




Category	Indicator	Why this matters	Measurement unit
<b>Space for people</b> 	<b>Opportunity for walking</b>	Walking is an essential element of zero-emission mobility and creating a healthy, liveable city, and is often the most efficient way of moving around in cities. Encouraging walking requires providing enough inclusive and safe space and infrastructure to pedestrians.	Infrastructure designated for pedestrians, calculated by the total length of separate infrastructure for pedestrians (km)/Total length of roads (km)
	<b>Opportunity for cycling</b>	Cycling is an essential element of zero-emission transport and creating a healthy, liveable city. It also is one of the most efficient ways of moving people and goods in cities. Promoting cycling requires providing sufficient dedicated space and infrastructure to cyclists, to ensure they feel safe.	Infrastructure designated for cyclists, calculated by cycle path length (km)/Total road length (km)
	<b>Traffic congestion</b>	Large traffic congestion is a result of inadequate response to mobility needs, as other transport solutions are not available or attractive. It increases air pollution, noise, accidents and stress levels.	Ratio of travel time during peak hours and uncongested hours, averaged over three years (2018, 2019, and 2020.) <sup>41</sup>
<b>Safe roads</b> 	<b>Pedestrian safety</b>	Making the city safe for pedestrians is a precondition for the uptake of more walking.	Ratio of fatalities per 100k residents calculated by three year average number of fatalities/ population
	<b>Cyclist safety</b>	Making a city safe for cyclists is a precondition for the larger uptake of cycling as an alternative means of transport.	Ratio of fatalities per 100k residents calculated by three year average number of fatalities/population (thousands)
<b>Access to climate-friendly mobility</b> 	<b>Public transport affordability</b>	Public transport is the backbone of mobility in most cities and needs to be affordable so it is appealing and accessible to everyone.	Percentage share of the average household income (%) calculated from the price of the monthly public transport price / Average monthly household income
	<b>Access to public transport</b>	Everyone should be given access to public transport. A high number of stops should be available across the urban area so the network is inclusive and convenient.	Public transport stops per km <sup>2</sup> is calculated by a ratio of number of stops per km <sup>2</sup>

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<b>Access to climate-friendly mobility (cont.)</b>  	Access to charging infrastructure	<p>A switch to electric vehicles is critical to achieving zero-emission mobility. This can only be achieved if public and semi-public charging infrastructure is made available and easily accessible as research has shown a strong correlation between public chargers per population and the electric vehicle uptake.<sup>42</sup> At the same time, it should be kept in mind that reducing the total number of cars in cities remains an important objective for cities and it should not be the objective to maximise the number of charge points.</p>	Power (kW) per 1000 of population calculated using the total charging power of public and semi-public electric vehicle charging infrastructure in kW / the population of the city
<b>Policies</b>  	Policies	<p>City leaders have a responsibility to accelerate the shift towards zero-emission mobility through policy and regulation. We assess whether low and zero emission zones exist and whether regional or national policies have been adopted to phase-out the sales of vehicles with internal combustion engines, which can support local efforts for zero-emission transport. When it comes to promoting alternatives, we assess whether car and bike sharing systems and “Mobility as a Service” (MaaS) apps are available.</p>	<p>A number of points out of a total of 20 based on the current and planned policies, with a maximum of 15 points for low and zero emission zones as well as policies setting an end date for the sales of vehicles with internal combustion engines, and a maximum of 5 points for bike sharing, car sharing and “Mobility as a Service” offers</p>
<b>Clean air</b>  	Current air quality	<p>Polluting cars and vans in cities contribute to poor air quality. Achieving the levels recommended by the World Health Organization (WHO) guidelines is essential to protect the health of citizens.</p>	Average concentrations of nitrogen dioxide and particulate matter (PM10, PM2.5) over three years combined
	Air quality trends	<p>Some cities suffer poor air quality far greater than others owing to a high prevalence of non-transport sources, topological and meteorological conditions. Monitoring trends enables us to ascertain whether cities are taking some level of action to combat pollution.</p>	The percentage improvement trend of air pollution levels (NO2, PM10 and PM2.5) over five years

Table 2 – Overview of the categories and indicators