire ETI

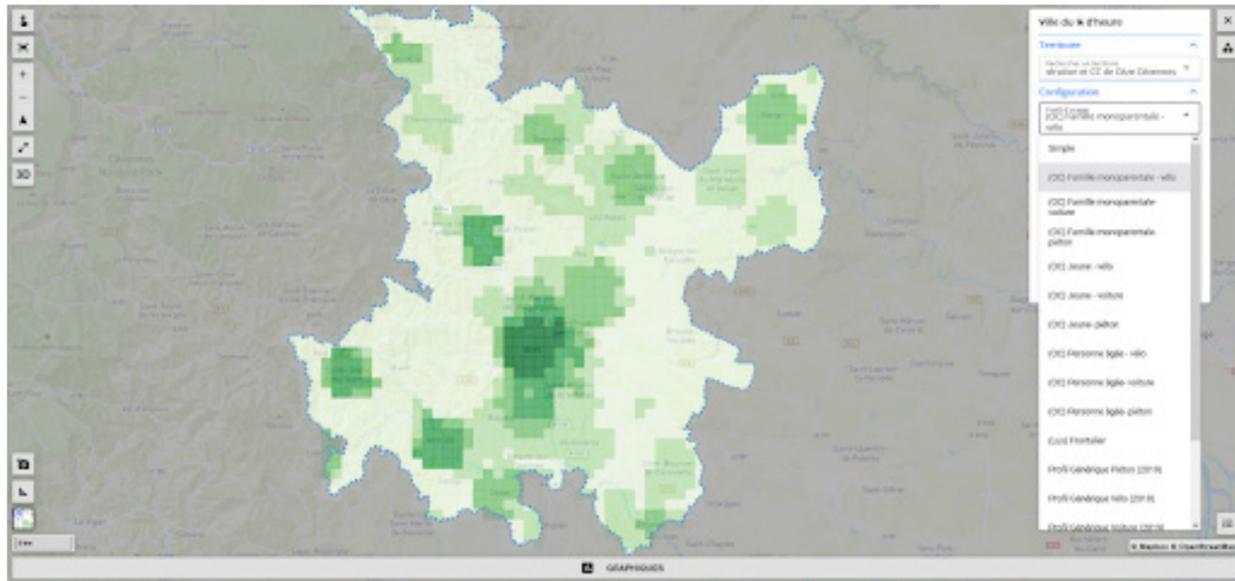


Figure 58 The choice of a personae in the platform - Chaire ETI

The calculation of the HQSL score is based on the specific list of equipment associated with the needs of the persona.

As an example : if we consider **that an elderly person must have access to health services within 15 minutes by walking**, the areas [squares] of the territory for which pedestrian access times of less than 15 minutes have been calculated will be noted positively in the calculation of the HQSL score.

The total score is normalised after taking into account all the requirements - corresponding to equipment - of the selected profile.

In concrete terms, the platform allows the visualisation, for a chosen territory, of two elements:

- The average access time-distance for the persona's equipment (fig. 59)
- The HQSL score of the persona (fig. 60)

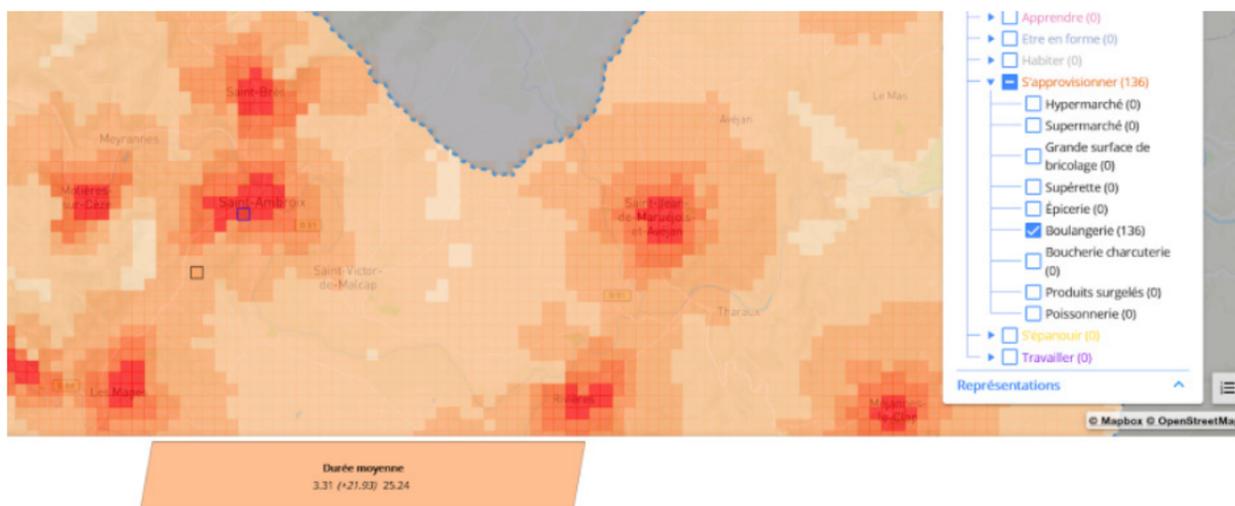


Figure 59 Average time to access bakeries - Chaire ETI

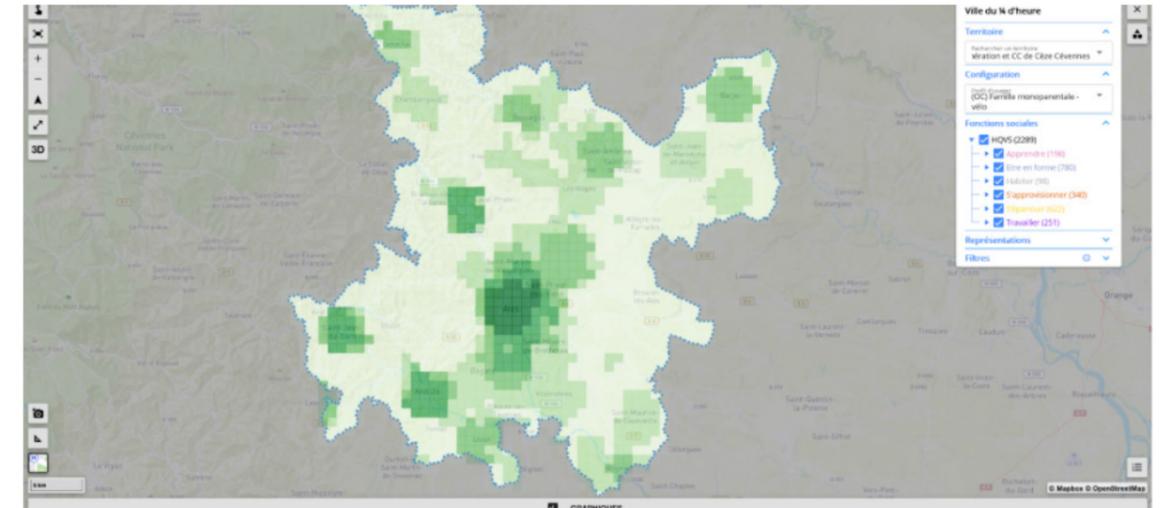
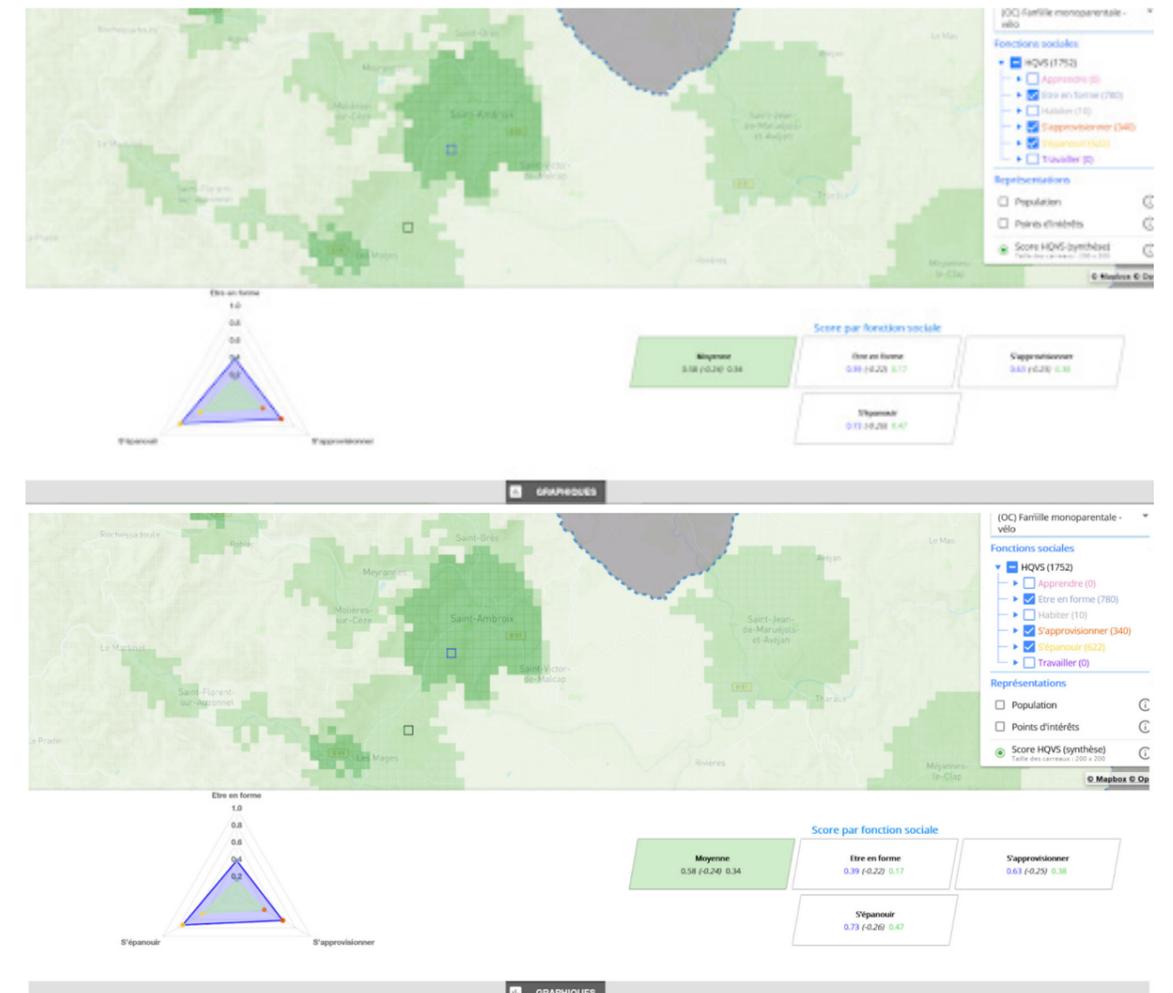


Figure 60 HQSL score for a given persona - Chaire ETI

This *data-visualization* tool allows the exploration of the results both cartographically and in an attribute/graphical way (fig. 61 a, b and c)



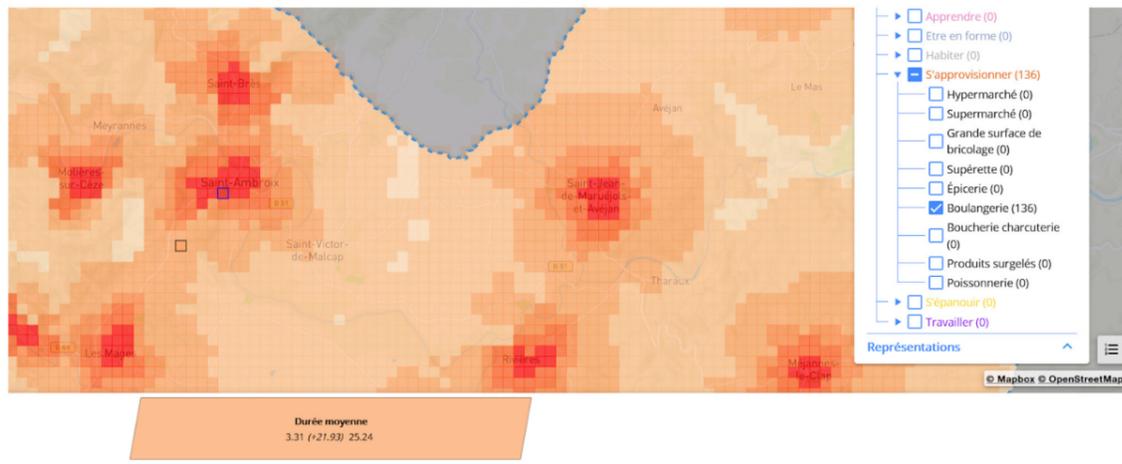


Figure 61 Graphical and attribute exploration of the HQSL score (a), in comparison with another square (b), and the average access time (c) - Chaire ETI

The platform also offers other possibilities:

- The cartographic visualisation of the specific amenities corresponding to the persona (fig. 62 a and b)

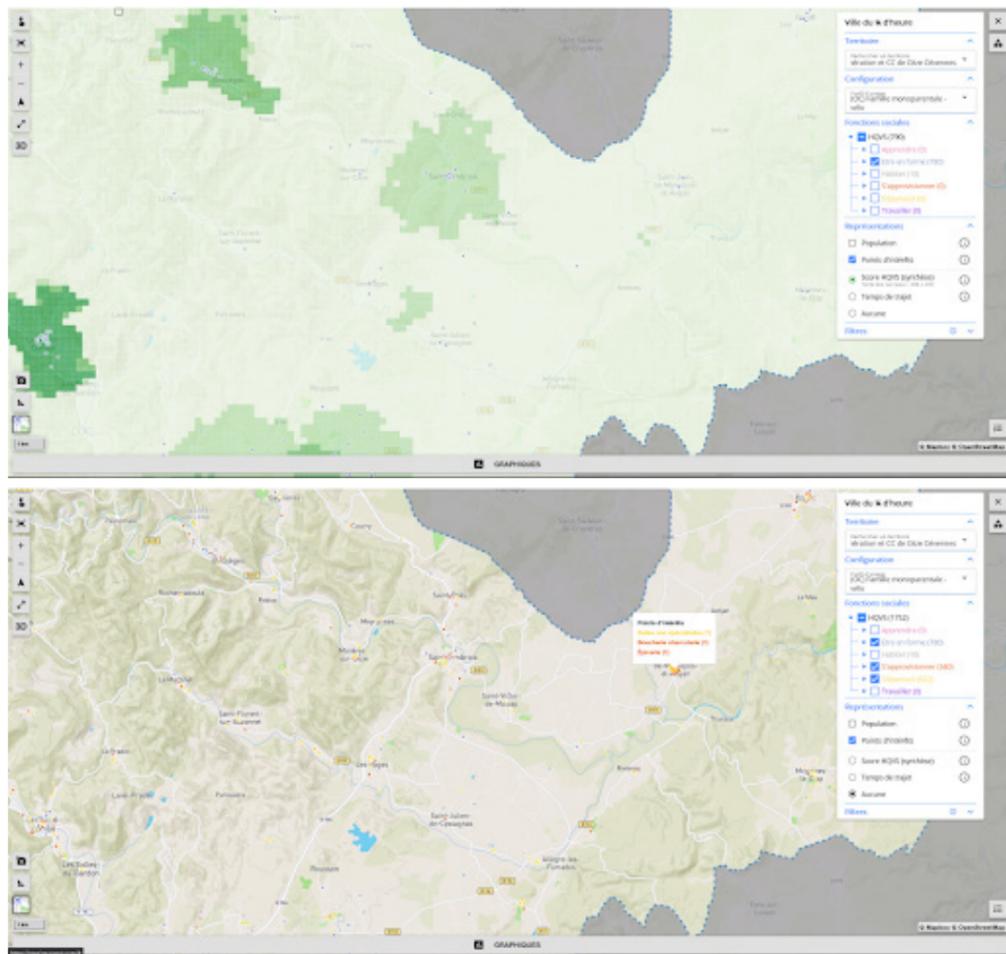


Figure 62 Specific facilities visualised with HQSL score (a) and attribute information overview (c) - Chaire ETI

- The addition of further data on the population, for example, or of a contextual nature (Fig. 63 a b and c)

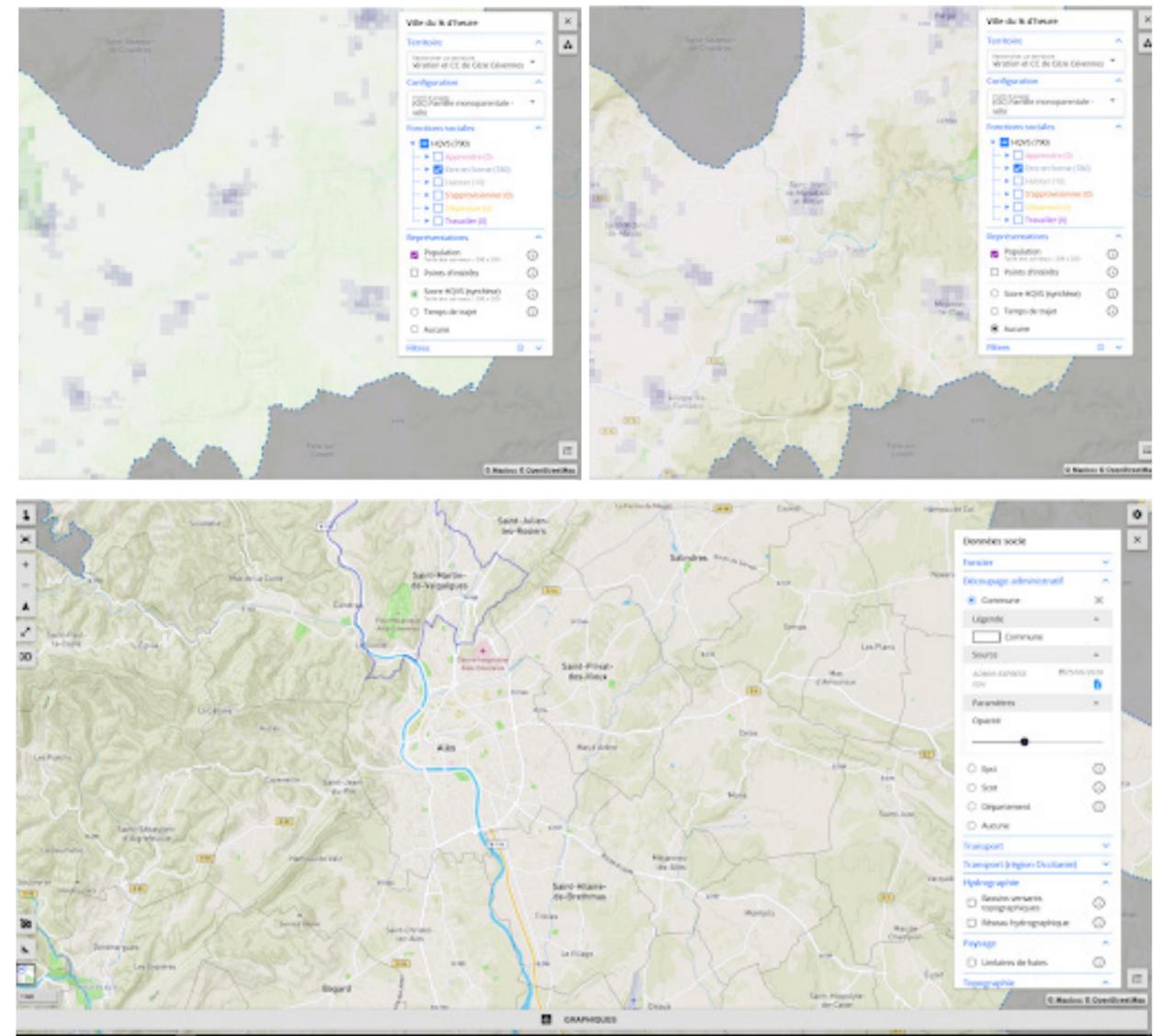


Figure 63 Adding gridded population data (a), visualising population data alone (b), adding communal contours (c) - Chaire ETI

- Application of thematic filters: focus on specific social functions or specific amenities of these social functions. [fig. 64 a and b]

The dynamic operation of the platform allows the calculation of HQSL scores according to the selected facility.

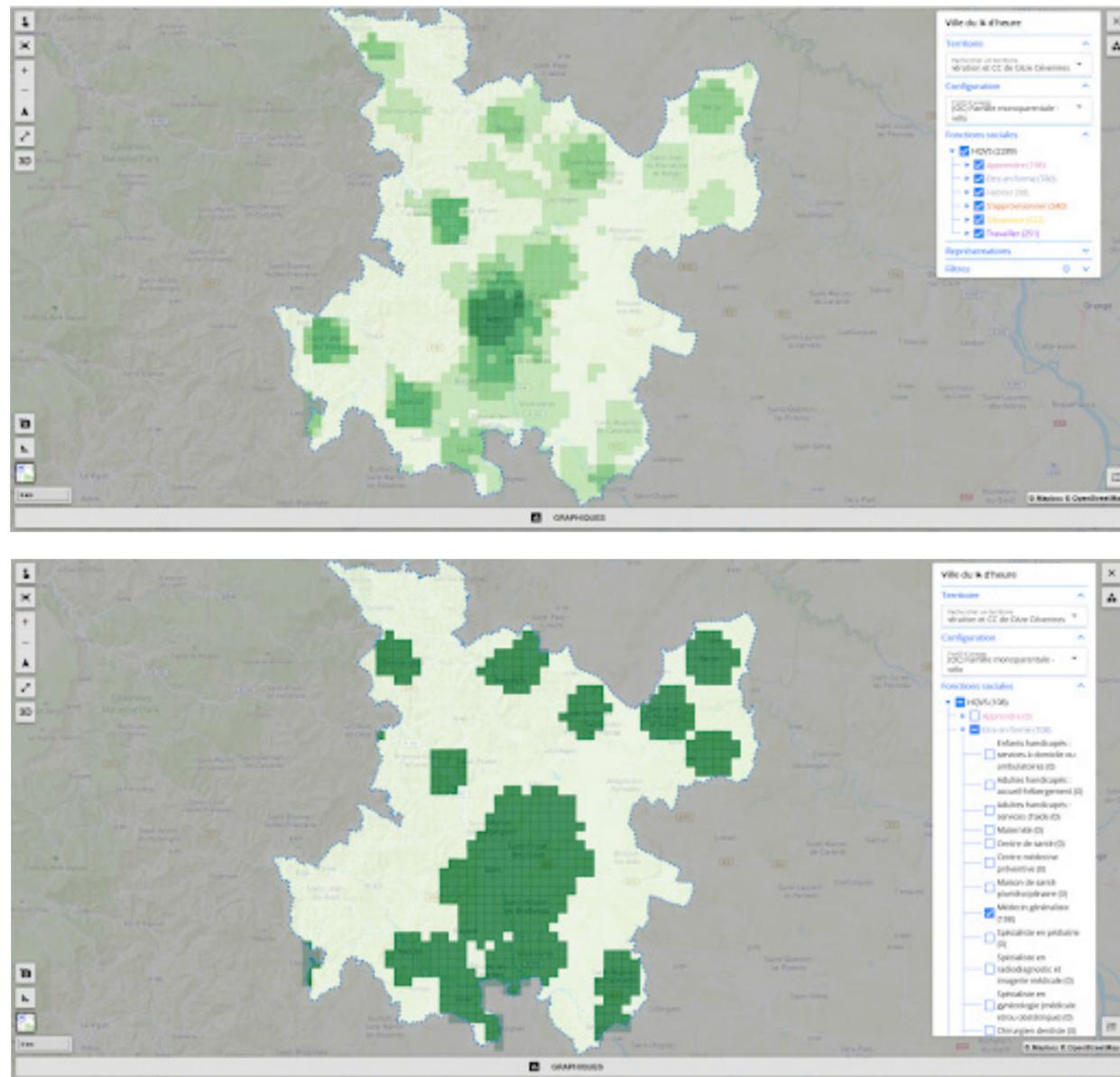


Figure 64 Overall HQSL score for a selected personae (a) and as a function of the distance-time to access general practitioners only (b) - Chaire ETI

- Statistical filters: display of a fringe of the territory that is more or less populated, with a more or less good HQSL score [fig. 65 a b and c]

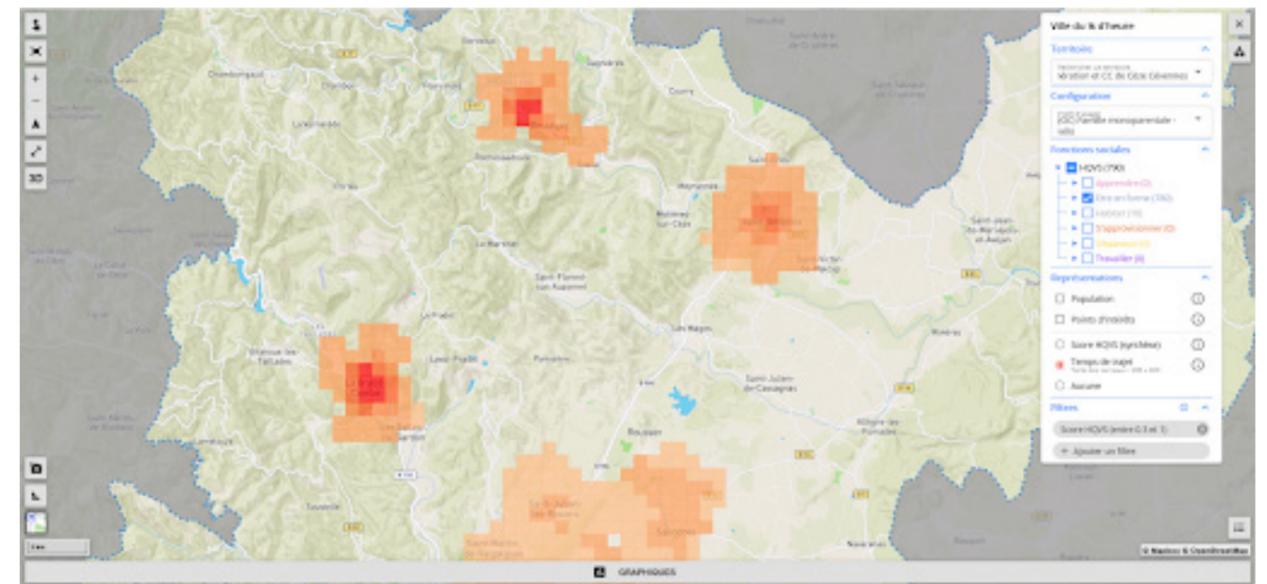
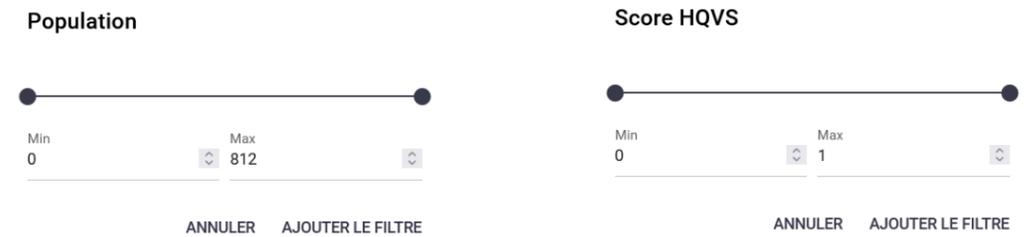


Figure 65 a, b and c. Application of filters based on population (a) or HQSL score (b) and map filtering (c) - Chaire ETI

3. STUDY CASE EXAMPLE

We have applied the HQSL methodology in France to study a large agglomeration community characterized by a network of small size cities without a main centrality. This area would be considered a “30-minute territory” but the interesting part of the study is to analyse a low population density zone.

Proximity studies tend to concentrate on large, dense, and urbanized areas. With this project we have an opportunity to research the dimensions of High Quality of Societal life at a territorial scale in which density ranges from 40 inhabitants /km² to 2,500 inhabitants/km² depending on the commune.

In this wide agglomeration community, the use of and dependency to individual cars is very high. Therefore for the specific purpose of this project a seventh urban function was added to the HQSL initial ontology: mobility.

Our methodology was first implemented to evaluate the accessibility levels to various **services and amenities**. Three categories of services were identified defining the concept of a “portfolio of services”.

- **Local services:** essential to everyday life for most people
- **Intermediate services:** used less regularly by most people
- **Centrality services:** strategic amenities and infrastructure to be shared within the territory

Regrouping facilities in portfolios

Considering three levels of proximity



Analysing HQSL scores of each portfolios

thanks to the platform

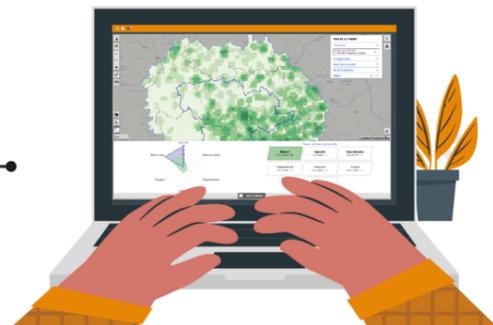


Figure 66 Methodology of the portfolio of services approach - Chaire ETI

These three levels shown in Fig. 66, classified according to their level of proximity, are a prism of analysis that is superimposed on the ontology of the seven social functions.

The logic of portfolio of services can be illustrated by studying the proximity amenities (fig. 55). The social function "living" usually includes mobility related equipment data, with the creation of the seventh social function "mobility", the services categorization was adapted. We were able to enrich the default data set of our digital platform [Banque Permanente des Equipements provided by the French statistical Bureau] with complementary geographical data sets shared by the local urban planning team.

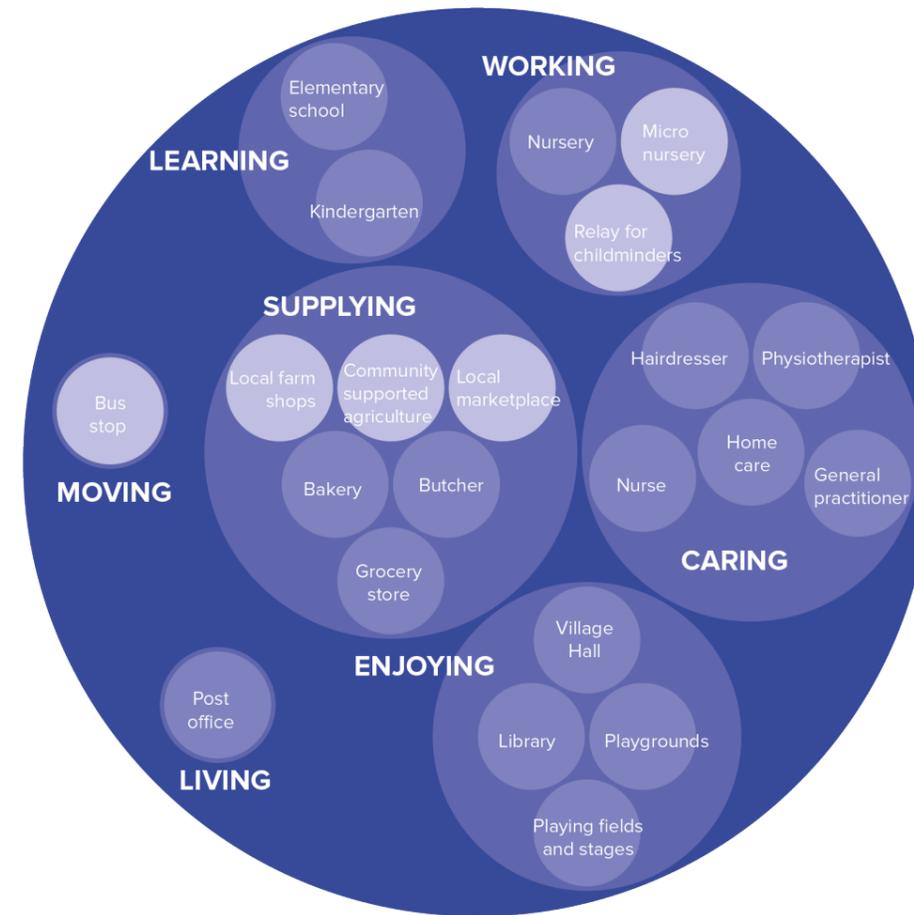


Figure 67 Services categorization of the "proximity" portfolio of services. A distinction is made between data sourced from the Banque Permanente des Equipements and data originated from other sources - Chaire ETI

A simple mapping of amenities within all levels (Fig. 68) highlights the spatial concentrations within the different urban centres of the agglomeration community. However, relationships between social functions nor real accessibility ranges are not visible.

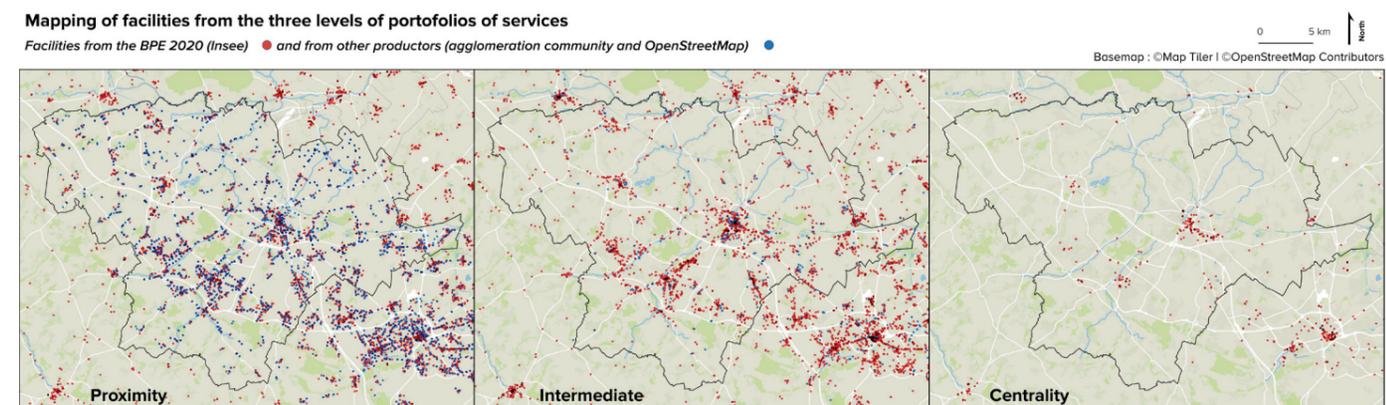


Figure 68 Mapping of the three proximity levels of the portfolio of services - Chaire ETI

For this particular project, the patterns of behaviours related to proximity were not considered at user level but at the sub-level of the portfolio of services. In order to calculate and compare the HQSL score it was decided that each of the 3 service levels would be considered as a “profile”.

The allocation of distance-time thresholds to reach the equipment for each profile were set as follows:

- A local equipment should be reached within 15 minutes walking distance.
- An intermediate equipment should be reached within 15 minutes by car.
- A centrality equipment should be reached within 30 minutes by car.

We have already mentioned the situation of individual car dominance in this project. The objective here is to carry out a diagnosis of the logic of portfolio of services with three sub-levels, as reflected in the current main transportation mode. This explains the measurement of HQSL scores with thresholds of distance-time by car for the intermediate and centrality levels.

Here are the results of this first mapping exercise:

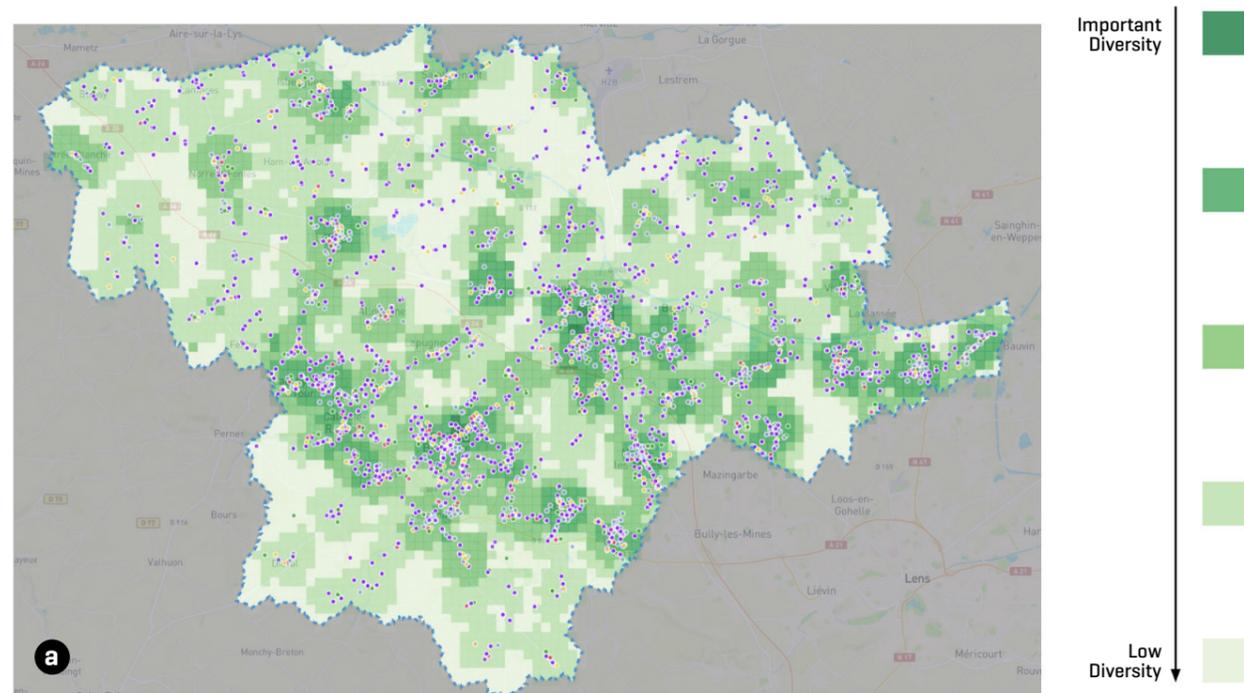
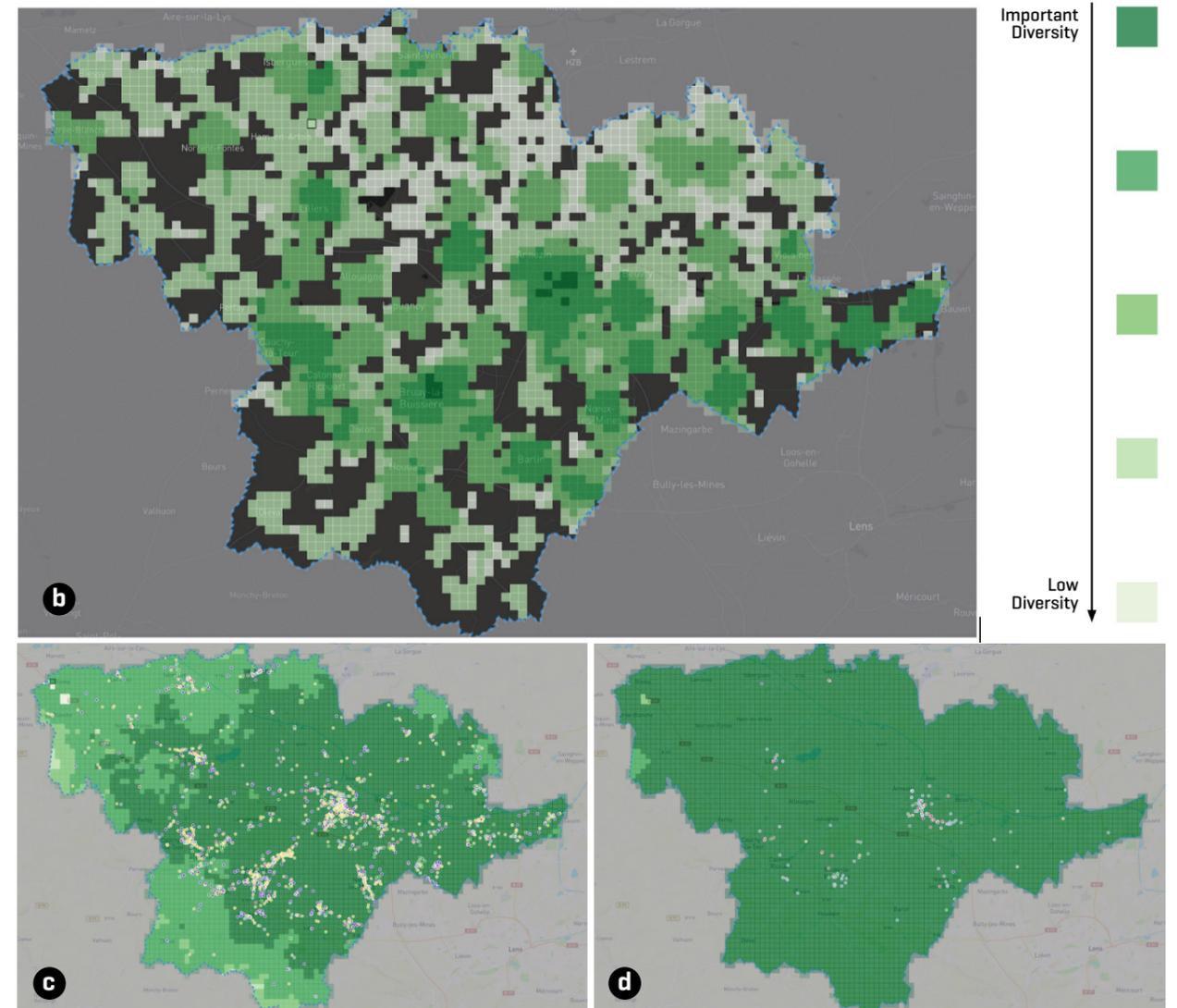


Figure 69 Portfolio of services Analysis I HQSL (High Quality of Societal Life) scores for the proximity level - classic representation (a) and displaying only populated areas (b) - the intermediate level (c) and the upper level (d) - Chaire ETI

High level findings: in general, the territory is well covered by various amenities with different levels of accessibility. We observe (a) a low walking accessibility score [within 15 minutes] to local [basic] services in inhabited areas (b). The lowest results for the services diversity score are indeed to be find in areas without settlement.



Figures (c) and (d) show the car reach potential to all intermediate and centrality services in 15 and 30 minutes respectively. The roads network and infrastructure are enabling this well-functioning accessibility coverage thanks to a highway [A26]. The city of Bethune does however concentrate some centrality functions [administrative, cultural, transportation].

As a result to the project insights generated with the HQVS methodology, the local authorities, together with their urban planning teams and Chaire ETI have started to make decisions to improve access for each level of the portfolio of services:

- Local services: redefining the amenities to complement the current offer.
- Intermediate services: encourage access via active mobility [walking, cycling], shared and public transportation.
- Centrality services : maintain the offer and explore hybrid access modalities

To achieve this, the idea is not to create and build new amenities to fill the gaps, but rather, based on this work, to leverage three complementary means of action:

- **Services mutualisation (chronotopia)** : the idea here is to optimise what already exists by leveraging assets value with new functions. This can be done by developing multi-use centres (housing, retail, workplaces, schools, restaurants, ...), encouraging local and short circuit commerce (Figure 68) or by extending the operating hours of an equipment (opening schools on week-end for other use cases etc ...).

For example, Figure 68 (data source: CABBALR) shows the role played by local organic farms as only food provider in certain parts of the territory.

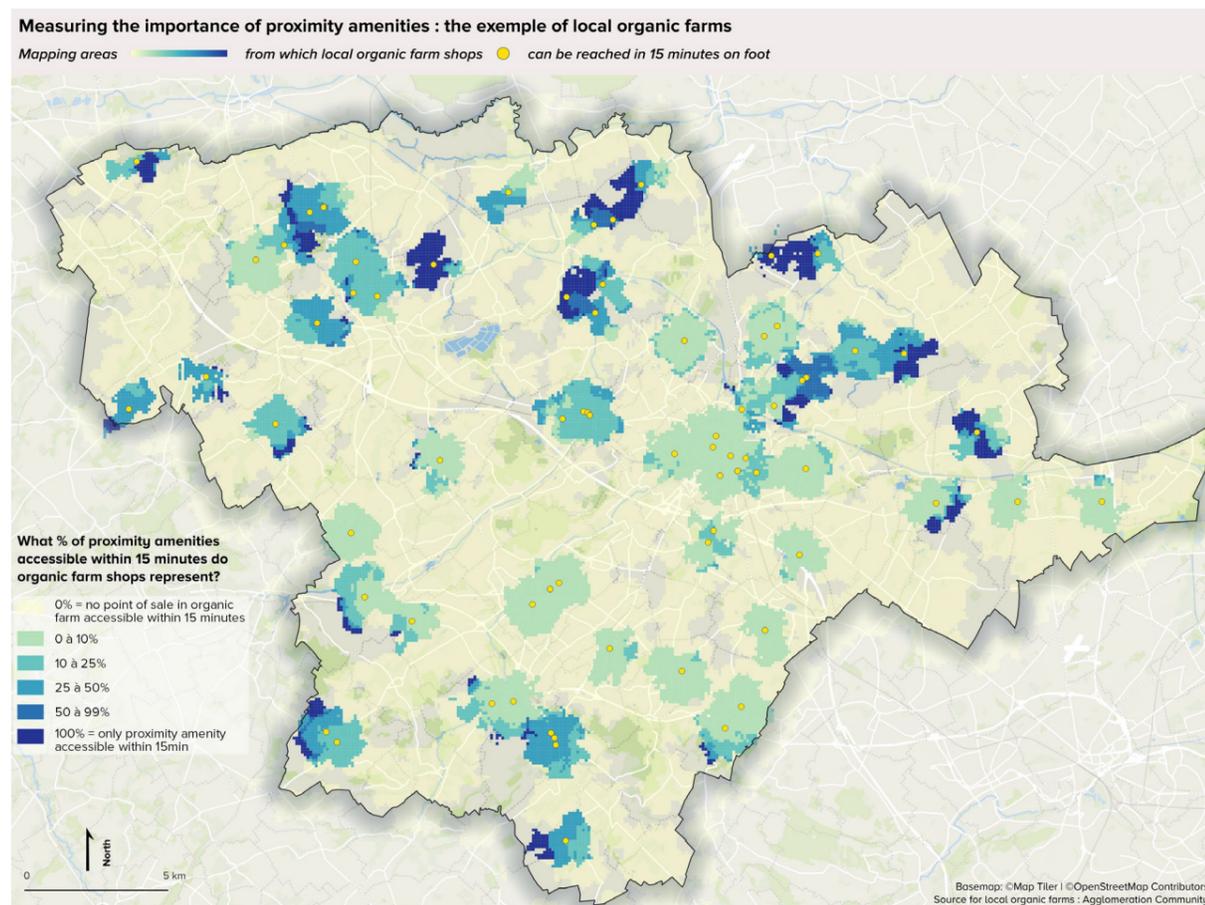


Figure 70 Local organic farms distribution amongst other activities - Chaire ETI

- **Hybridization (ubiquitous use)** : the idea is to combine in person and online access to certain activities (classes, work, administrative request, medical check, e-commerce ...) to allow people
- to choose their mobility patterns but also to connect remote inhabitants or those with mobility difficulty.

- **Shift to alternative mobilities.** The idea is to promote active (health benefits), decarbonated and collective transportation solutions whenever possible.

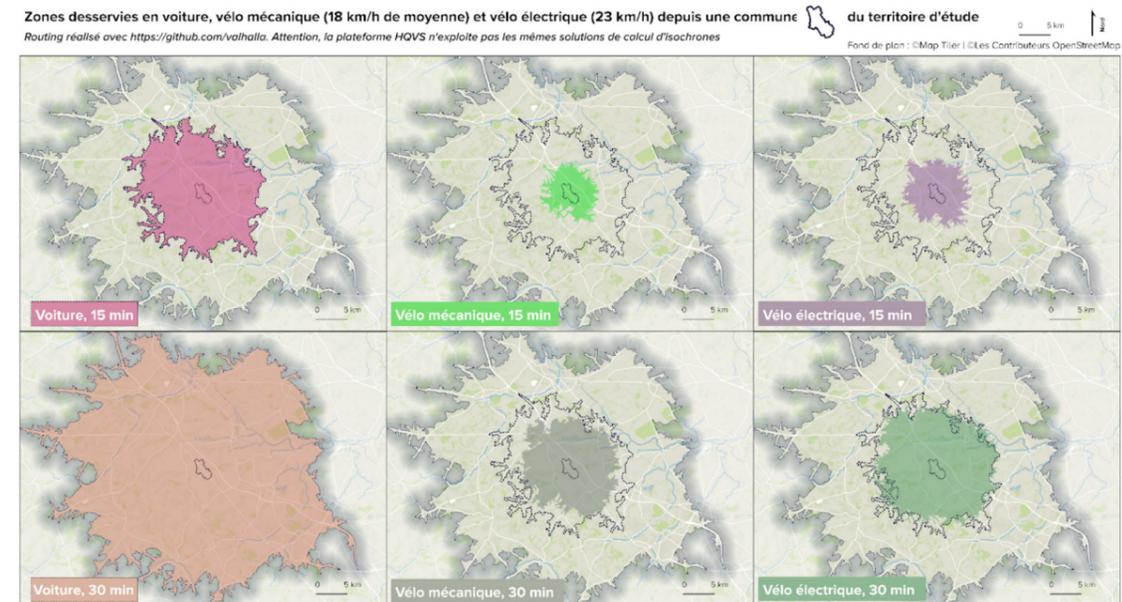


Figure 71 Comparison of areas served by car, mechanical and electric bicycles from a municipality in the west of the agglomeration community - Chaire ETI

As this project illustrates, the HQL geo-visualization platform offers a complete reading of the issues related to the proximity and accessibility to services in a territory. It can be enriched by additional geographical data (which are integrated into the HQL platform and analysis) or by other spatial or geo-statistical analysis tools.

PART 3: COMMUNITY MEMBERS AND CITY LEADERS TO EMBRACE CHANGE



As mentioned earlier, an urban or territorial quality of life diagnosis needs qualitative and sensitive inputs from users, residents, and key stakeholders to be fully representative of the “perceived” reality.

In parallel to the HQVS digital platform development, a toolbox of content and material aiming at engaging people was developed in collaboration with the City Lab of Ecole de Design Nantes Atlantique. It is called “Proximities Fresk workshop”. This approach which enables to cope with people perceptions is crucial, and opens a new research agenda, in order to better apprehend quality of social life.

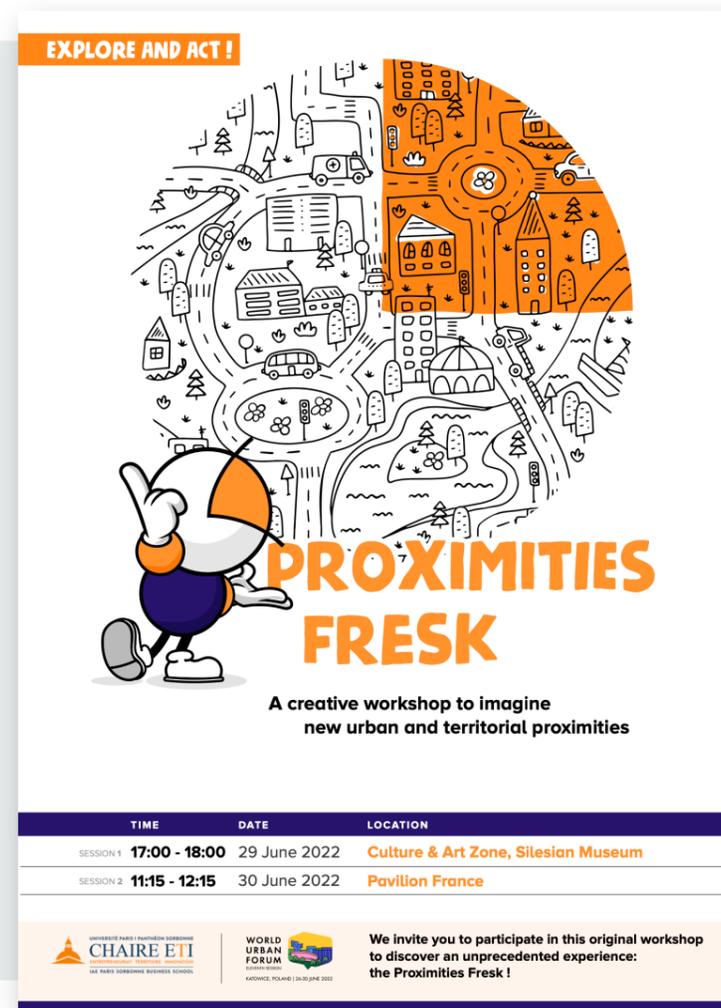


Figure 72 Proximities Workshop poster from the World Urban Forum (WUF11) in Katowice, Poland (June 2022)

This format is inspired by the other “Fresks” designed by passionate scientists (from the Shift Project and other laboratories) to disseminate complex findings about the environmental crisis we are facing (Fresk of - Climate, - Biodiversity, - Mobility, - City etc ..)..

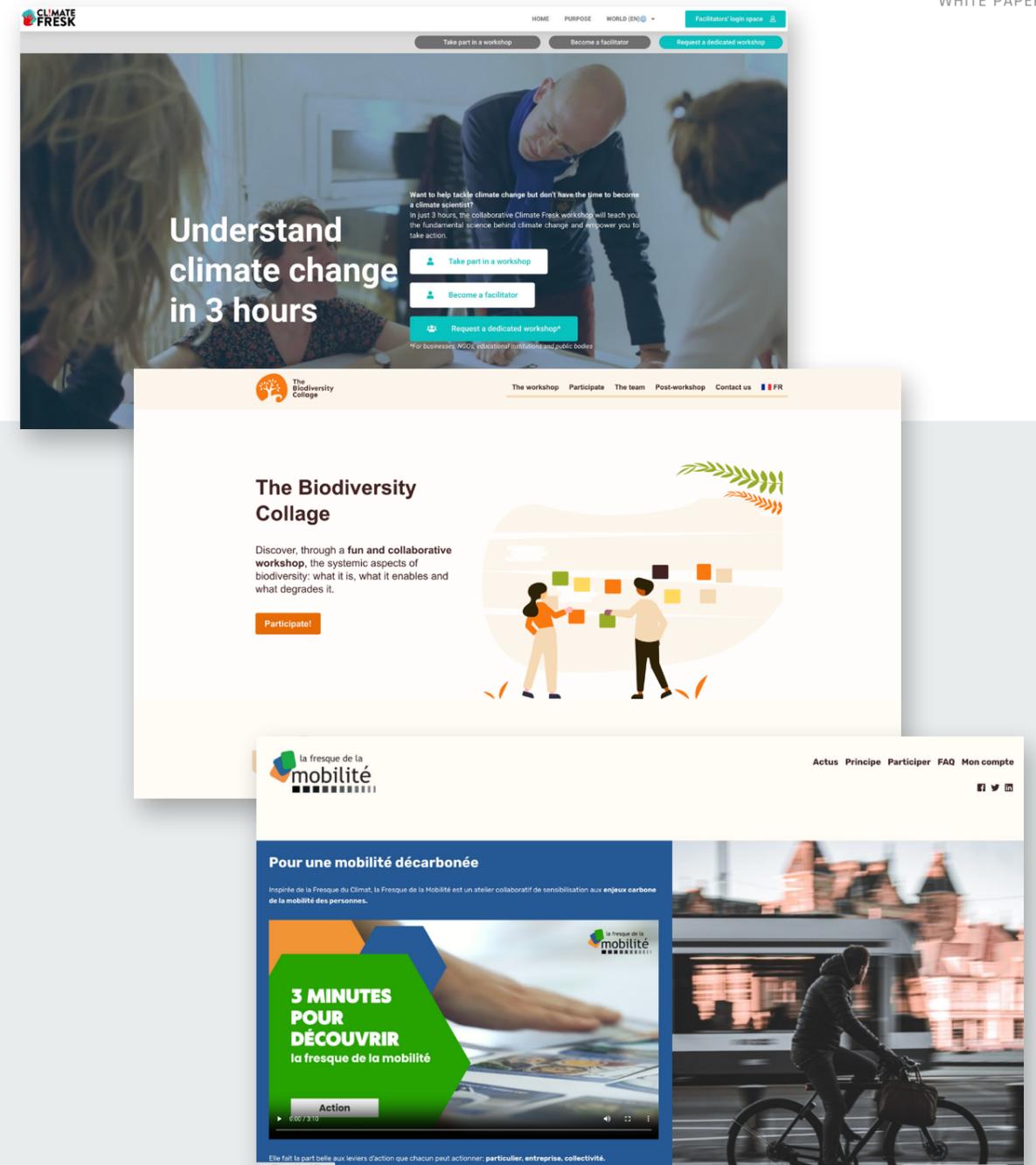


Figure 73 Visuals from Climate Fresk, Biodiversity Fresk, Mobility Fresk

It is an **engagement tool** to help people **self-reflect on their daily routines** and the spatial and temporal dimensions of their lifestyles at a city, territory, or neighbourhood scale. Participants are invited either **to use fictitious personae** or **to share and map their personal weekly activities** on a canvas structured around the six social functions (organised by distance to their home, transportation mode and frequency).

It is also an **empowerment tool** to trigger their **desire and motivation to transform** some of their living habits (usually built over time and not fully conscientized) or practices if they are decision makers or stakeholders of the city community (urban planners, elected responsible, private actors).

Objectives of the Proximities workshop:

- Understand the conceptual framework of urban and territorial proximities with our model of six social functions and High Quality of Societal Life score
- Self-reflect on the importance of living in proximities by connecting – daily routines and the three HQSL dimensions : well-being, socialization, environmental impact
- Identify the pain points and challenges of lifestyle changes for various profiles and stakeholders
- Imagine new life “scenarii” for themselves or their fictitious personae by applying concrete means of actions (community building, digitalization, alternative mobility strategy)

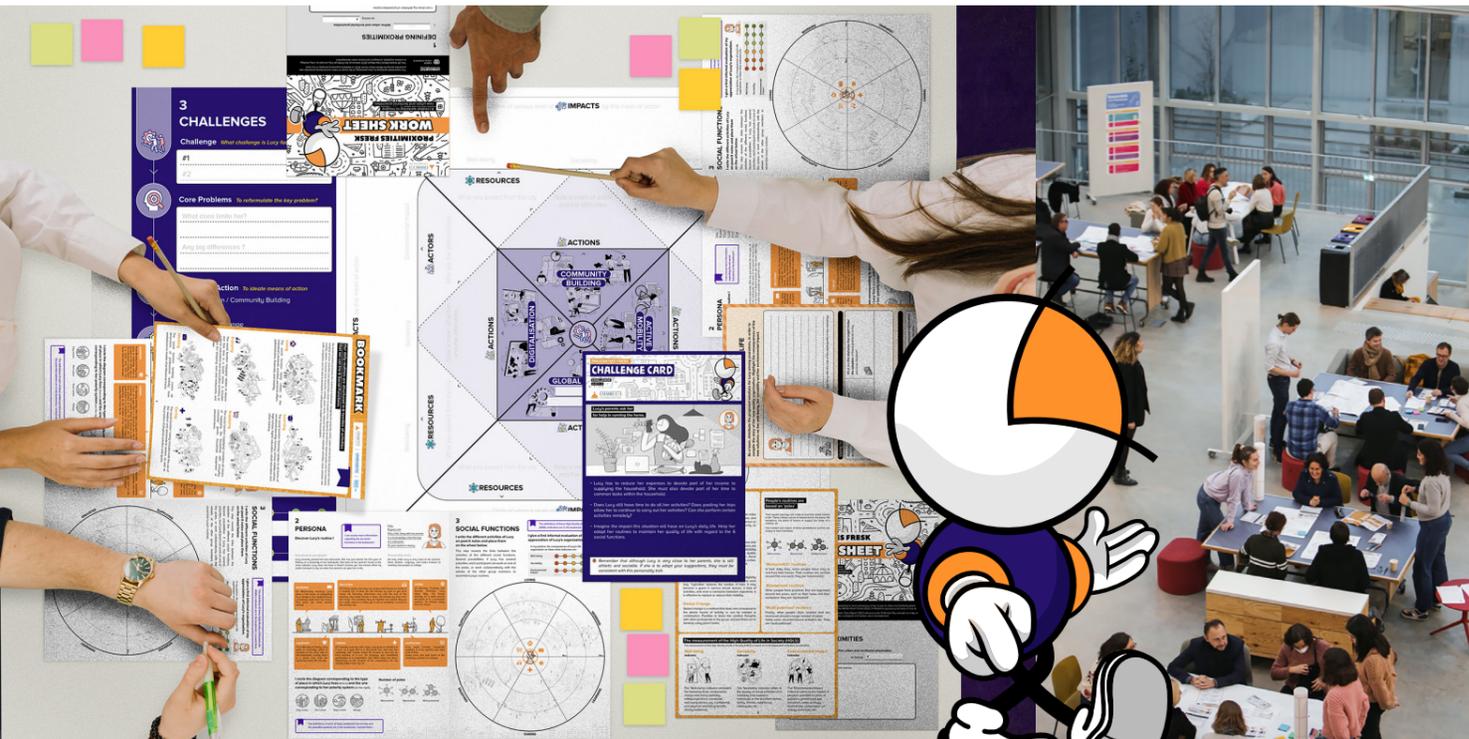
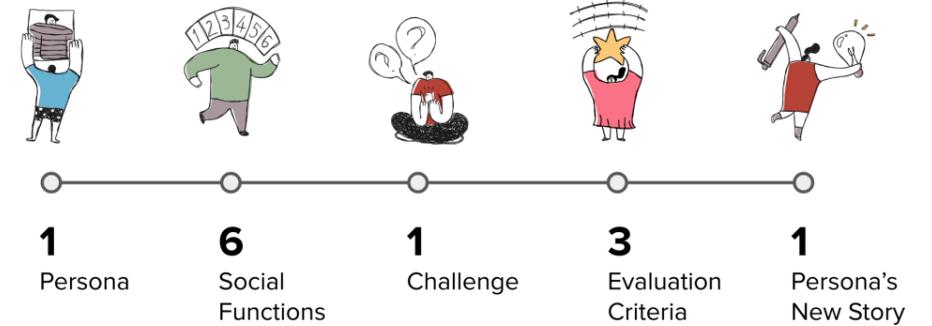


Figure 74 Proximities Fresk dynamic - credit : Seunghoon HAN / Chaire-ETI

This workshop is the first open-source tool of a series of global material that Chaire ETI researchers are designing to support the growing worldwide community of project leaders, academics, city residents and leaders who want to implement the pillars of “urban proximities”. Over the past 2 years we have led workshops in multiple countries, languages and projects contexts (to collect users input or to align stakeholders). Reach out to us if you want more information.

INTRODUCTION OF THE WORKSHOP PROXIMITIES FRESK

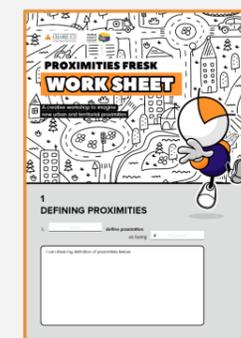


Workshop supports

a fun and collaborative workshop to discover the dimensions of proximities

- Group of 4 people
- 2 hour
- 4 ressources

- Work Sheet
- Bookmark (definitions)
- Challenge card
- Certificate of completion



Work Sheet



Bookmark (definitions)

Challenge card



Certificate of completion



CONCLUSION

Towards a new frame of reference for urban and territorial quality of life measures

This third white paper on the 15-minute city and 30-minute territory models provides a review of the main theories, principles and indicators used today around the globe to measure quality of life at country, city or neighborhood scales, with a view to rank and compare them. Most approaches focus on objective quantitative data calculations, with only a few integrating subjective qualitative inputs on perceived satisfaction rates by residents or local community members. Main scoring methods have an angle, they analyze selected dimensions and factors about countries (or cities or neighborhoods) based on a targeted audience (political leaders, NGOs, scholars...) or with a specific purpose in mind (public policies, transportation strategies ...). This report shows the diversity of viewpoints and lenses behind the many evaluation and ranking models available today to feed new urban and territorial agendas.

The idea with the High Quality of Societal Life Index was not to create another metric but to propose a novel comprehensive framework to operationalize the 15-minute city model (and 30-minute territory adaptation), which in essence is based on four core principles : first ecology - for a green and sustainable city ; second proximity - to live with reduced distances to essential activities - third solidarity: to nurture caring relationships between people and final participation - to actively involve citizens in the transformation of their neighbourhood.

This urban model builds upon and expand the vision of renowned urbanists or architects such as Whyte⁵⁰, Alexander⁵¹, Salingaros⁵², Jacobs⁵³ and Gehl⁵⁴. It has gained significant traction globally amongst mayors, urban experts, citizens, and researchers as a ripple effect of the pandemic, climate urgencies and socio-economic crisis. Therefore, a robust methodology to implement and evaluate the impact of this urban organization was needed.

The first scientific paper published by Chaire ETI researchers on the 15-Minute City model in January 2021⁵⁵ has since exceeded 57,000 full reads with 235 citations. This body of work has opened the way to a global research movement and future studies should continue to further explore challenges and opportunities presented by different contexts (geographic, environmental, economic, cultural, political, social ...).

As cities continue to grow, while facing new challenges and carrying paramount societal responsibilities, it is necessary to facilitate evidence-based decision-making that prioritizes the needs of communities and focus on the holistic quality of neighborhoods such as the High Quality of Societal Life Index.

⁵⁰ Whyte, W.H. *City: Rediscovering the Center*; Doubleday: New York, NY, USA, 1990

⁵¹ Alexander, C. *The Nature of Order: The Process of Creating Life*; The Centre for Environmental Structure: Berkeley, CA, USA, 2002

⁵² Salingaros, N.A. *Compact city replaces sprawl*. In *Crossover: Architecture, Urbanism, Technology*; 010 Publishers: Rotterdam, The Netherlands, 2006; pp. 100-115

⁵³ Jacobs, J. *The Death and Life of Great American Cities*; Random House: New York, NY, USA, 1961

⁵⁴ Gehl, J. *Cities for People*; Island Press: Washington, DC, USA, 2013

⁵⁵ Moreno, C.; Allam, Z.; Chabaud, D.; Gall, C.; Pralong, F. *Introducing the "15-Minute City": Sustainability, Resilience and Place Identity in Future Post-Pandemic Cities*. *Smart Cities* 2021, 4, 93-111

ANNEXES

Annexe 1: Better life index key indicators (OECD)

Bien-être actuel		
Dimension	Indicateur phare	Unité
Revenu et patrimoine	Revenu des ménages	Revenu disponible ajusté net/hab
	Patrimoine des ménages	Patrimoine net médian
	Rapport s80/s20 de revenu disponible	Part de revenu détenue par les 20% les plus riches / part dé par les 20% les plus pauvres
Logement	Accessibilité financière du logement	Revenu disponible restant après les dépenses de logement
	Taux de surpopulation	Part des ménages vivant dans un logement surpeuplé
Travail et qualité de l'emploi	Taux d'emploi	
	Ecart salarial homme/femme	
	Longues heures de travail rémunéré	
Santé	Espérance de vie	
	Ecart d'espérance de vie selon le niveau d'études	
Connaissances et compétence	Compétences des élève sen sciences	Scores moyens au PISA
	Elèves aux compétences faibles	
Qualité de l'environnement	Accès aux espaces verts	Par de la population urbaine vivant à 10 min de marche ou d'un espace vert
	Exposition à la pollution atmosphérique	Part de la population > seuil OMS
Bien-être subjectif	Satisfaction à l'égard de la vie	Valeur moyenne sur une échelle graduée de 0 à 10
	Bilan émotionnel négatif	Part de la population déclarant avoir éprouvé d'avantage sentiments négatifs que positif
Sécurité	Homicides	Pour 100 000 personnes
	Ecart hommes-femmes en termes de sentiment sécurité	Écart à partir des déclaration du sentiment de sécurité lorsque marchent seul dans la nuit
Equilibre vie pro / privée	Temps de loisir	
	Ecart h/f en termes d'heures travaillées	
Liens sociaux	Interactions sociales	
	Manque de soutien social	
Engagement civique	Participation électroale	
	Sentiment de ne pas avoir son mot à dire sur l'action des pouvoirs publics	

Ressources pour le bien-être futur

Dimension	Indicateur phare	Unité
Capital économique	Actifs fixes produits	Usd par habitants aux ppa de 2010
	Valeur financière nette des administrations publiques	% du pib
	Endettement des ménages	% du revenu disponible net
Capital naturel	Emission de GES	Usd par habitants aux ppa de 2010
	Empreinte matière	Consommation de matières premières extraites pour satisfaction demande finale de l'économie, en tonnes par habitant
	Liste rouge mondiale des espèces menacées	0 = éteintes à l'échelon mondial, 1 = préoccupation mineur
Capital humain	Niveau d'études des jeunes adultes	% des personnes âgées de 25) 24 ans ayant achevé au moins deuxième cycle d'enseignement secondaire
	Taux de sous-utilisation de la main d'œuvre	% de travailleurs au chômage découragés ou sous employés la population active
	Mortalité prématurée	Années potentielles de vie perdue en raison de maladies d'accidents mortels pour 100 000 habitants
Capital social	Confiance envers autrui	Note moyenne sur échelle de 0 à 10
	Confiance envers le gouvernement	% de la population donnant une réponse positive
	Parté h/f	% de femmes siégeant au parlement national

Annexe 2 : Measurement tool indicators from the OECD's sustainable development goals in regions and cities

sdg target	indicator description
1	1.1 Average disposable incon per day of the first quinfle (equivalsed household. in USD PPP. constant prices of 2010)
	1.2
	1.3 Percentage of population with a disposable income below the 60% of national median disposable income
	1.4 Decrease in poverty rates (national powerty line) due to transfers and taxes (5)
	1.b Rooms per person
	Percentage of population satisfied with efforts to deal with poverty
2	2.1 Percentage of people with access to at least one food shop within 15 minutes of walking
	2.3 Productivity (Gross Value Added per worker) in agriculture, forestry and fishing (ISIC rev4) (in constant 2010 USD PPP)
	2.4 Change in cropland (from 1992 to 2015, percentage points)
	2.4 Cropland as a percentage of total area in 2015
3	3.2 Mortality rates for the 0 to 4 years old population (deaths per 10 000 people)
	3.2 Infant mortality rate (number of deaths of children one year old or younger per 1 000 live births)
	3.4 Satisfaction with life as a whole (from 0 to 10)
	3.4 Life expectancy at birth (years)
	3.6 Transport-related mortality rates (deaths per 10 000 people)

sdg target	indicator description
3	3.8 Percentage of people satisfied with the availability or quality of healthcare
	3.8 Percentage of people with access to at least one hospital within 20 minutes of driving
	3.c Active physicians rate (active physicians per 1 000 people)
	3.c Hospital beds rate (hospital beds per 10 000 people)
4	4.1 Percentage of population from 15 to 19 years old enrolled in public or private institutions
	4.2 Percentage of people with access to at least one school within 15 minutes of public transport
	4.2 Percentage of people with access to at least one school within 20 minutes of walking
	4.2 Percentage of early leavers from education and training for the 18 to 24 years old population
	4.3 Percentage of population from 25 to 64 years old with at least tertiary education
	4.3 Percentage of population from 25 to 64 years old participating in education and training
	4.5 Gender gap in the rate of early leavers (male-female, percentage points)
	4.5 Gender gap in the rate of young population (from 18 to 24 years old) not in education, employment or training (NEET) (female-male, percentage points)
5	5.1 Percentage of population that believe women are treated with respect and dignity in their country
	5.4 Gender gap in employment rate (male-female, percentage points)
	5.4 Gender gap in part-time employment incidence (female-male, percentage points)
	5.5 Female research and development personnel as a percentage of total research and development employment
6	6.3 Percentage of population satisfied with quality of water
	6.6 Change in water bodies (from 1992 to 2015, percentage points)
	6.6 Water bodies as percentage of total area in 2015
7	7.2 Percentage of total electricity production that comes from renewable sources
	7.2 Percentage of total electricity production that comes from coal
	7.2 Percentage of total electricity production that comes from fossil fuels (natural gas and oil, excluding coal)
	7.2 Percentage of total electricity production that comes from nuclear power
8	8.1 Annual growth rate of real GDP per capita (% , from to 2008 to 2016-17)
	8.2 Employment in knowledge-intensive services as a percentage of total employment
	8.2 Annual growth rate of real GVA per worker (% , from to 2008 to 2016-17)
	8.3 Percentage of labour force with at least secondary education
	8.3 Firm creation rate (%)
	8.3 Employment rate associated to newly created firms (%)
	8.3 3-year survival rate of firms (%)
	8.3 Net firm creation rate (%) (firm birth rate minus firm death rate)
	8.5 Unemployment rate (%)
	8.5 Gender gap in unemployment rate (female-male, percentage points)
	8.5 Long term unemployment incidence (%)
	8.5 Part-time employment incidence (%)
	8.5 Employment rate (%)
	8.6 Percentage of young population (from 18 to 24 years old) not in education, employment or training (NEET)
	8.8 Employment rate of the foreign-born (%)
	8.8 Unemployment rate of the foreign-born (%)
	8.8 Over-qualification rates for the foreign-born (%)
	8.8 Gender gap in employment rate for the foreign-born (male-female, percentage points)
	8.8 Percentage of foreign-born among the total population

sdg target	indicator description
8	8.b Youth unemployment rate (%)
9	9.1 Performance of public transport network, ratio between accessibility and proximity to people
	9.1 Performance of car transport network, ratio between accessibility and proximity to people
	9.1 Percentage of population satisfied with roads and highways
	9.2 Productivity (Gross Value Added per worker) in Manufacture (ISIC rev4) (in constant 2010 USD PPP)
	9.2 Gross Value Added (GVA) in Manufacture (ISIC rev4) as a percentage of GDP
	9.2 Manufacturing employment as a percentage of total employment
	9.2 Employment in high-technology manufacturing as a percentage of total manufacturing employment
	9.5 Patent applications (PCT) per 1 000 000 people
	9.5 Percentage of labour force with at least tertiary education
	9.5 Research and Development expenditure as a proportion of GDP (%)
	9.5 Research and Development personnel as a share of total employment
10	10.1 Gini index of disposable income (after taxes and transfers) (from 0 to 1)
	10.1 Ratio between average disposable income of top and bottom quintiles
	10.1 Median disposable income per equivalised household (in USD PPP, constant prices of 2010)
	10.1 Growth in disposable income per capita (% , from 2008 to 2016-17)
	10.1 Average disposable income per equivalised household (in USD PPP, constant prices of 2010)
	10.2 Percentage of population with a disposable income below the 60% of regional median disposable income
	10.3 Percentage of population population that believes their place of residence is a good place to live for racial and ethnic minorities
	10.4 Decrease in Gini index due to transfers and taxes (%)
	10.4 Decrease in poverty rates (regional poverty line) due to transfers and taxes (%)
11	11.1 Percentage of house holds expenses dedicated to housing costs
	11.1 Percentage of polulation satisfied with affordability of housing
	11.2 Percentage of population satisfied with the quality of public transportation systems
	11.2 Performance of public transport network, ratio between accessibility and proximity to hospitals
	11.2 Performance of car transport network, ratio between accessibility and proximity to hospitals
	11.3 Difference between built-up area growth rate and population growth rate (percentage points)
	11.6 Exposure to PM2.5µg/m3, pupulation weightes (microgrmas per cubic metre)
	11.6 Percentage of population satisfied with quality of air
	11.6 Percentage of people exposed to more than 10µg/m3 (micrograms per cubic metre) of PM2.5
	11.7 µg/m3 population with access to at least 1 hectare of green urban areas (parks) and forests within 15 minutes of walking
	11.7 Percentage of population with access to at least one recreational opportunity (theatres, museums, cinemas, stadiums or cultural attractions) within 15 minutes
12	12.5 Municipal waste rate (kilos per capita)
	12.8 Number of motor road vehicles per 100 people
13	13.1 Percentage of population satisfied with efforts to preserve the environment
	13.1 CO2 emissions per electricity production (in tons of CO2 equivalent per gigawatt hours)
	13.2 Change in cooling degree-days needed to maintain an average building indoor temperature of 22 degree Celcius, from 1970-1984 to 2004-2018
	13.2 Cooling degree-days needed to maintain an average building indoor temperature of 22 degree Celsius, 2004-2018
	13.2 Change in heating degree-days needed to maintain an average building indoor temperature of 15.5 degree Celsius, from 1970-1984 to 2004-2018

sdg target	indicator description
13 13.2	Heating degree-days needed to maintain an average building indoor temperature of 15.5 degree Celsius, from 1970-1984 to 2004-2018
14 14.5	Protected coastal area as a percentage of total coastal area
14.5	Coastal area as a percentage of total area
15 15.1	Change in tree cover (from 1992 to 2015, percentage points)
15.1	Tree cover as a percentage of total area in 2015
15.3	Increase in artificial areas (from 1992 to 2015, percentage points)
15.3	Artificial areas as a percentage of total area in 2015
15.5	Terrestrial protected areas as a percentage of total area
16 16.1	Homicided per 100 000 persons
16.1	Percentage of population that have been assaulted or mugged in the previous 12 months
16.1	Percentage of population that feel safe walking alone at night around the area they live
16.3	Percentage of population that have confidence in judicial system and courts
16.5	Percentage of population that believe corruption in spread throughout the government in the country
16.6	Percentage of population that have confidence in the national government
16.6	Percentage of population that have confidence in the local police force
16.b	Percentage of population that believes their place of residence is a good place to live for migrants
16.b	Percentage of population that believes their place of residence is a good place to live for gay or lesbian people
17 17.6	Share of PCT co-patent applications that are done with foreign regions (in % of co-patent applications)
17.8	Percentage of households with broadband internet access
17.8	Percentage of houses and buildings connected to optical fibre

Annexe 3 : Indicators of the regional well-being tool (OECD)

OECD Regional well-being indicators			
Labour force with at least secondary	%	Air pollution (level of PM2.5)	µg/m ³
Employment rate	%	Voter turnout	%
Unemployment rate	%	Broadband access	households
Household disposable income	USD PPP	Number of rooms per person	per person
Homicide rate	000 people	Perceived social network support	%
Mortality rate	000 people	Self assessment of life satisfactio	index 0 to 10
Life expectancy	number of years		

Annexe 4 : smart-cities indicators (OECD)

Suggested indicators for smart city tools	
Dimensions	Indicator
Connectivity	% households equipped with internet, wireless broadband coverage; % of households who use digital apps or platforms to connect to local community
Mobility	% of smart traffic lights; % of public transport equipped with real-time information; number of users of sharing economy transportation per 100 000 population; % of public parking spaces equipped with e-payment systems
Jobs and firms	% of job seekers who have access to e-career centres; expenditure in R&D
Housing and built environment	Open-source cadastral data; digital land-use and building permits
Health and safety	% of medical appointments conducted remotely; % of population registered with public alert systems for air and water quality; % of population with online access to their unified health file; % population equipped with real-time alert systems
Education and skills	% of children who have access to e-learning platforms; number of computers, laptops, tablets, or other digital learning devices available per 1 000 primary school students
E-government	% of city services available online; number of municipal smart stations installed per 100 000 population; % of payments to the city that are paid electronically
Energy, water and waste	% of households equipped with smart energy meters; % of buildings with smart electricity meters; % of smart street lights; % of households equipped with smart water meters; % drinking water under water quality monitoring by real-time water quality monitoring station; % of buildings equipped with smart waste systems

Examples of indicators on stakeholder engagement	
Dimensions	Indicator
Inclusiveness and equity	Informed and transparent identification and selection of stakeholders to be involved in the engagement process Broad outreach to inform individuals and organisations Stakeholders' motivations and expectations have been clearly identified (e.g. survey) Equitable share of representation among categories of stakeholders
Clarity of goals, transparency and accountability	Clear understanding of the framework of the engagement process in terms of line authority, proposed timeline, targeted objectives, expected outcomes, etc. Development of a master schedule Consistent and appropriate communication between promoters of the engagement process and the stakeholders involved Dissemination of concise summaries of stakeholder meetings
Capacity and information	Establishment of a website to educate stakeholders about how they can contribute Bumber of training sessions Summary reports are prepared using non-technical language Existence of mediation mechanisms
Efficiency and effectiveness	Regular monitoring throughout the engagement proces Definition of performance measures to gauge the extent of stakeholder engagement Successful use of the inputs from the engagement process to achieve the desired outcomes agreed by stakeholders Fulfilment of the agreed-upon purpose of the engagement process
Institutionalisation, Structuring and integration	Requirements for stakeholder engagement are in place within the organisation Charters and the rules of the game are clearly established

Adaptiveness Outcomes of engagement processes cover short- and long-term issues
Regular reassessment and establishment of new methods to address gaps where the engagement process is

Suggested indicators for smart city performance		
Smart city objectives	Dimensions	Indicator
Well-being	Jobs	Employment rate (%) People satisfied with their job (%)
	Income	People with enough money to cover their needs (%)
	Housing	Overcrowding conditions (rooms per inhabitant) People satisfied with affordability of housing (%)
	Access to services	Performance of public transport network (ratio between accessibility and proximity to amenities or people) People satisfied with public transport (%) Average commuting time to place of work (minutes)
	Education	People from 25 to 64 years old with at least tertiary education (%)
	Political participation	Voter turnout (voters in the last national election as a % of the number of persons with voting rights)
	Health	Life expectancy at birth (years) People declaring good or very good health (%)
	Environmental quality	Exposure to PM2.5 in µg/m³, population weighted (micrograms per cubic metre)
	Personal safety	Percentage of population that feel safe walking alone at night around the area they live Transport-related mortality rates (deaths per 100 000 people) Percentage of population that have been assaulted or mugged in the previous 12 months
	Community	People satisfied with their city (%) People with someone to rely on in case of need (%)
Life satisfaction	Satisfaction with life as a whole (from 0 to 10)	
Inclusion	Economic	Gini index of disposable income (after taxes and transfers) (from 0 to 1) Ratio between average disposable income of top and bottom quintiles
Sustainability Resilience	Gender and LGBT+	Gender gap in employment rate (male-female, percentage points) Female research and development personnel as a percentage of total research and development employment People that believes their place of residence is a good place to live for gay or lesbian people (%)
	Migrant and ethnic	Migrant gap in employment rate (native-foreign, percentage points) People that believes their place of residence is a good place to live for migrant (%) People that believes their place of residence is a good place to live for racial and ethnic minorities (%)
	Inter-generational	Children poverty rate (%) Elderly poverty rate (%) Youth enemployment rate (%) Young population (from 18 to 24 years old) not in education, employment or training (NEET) (%)

Smart city objectives	Dimensions	Indicator
Sustainability	Energy	Energy consumption per capita (k goe per person) Electricity production from renewable sources (%)
	Climate	CO ₂ emissions per electricity production (in tons of CO ₂ equivalent per gigawatt hours) People satisfied with efforts to preserve the environment (%)
	Biodiversity	Change in tree cover (percentage points)
	Material footprint	Municipal waste rate (kilos per capita) Municipal waste that is recycled (%) Number of motor road vehicles per 100 people Change in land consumption per capita (squared metre per capita)
Resilience	Health and social	Active physicians rate (active physicians per 1 000 people) People with jobs that can be performed remotely (%)
	Institutions	Polution without access to health care (%) People with confidence in the national government (%) People with confidence in judicial system and courts (%) People with confidence in the local police force (%) People that believe corruption is spread throughout the government in the country (%)

Source: (OECD, 2020)

Annexe 5 : cCriteria for ranking French towns and villages ["Association des villes et villages où il fait bon vivre"]

Qualité de vie	
Sous-catégorie	Critère(s) associé(s)
Activité économique	Création d'entreprises
Sois/zones artificialisés	Distance des stations balnéaires
Chômage	Taux de chômage
Démographie	Espérance de vie
Diplôme le plus élevé	Taux de diplômés
Hébergements touristiques	Campings Village vacances Résidences de tourisme Hôtels Hôtels classés 5 étoiles Hôtels classés 4 étoiles
PDLC* : Cultures permanentes	Vignobles Vergers et petits fruits Oliveraies
PDLC* : Eaux continentales	Cours et voies d'eau Plans d'eau Lagunes littorales

Qualité de vie	
Sous-catégorie	Critère(s) associé(s)
PDLC* : Eaux maritimes	Lagunes littorales Estuaires Mers et océans
PDLC* : Espaces ouverts, snas ou avec peu de végétation	Plages, dunes et sable Roches nues Végétation clairsemée Zones incendiées Glaciers et neiges éternelles
PDLC* : Espaces vers artificialisés, non agricoles	Espaces verts urbains Equipements sportifs et de loisirs
PDLC* : Forêts	Forêts de feuillus Forêts de conifères Forêts mélangées Pelouses et pâturages naturels
PDLC* : Milieux à végétation arbustive et/ou herbacée	Langes et broussailles Végétation sclérophylle Forêt et végétation arbustive en mutation
PDLC* : Mines, décharges et chantiers	Extraction de matériaux Décharges Chantiers
PDLC* : Prairies	Prairies et autres surfaces toujours en herbe à usage agricole
PDLC* : Terres arables	Terres arables hors périmètres d'irrigation \Périmètres irrigués en permanence Rizières
PDLC* : Zones agricoles hétérogènes	Cultures annuelles associées à des cultures permanentes Systèmes culturaux et parcellaires complexes Surfaces essentiellement agricoles, interrompues par des espaces naturels importants Territoires agroforestiers
PDLC* : Zones humides côtières	Marais maritimes Marais salants Zones intertidales
PDLC* : Zones humides intérieures	Marais intérieurs Tourbières
PDLC* : Zones industrielle ou commerciales et réseaux de communication	Zones industrielles publiques Réseaux routier et ferroviaire et espaces associés Zones portuaires Aéroports
PDLC* : Zones urbanisées	Tissu urbain continu
Pollution	Pollution des sites seveso
Propriétaire / Locataire	Ratio de propriétaires / locataires
Taux de natalité	Taux de Natalité
Villes d'eaux et santé	Stations thermales
Villes littorales	Ports et plages (baignade aménagée)
PDLC* : Paysages de la commune	

Sécurité	
Sous-catégorie	Critère(s) associé(s)
Atteinte à la personne	Homicides pour voler et à l'occasion de vols Homicides pour d'autres motifs Tentatives d'homicides pour voler et à l'occasion de vols Tentatives d'homicides pour d'autres motifs Coups et blessures volontaires suivis de mort Autres coups et blessures volontaires criminels ou correctionnels Viols sur des majeurs(e)s Viols sur sed mineur(e)s
Atteintes aux logement ou véhicule	Violations de domicile Cambriolages de locaux d'habitations principales Cambriolages de résidences secondaires Vols d'automobiles Vols de véhicules motorisés à 2 roues Vols d'accessoires sur véhicules à moteur immatriculés Destructions et dégradations de véhicules privés
Ensemble des atteintes aux biens et à l'environnement	Incendies volontaires de biens publics Incendies volontaires de biens privés Autres destructions et dégradations de biens publics Autres destructions et dégradations de biens privés Atteintes à l'environnement
Infrastructures renforçant la sécurité 1	Gendarmerie
Infrastructures renforçant la sécurité 2	Police
Vols et tentatives de vols personnels	Vols à main armée contre des établissements financiers Vols à main armée contre des établissements industriels ou commerciaux Vols à main armée contre des entreprises de transports de fonds Vols à main armée contre des particuliers à leurs domicile Autres vols à main armée Vols avec armes blanches contre des particuliers à leur domicile Vols violents sans arme contre des particuliers à leur domicile Vols violents sans arme contre des femmes sur voie publique ou autre lieu public Vols violents sans arme contre d'autres victimes Vols à la tire Vols à l'étalage

Transports	
Sous-catégorie	Critère(s) associé(s)
Transports par conduites	Taxi - VTC
Transports aériens	Aéroport
Autres transports terrestres	Gare

Commerces et services	
Sous-catégorie	Critère(s) associé(s)
Boulangerie	Boulangerie
Prêt-à-porter	Magasin de chaussures Magasin de vêtements
Grandes surfaces d'alimentation générale	Supermarché
Très grande surface d'alimentation générale	Hypermarché
Petites surfaces d'alimentation générale	Supérette
Commerces alimentaires de proximité	Epicerie Boucherie charcuterie
Marchands de poissons et magasins de produits surgelés	Produits surgelés Poissonnerie
Services non alimentaires de proximité	Coiffure Fleuriste
Presse	Librairie papeterie journaux
Artisans	Electricien Entreprise générale du bâtiment Maçon Menuisier, charpentier, serrurier Platrier / peintre Plombier, couvreur, chauffagiste
Activités de services	Agence immobilière Agence de travail temporaire Contrôle technique automobile Vétérinaire Ecole de conduite Horlogerie / Bijouterie Blanchisserie-Teinturerie
Courrier	Bureau de poste et agence postale Relais postal
Grands magasins et autres magasins non alimentaires non spécialisés	Grande surface de bricolage Droguerie/Quincaillerie/Bricolage
Magasins non alimentaires spécialisés	Station essence Banque, Caisse d'épargne
Magasins pour le foyer	Magasin d'équipement du foyer Magasin de meubles Magasin d'électroménager et de matériel audio-vidéo
Autres magasins non alimentaires spécialisés	Magasin d'article de sports et de loisirs Magasin d'optique Parfumerie Soins de beauté

Santé	
Sous-catégorie	Critère(s) associé(s)
Etablissement de santé	Etablissement de santé
Maison et centre de santé	Maison et centre de santé
Hébergement pour personnes âgées	Maison de retraite
Maternité	Maternité
Médecins	Médecin généraliste
Pharmacie	Pharmacie
Urgences	Urgence

Éducation	
Sous-catégorie	Critère(s) associé(s)
Formations spécialisées de l'enseignement supérieur	Formation santé Formation commerce Section Technicien Supérieur, Classe Préparatoire aux Grandes Ecoles Ecole d'ingénieurs
Autres formations de l'enseignement supérieur	Autre formation post bac non universitaire
Enseignement supérieur universitaire	Institut universitaire Unité de Formation et de Recherche Enseignement général supérieur privé
Premier degré éducation nationale	Ecole maternelle Ecole élémentaire
Second degré éducation nationale	Collège
Second degré éducation nationale (autres)	Lycée d'enseignement général et/ou technologique Lycée d'enseignement professionnel Lycée technique ou/et professionnel agricole

Sports et loisirs	
Sous-catégorie	Critère(s) associé(s)
Cinéma	Cinéma
Sports d'équipes sur terrain	Terrains de grands jeux
Tennis	Tennis
Équitation	Contre équestre
Sports de combat	Salle de combat
Sports collectifs sur terrain spécialisé	Salle spécialisée Plateaux et terrains de jeux extérieurs

Sous-catégorie	Critère(s) associé(s)
Disciplines sportives extérieures u en bassin	Terrain de golf Bassin de natation Athlétisme
Autres disciplines sportives en salle	Salles de remise en forme Salles multisports (gymnase)
Autre disciplines sportives	Roller-Stake-Vélo bicross ou freestyle Sports de glace Sports nautiques Bowling
Port de plaisance	Port de plaisance
Ski et domaine skiable	Ski et domaine skiable
Musées	Présence de Musées
Musique	Conservatoire
Restaurants	Restaurant
Théâtres	Théâtre

Solidarité	
Sous-catégorie	Critère(s) associé(s)
Insertion pro	Réseau pour l'emploi
Logements sociaux	Hébergement social
Aide sociale à l'enfance	Action pour l'enfance

Annexe 6 : Metroscope indicators (FNAU, AdCF, ANCT)

Indicateur	Unité	Source
Population municipale en 2015	Nombre	INSEE 2015
Nombre d'emplois pour 1000 actifs	Nombre	INSEE 2016
Taux de participation aux élections : votants/inscrits (premiers tours des élections présidentielles et législatives)	en %	Ministère de l'intérieur, Observatoire des votes en France, 2017
Nombre de licenciés sportifs	en nombre	Ministère de la jeunesse et des sports, 2015
Taux de licenciés sportifs dans la population	en %	Ministère de la jeunesse et des sports, 2016
Part des familles avec enfants dans les ménages	en %	INSEE 2015

Indicateur	Unité	Source
Taux de partié dans l'exécutif des métropoles	en %	Répertoire national des élus, 2019
Nombre d'espaces naturels, forestiers et agricoles par habitant	en % par habitant	Corine land Cover, 2012
Nombre de jours d'ensoleillement pour une année	en nombre de jours	Météo France
Pourcentage de jours durant lesquels la qualité de l'air est bonne ou très bonne	en %	Indice ATMO, 2013-2015
Taux de médecins spécialistes pour 100 000 habitants	en % par habitant	INSEE 2015, BPE 2017
Part des bénéficiaires en affectation longue durée dans la population	en %	CNAM, INSEE 2015
Nombre de places en accueil collectif et individuel rapporté aux enfants de moins de 3 ans	en %	CAF 2014, INSEE 2015
Présence de bibliothèques municipales pour 1000 habitants	en nombre pour 1000 habitants	INSEE, Ministère de la culture 2015
Capacité d'accueil pour les personnes âgées	en nombre	Finess 2018
Population de 80 ans ou plus en 2015	en nombre	INSEE 2015
Taux d'équipement d'accueil pour les personnes âgées: nombre de places en EHPAD rapporté aux 80 ans ou plus	en %	Finess 2018, INSEE 2015
Nombre de minutes passées en moyenne chaque jour dans les embouteillages	en minutes	INRIX, 2016
Nombre d'années de revenu pour s'acheter un T3 dans l'ancien	en années	Perval 2015
Revenu médian disponible par unité de consommation	en €	INSEE, FILOSOFI 2015

Conditions d'admission catégories Conditions d'admission Sou-items évalués

Politiques de l'énergie et de l'environnement

Protection de la qualité de l'air
 Protection de la qualité de l'eau
 Consommation d'eau potable des résidents
 Différenciation des ordures ménagères rsu
 Transformation des ordures industriel et domestique
 Purification des eaux usées
 Economie d'énergies a l'intérieur des bâtiments prives et des installations publiques
 Production énergétique publique provenant des sources renouvelables
 Réduction de la pollution visuelle et de la nuisance sonore provenant de la circulation routière
 Réduction de la pollution lumineuse provenant des installations publiques
 Consommation d'énergie électrique des familles résidentes
 Préservation de la biodiversité
 Exigence facultative et supplémentaire

Conditions d'admission catégories	Conditions d'admission Sou-items évalués
Politiques infrastructurelles	<p>Pistes cyclable efficaces facilitant l'accès aux bâtiments publics</p> <p>Longueur, (en km), des pistes cyclables urbaines réalisées par rapport au totale des kms de rues urbains</p> <p>Parkings pour vélo dans les zones d'échange</p> <p>Planification de mobilités alternatives aux voitures privées</p> <p>Suppression des barrières architecturales</p> <p>Facilité de la vie familiale et femmes enceintes</p> <p>Facilité d'accessibilité aux services médicaux</p> <p>Aides à la distribution des marchandises dans les centres urbains</p> <p>Pourcentage de résidents qui se déplacent quotidiennement pour se rendre au travail dans une autre</p> <p>Autre exigence facultative et supplémentaire</p>
Politiques pour la qualité urbaine	<p>Plan d'adaptation aux difficultés urbaines</p> <p>Interventions pour la récupération et la valorisation du centre-ville : mobiliers urbains, signalisation, touristiques, antennes, conservation du paysage urbain</p> <p>Récupération et réalisation de zones vertes de socialbilité avec des plantes et des arbres fruitiers</p> <p>Politique facilitant la vie sociale urbaine ("horaire maison-travail, crèches, etc.)</p> <p>Requalification et réutilisation de zones marginales</p> <p>Usage des NTIC dans le développement de services interactifs aux citoyens et touristes</p> <p>Bureau de service pour l'architecture durable (bioarchitecture etc.)</p> <p>Ville câblée : fibre et réseau sans fil</p> <p>Télésurveillance et réduction des pollutions urbaines (bruits, systèmes électriques)</p> <p>Développement</p> <p>Promotion d'un urbanisme durable privé (maisons passives)</p> <p>Promotion d'infrastructures sociales (banques du temps) projets de freecycling</p> <p>Promotion d'un urbanisme durable public (maisons passives)</p> <p>Récupération/réalisation de zones vertes productives, avec des plantes productives et/fruitières dans périmètre urbain</p> <p>Création d'espaces pour la commercialisation de produits locaux</p> <p>Protection/valorisation des boutiques identitaires - création de centres commerciaux naturels mètres cubes de ciment des infrastructures, parraport aux zones vertes urbaines</p>
Politiques agricoles, touristiques et artisanales	<p>Développement de l'agroécologie</p> <p>Préservation des produits et des ouvrages artisanaux identitaires, (certifications, musées de la culture matérielle, etc.)</p> <p>Valorisation des techniques de travail et des métiers traditionnels</p> <p>Valorisation des zones rurales, (plus grande accessibilité aux services des résidents)</p> <p>Usage de produits du territoire, si possible biologiques, dans la restauration, si possible biologiques, dans la et dans l'alimentation privée</p> <p>Valorisation et conservation des manifestations culturelles locales</p> <p>Capacité extra-hôtelière (lits/résidents par an)</p> <p>Interdiction de l'utilisation des OGM en agriculture</p> <p>Nouvelles prévisions pour les plans d'aménagement des terrains anciennement agricoles</p>
Politiques pour l'hospitalité et la formation	<p>Bon accueil, formation des employés, signalisation, infrastructures, et horaires adaptes)</p> <p>sensibilisation des opérateurs et des commerçants, (transparence dans les offres et dans les prix pratique exposition visible des tarifs)</p> <p>Disponibilité d'itinéraires « slow » (imprimés, web, etc.)</p> <p>Adoption de techniques participatives efficaces pour activer les procédures de communication de ba dans les décisions administratives plus importantes</p> <p>Formation permanente de formateurs et/ou d'administrateurs sur les thématiques de cittaslow</p> <p>Education à la santé (lutte contre l'obésité, diabète, etc.)</p> <p>Renseignement systématique et permanent aux citoyens sur le sens d'être cittaslow</p> <p>Présence d'associations actives qu'ils opèrent en accord avec l'administration sur les sujets de cittas</p> <p>Adhésion aux campagnes de cittaslow</p> <p>Insertion dans le papier en-tête et dans le web de la marque cittaslow</p>

Conditions d'admission catégories	Conditions d'admission Sou-items évalués
Cohesion sociale	<p>Mesure des discriminations</p> <p>Mesure de l'existence de quartiers ghetto</p> <p>Mesure de l'intégration des handicapés</p> <p>Mesure de l'intégration des enfants</p> <p>Mesure des conditions de vie des jeunes</p> <p>Mesure de la pauvreté</p> <p>Existence d'un réseau associatif</p> <p>Mesure de l'intégration multiculturelle</p> <p>Mesure de la participation politique</p> <p>Pourcentages de logements sociaux</p> <p>Existence d'endroits réservés aux activités des jeunes et centres pour la jeunesse</p>
Partenariat	<p>Soutien aux campagnes et aux activités de slowfood</p> <p>Collaboration avec slowfood et d'autres organisations faisant la promotion de la nourriture naturelle et traditionnelle</p> <p>Soutien de projets de jumelage et de coopération au développement avec des pays en voie de développement concernant également la diffusion des philosophies de cittaslow de slowfood</p>

Annexe 7 : Liveability Index (AARP) indicators

LOGEMENT		
Item	Sous-item	Mesure
Métriques		
Accessibilité des logements	Logement avec entrée de plein pieds	% d'unité de logement
Choix delogement disponibilité de logement multifamiliaux	Disponibilité de logements multifamiliaux	% d'unité de logement
Logement abordable	Frais de logement Fardeau du coût du logement Disponibilité de logements subventionnés	Coût mensuel Par du logement dans le revenu mensuel Nb d'unité delogements subventionnés par habitants
Politiques / Stratégies		
Lois nationales et locales sur la conception des logements		
Fonds fiduciaires nationaux et locaux par logement		
Information et protection des habitants mobile home		
Prévention et atténuation des saisies de par l'état		
Plans nationaux et locaux pour la qualité seniors		

QUARTIER		
Item	Sous-item	Mesure
Métriques		
Proximité des lieux d'intérêt	Accès aux épiceries et marchés fermiers	Nb d'épiceries et marchés dans un rayon
	Accès aux parcs	Nb de parcs dans un rayon d'1/2 mile
	Accès au bibliothèque	Nb de bibliothèques dans un rayon d'1/2 mile
	Accès aux emplois par transport en commun	Nb d'emplois dans un trajet de 45 mile
	Accès aux emplois par voiture	Nb d'emplois dans un trajet de 45 mile
Mixité fonctionnelle	Diversité des lieux d'intérêt	Diversité des emplois dans un rayon
Compacité	Densité d'activité	Nb combiné d'emplois et de personnes
Sécurité	Taux de criminalité	Nb crime combinés violents et contre les 10 000 habitants
Qualité	Taux de vacances	% de logements vacants
Politiques / Stratégies		
Programmes nationaux et locaux de sous développement axé sur le transport en Program		
Plans nationaux et locaux pour la qualité seniors		

TRANSPORTS		
Item	Sous-item	Mesure
Métriques		
Practicité	Fréquen du service de transport	Nb bus et trans par heure
	Accès des staions et véhicules pour les PM	Nb de staions et véhicules accessible
Accessibilité	Balades piétonnes	Nb d'heure moyen passé dans la circulation
	Congestion	
Coûts	Frais de transport des ménages	Estimation annuelle
Sécurité des rues	Limitation de vitesse	Limite de vitesse rues et auto route
	Accidents	Nb accidents mortel pour 100 000 habitants
Politiques / Stratégies		
Politique nationales et locales de sécurité dans rues		
Coordination du transport et des service personne		
Politique de soutien aux conducteurs l'Etat		
Plans nationaux et locaux pour la qualité de seniors		

ENVIRONNEMENT		
Item	Sous-item	Mesure
Métriques		
Qualité de l'eau	Qualité de l'eau potable	% de personnes exposées à des pb de secours de l'année
	Qualité de l'air	Nb de jours de mauvais qualité de l'année
Qualité de l'air	Pollution à proximité de la chaussée	% de population vivant à moins de 200 m route à fort trafic
	Pollution industrielle locale	Indice de toxicité des produits chimique suspension dans l'air 0 à 311 000
Politiques / Stratégies		
Politique interdisant la déconnexion aux publics		
Plans locaux d'atténuation des risques multiples		
Tableau de bord de l'efficacité énergétique		
Plans nationaux et locaux pour la qualité de seniors		

SANTÉ		
Item	Sous-item	Mesure
Métriques		
Santé de la population	Prévalence du tabagisme	Taux de tabagisme estimé
	Prévalence de l'obésité	Taux d'obésité estimé
	Accès à des lieux d'exercice	% de personnes vivant à moins d'1/2 mile et 1 mile desinstallations de loisir, 3 mile zones rurales
Accès aux soins	Zone de pénurie de professionnels de snaté	Indice de 0 à 25
Qualité des soins	Taux d'hospitalisation évitable	Nb d'admission à l'hôpital pour des malade auraient pu être traitée en soins ambulance
	Satisfaction des patients	% de patients qui donnent une note de hôpitaux de la région
Politiques / Stratégies		
Lois nationales et locales d'interdiction dans les lieux publics		
Plans nationaux et locaux pour la qualité seniors		

ENGAGEMENT CIVIC ET SOCIAL		
Item	Sous-item	Mesure
Métriques		
Accès internet	Coût et vitesse du haut débit	% de résidents ayant accès au service haut faible coût

Item	Sous-item	Mesure
Métriques		
Engagement civique	Possibilité d'engagement civique	Nb d'organisations civiques, sociales, religieuses politiques et commerciales pour 10 000
Taux de participation aux élections	Vote	% de personnes ayant voté
Engagement social	Indice d'engagement social	Mesure de la fréquence des interactions amis et voisins
	Institutions culturelles, artistiques et de divertissement	Nb d'entreprises et d'établissements artisanaux pour 10 000 habitants
Politiques / Stratégies		
Absence de politiques étatiques empêchant d'exploiter des réseaux publics à bandes		
Lois facilitant le vote anticipé, absent ou postal		
Commission locales des droits de l'homme		
Lois locales anti-discrimination des personnes LGBT		
Plans nationaux et locaux pour la qualité de seniors		

INCLUSION		
Item	Sous-item	Mesure
Métriques		
Egalité des chances	inégalité des revenus	Coefficient de Gini
Opportunité économique	Emplois par travailleur	Nb d'emplois par personne dans l'effectif de la zone métropolitaine
Opportunité éducative	Taux d'obtention du diplôme d'études secondaires	Taux d'étudiants diplômés
Communautés multigénérationnelles	Diversité d'âge	Diversité des groupes d'âge de la population par rapport à la population nationale
Politiques / Stratégies		
Solvabilité du gouvernement local		Niveau des obligations générales AA administrations locales
Augmentation du salaire minimum de l'état		Salaire minimum de l'Etat > au salaire fédéral et ajusté en fonction des augmentations du coût de la vie
Elargissement par loi locale du congé parental		
Plans nationaux et locaux pour la qualité de seniors		

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Chaire Entrepreneuriat Territory Innovation [Chaire ETI] is a research lab anchored at IAE Paris, University Paris 1 Panthéon Sorbonne, specialized in urban and territorial transformational projects. We are a group of transdisciplinary researchers from Humanities and Hard Sciences.

We believe the central urban question is no longer how to design a “Smart City” but how to repair our cities and territories by rethinking their organization through the lenses of Proximities and Quality of Societal Life. Our work explores new ways to fight climate change, social fragmentation, and community exclusion in cities and territories. We have done extensive research on the question of short distance and quality of life. This body of knowledge is called “the 15-minute city” & “30-minute territory” models.

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