

CleanCities



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What is the Clean Cities Campaign?

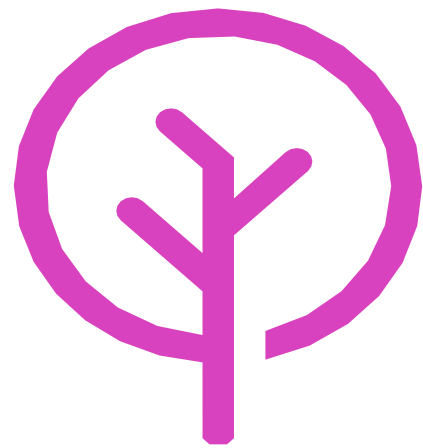
The Clean Cities Campaign is a European coalition of 80+ organisations working across 16 countries aiming to hasten the phase out the internal combustion engine for a sustainable urban future.

The network is united by the vision of **zero emission urban mobility by 2030**, promoting measures such as Low and Zero Emission Zones and School Streets.

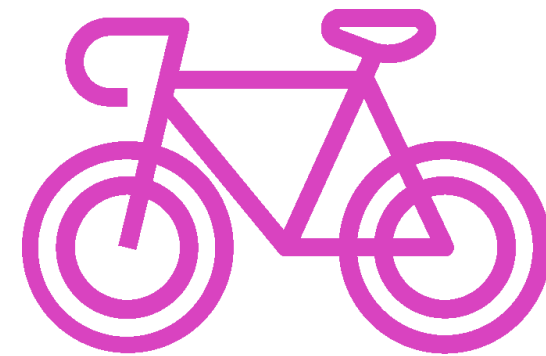
We build and strengthen the growing movements for clean air and clean mobility at local, national and European levels and collaborate with city level decision makers to achieve this.



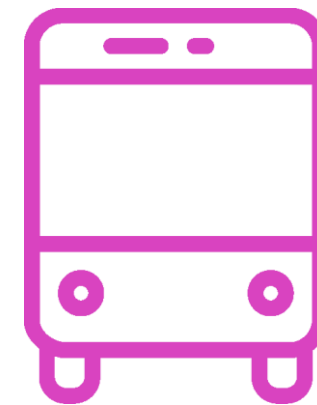
We're calling on cities to rethink urban mobility by...



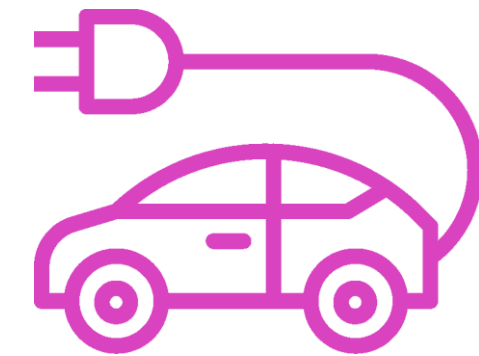
Reallocating public space for communities to thrive



Encouraging more walking and cycling



Promoting & investing in public and shared transport



Allowing only zero-emission vehicles to circulate from 2030 onwards

What the Clean Cities Campaign does:

# City	Country	Clean Cities Score	Overall Grade	Walking	Cycling	Public Transport	Car	Other	Tweet your Mayor	
1	Oslo	Norway	71.5 %	B	56%	88%	70%	93%	60%	TWEET
2	Amsterdam	Netherlands	65.5 %	B	64%	62%	69%	93%	40%	TWEET
3	Helsinki	Finland	64.2 %	B	69%	80%	64%	34%	72%	TWEET
4	Copenhagen	Denmark	62.3 %	B	63%	58%	69%	63%	97%	TWEET
5	Paris	France	61.9 %	B	42%	65%	79%	80%	41%	TWEET
6	Stockholm	Sweden	61.7 %	B	57%	66%	56%	78%	58%	TWEET
7	Chent	Belgium	58.7 %	C	60%	43%	70%	70%	43%	TWEET
8	Munich	Germany	57.5 %	C	51%	67%	62%	59%	51%	TWEET
9	Brussels	Belgium	57 %	C	40%	79%	55%	70%	51%	TWEET
10	Barcelona	Spain	56.9 %	C	54%	79%	58%	66%	28%	TWEET
11	Lyon	France	56.6 %	C	54%	58%	54%	58%	63%	TWEET
12	London	United Kingdom	55.8 %	C	32%	69%	53%	88%	51%	TWEET
13	Vienna	Austria	55.5 %	C	50%	67%	56%	44%	44%	TWEET
14	Bilbao	Spain	55 %	C	50%	81%	51%	47%	44%	TWEET
15	Lisbon	Portugal	53.5 %	C	37%	56%	73%	59%	42%	TWEET
16	Madrid	Spain	52.8 %	C	49%	73%	42%	63%	40%	TWEET
17	Birmingham	United Kingdom	52.8 %	C	38%	74%	38%	69%	59%	TWEET

European level:

- research
- **benchmark** cities
- monitor & assess measures of urban mobility, incl. LEZ/ZEZs
- provide data for local level work
- advocate for more ambition at EU level



Local level:

We advocate for: **low-/zero-emission** zones, as well as more **active mobility** and better urban mobility



Local/National /EU levels:

we build movements for **school streets**



Source: Fred Romero, CC license

We are also contributors to the Commission's **Expert Group on Urban Mobility**

Greater Manchester

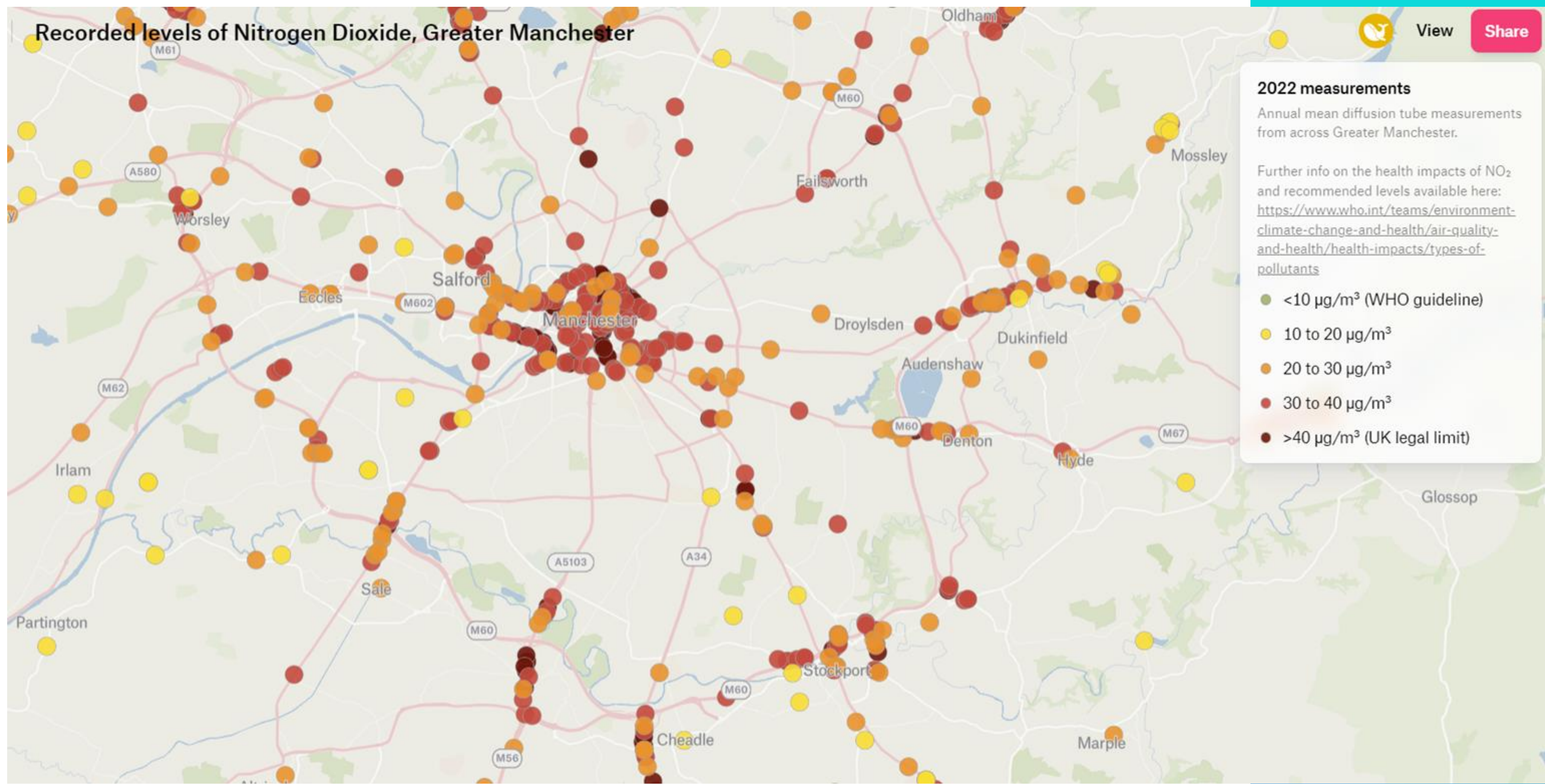
Recorded levels of Nitrogen Dioxide, Greater Manchester

View [Share](#)

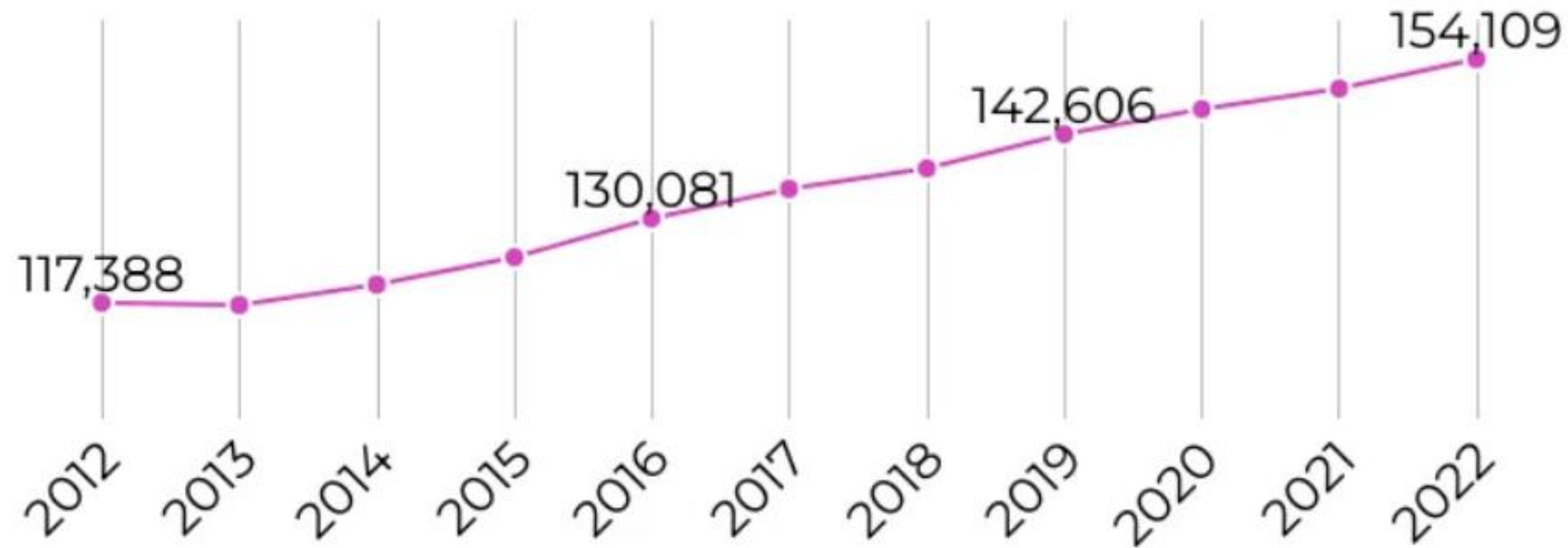
2022 measurements
Annual mean diffusion tube measurements from across Greater Manchester.

Further info on the health impacts of NO₂ and recommended levels available here: <https://www.who.int/teams/environment-climate-change-and-health/air-quality-and-health/health-impacts/types-of-pollutants>

- <10 µg/m³ (WHO guideline)
- 10 to 20 µg/m³
- 20 to 30 µg/m³
- 30 to 40 µg/m³
- >40 µg/m³ (UK legal limit)





The number of private cars in Manchester has increased by 31% in the past decade



Source: DfT dataset VEH0105

tomtom data

Rank by filter	World rank ▼	City	Average travel time per 10 km ▼	Change from 2022 ▼	Congestion level % ▼	Time lost per year at rush hours ▼	Average speed in rush hour ▼
1	1	London  United Kingdom	37 min 20 s	+ 1 min	45	148 hours	14 km/h
2	29	Manchester  United Kingdom	23 min 30 s	+ 20 s	37	88 hours	21 km/h

GM Clean air plan



- £51.2m investment in 64 zero-emission electric buses and EV charging infrastructure at bus depots
- £30.5m Clean Taxi Fund
- £5m investment in local traffic measures
- The results suggested by the modelling are only a hair's breadth below the legal target. In some cases, the modelled levels remain above $40\mu\text{g}/\text{m}^3$ and compliance is only met by rounding down the numbers.
- The report submitted to the Air Quality Administration Committee highlights that, under the new plan, 65 sites will remain at more than three and a half times the limit recommended by the World Health Organization guidelines.
- **The UK legal limit is not a safe limit!**

What could we be doing?

The most effective ways of reducing car traffic

Published 25 April 2022



City car use reduction strategies ranked

INTERVENTIONS	'STICK' ELEMENTS	'CARROT' ELEMENTS	EFFECTIVENESS
1. Congestion charge	Drivers pay to enter city centre	Revenues go to city's sustainable transport schemes	12-33% reduction in city-centre cars
2. Parking & traffic control	Remove parking spaces, alter traffic routes	Replace parking spaces with bike lanes and walkways, add car-free streets	11-19% drop in city-centre cars
3. Limited traffic zone	Exclude cars from part of the city (except residents)	Violation fines fund public transport	10-20% reduction in city-centre cars
4. Mobility service for commuters		Workers given free public transport pass, then private shuttles to workplace	37% drop in car commuters
5. Workplace parking charge	Drivers pay to park at work	Cash-out scheme for employees to use public transport; parking revenues fund public transport	8-25% reduction in car commuters
6. Workplace travel planning	Parking management and removal of spaces	Discounts for public transport; improved bike infrastructure; advice to help commuters use public transport/walk/cycle	3-18% drop in car use by commuters
7. University travel planning	Reduced parking on campus	Discounts for public transport; improved bike infrastructure; advice and promotion to students and staff of car alternatives	7-27% reduction in car use by university commuters
8. Mobility services for university		Free public transport pass and shuttle connections for students	24% drop in students commuting by car

9. Car sharing		Car sharing access integrated to work and neighbourhoods	12-15 private cars replaced by each shared car
10. School travel planning		Advice and events to help students and parents walk, cycle or carpool to school	5-11% reduction in car use for school trips
11. Personalised travel planning		Discounted public transport; advice to help city residents walk and cycle	6-12% drop in car use share among residents
12. App for sustainable mobility		Rewards for achieving targets for walking, cycling or using public transport	73% - proportion of app users declaring reduced car use

Source: [Kuss and Nicholas, 2022, Case Studies on Transport Policy](#) • [Get the data](#) • Created with [Datawrapper](#)



STREETS FOR KIDS

BEFORE



VS



AFTER

Milan





Stockport



- According to a TfL study on the impacts of School Streets in London, parents report driving less by car to school, (an 18% reduction). A similar study in Oxford on School Streets showed a 22% reduction.
- School streets curb air pollution by reducing motorised traffic near schools. In Brent, Enfield and Lambeth, School Streets led to a 23% reduction in nitrogen dioxide pollution. In the Flemish Region of Belgium, NO₂ levels around School Streets were reduced by around 20%.
- Similarly, a study of London schools found that a School Street reduced outdoor particle concentrations by up to 36%.
- 80% of parents said they would feel safer to let their children walk to school if there were not vehicles parked on the pavement.

THANK YOU FOR SHARING

The state of shared and zero-emission mobility in European cities



#	City	Country	Total Score	Grade	Shared bikes and e-scooters	Shared electric cars	Zero-emission buses	EV charging infrastructure	Tweet your mayor
1	Copenhagen	Denmark	87%	A	73%	100%	73%	100%	TWEET
2	Oslo	Norway	81%	A	60%	81%	84%	100%	TWEET
3	Paris*	France	70%	B	100%	65%	50%	63%	TWEET
4	Amsterdam	Netherlands	68%	B	24%	100%	49%	100%	TWEET
5	Hamburg	Germany	67%	B	74%	76%	38%	81%	TWEET
6	Helsinki	Finland	63%	B	100%	22%	68%	60%	TWEET
7	Milan	Italy	58%	C	75%	47%	71%	38%	TWEET
8	Lyon	France	52%	C	85%	50%	42%	30%	TWEET
9	Ljubljana	Slovenia	51%	C	26%	100%	0%	78%	TWEET
10	Lisbon	Portugal	50%	C	100%	0%	6%	93%	TWEET
11	Brussels*	Belgium	50%	C	100%	31%	12%	55%	TWEET
12	Antwerp	Belgium	48%	C	63%	28%	2%	100%	TWEET
13	Berlin	Germany	47%	C	65%	61%	26%	37%	TWEET
14	Cologne	Germany	47%	C	77%	26%	39%	46%	TWEET
15	Munich	Germany	47%	C	71%	37%	8%	70%	TWEET
16	Turin	Italy	41%	C	50%	24%	34%	59%	TWEET
17	Budapest	Hungary	40%	D	38%	35%	28%	57%	TWEET
18	Ghent	Belgium	39%	D	22%	31%	3%	100%	TWEET
19	Stockholm	Sweden	38%	D	52%	36%	4%	61%	TWEET
20	Sofia	Bulgaria	38%	D	5%	48%	68%	22%	TWEET
21	Strasbourg	France	35%	D	16%	22%	56%	44%	TWEET
22	Madrid*	Spain	33%	D	16%	59%	26%	32%	TWEET
23	Vi-city*	Poland	32%	D	50%	0%	61%	17%	TWEET
24	Greater London	United Kingdom	31%	D	17%	9%	53%	50%	TWEET
25	Glasgow	United Kingdom	30%	D	6%	3%	64%	45%	TWEET
26	Krakow	Poland	29%	D	57%	12%	33%	13%	TWEET
27	Warsaw	Poland	29%	D	64%	10%	27%	13%	TWEET
28	Rome	Italy	26%	D	37%	15%	11%	41%	TWEET
29	Marseille	France	25%	D	47%	22%	3%	27%	TWEET
30	Prague	Czech Republic	21%	D	27%	18%	0%	40%	TWEET

#	City	Country	Total Score	Grade	Shared bikes and e-scooters	Shared electric cars	Zero-emission buses	EV charging infrastructure
38	Cambridge	United Kingdom	12%	D	0%	0%	0%	33%
39	Birmingham	United Kingdom	12%	E	7%	0%	8%	32%
40	Granada	Spain	10%	E	11%	0%	8%	22%
41	Dublin	Ireland	9%	F	17%	2%	0%	16%
42	Greater Manchester*	United Kingdom	8%	F	4%	0%	5%	24%

Indicator	Metric	Ranking (out of 42 cities)
Zero-emission buses	Share of bus fleet that is zero emission	34th
Publicly accessible charge points	Publicly available charging power per capita	34th
Electric car clubs	Number of shared electric cars available per capita	36th
Shared bikes and e-scooters	Number of shared e-scooters + bikes available per capita	41st
	Overall ranking	42nd

E:mission zero



GREATER MANCHESTER

SCENARIO 2: ALL-ELECTRIC



GHG -68%

SCENARIO 3: EVERYTHING ALL AT ONCE



GHG -70%

SCENARIO 1: ACTIVE AND COLLECTIVE



GHG -65%

SCENARIO 4: (E)MISSION: ZERO



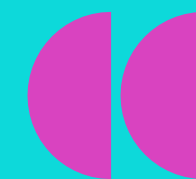
GHG -91%
- WINNER! -



- SCENARIO 1
- SCENARIO 2
- SCENARIO 3
- SCENARIO 4

WHY ZERO EMISSION URBAN MOBILITY?

-  More space for people
-  Contribute to climate protection
-  Fewer road collisions
-  Less noise pollution
-  Cleaner air
-  Less congestion



HOW COULD GREATER MANCHESTER GET THERE?

Reducing access of fossil-fuelled vehicles in parts of the city



Low- and zero-emission zones

Promoting active, shared and electric transport



Zero-emission deliveries



Electrification of buses



Working from home



Expanding walking & cycling networks



SCENARIO 4

GHG -91%

- WINNER! -

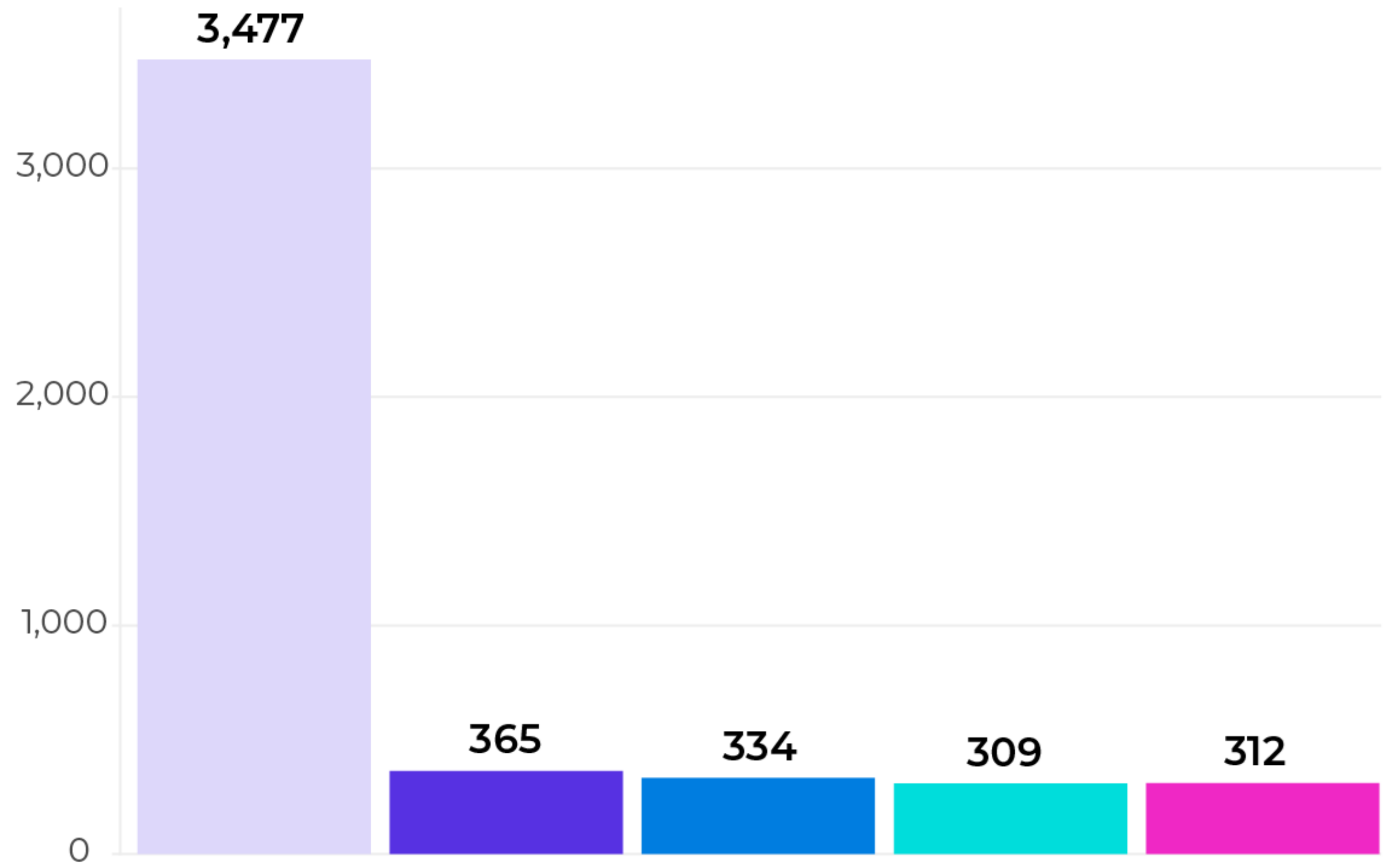
GHG -65%

GHG -68%

GHG -70%

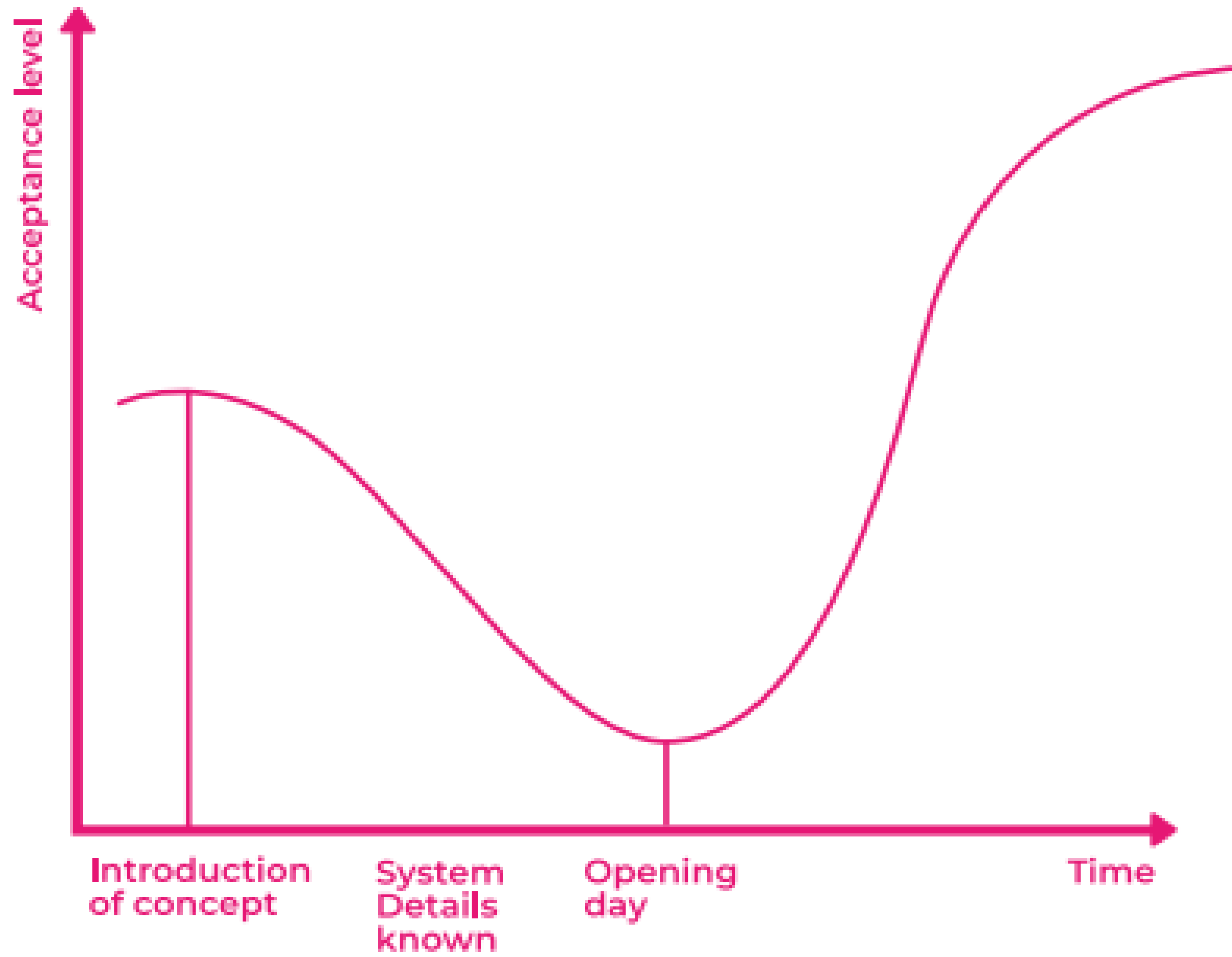


NOx emissions from urban transport in g/capita



● Baseline (2019) ● Active and collective ● All-electric ● Everything all at once ● (E)Mission: Zero

**So what's
stopping us?**



source: ReVeAL, 2022



Implementing successful policies

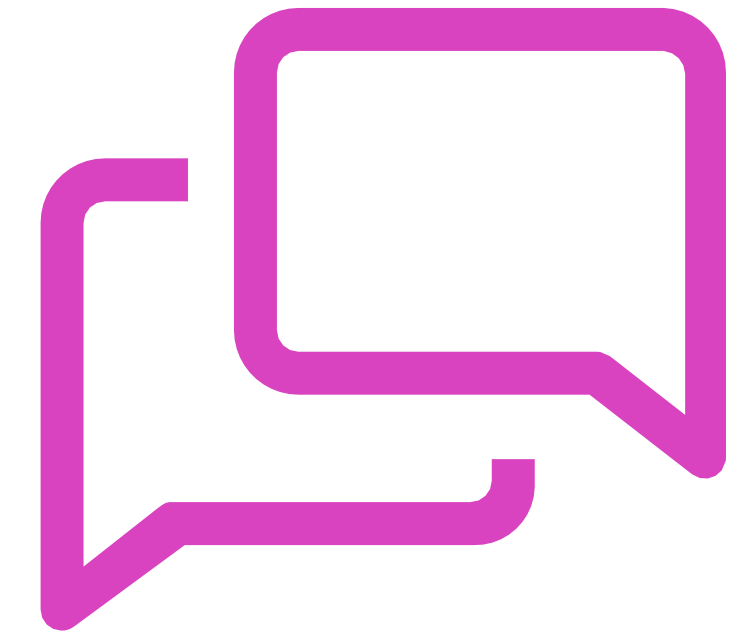


- Defining the objectives
- Communicating in advance
- Putting in place complementary measures
- Providing targeted support
- Monitoring the effects
- Setting a vision and timeline for further improvements



- Will you produce a roadmap of actions to ensure the air we breathe meets the WHO guideline limits by 2030?
- Help make children safer by increasing the number of **permanent school streets** across GM so that children have the space to travel to school safely, reducing their exposure to air pollution and risk of injury.
- Tackle the worst pollution hotspots by reallocating space away from cars towards public and active travel, by increasing the number of **traffic-free spaces** and increasing the number of roads with **bus priority**?
- Extend the **shared bike scheme** beyond the existing zone, and provide more on-street cycle storage, particularly in areas of high density housing.

Thanks!



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