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RESEARCH ARTICLE

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EASE OF LIFE AND SUSTAINABILITY (CURRENT EVENTS FOR THE FUTURE LIFE)

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ABSTRACT

In today's world, the more we are trying to make life easier, the more we need to compromise with sustainability, that is why they are acting as resistance to each other, which are trying to exploit our resources along with this life is rapidly taking towards uncertainty, where there are all the complexities of human life, with accepting those challenges in the struggle to make this life more pleasant and balanced, a conceptualized concept of 15 Minute City has been created and all efforts are being made to maintain a balanced structure of human life in the coming time, which is collectively named as the 15-minute city. The name of this 15-minute city walk also describes its concept, on which today many countries of the world are coming forward to work in such projects according to their capabilities, whose main objective is to make human life balanced for a long time to maintain it. For this challenging task, an attempt has been made to write this paper on the basis of the ideas and studies of different researchers in the scientific context, so that the concept can be given a new direction.

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INTRODUCTION

Ever since humans have stepped on the earth, they have been fighting with difficulties to lead an easy life, while making life easy, they sometimes forget to identify right and wrong. A person who deviates from the path of right and wrong sometimes takes such steps which they regret throughout their life, and for that to save human beings from these difficulties and bring them on the right path it is necessary to keep sustainability in mind to do the right things because in the history of human life till date there has not been so much progress in any generation which is being seen in this today's world, and the people who are present in the earth today are more prosperous and better than any previous era of human life equipped with physical and technical things. Despite this, scientifically it is being realized that the faster human is progressing or they are making their lives pleasant and easier the faster they are leading the coming life towards danger and uncertainty, and this is one of the most serious issues that need to talk about because if this does not happen then human life will move towards danger as fast as possible and doing so is a concern not only for human life but for all living beings on the earth, a matter of there for by throwing light on these issues. This article attempts to understand its shortcomings and try to remove them to the extent possible - so that everything remains sustainable and resources for the future. Although the idea of "Ease of Life and Sustainability" seems intriguing, in practice it appears to be in conflict. As I'll explain below, it calls attention to the need for resources that can adapt to the changing demands of future generations while also implying a need

for rapid gratification and material conveniences that can make life more comfortable. In a paper by Paul James and Manfred Steger titled "Sustainability and the Search for Ease of Life," the author argues that the modern lifestyle which is built around facilities and consumption will not be sustainable in the long run and based on this logic are suggesting that we need to change in our attitude towards amenities and consumption to make our life comfortable and enjoyable in the long runⁱ. Similarly, in a study by Susan Krumdieck and Kyle Siler-Evans titled "Sustainable technology and the quest for ease of life," In this paper the author argues that the technological devices develop to make life easier and more comfortable may actually be determinants of sustainability of life. They argue that industrial resources are created to conserve and encourage us to consume more. The author suggests that any future resources that are created be aimed at sustainability rather than features.ⁱⁱ In a study by Roland Clift and Angela Druck man titled "A Sustainable Economy: Definitions, Principles, and Policies," The author argues that the circular economy and sustainability are intimately connected, making the transition to a circular economy—where we can use our resources for a longer period of time and reduce waste—absolutely necessary. Based on this, they suggest that the need for change will primarily come from two sides: the first is the change in consumption patterns, and the second is the method of sustainable production.ⁱⁱⁱ The author of "The Dilemma of Growth and Sustainability: Lessons from Energy," a study of literature by Matthieu Auzanneau, examines the conflict between economic expansion and sustainability from an energy standpoint. He contends that changing economic growth and consumption habits is important to account for the limited nature of

energy resources and that switching to renewable energy sources is essential for a sustainable future.^{iv} According to all the relevant studies and research papers, the devices & technologies that were invented or developed by research to make human life simple and easy were done in the early stages while keeping in mind all the modern amenities, and this happened very quickly, but after a time its adverse effects were felt and then it was deeply envisaged, the estimated results of which showed that human life is not for a long time on earth, after which a variety of new ideas were given direction while keeping in mind global stability, and one of these ideas—"15 Minute City"—which is seen as a new initiative in the field of sustainability—is going to be discussed in this paper. The 15-minute city, often referred to as the FMC or 15mC^v, is an urban planning idea in which most daily necessities and services, such as work, retail, education, healthcare, and recreation, are conveniently available within a 15-minute walk or bike ride from any point inside the city.^{vi} This strategy aims to improve city people's quality of life and well-being while reducing car dependence and promoting healthy, sustainable living.^{vii} The 15-minute city concept necessitates a multi-disciplinary strategy that incorporates transportation planning, urban design, and policymaking in order to provide well-designed public spaces, pedestrian-friendly streets, and mixed-use developments. This change in lifestyle, which may involve remote employment and reduced daily travel, has been made possible by the extensive availability of information and communications technology (ICT) in recent years. The concept has been described as a "return to a local way of life".^{viii} The idea's origins can be found in pre-modern urban planning practices when community life and walkability were prioritized over street networks and autos.^{ix} It builds on comparable pedestrian-centered ideas that have emerged recently in New Urbanism, transit-oriented development, as well as other programs that promote walkability, mixed-use construction, and compact, liveable neighbourhoods. There have been many ideas on how to put the concept into practice, such as building 15-minute cities out of a collection of smaller 5-minute neighbourhoods, also known as whole communities or walkable neighbourhoods.^x Since Paris mayor Anne Hidalgo declared ambitions to implement the 15-minute city concept during her 2020 re-election campaign, the proposal has gained a lot of traction.^{xi} Since that time, many cities throughout the world have made accessibility a priority, and many academics have employed the 15-minute model as a technique for spatial analysis to evaluate the accessibility levels in urban environments.^{xii}

History

The 15-minute city notion was inspired by earlier theories concerning closeness and accessibility, such as Clarence Perry's contentious neighbourhood unit. Carlos Moreno, Anne Hidalgo's advisor, credited Jane Jacobs's concept from *The Death and Life of Great American Cities* as the source of inspiration for the 15-minute city.^{xiii} Due to the growing climate crisis and the worldwide COVID-19 epidemic, the 15-minute city idea is gaining more attention. The C40 Cities Climate Leadership Group released a framework for cities to "build back better" utilising the 15-minute idea in July 2020, specifically mentioning the initiatives implemented in Milan, Madrid, Edinburgh, and Seattle in response to COVID-19 outbreaks.^{xiv} In order to foster dense, comprehensive, and all-encompassing communities, their study emphasizes the value of inclusive community participation through techniques like participatory budgeting and changing infrastructure and municipal planning.¹² Following COVID-19, a statement signed by 300 architects and 160 academics was published in Barcelona in April 2020 and called for a major overhaul of how cities are structured. Reorganization of mobility, (re)naturalization of the city, de-commodification of housing, and de-growth are the four main components of the concept.^{xv}

Implementation

A polycentric city with true social intensity, vibrant intimacy, and enjoyable congestion is what the 15-minute city is all about. The crucial element of the strategy, which Carlos Moreno has dubbed

"chrono-urbanism," is a refocusing of emphasis on time value rather than time expense.^{xvi}

Asia

Singapore's Land Transport Authority published a master plan in 2019 with the goal of creating "20-minute towns" and a "45-minute city" by 2040.^{xvii} Israel recently adopted the concept of a 15-minute city in its residential construction. Orli Ronen, director of the Urban Innovation and Sustainability Lab at the Porter School for Environmental Studies at Tel Aviv University, claims that only Tel Aviv, as opposed to central Jerusalem, Haifa, Beersheba, and Haifa, has had significant success in implementing the concept in new developments.^{xviii}

Europe

Paris Mayor Anne Hidalgo first proposed the 15-minute city concept during her 2020 re-election campaign, and it was first implemented during the COVID-19 pandemic. For instance, bicycle lanes and trees have been added to the Place de la Bastille and other squares, and after-hours, school playgrounds have been transformed into parks.^{xix} Cagliari, a city on the Italian island of Sardinia, launched a strategic plan to reenergize the city and improve walkability.²⁰ The city actively sought public input through a participatory planning process, in accordance with the Moreno model. Repurposing vacant public spaces and buildings is a unique aspect of the plan that relates to the concept of urban intensification as a whole.^{xx}

North America

Portland, Oregon, developed a strategy for whole neighbourhoods in 2012 in order to support children, offer affordable housing, and promote community-driven development and commerce in historically disadvantaged neighbourhoods.^{xxi} Similar to the Weng et al. model, the Portland plan highlights the importance of having access to moderately priced nutritious food and lays a heavy emphasis on walking and cycling as ways to promote general health. The Portland plan calls for a high level of transparency and community involvement throughout the planning process, similar to the diversity component of the Moreno et al. model.^{xxii}

Oceania

Plan Melbourne 2017-2050 was created by the Australian city of Melbourne to manage growth and stop sprawl. New bike lanes and the creation of "20-minute neighbourhoods" are only two of the many components of the plan that adhere to the 15-minute city concept.^{xxiii}

Implication

The 15-minute city has been proposed as a strategy to better serve demographic groups that have historically been underrepresented in planning, such as women, children, persons with disabilities, older people, and individuals who have lived experiences of mental illness. The 15-minute city places an emphasis on walkability and accessibility.^{xxiv} In order to maximize urban services like schools, parks, and complimentary activities for residents, social infrastructure is also prioritized. Access to green space is also given a lot of attention, which may encourage beneficial environmental effects like boosting urban biodiversity and defending the metropolis against invading species. According to studies, improved access to green areas can also improve the mental and physical health of city dwellers by lowering stress and depressive feelings, boosting happiness, enhancing sleep quality, and encouraging constructive social connections. It has been shown that city dwellers who live close to green spaces exercise more, which enhances both their physical and emotional well-being.^{xxv}

Limitations: Although the theory has a lot of potential advantages, such as lowering reliance on cars and improving walkability in metropolitan areas, but it also has certain drawbacks. The 15-minute

city concept has some limitations, including the difficulty or impossibility of applying it in developed urban areas where infrastructure and land use patterns are already established. The idea might also not work in places with low population density or in low-income neighbourhoods with few mobility options.^{xxvi} The use of an isochrone to indicate the radius of a region that is thought to be local is also mentioned when the idea is used as a literal spatial analytic research tool. In transportation planning, isochrones have a long history of use. They are usually built using the two variables time and speed. However, relying on general demographic norms, like gait speed, to determine the buffer zones of accessible locations might not adequately reflect the mobility capabilities of particular population groups, like the elderly. Due to this, research models may be inaccurate and fallacious.^{xxvii}

OBSERVATION & DISCUSSION

In the journal *Sustainability*, Georgia Pozoukidou and Zoi Chatziyiannaki argue that the inclusion of affordable housing provisions in FMC policies will help prevent the gentrification or displacement of lower-income residents to outlying neighbourhoods that frequently results from the development of dense, walkable urban cores.^{xxviii} Additionally, detractors have pointed out that models are not universal because countries in Europe with less urban sprawl are more likely to use the idea than those in Asia and North America with considerable sprawl.^{xxix} Chengdu used the 15-minute city concept to prevent sprawl, and Melbourne, where Lord Mayor Sally Capp stressed the necessity for public transportation to extend the 15-minute city's radius, are two notable outliers.^{xxx}

CONCLUSION

Adopting the 15-minute city concept has resulted in a tapestry of positive outcomes, albeit the precise combination of these benefits is influenced by the degree of integration and special conditions. Cities that have fully embraced this idea frequently discover that their urban landscapes are enhanced with a higher quality of life, where services, green areas, and cultural offerings are eminently accessible and foster a sense of convenience and general well-being among residents. Reducing reliance on cars, a key goal of the 15-minute city manifests as less traffic congestion and better air quality in areas that have made investments in effective public transport systems, bike lanes, and pedestrian-friendly infrastructure. As the idea encourages greater participation among residents, the finely woven community fabric is strengthened, with pedestrian-friendly neighbourhoods encouraging neighborly ties and closer-knit social circles. The concept's emphasis on active forms of transportation encourages increased physical exercise, which improves cardiovascular health, lowers obesity rates, and fortifies mental well-being. As a result, health benefits are realized. The concept's reduction in automobile use and related emissions benefits the environment, as shown by smaller carbon footprints and reduced demand on natural resources. 15-minute communities have an uptick in economic activity as a result of increased foot traffic and thriving local businesses as a result of reduced automobile travel. However, there are obstacles that must be overcome for this paradigm to be realized, including urbanization, infrastructure expenses, and the subtleties of community adaptation. Smart urban planning is essential for successful implementation, and it has to be supported by policies that reform zoning laws, improve public transportation, and put infrastructure expenditures first. In their pursuit of improved livability, sustainability, and peaceful cohabitation, other urban landscapes commonly look to the cities that successfully use the 15-minute city model as shining examples. The 15-minute city concept essentially acts as a responsive chord to the evolving symphony of urban priorities, with outcomes harmonized through the orchestrations of strategic urban planning, robust community involvement, and purposeful policy orchestration. Its core tenets are accessibility, communal synergy, sustainability, and holistic well-being.

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