

Data related to the CO3 real or potential platform's use can be processed to analyze in an integrated way the interactions between the platform in its technological dimension and the territorial activities that constitutes local pilot scenarios. The methodology we propose for sociocultural and economic assessment of the CO3 global project allows us to qualify and quantify how positive interactions (i.e., services) that are developed between citizens involved in a specific pilot scenario, are facilitated by the CO3 platform, which is considered as a common tool. Consequently, this methodology proposes at the same time a clear distinction between the different spatial scales of collaboration and an integrated vision of the sociocultural and economic assessment of the CO3 project.

- On the one hand, collaboration for different services, during different pilot scenarios on the different pilot sites leads to specific local results that shall not be compared directly because they depend on different territorial contexts.
- On the other hand, those local pilot scenarios assessments may not only be considered separately, but also regarding to what they have in common, i.e., the potential benefit of the influence of the same CO3 technologies.

We suggest that the thematic field of this "sociocultural and economic" assessment should be enlarged. This enlargement will facilitate such an integrated vision.

- The first dimension of thematic enlargement we bring is the ecological sustainability of the local services co-produced by the citizens involved in collaborative pilot scenarios in their living area – i.e., of the outcome of their interactions that are facilitated by the platform. Ecological sustainability is a deep social and cultural concern. In the context of the EU Green Deal, this concern is shared by the citizens of each pilot site. Even more, ecological issues have direct and indirect effects on services acceptability (social and legal) – meaning on sociocultural aspects – that besides have an influence on economic performances of local activities. The methodology we propose will then be more broadly a "sociocultural, ecological and economic assessment" of the CO3 project.
- A second reason, leading to another enlargement of the field of the assessment, is that the integrated spatial vision we promote should not only be founded on a social, ecological, and economic assessment of the services delivered on each pilot site by local pilot activities. Indeed, this traditional triplet of criteria – social, ecological, economic – allows an approach of the direct local impact of the pilot scenarios. It does not allow to take into account the dynamic effects that lead to indirect and deferred impacts that at the same time are specifically local and may be perceived at wider scales of territory. Consequently, how can we estimate, for example, that the functionalities of the CO3 tools that will facilitate social, ecological, and economic benefits generated by a new service in a given location, are also useful for other activities that would mobilize those functionalities to facilitate such benefits in another location?

In other words, it is necessary to ensure that the CO3 functionalities that leads to development of local services at a given micro-level and at a given moment (that is a specific and local collaboration between citizens and/or associations) also constitute a positive base for the development of services in other locations (that are other specific and local collaboration, taking place in the same or in different pilot countries). This broader influence will especially be analyzed both in terms:

- of the evolution each pilot scenario can impulse in the local sociotechnical governance process.
- of the potential for propagation to other locations of innovative solutions that characterize the services developed during those scenarios.

Adding this dual approach (governance process + potential for propagation) to the social, ecological, and economic triplet reflects a will to consider the fact that territorial governance is or is not favored by the spread of the various services envisaged at the micro level, thus favoring synergies between these services or, on the contrary, disfavor them and lock up those services' propagation to other localities.

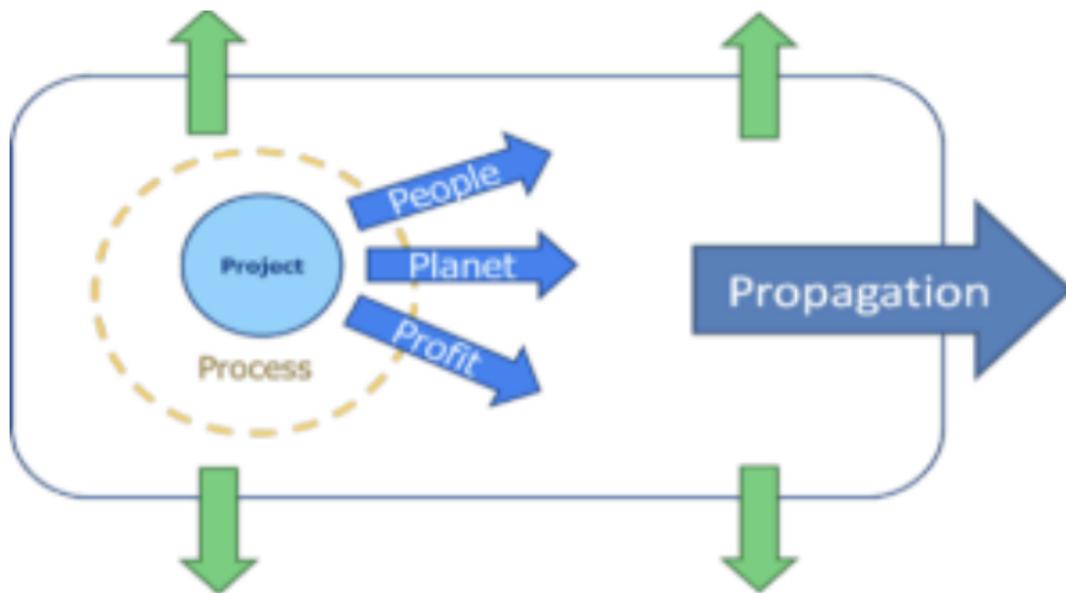


Fig 1. Dimensions for evaluating the performance of urban innovations

We propose to use the multicriteria and multi stakeholder analysis tool already experienced in Paris to articulate and compare both the influence of the CO3 platform and the sustainable impact of the services developed in the different pilot sites.

The challenge of this system is to demonstrate by a "journey" from qualitative to quantitative analyses that, as it has been mentioned above, virtuous collaborations that lead to the development of how useful services in a given place and for certain stakes of its sustainability (social, ecological, economic) have a positive impact on other services and on the common good of the territory, that is for the territory as a whole, in terms of governance process and of propagation of the innovations. Another purpose based on this diagnosis is to promote new practices of territorial intelligence.

In operational terms, it is therefore a question of evaluating both:

- 1) the territorial impact of the services/activities that constitutes local pilot scenarios, in terms of territorial sustainability – i.e., their social, ecological, economic effects, the local governance process, and the propagation potential of their innovative aspects.
- 2) the quality of the influence of the CO3 platform on the development of those services/activities.