CITIES RESPONSES TO COVID-19

C40 Cities Climate Leadership Group

25 June 2020
C40 networks of city officials have been extensively supporting cities in the response phase

- Mobile apps to help social distancing on transit
- Identifying testing sites
- Disinfecting services and protecting workers and passengers
- Installing pop-up bike lanes
C40 CITIES
Impact on the ground

Milan
Dedicate 35km of streets to walking and cycling

London
Major streets limited to buses, pedestrians and cyclists

CDMX
The City’s bike mayor has proposed over 130km of temporary bike lanes

Vancouver
Stanley Park walking and cycling only
PLANNING FOR A NEW REALITY
Challenges: transit facing huge impacts already

- Transit capacity hugely reduced due to needs of social distancing (30% capacity going forward)
- People fearful of public transit as “unsafe”, governments encourage residents to avoid using transit/ wear masks and gloves
- Revenues lost –
  - During the lock-down, affecting medium and long term financial sustainability
  - During recovery, as people prefer car travel, travel significantly less, or switch to cycling
  - A likely recession, resulting in less money for ongoing subsidy or capital expansion
- Continuing high costs –
  - Running base level of services in short term
  - Higher costs with hygiene procedures during, and after the crisis
  - Staff off-sick or dying from COVID-19 exposure, needing to re-hire, re-train
Risks to sustainable travel: Wuhan PT journeys fell from 56% to 24% after lockdown. Car use increased from 34% to 66%.
C40 CITIES

Challenges: vehicle restriction schemes suspended

- Vehicle regulation/restriction schemes (LEZs, congestion charging, parking control) have been temporarily lifted to allow essential vehicles to travel unimpeded:
  - Milan: suspended Area C (congestion charge) and Area B (LEZ)
  - Future schemes are being delayed e.g. UK Clean Air Zones
- There are some exceptions:
  - London: initially suspended all charging but reintroduced all schemes with tighter restrictions
  - Paris: has not suspended charging
  - Mexico City: re-applied number plate restriction late April (exceptions for essential service vehicles)
- Resuming regulations will be slow and challenging for cities even more pressure to consider the impact of vehicle regulation on businesses and poorer families

**Coronavirus delays cleaner air plans in cities**

- 26 March 2020
- **Coronavirus pandemic**

(British transport workers drive through central London, 15 April 2020)
Challenges: ZEV impacts

- Across the world, greater adoption of private cars is being encouraged as part of COVID recovery plans:
  - Some cities and countries providing **cash subsidies for the purchase of vehicles** (some include ICEs)
  - The US is already **scraping emission regulations** to make cars cheaper to support the auto industry
  - There is lobbying from European manufacturers to **delay changes to CO2 emissions regulations**
- Car manufacturers **shifting operations to build ventilators** which could delay new EV model launches, including buses and freight (the availability of EV different models is considered a key element of EV uptake)
- The post-COVID economic crisis and the **extremely low oil prices** are expected to make EVs relatively less economically attractive and sales are likely to shrink
Challenges: cities rethink growth and land use assumptions

- There will be big challenges to TOD if transit ridership remains low + an appetite for larger units with gardens away from city centres, in a blowback against density.
- Less retail space due to recession, impacting the activity on streets that makes for a thriving and safe urban environment.
- Wider sidewalks as a planning requirement.
- "15-minute city" policies being seen as possible solution to provide healthcare, education, essential shops, transit, and open space within a short radius, driving local resilience and sustainability.
- Informal settlement upgrading becoming a priority, as it’s clear they are particularly at risk, which puts the city more at risk in a future crisis.
Game Changers: cycling, walking and public realm interventions at scale

- Pop up cycle routes and expanding walking networks
- Expect measures needed for 18 – 24 months if social distancing is to be maintained on public transit
- Potential for gathering data about demand and behaviour change to support permanent implementation later
- Many cities reallocating street space to facilitate better physical distancing.
- Cities are also using innovative measures to support local businesses

BOGOTA
550KM OF LANES AND 75KM OF POP UP LANES – OF WHICH 25 WILL BECOME PERMANENT

MILAN
BARS AND RESTAURANTS TO EXPAND OUTDOOR SPACE AT NO COST. PERMITS GRANTED WITHIN 15 DAYS

PARIS
PARKLETS CREATED FOR SHOPS TO EXPAND PREMISES OUTSIDE INTO ON STREET PARKING
Cities are responding rapidly to the COVID-19 crisis proving we can change the way we do things.

World cannot return to 'business as usual' after Covid-19, say mayors

City leaders publish ‘statement of principles’ putting climate action at centre of recovery plans
- Coronavirus - latest updates
- See all our coronavirus coverage
Beyond the immediate response - C40 mayors are taking the lead to formulate what a green recovery will look like

“How we structure our recovery efforts will define our cities for decades to come. It is our responsibility as mayors to ensure that we build a solid foundation so that our cities emerge as healthier, equitable and more sustainable places to live”

Giuseppe Sala, Mayor of Milan and leader of the Mayoral Recovery Task Force
GLOBAL MAYORS COVID-19 RECOVERY TASK FORCE

TASKFORCE CHAIR
Mayor Sala
Milan

Mayor Plante
Montreal

Mayor Aboutaleb
Rotterdam

Lord Mayor Capp
Melbourne

Mayor Park
Seoul

Mayor Cantrell
New Orleans

Mayor Quintero Calle
Medellín

Mayor Aki-Sawyerr
Freetown

Mayor Medina
Lisbon

Secretary KS Wong
Hong Kong

Mayor Durkan
Seattle
The Task Force will deliver:

• Publish a **Thought-leadership statement** in June, with supporting expert papers
• Publish a **green recovery advocacy toolkit** for mayors in June
• Engage a **broad and powerful global coalition** of businesses, cities, labour, civil society and youth to support the development and implementation of a green and just recovery strategy
• Utilise a **robust set of communications tools** to assist mayors in discussion tackling the climate crisis in a post-COVID world
• Engage **global advisors** with expertise across C40’s regions
How do we support a Green and Just Recovery?

### The Big Fights (with industry/ national governments)
- Protect and fund transit
- Direct auto industry stimulus to ZEVs only
- Maintain ambition on vehicle emission regulations
- Protect density and push for complete neighbourhoods
- Upgrade informal settlements as a priority

### Quick wins
- Real world evidence, AQ and road safety narrative
- More road space to W&C, transit
- Incentivise e-bikes and cargo bikes
- Stimulus to e-bus and charge point manufacturers
- More ambitious green space requirements

### Hold the ship steady
- Deliver all planned transit expansions
- Advocate for TOD policies even if transit ridership is unsteady
- Continue supporting transit operators to move to cleaner technologies
- Help mayors make the health and economic case for vehicle restrictions
THANK YOU