

# The 15-minute city

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**UFABC WORKSHOP DAY 1**

17-18 SEPTEMBER 2024

# The ENHANCE Project



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## Introduction to JPI Urban Europe

Cities and urban areas need to be transformed into regenerative, robust, and liveable places to respond to the climate crisis and enhance urban liveability for all. JPI Urban Europe's task is to connect public authorities, civil society, scientists, innovators, business, and industry to provide an effectful environment for research and innovation to contribute to urban transformation processes.

<https://jpi-urbaneurope.eu/about/intro/>

[https://dutpartnership.eu/funding-opportunities/dut\\_call\\_2022/funded-projects/15mc-projects/](https://dutpartnership.eu/funding-opportunities/dut_call_2022/funded-projects/15mc-projects/)



**Driving Urban  
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## 15-minute City (15mC) Projects

The 15-minute City (15mC) Transition Pathway fosters urban mobility transitions by improving accessibility and connectivity for sustainable forms of transportation and logistics, starting from the neighbourhood level. The DUT Call 2022 selected **23 projects** in the 15mC pathway focusing on 3 themes:

- **Strengthen the mix of urban functions and services.** The 3 projects funded under this theme are ENHANCE, InPUT and JiM.
- **Foster sustainable options for personal mobility and logistics in urban outskirts and beyond.** This theme includes 12 projects, the highest number per theme in the DUT Call 2022: AccessCity4All, Car-goNE-City, CITWIN, COMMON\_ACCESS, DREAMS, ERGODIC, Fair Mobility, FORTHCOMING, FRESH, SPECIFIC, SuCoLo and SUMODO.
- **(Re)imagine urban public spaces and streets for vibrant, sustainable neighbourhoods.** The 8 projects funded under this theme are 15minESTATES, CONFLICTEDSTREETS, EMC2, ENACT 15mC, InclusiveCity, LISTEN, MBD15 and MULTIGINATION.

Find the list of projects and partners below.

# The ENHANCE Project

## Enhancing Sustainable Travel in Small Cities and Outer Metropolitan Areas

### 2.1 Strengthen the Mix of Urban Functions and Services

#### **ENHANCE - Enhancing Sustainable Travel in Small Cities and Outer Metropolitan Areas**

The ENHANCE project seeks to adapt the 15-minute city concept to outer metropolitan areas and smaller towns, addressing barriers like greater car dependence, struggling local retail centres, disintegrated housing developments and weaker active travel infrastructure. The project aims to improve local planning decision-making by creating accessibility indicators, analysing actual travel behaviour, and developing future scenarios through a modelling environment.

**Project coordinator:** Stichting VU

**Project partners:** Bath & North East Somerset Council, Birkbeck College – University of London, Gemeente Alkmaar, Municipio de Oeiras, Prospective Labs Ltd, Transport for London, Universidade Nova de Lisboa, University College London, Vereniging Deltametropool

**Participating countries:** Netherlands, Portugal, United Kingdom

[https://dutpartnership.eu/funding-opportunities/dut\\_call\\_2022/funded-projects/15mc-projects/](https://dutpartnership.eu/funding-opportunities/dut_call_2022/funded-projects/15mc-projects/)

# The 15mC



<https://www.youtube.com/watch?v=nVLxUkVwgEU&t=120s>

<https://urbanmobilitycourses.eu/blog/beyond-the-buzz-unmasking-the-15-minute-city/>



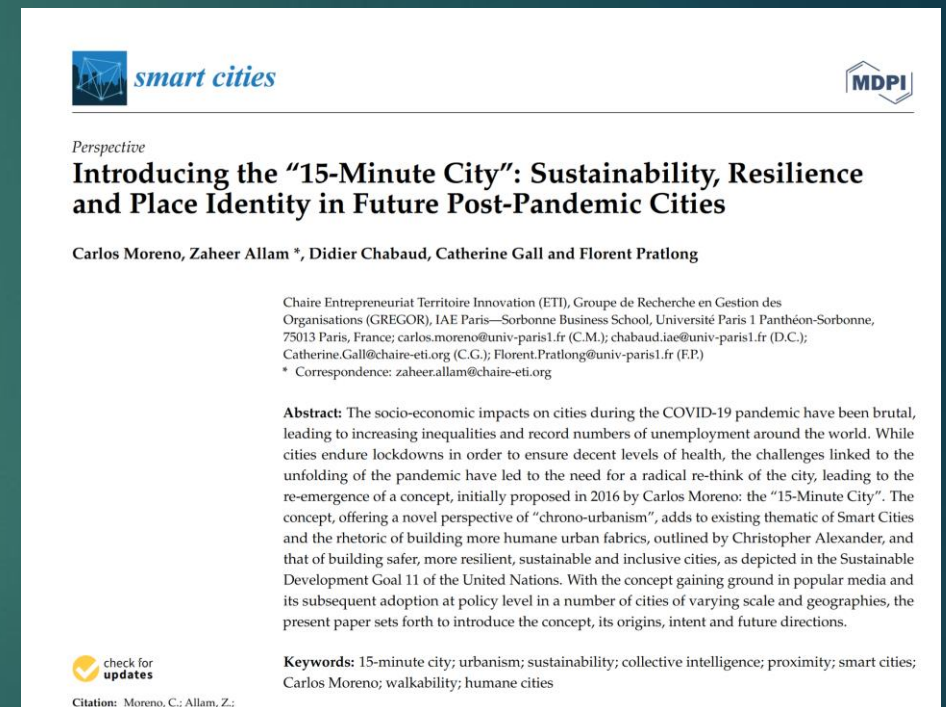
# A bit of history

- ▶ The concept was created by Carlos Moreno, a French-Colombian urbanist and currently an associate professor at Sorbonne University in Paris
- ▶ Moreno unveiled the concept, named *ville du quart d'heure* in French, at the Paris United Nations Climate Change (COP21) Conference in 2015.
- ▶ The concept became famous following the Paris mayor election campaign of Anne Hidalgo, for which Moreno acted as scientific advisor.
- ▶ Critics claim that the concept was proposed for Paris because the city already has a 15minute-city-like structure



# The 15mC

- Since then Carlos moreno has published on the topic as well as give talks around the world –
- In his 2021 paper he highlights that the concept innovates because it refers to time and not distance
- Concept of “chrono-urbanism”, “quality of urban life is inversely proportional to the amount of time invested in transportation”
- Time is the highest currency in many of our lives and the basis of most of our daily lives/activities decision-making
- Sustainability is at the core of the concept
- Role of the pandemic – lockdowns in Europa made people live a 15mC and value their local neighbourhoods – note that lockdown rules were different from Brazil



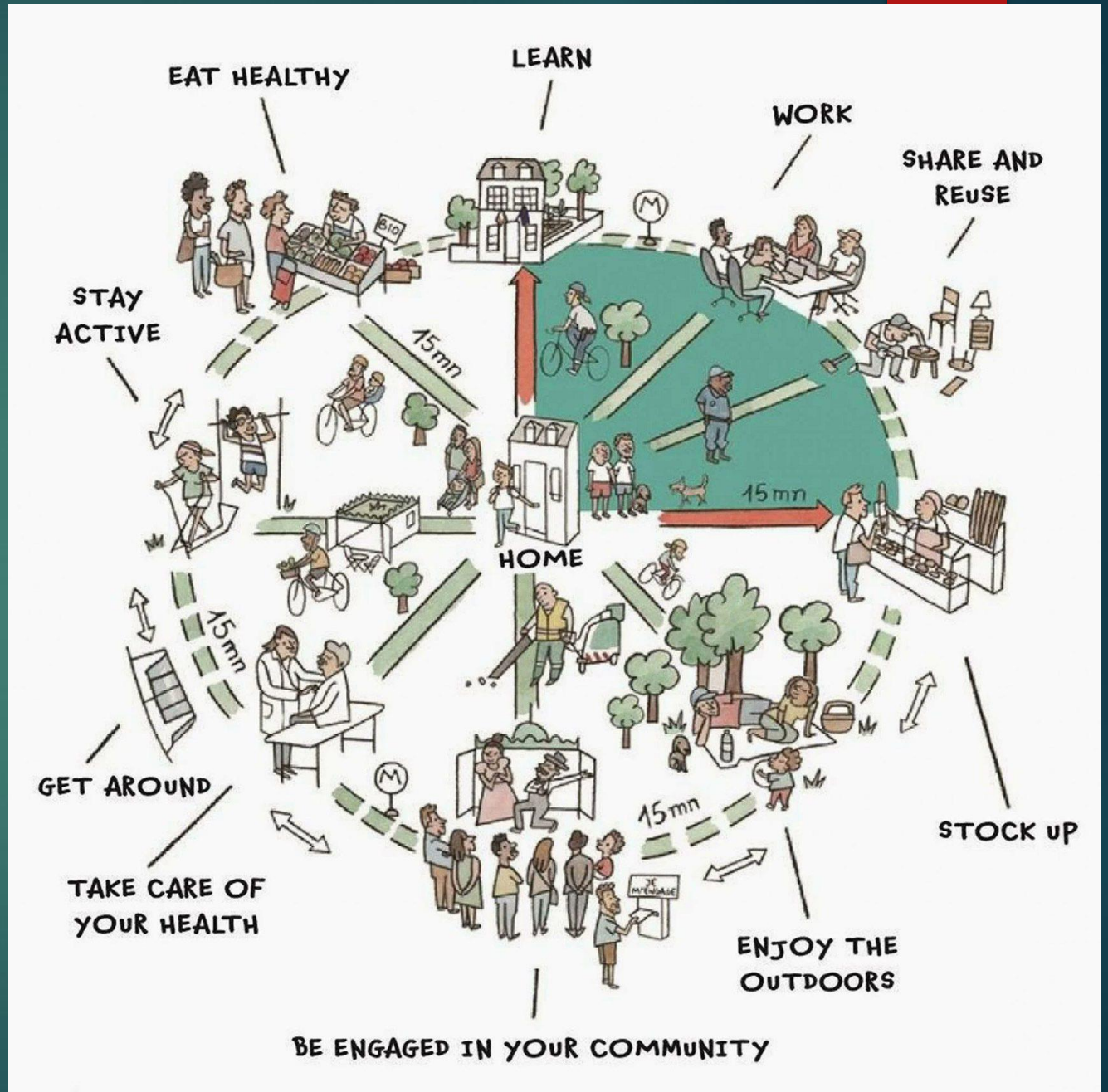


# Carlos Moreno's framework

6 essential urban social functions to sustain a decent urban life:

1. living
2. working
3. commerce
4. healthcare
5. education
6. Entertainment

The urban built landscape needs to be restructured





## Carlos Moreno's 15-Minute City Framework

Key Components		Service Delivery	Data Collection
Density	Allows for equitable delivery of economic, social, and environmental benefits	Opportunity to improve city service delivery to locals	Opportunity to leverage metrics, indicators, and other data to inform the equitable development of policies and deployment of investments
Proximity	Allows residents to enjoy provision of essential services in commercial and public places		
Diversity	Promotes inclusivity and communal uses of resources		
Digitalization	Allows for innovative service delivery and human-scale urban design		

The framework is adaptable to individual city contexts and features human-scale urban design iteratively informed by services provision and data collection.

- <https://www.spur.org/news/2023-06-28/how-15-minute-city-concept-can-help-shape-evolution-san-joses-urban-form>



# ±15-MINUTE CITY PLANNING PRINCIPLES



## 1. PROXIMITY TO ESSENTIAL SERVICES



Residents can access essential services within a reasonable time by foot, bicycle or other non-motorised devices.

## 2. PROXIMITY TO PUBLIC TRANSPORT



Residents have public transport nearby and free of barriers, to reach areas outside of their home's vicinity without having to rely on a car.

## 3. DENSITY



The population and employment density of an area supports the existence of local businesses and services.

## 4. MIXED LAND USE



Residents find a variety of land uses that fulfil all their daily needs and urban functions close to their homes.

## 5. WALKABLE AND CYCLABLE STREETS



Walking and cycling paths are well connected, free of barriers and comfortable for pedestrians, cyclists, and all other non-motorised road users.

## 6. LIVEABLE PUBLIC SPACES AND PLACEMAKING



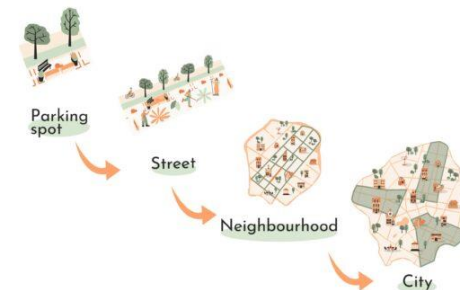
Co-creation of places together with the community to strengthen the connection and identity to new destinations according to their needs.

## 7. INCLUSIVENESS



All residents are able to move safely and free of barriers in public spaces and make use of services, irrespective of their individual capabilities, age, gender or origin.

## 8. UBIQUITY



All these characteristics, should be so widespread that they are available to each resident all around the cities, irrespective of their socio-economic and demographic status.

# Is this concept new?

## Letters

### The concept of 15-minute cities is nothing new

Mon 15 Jan 2024 17:10 GMT

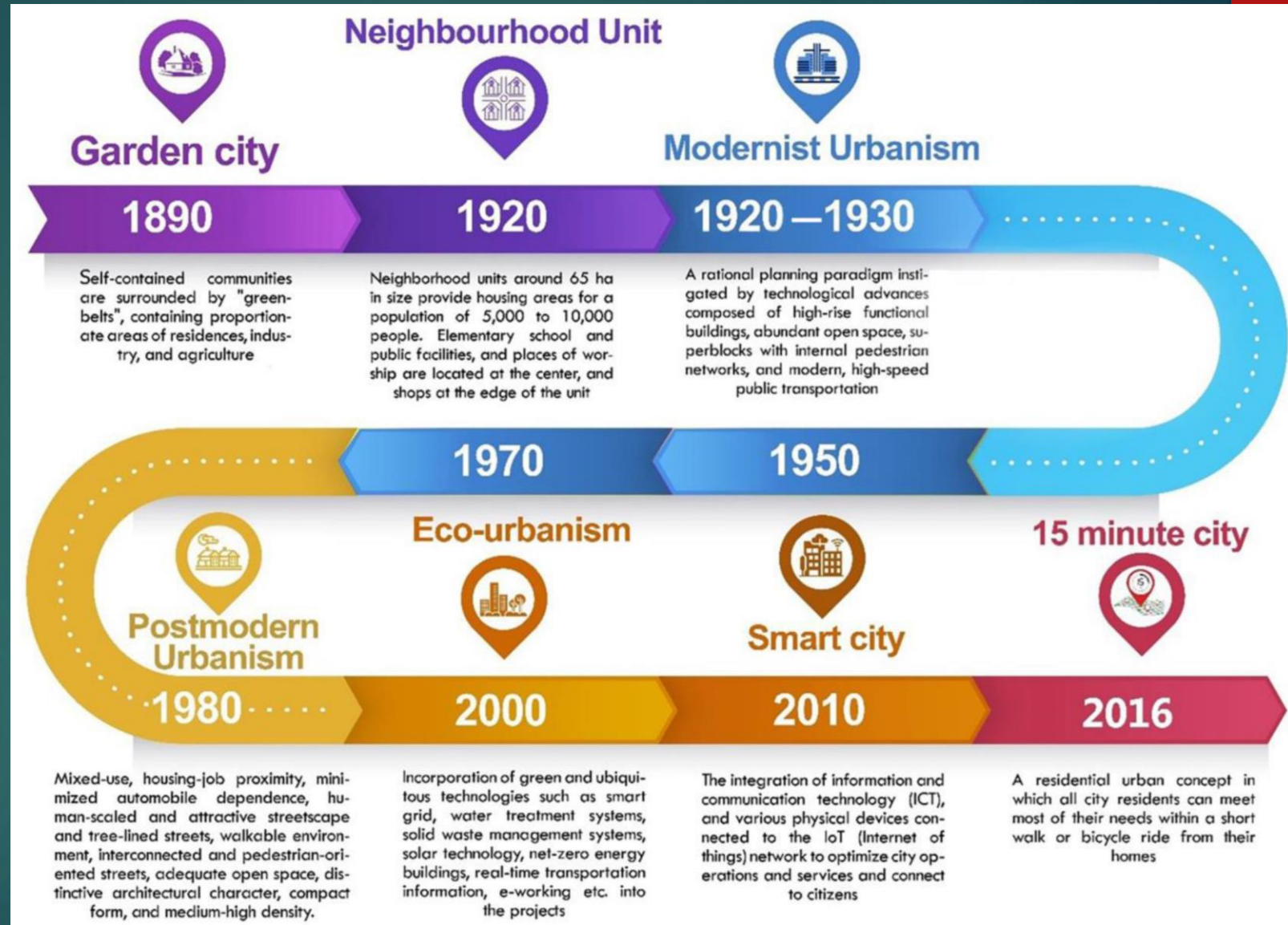
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**Lynn Fotheringham** recalls her childhood in the 1950s where everything was immediately to hand, while **Martin Bond** says today's leaders have a lot to learn from yesterday's town planners



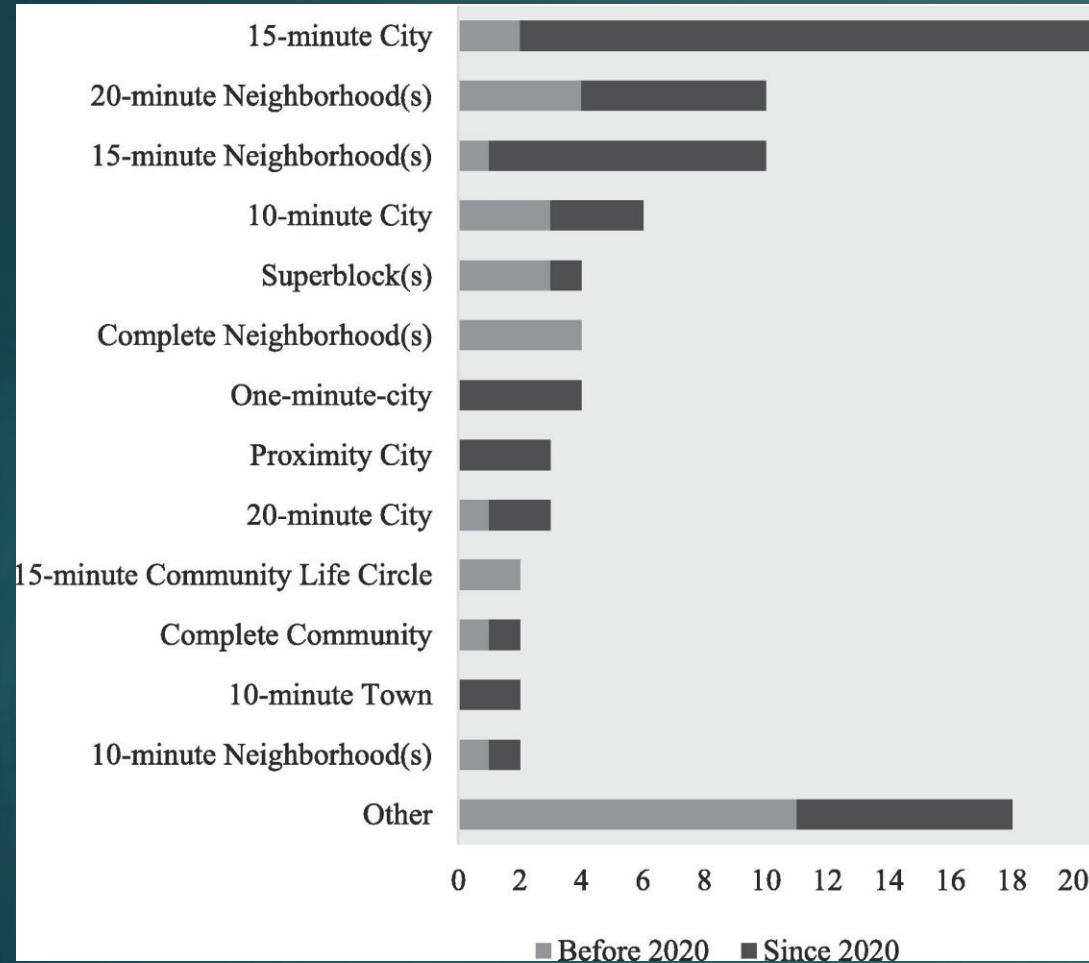
<https://www.theguardian.com/society/2024/jan/15/the-concept-of-15-minute-cities-is-nothing-new>

# History





# Implementation of the 15mC



## Classifying 15-minute Cities: A review of worldwide practices

João Filipe Teixeira <sup>a</sup>, Cecilia Silva <sup>a</sup>, Sebastian Seisenberger <sup>b</sup>, Benjamin Büttner <sup>b</sup>, Bartosz McCormick <sup>b</sup>, Enrica Papa <sup>c</sup>, Mengliu Cao <sup>d</sup>

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<https://doi.org/10.1016/j.tra.2024.104234>

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# 15 minute: from / to where?

- ▶ Residential neighbourhoods - from home to?
  - ▶ School, shopping, health, entertainment, work, green space? -basic, daily needs
  - ▶ Hospitals, universities, theatres, (any) work? – specialised opportunities?

# And how do we get there?

- ▶ 15 minutes – walk, bus, rail, metro, car?
- ▶ Sustainability principles: emphasis on walk and cycling
- ▶ But...is this realistic?
- ▶ Wouldn't 15 min by bus represent a VAST improvement to many?
- ▶ And, thus, an improvement to sustainability?

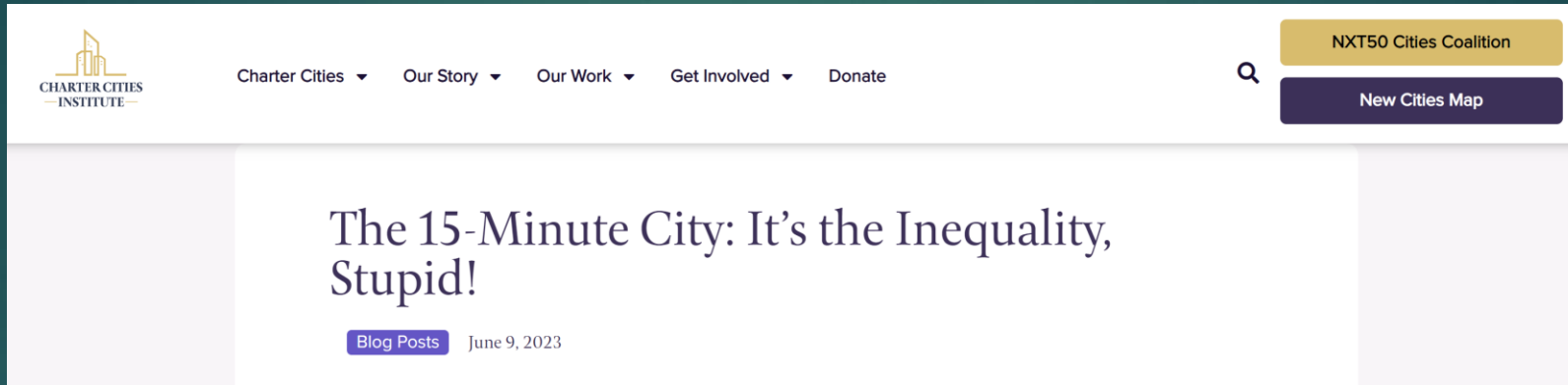


# The x-minute city

- ▶ In this same vein, wouldn't a 20min or even a 30 min city an improvement to many?
- ▶ Transport-oriented development (TOD) principles:
  1. **Walk:** Develop neighbourhoods that promote walking.
  2. **Cycle:** Prioritise non-motorised transport networks with safe spaces and facilities for cyclists, such as cycle lanes and parking.
  3. **Connect:** Create dense networks of streets and paths.
  4. **Transit:** Locate development near high-capacity, reliable public transit.
  5. **Mix:** Plan for mixed income, uses and demographics.
  6. **Density:** Optimise density, including by absorbing urban growth with taller buildings.
  7. **Compact:** Create areas or within-city regions with short transit commutes.
  8. **Shift:** Increase mobility by regulating parking and road use.

Reference: [https://www.c40knowledgehub.org/s/article/The-TOD-Standard?language=en\\_US](https://www.c40knowledgehub.org/s/article/The-TOD-Standard?language=en_US)

# X-minute city to whom?

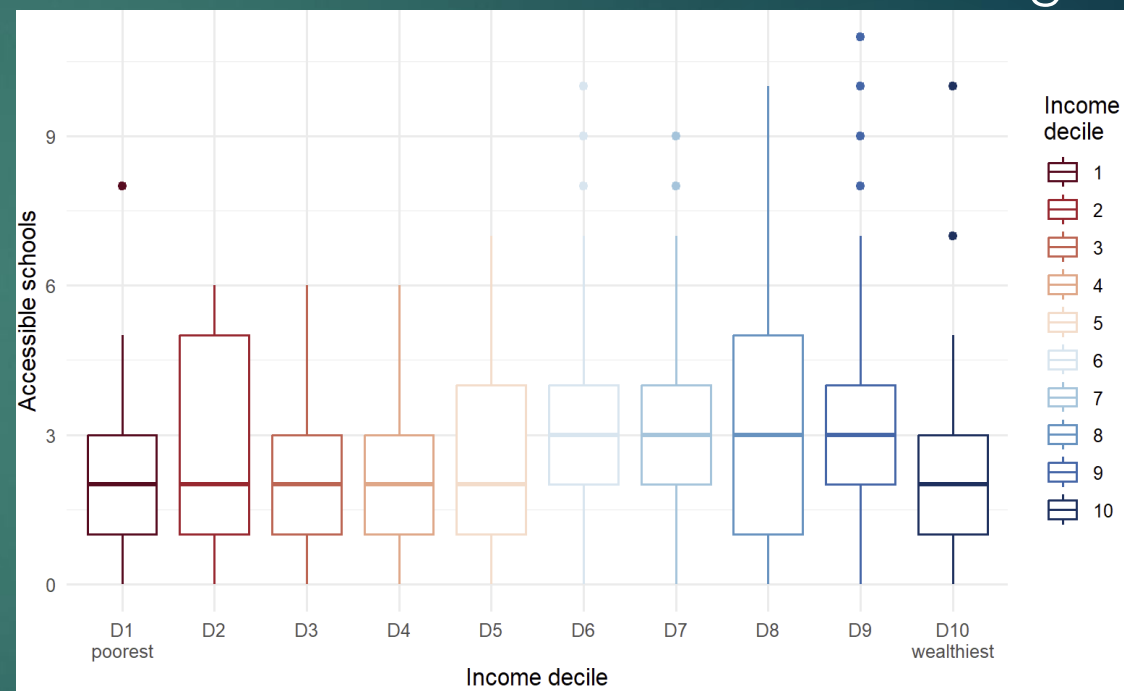
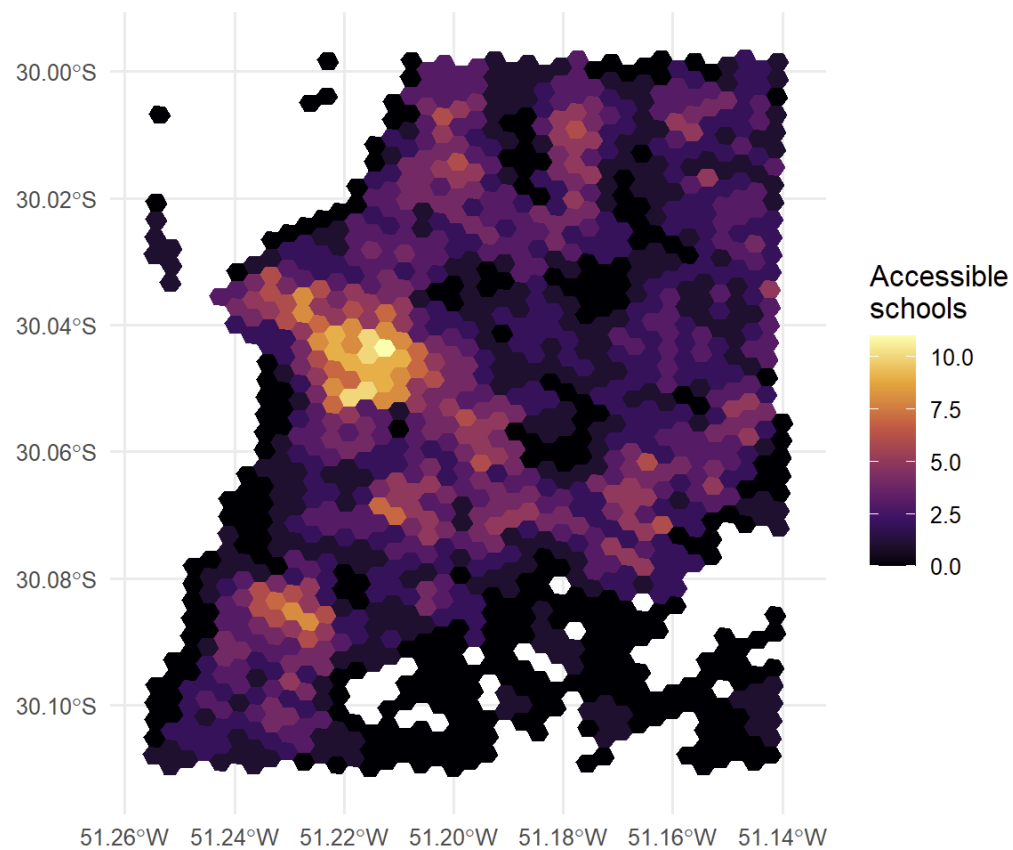


*“The creation of 15-minute cities is likely to lock in prosperity in some and deprivation in other urban bubbles.”*

Matthew McCartney - <https://chartercitiesinstitute.org/blog-posts/fifteen-minute-city/>

# X-minute city to whom?

Accessibility to schools – number of schools accessible within 15min in Porto Alegre





# The controversy

- ▶ Proposal assumes people WANT to live locally (urban village life?)– but is this true? Covid study?
- ▶ Some people have to live locally due to constraints – transport, job, life commitments (childcare, school runs, caring duties)
- ▶ Work specialisms lead to commute – analysis of occupational patterns – residential vs workplace show a high concentration of jobs in central London
- ▶ Some people took the assumption behind the 15mC proposal too literally, as a constraint (to be) imposed on their individual/geographical freedom and the right to own and use a car!



A woman holds a placard at a protest against 15-minute cities in Oxford, England on February 18, 2023  
(Image Source: Martin Pope/Getty Images/CNN: <https://edition.cnn.com/2023/02/26/world/15-minute-cities-conspiracy-theory-climate-intl/index.html>)

<https://chartercitiesinstitute.org/blog-posts/fifteen-minute-city/>

# State control over citizens?

- ▶ No car...
- ▶ No freedom...

UK – other initiatives such as the slow neighbourhoods





# 15mC: conspiracy theories and fake news

<https://www.theguardian.com/cities/2024/apr/06/why-has-15-minute-city-taken-off-paris-toxic-idea-uk-carlos-moreno>

Cities

This article is more than 4 months old

## Why has the '15-minute city' taken off in Paris but become a controversial idea in the UK?

Urbanist Carlos Moreno on how his concept is transforming French life and what is hindering change across the Channel



**Helena Horton**  
Environment reporter

Sat 6 Apr 2024 05:00 BST

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Clichy-Batignolles in the north-west of Paris has been transformed with a quarter of the area taken up by green space and a new park. Photograph: Viennaslide/Alamy

The “15-minute city” has become a toxic phrase in the UK, so controversial that the city of Oxford has stopped using it and the transport minister has spread discredited conspiracy theories about the urban planning scheme.



# Critical debate around the 15mC concept

The seven pitfalls of the 15-minute city in current literature are summarized as:

1. overstatement of the 15-minute city's originality
2. strong decentralization is unrealistic and unsustainable (all needs covered within 15minutes)
3. focusing on quantity of destinations instead of sufficiency
4. improperly aggregating facilities
5. neglecting diverse forms of nature and their characteristics
6. disregarding public transport in 15-minute city theory or spatial analysis,
7. ignoring interpersonal differences in walking and cycling when conducting analyses based on the 15-minute city.



# Mouratidis proposal to address the 7 pitfalls...and a highlight on its contributions

1. Originality	<ul style="list-style-type: none"><li>• Avoid overstating the originality of the concept</li><li>• Acknowledge history of urban planning, urban theory, and relevant studies</li></ul>
2. Decentralization and polycentricity	<ul style="list-style-type: none"><li>• Acknowledge that covering all essential needs via proximity is not sustainable</li><li>• Rethink absolute decentralization and strongly polycentric development</li></ul>
3. Quantity versus sufficiency	<ul style="list-style-type: none"><li>• Analysis and policymaking should aim for sufficiency, not simply quantity</li><li>• Consider quality of facilities and preferences for diverse neighborhoods</li></ul>
4. Aggregating facilities	<ul style="list-style-type: none"><li>• Keep essential facilities separate when aggregating</li><li>• High-order facilities should be excluded from 15-minute spatial analysis</li></ul>
5. Urban nature	<ul style="list-style-type: none"><li>• Consider diverse forms of urban nature including vegetation and trees</li><li>• Assess size and qualitative characteristics of green or blue spaces</li></ul>
6. Public transport and accessibility	<ul style="list-style-type: none"><li>• Integrate public transport into 15-minute city theory</li><li>• Assess accessibility to and by public transport</li></ul>
7. Walking and cycling	<ul style="list-style-type: none"><li>• Consider low walking speeds in analyses based on the 15-minute city</li><li>• Consider those who are not able to walk or cycle</li></ul>

*"The 15-minute city is a concept that has successfully contributed to popularizing issues of urban accessibility, equitable access, sustainable mobility, and urban livability in public debate and policymaking.*

*It has created a wave of supporters wishing to return to a compact, human scale, walkable, and diverse urban form that reduces the need for motorized transport and particularly private cars.*

*It is therefore a useful concept in the quest for reaching global sustainability, equity, and livability goals."*

# Planning a 15mC



## ±15-MINUTE CITY ROADMAP

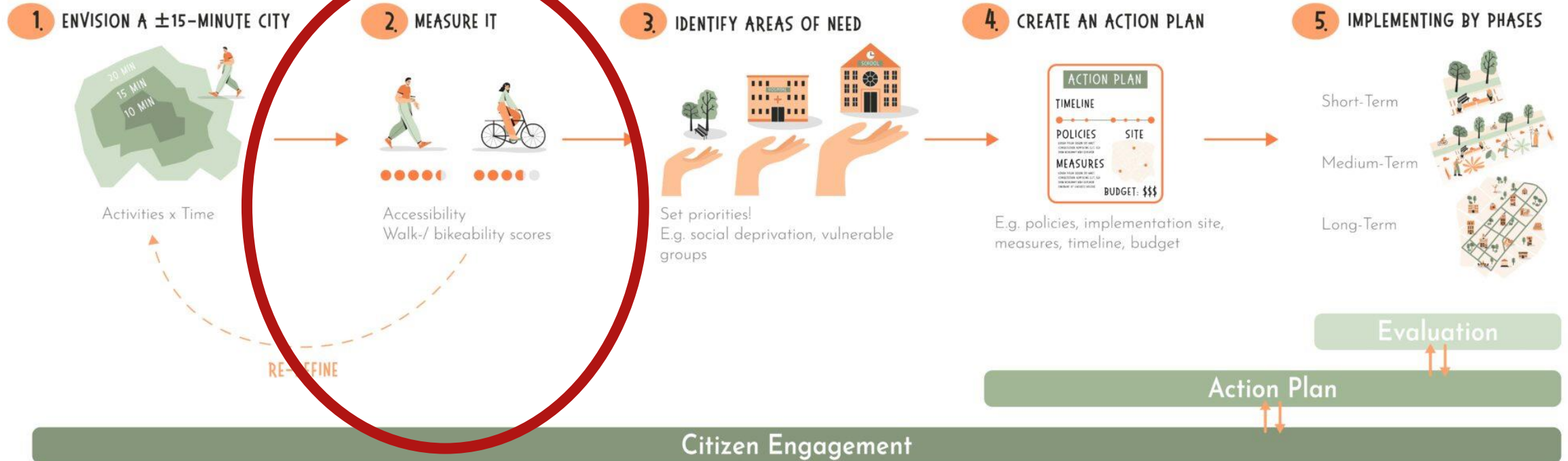


*Is it **that** easy?!*

# Planning a 15mC

Is it *that* easy?!

## ±15-MINUTE CITY ROADMAP



<https://urbanmobilitycourses.eu/blog/beyond-the-buzz-unmasking-the-15-minute-city/>



# How to measure a 15 minute city?

- ▶ More after the break....