



CNCA Game Changers | Decarbonizing Transport

Topic. Road / Parking Reform and Ultra Low Emission Zones (ULEZ) Funding Priorities

Leadership. The Carbon Neutral Cities Alliance (CNCA) members guiding this effort are Portland, OR, USA; Stockholm, SE; Toronto, ON, CA.

Problem statement. Road / parking reform - including pricing to manage demand - and ULEZ strategies are tools in the Decarbonizing Transport box. When properly designed, they can increase public transit use, increase walking and biking, reduce travel time, and improve air quality through reduced emissions. Yet cities struggle to: (1) gain political and community support for parking reform and ULEZs; and (2) ensure these efforts do not disproportionately impact low-income and underserved individuals. Key issues are:

- Achieving behavior change through road allocation reform and parking pricing signals, using parking revenue to advance climate work
- Promoting alternative modes of transportation before vehicles, including electric-powered ones
- Dramatically reducing the number of vehicles, especially those with high emissions, in city centers
- Ensuring the pedestrianized environment is protected and advanced as a recovery tool
- Actively centering equity when developing road and parking reform and ULEZ efforts
- Reallocating road space and parking areas to prioritize safe, equitable, and active transport
- Reducing travel times and the negative health impacts caused by poor air quality resulting from polluting vehicles

Theory of change. CNCA members have identified road / parking reform and ULEZs as game changing because these approaches free up physical space in city centers and allow cities to:

- Apply an equity lens to offer space-efficient, and climate-friendly ways of getting around to more people
- Develop innovative policies to reallocate rights-of-way to ensure that all citizens can travel safely through the city
- Promote walking, cycling, and mass transit to increase health benefits while reducing emissions
- Make more room for mass transit, either by creating new lanes or by reallocating parking spaces in the right of way
- Allow for and promote shared vehicles by providing parking for subscription-based car share programs
- Promote different vehicle types, by providing amenities like electric vehicle (EV) charging in parking areas
- Dramatically increase the amount of green infrastructure

CNCA members have also identified ULEZs as game changing because they restrict the type of vehicles on city roads. These zoning changes:



- Have tremendous impact on air quality and congestion
- Positively impact health outcomes and GHG emissions throughout the city

Funding priorities. The CNCA Game Changer Fund seeks to support city efforts to decarbonize transport through road/parking reform and ULEZs. Table 1 summarizes funding priorities and targeted outcomes for these efforts as identified by CNCA members. As funds are raised, CNCA will call for projects that advance these priorities in measurable ways.

Table 1. Parking Reform & Ultra Low Emission Zones Funding Priorities and Targeted Outcomes.

Funding Priorities:	Targeted Outcomes:
<ul style="list-style-type: none"> • Planning efforts to rethink road and parking allocations using parking pricing and ULEZs as tools for behavior change • Quantifying the impacts of road/parking reform and ULEZs on advancing active transport and public transit use • Studies to better understand and address the impacts of road/parking reforms and ULEZs on disadvantaged populations • Projects that test the effectiveness and replicability of road/parking reform policies and ULEZs around the world • Communication tools to develop messaging and engagement methods that garner community support for road/parking reform and ULEZs • Projects to identify stakeholders and build partnerships both locally and regionally to advance road/parking reform and ULEZ efforts 	<ul style="list-style-type: none"> • Road/parking reform policies and ULEZs are enacted and influence transportation behavior change • Local commercial district strategies are centered on emphasizing safe and comfortable short trips • Active transport and public transit are viewed as viable substitutes for high emission, single-occupant vehicle use • Road space, parking lots, and rights-of-way are transformed for active transport and green infrastructure purposes • Air quality is improved, and congestion is reduced across the city as a result of fewer and lower emission vehicles • Cities have both political and local stakeholder support for road and parking reform policies with ULEZs