

UNIVERSIDAD EUROPEA DE MADRID
SCHOOL OF SOCIAL SCIENCES AND COMMUNICATION



**Urban Sustainability in International Relations:
City Diplomacy, Green Cities and Human Rights**

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**Analysis of media coverage on ecological transition in
Barcelona, Paris and London in the Spanish, French and
British press in 2017 and 2021: analysing *ABC*, *elDiario.es*, *El
Mundo*, *El País*, *La Vanguardia*, *La Tribune*, *Le Figaro*, *Le
Progrès*, *Les Échos*, *Daily Mirror*, *The Daily Telegraph*, *The
Guardian* and *The Times***

Josep Oliver Juan

UNDERGRADUATE DISSERTATION
FOR THE DOUBLE DEGREE IN JOURNALISM AND
INTERNATIONAL RELATIONS

Directed by Prof. María Elena Gómez Sánchez

Presented in June of 2022

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Abstract

The purpose of the following undergraduate dissertation is to expose the growing trend of ecological and social sustainability in urban environments and, more specifically, to analyse how this is being promoted at the diplomatic sphere as a tool for the improvement of people's lives from the perspective of human rights. Furthermore, this dissertation includes a media analysis of headlines published in British, French and Spanish newspapers over the last five years on the subject of urban sustainability in London, Paris and Barcelona, in order to extract conclusions about their nature, their prevalence over time and their framing in relation to the editorial line of each outlet.

Keywords

Sustainable city, green city, city diplomacy, ecological transition, human rights, C40, urban health, low-emission zone, pedestrianisation, green space, public transportation.

Resumen

El propósito del presente trabajo de fin de grado es exponer la creciente tendencia de la sostenibilidad urbana y, más concretamente, analizar cómo se está promoviendo en la esfera diplomática como herramienta para mejorar la vida de las personas desde la perspectiva de los derechos humanos. Además, este trabajo incluye un análisis de titulares publicados en la prensa británica, francesa y española en los últimos cinco años sobre la cuestión de la sostenibilidad urbana en Londres, París y Barcelona, con el fin de extraer conclusiones sobre su naturaleza, su prevalencia a través del tiempo y su encuadre en relación con la línea editorial de cada medio.

Palabras clave

Ciudad sostenible, ciudad verde, diplomacia urbana, transición ecológica, derechos humanos, C40, salud urbana, zona de bajas emisiones, peatonalización, zonas verdes, transporte público.

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“What is the city but the people?”

- William Shakespeare, *Coriolanus* (3.1.244)

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Chapter 1

Introduction

1.1. Justification

This dissertation aims to shed light on the growing trend of transforming our cities to be more ecologically and socially sustainable, that is, the enactment of municipal or metropolitan policies with the objective of creating a more sustainable urban environment, such as local renewable energy production, increase of green space and biodiversity, creation of low-emission zones¹, prioritisation of mass transit, promotion of active mobility and construction of walkable neighbourhoods. More specifically, the aim of this dissertation is to reflect on how ecological transitions are being promoted at the diplomatic sphere as a tool to improve people's quality of life and in particular on how those improvements can be related to the protection of human rights.

As one of the greatest existential threats facing humanity -and one of the biggest challenges that we must tackle-, it seems, nowadays, that climate change is an increasingly relevant factor in all subjects of social, political and diplomatic life. Personally, I am especially interested in how climate change is pushing us to rethink our cities, which are the human ecosystem for the twenty-first century. With 70% of the world living in urban areas by 2030, reimagining our cities is a unique opportunity -and urgent need- to improve people's lives and protect human rights through nature-based, human-centric solutions.

To me, smart cities are as much about solving environmental issues as they are about addressing the humanitarian dilemmas facing our society: poverty, inequality, discrimination, and desperation. A study published by Harvard University in 2018 identified access to public transport as the single biggest factor in escaping poverty, even above primary education and crime rates (Chetty, R., & Hendren, N., 2018). Organisations like the C40² Cities Climate Leadership Group are being established, proving that in an increasingly urbanised world and in the wake of climate change, cities have an ever growing role to play in the stage of international relations. Sustainable Development Goal 11: Sustainable Cities and Communities proves that, even at a diplomatic level, there is a growing concern to build ecologically and socially resilient communities.

¹ An area of a city that vehicles that produce more than a low level of harmful emissions (= waste gases) must pay to enter: (Cambridge Advanced Learner's Dictionary & Thesaurus, 2022). Low-emission zones are sometimes abbreviated as LEZ or ULEZ in the case of London's Ultra Low Emission Zone. These abbreviations are occasionally used in this dissertation.

² The C40 is a global network of mayors from 97 cities, dedicated to discussing and promoting sustainable urban practices, reducing gas emissions and climate risks as well as improving people's quality of life in urban environments.

Furthermore, this dissertation includes a media analysis of three cases: London, Paris and Barcelona. A series of news articles on the topic of ecological transitions in these three cities published in selected newspapers from the United Kingdom, France and Spain over the last five years have been compiled and analysed in order to extract conclusions about the nature of these articles, their prevalence over time and their framing as it relates to the political ideology of the newspaper.

1.2. Objectives

The main objective of this dissertation is to study whether a correlation exists between the ecological transition of cities and the improvement of people's quality of life in terms of the protection of human rights.

The second objective is to determine the impact that ecological transition policies have on cities in terms of the three pillars of sustainability. In other words, the extent to which these policies cause cities and communities to be more ecologically, economically and socially sustainable.

The third objective is to delve into whether there is a growing concern at a diplomatic level to promote the creation of more sustainable cities and communities and the transformation of current urban environments in order to meet our climate goals, and to identify what kind of objectives, institutions and organisations are being set up in order to further the advancement of ecological transitions in cities.

The fourth objective is to analyse how cities are playing an increasingly relevant role in the field of diplomacy and international relations due to a growingly urbanised population worldwide, especially in the wake of the fight against climate change.

The last objective is to analyse the coverage that ecological transitions in cities -as well as the political and diplomatic measures that are being taken to promote such development- is being awarded by the press. In particular, the media analysis will consider the cities of London, Paris and Barcelona and will use news articles retrieved from some of the main newspapers in the United Kingdom, France and Spain.

1.3. Hypotheses

(H1.) The main hypothesis of this final degree project is that the ecological transition of our cities improves the wellbeing of citizens specifically in relation to the protection of human rights.

(H1.1.) The growing concern behind creating more sustainable and resilient cities and communities will be reflected at a diplomatic level through dedicated goals, institutions and organisations.

(H1.2.) As rural flight intensifies and metropolitan areas become the primary nuclei of human population, cities are starting to emerge as independent actors of their own in the international stage. This newfound diplomatic role for cities is going to become more relevant in coming years, especially in the fight against climate change, with a majority of the global population living in urban areas situated in areas prone to flooding.

(H1.3.) I predict that due to the increasing momentum behind ecological transitions and the impending nature of climate change, the cities that are considered in this undergraduate dissertation have taken advantage of the COVID-19 pandemic as an opportunity to accelerate their transformation towards a higher degree of sustainability and liveability.

(H2.) In this undergraduate dissertation I am also establishing a secondary hypothesis revolving around the treatment that ecological transition policies enacted in the cities of London, Paris and Barcelona will be awarded in the press. That is, in regards to the ideology of each newspaper, right-leaning sources will tend to be more critical of such policies whereas the left-leaning will tend to frame³ them in a more favourable light.

(H2.1.) I predict that the topic of ecological transitions in cities continues to raise more attention from the press as every year goes by and that this will become apparent by the increasing number of news stories on this topic published each year over the last five years.

³ The concept of framing, which we will be referring to throughout this dissertation -particularly in the qualitative analysis portion- will be explained in further detail in the theoretical framework.

In the following Chapter 2 we offer an overview of the methodological framework which has been used in this undergraduate dissertation including the methodology used in the media analysis and a justification of the chosen cities: London, Paris and Barcelona; and newspapers: five in the Spanish press and four from the British and French press both. Next, in Chapter 3, we present the theoretical framework, in which we will expose and explain the concepts which are needed in order to properly understand the subject matter of this dissertation. In this chapter we will review the concepts of sustainability, sustainable cities, city diplomacy and show the vulnerability of cities in the face of climate change, as well as establish a relationship between the issues caused by status quo urban planning doctrine and the violation of city dwellers' human rights.

Once this is done, we will move on to Chapter 4, in which we will carry out the media analysis proper: firstly by conducting a qualitative analysis of the five years between 2017 and 2021 and, secondly, by offering a more in-depth qualitative analysis into the themes and focuses of the headlines published in the first and last year comprehended in the scope of this dissertation. Finally, Chapter 5 will present to the reader a series of conclusions which have been extracted throughout this undergraduate dissertation, including a recapitulation of the objectives and hypotheses laid out in the introduction, a commentary on the limitations encountered throughout the entire process and a suggestion of new possible lines of investigation.

The final portion of this undergraduate dissertation contains the compendium of bibliographical references used in the research process and a series of annexes containing the complete collection of headlines contemplated for the qualitative analysis, that is, those published by our selected media in 2017 and 2021 according to our methodology. The final annex is unique to students of Journalism at the Universidad Europea de Madrid who are expected to create an engaging product in order to demonstrate the journalistic capabilities that they have built up over their time at university. In this case, we present a series of interviews with notable characters and institutions on the subject of urban sustainability, city diplomacy and human rights, focusing specifically on the city of Barcelona.

Chapter 2

Methodological framework

2.1. Methodology for the media analysis

The analysis portion of this research paper is dedicated to compiling, analysing and comparing news articles covering ecological measures which have been adopted in Barcelona, Paris and London in order to transition towards a more sustainable city model; and which have been published in each of the selected newspapers from Spain, France and the United Kingdom in the last five years. In order to do this, news pieces were retrieved using the advanced search tool on the Factiva® database using the following conditions and keywords:

- A five year date range was set so that only articles ranging from the 1st of January, 2017, to the 31st of December, 2021, would come up as results.
- In total, nine searches were made. Each city was searched a total of three times, focusing on each of the three countries' newspapers. This means that one search focusing on news articles about Barcelona was made for Spanish newspapers, another for French newspapers and another for British newspapers and the same was also done for London and Paris. This approach was adopted in order to be able to cross compare news coverage for the three cities from the three countries' media outlets' perspectives.
- The search field "All of these words" was always filled in with the name of the city in question. In the search field "At least one of these words" four keywords relating to urban sustainability and city diplomacy were introduced in order to generate a series of relevant results.
- The consulted newspapers were either in Spanish, French or English, therefore the search terms that were used in the advanced search engine were translated accordingly, accommodating for local sensibilities. In English: "sustainable city", "C40", "pedestrianisation" and "low-emission zone". In Spanish: "ciudad sostenible", "C40", "peatonalización" and "zona de bajas emisiones". In French: "ville durable", "C40", "piétonnisation" and "zone à faibles émissions".

The screenshot shows a search form with the following details:

- Search Method:** Free Text Search (selected), Search Form.
- Logic:** All of these words (selected).
- Search Terms:** Barcelona, "ciudad sostenible" C40 peatonalización "zona de bajas emisiones".
- Date Range:** Enter date range... 01/01/2017 to 31/12/2021. Includes options for Duplicates and Similar.
- Source Selection:**
 - El País - Nacional (Spain, Spanish Language)
 - El Mundo (Spain, Spanish Language)
 - ABC (Spain, Spanish Language)
 - El Diario.es (Spain, Spanish Language)
 - La Vanguardia (Catalonia, Spain, Spanish Language)

Figure 1: This is a screen capture of a sample of the search parameters described above which have been used to retrieve our collection headlines from the Factiva® database.

May the reader note that more information on our press outlets of choice will be provided in Chapter 3: Description of the chosen newspapers.

2.2. *Justification of the chosen cities*

The cities of Barcelona, London and Paris were chosen because of their growing emphasis on challenging established conventions in urban planning, development and governance in benefit of climate resilience and the wellbeing of citizens. As opposed to other well-established and world-renowned proponents of the sustainable city model such as Amsterdam and Copenhagen -long known for their dense layout, high bike ridership and high quality of life- what makes London, Barcelona and Paris unique is their growing relevance in recent years, thus making these cities fit into a new wave of ecological urban transformation and philosophy. Specifically over the last decade and especially since the COVID19 Pandemic outbreak in 2020 these cities have been pushing themselves and others to rethink their priorities in terms of the distribution of public space, lack of greenery, prioritisation of sustainable mobility, and a renewed focus on urban health; and have been enacting ambitious measures in order to advance their goals.

Furthermore, these three cities share a common link in that their mayors are and have been heavily involved with the C40 Cities Climate Leadership Group. In particular, the mayor of Paris, Anne Hidalgo⁴, served as Chair of the organisation between 2016 and 2019, the mayor of London, Sadiq Khan⁵, is the current Chair and has been since 2021, and the

⁴ Originally from San Fernando, Spain, Anne Hidalgo is the first woman to hold the position of Mayor of Paris. A member of the Socialist Party, she came into office in 2014 and is currently serving her second term. In her second term, the mayor has become notorious for her climate-friendly urban planning schemes including creating a new network of cycle lanes during the coronavirus pandemic, pedestrianising the highway along the banks of the Seine, her goal to significantly reduce the number of cars in the city, and her projects to increase the amount of green space in several of Paris's most emblematic sites such as the Champs Élysées and the Champ de Mars. Additionally, Hidalgo also served as Chair of the C40 between 2016 and 2019. She also ran in the 2022 presidential election as the candidate for the Socialist Party, coming in tenth out of twelve candidates.

⁵ Hailing from the south London Borough of Tooting, Sadiq Khan is the incumbent Mayor of London and only the third person to serve the role since the creation of the Greater London Authority in 2000. A member of the Labour Party, he first assumed office in 2016 and is now in his second term since being reelected in 2021. As far

mayor of Barcelona, Ada Colau⁶, is the current Vice President of the C40 in Europe since 2021.

2.3. Description of the Spanish newspapers

The following newspapers have been selected specifically due to their high circulation⁷ and to represent a wide ideological range on the Spanish political spectrum. The chosen five are: *ABC*, *elDiario.es*, *El Mundo*, *El País* and *La Vanguardia*. For all of the aforementioned publications only their Spanish language versions were considered since some of them also print in Catalan and/or English. All newspapers are listed in alphabetical order.

2.3.1. ABC

Well known for its monarchist and traditionalist views, *ABC* was founded in 1903 in Madrid and was once the most printed newspaper in the country and remains among publications with the highest circulation to this day. *ABC* is known for its prominent use of photography and heavy focus on cultural pieces and the arts. Today its political agenda best lines up with christian-democratic and conservative values, Spanish nationalism, defence of the Spanish monarchy and is often associated with Spain's Popular Party⁸ (Baumgartner & Chaqués Bonafont, 2015).

as urban sustainability policies go, Khan's time as Mayor of London has been marked by the expansion of the city's Ultra Low Emission Zone, the creation of a new Low-Emission Zone covering almost all of Greater London, the imposition of heavy restrictions on diesel cars and the electrification of the city's public transport fleet. Furthermore, Khan established the goal to make London carbon-neutral by 2030, the most ambitious target set by any other comparable city. In addition to his role as Mayor of London, he was elected Chair of the C40 in 2021 and is currently serving.

⁶ Ada Colau is the incumbent Mayor of Barcelona and the first woman to ever hold this position. She was first elected in 2015 and reelected in 2019. Colau is a member of *Barcelona en Comú*, a left-leaning party which was established in 2014 in a time when a number of new progressive and regional parties were being founded across Spain. As far as the subject of this dissertation goes, her time as Mayor of Barcelona has been most notable for the implementation of superblocks, an increase in bicycle infrastructure and public housing as well as the employment of tactical urbanism since the pandemic. Furthermore, Colau was elected in 2021 as the European Vice Chair of the C40's Steering Committee

⁷ Because some of the selected newspapers do not feature a printed version, we will be looking at the number of visits that they receive in their online versions. In April 2021, *El País* was viewed 138 million times, followed by *El Mundo* with 113 million visits, *ABC* came in third with 81,1 million visits, followed by *La Vanguardia* in fourth place with 78,8 million visits and *elDiario.es* in last place with 35 million (Libretilla, 2021).

⁸ Founded in the 1980s to replace *Alianza Popular*, the *Partido Popular* -or PP- is a centre-right to right-wing political party that holds liberal, christian-democratic and conservative values. It has served as Spain's main party on the political right since the advent of democracy in 1978 and has alternated with the Spanish Socialist Workers' Party for the majority of the votes in every national election. It is affiliated with the European Popular Party, the International Democrat Union and the Centrist Democrat International. As of 2022, the party holds 88 out of 350 seats in the Congress of Deputies and 100 out of 265 seats in the Senate.

2.3.2. *elDiario.es*

The youngest newspaper included in this selection, *elDiario.es* is an online newspaper founded in 2012 by journalists coming from the newspaper *Público* after it shut down its print edition. *elDiario.es* is targeted towards a younger, left-leaning, academic audience with progressive tendencies and a republican stance. The publication takes pride in the special attention it places on gender equality and the fight against gender-based violence. As far as its alignment in the political spectrum, this publication is most often seen favouring the social democratic values of the Spanish Socialist Workers' Party⁹ and the *Unidas Podemos*¹⁰ party (López & Valera, 2013).

2.3.3. *El Mundo*

Founded in 1989, *El Mundo* is a centre-right newspaper with headquarters in Madrid and with several local editions in regions across Spain. Ideologically speaking, it fits within mainstream secular liberalism and Spanish nationalism and is generally critical of left-leaning politics as well as regional identity and devolution of power. Despite *El Mundo*'s political alignment with the Spanish Popular Party, its criticism of some of the party's actions during its time in government as well as its politically heterogeneous roster of columnists speak of its independent nature (Gonzalo, 2016).

2.3.4. *El País*

The newspaper with the highest circulation in the country, *El País* was founded in 1976 in the early days of the country's transition to democracy after the death of Francisco Franco and is considered a newspaper of record in Spain. Owned by the media conglomerate PRISA and with offices in Madrid, Barcelona, Mexico City and São Paulo, *El País* prides itself on its independent nature, global perspective, rigorous publishing standards and its

⁹ Founded in the 1870s, the *Partido Socialista Obrero Español* -or PSOE- is a social democratic party in Spain. Once a marxist party, the party has been shifting towards the centre since the 1970s. It currently holds the majority in the Spanish Congress of Deputies with 120 out of 350 seats and is the main party of government along with its ally *Unidas Podemos* and with the support of several other parties. It is affiliated to the Party of European Socialists, the Socialist International and the Progressive Alliance. PSOE has been in government longer than any other party in Spain's democratic period.

¹⁰ *Unidas Podemos* -Spanish for "United We Can?"- is a new coalition of political parties on the left-wing spectrum in Spain. The coalition was formed in light of the 2019 general election by fusing the progressive *Podemos*, the left-wing *Izquierda Unida* and the green *Verdes Equo* -now *Alianza Verde*- as well as a series of other regional parties. The fundamental strains of thought in UP are progressivism, social democracy, environmentalism, feminism, left-wing populism and republicanism. The party is affiliated with The Left in the European Parliament - GUE/NGL and currently forms part of the coalition government in Spain.

defence of democracy (Escuela de Periodismo UAM - El País, n.d.). Ideologically, *El País* is often thought of as being most favourable to social democratic or centre-left leaning ideologies (Teruel Rodríguez, 2013).

2.3.5. La Vanguardia

The oldest out of the five included in this selection, *La Vanguardia* was founded in 1881 and is the Catalan newspaper with the highest circulation in Spain. Printed in Barcelona, the publication is traditionally associated with Catalonia's buoyant bourgeoisie and elite classes. With its liberal and monarchist ideology and shifting stance on catalan independence, *La Vanguardia* describes itself as a moderate, centrist publication with ties to both Spanish and Catalan spheres of influence. The newspaper can often be seen siding with political parties that fall within the umbrella of centre-right catalan regionalism and nationalism (Huertas, 2006).

2.4. Description of the French newspapers

The newspapers which have been chosen to represent the political spectrum in the French press are *La Tribune*, *Le Figaro*, *Les Échos* and *Le Progrès*. These newspapers were chosen due to their high circulation¹¹ and in order to cover a wide ideological range spanning from conservative to progressive. However, the original selection was different and had to be changed due to difficulties encountered in the research process. In this sense, *Le Monde* and *Libération* were originally included, along with *Le Figaro*, as these three are considered newspapers of record in France and are among the most widely distributed at a national level, not specialising in a particular region or subject. Despite being listed in Factiva®'s search tool, it soon became apparent that, in fact, no *Le Monde* or *Libération* articles were held in the archive and thus these newspapers were replaced by the next most popular: *La Tribune*, *Les Échos* and *Le Progrès*.

¹¹ Because some of the selected newspapers do not feature a printed version, we will be looking at the number of visits that they receive in their online versions. According to the *Alliance pour les Chiffres de la Presse et des Médias*, a non-profit organisation that keeps record of circulation of newspapers and views of their online versions, in March 2022, *Le Figaro*'s online version was visited 194,929,342 times, *Les Échos* 31 614 599 times, *Le Progrès* 20,622,617 times and *La Tribune* had 12,231,049 online views (ACPM, 2022).

2.4.1. *La Tribune*

Founded in 1985, *La Tribune* is a financial newspaper with headquarters in Paris. Originally a daily publication, in 2012 it switched from a daily to a weekly printing basis. Its main competitor is the financial newspaper *Les Échos*. *La Tribune* publishes news pieces of regional, national and international scope but focuses on a wide range of matters relating to finance and economics, industry and development, and tech and media, which are all presented and analysed under a centre-right-leaning lense (Open Source Center, 2008).

2.4.2. *Les Échos*

The main competitor of *La Tribune*, *Les Échos* is an economic and financial newspaper published in Paris. Founded in 1908, *Les Échos* maintains a liberal editorial line in favour of the free market system, and defends a pro-European stance. Despite its birth as a financial publication, *Les Échos* has since expanded its thematic range in recent years to include scientific and social developments as well as legal and media related matters (Eurotopics, 2019).

2.4.3. *Le Figaro*

Founded in 1826, *Le Figaro* is the oldest remaining printing newspaper in France and one of three newspapers of record in the country alongside *Le Monde* and *Libération*. With its centre-right leaning ideology, it is currently the most widely circulated newspaper in France. Due to its conservative nature, it can most often be found siding with the European People's Party. *Le Figaro* holds a strong bond with the *Académie Française* and prides itself on its rigorous reporting and use of language (Slama, 2006).

2.4.4. *Le Progrès*

Le Progrès was founded in 1859 and holds its headquarters in the city of Lyon in the Auvergne-Rhône-Alpes region, making it the only French newspaper in this selection to be printed outside of the capital region. *Le Progrès* has had its fair share of illustrated collaborators throughout the years, the likes of Emile Zola. Despite providing a special focus on regional news, *Le Progrès* reports on matters of all kinds of national and international scope. A conscious decision has been made to include *Le Progrès*, as opposed to a different newspaper with a higher circulation such as *Ouest-France*, by virtue of its independent nature and progressive-leaning ideology (Ruffier-Fossoul, 2008). This has been done so in order to

provide ideological balance to the selection of newspapers seeing as *Le Monde* and *Libération*, which would have brought more popular centre-left and left-leaning perspectives to the table, are not available in Factiva®.

2.5. Description of the British newspapers

The following newspapers have been selected specifically due to their high circulation¹² and in order to represent a wide ideological range on the British political spectrum. The chosen four are the broadsheets *The Daily Telegraph*, *The Guardian* and *The Times* as well as the tabloid *Daily Mirror*. All four of the chosen newspapers are based in London, cover mainstream topics -meaning that they do not specialise in any specific field, such as finance or sport- and are aimed at a national target as opposed to focusing on one particular region.

2.5.1. Daily Mirror

Founded in 1903 and with headquarters in London, the *Daily Mirror* is a left-leaning tabloid publication. The *Daily Mirror* is best known for its style which includes prominent use of photography, eye-catching headlines and shocking stories. The newspaper is targeted towards a middle class and working class audience and has a consistent track record of aligning with the British Labour Party¹³ (Stoddard, 2010). It may be noted that the *Daily Mirror* has been selected despite being the only tabloid out of the entire selection of newspapers. This is because this newspaper, which is among the most printed in the country, has been chosen by virtue of its left-leaning bias. This has been done so in order to provide a fair balance on the ideological scale. Despite their sensationalist tactics and lesser prestige as opposed to broadsheets, tabloids have a long tradition in the British press and should not be disregarded when analysing media coverage in the United Kingdom.

¹² According to the latest data available by the Audit Bureau of Circulations for each source -out of the newspapers included in this undergraduate dissertation- the newspaper with the highest circulation is *The Times* with 365,880 copies in March 2020, followed by the *Daily Mirror* with 325,271 copies in March 2022, *The Daily Telegraph* coming in fourth with 317,817 copies in December 2019 and, finally, *The Guardian* with 105,134 monthly copies published in July 2021 (Tobitt & Majid, 2022)

¹³ The Labour Party is one of the main political parties in the United Kingdom containing various strains of thought including social democracy and democratic socialism. Founded in 1900, the party has shifted towards the centre throughout its years in existence. It is affiliated with the Party of European Socialists and the Progressive Alliance and maintains a role as an observer in the Socialist International (Webb, 2020a).

2.5.2. *The Daily Telegraph*

Founded in 1855 as *The Daily Telegraph & Courier*, *The Daily Telegraph* is one of three newspapers of record¹⁴ in the United Kingdom. This role is usually enforced when the Conservative Party¹⁵ is in Downing Street which it has repeatedly endorsed in every election. Published in London, *The Daily Telegraph* also opposed Scottish independence in 2014 and supported leaving the European Union during the BREXIT referendum of 2016. All of this gives us an idea of the newspaper's conservative, right-leaning inclination (Curtis, 2006).

2.5.3. *The Guardian*

Originally founded as *The Manchester Guardian* in 1821 but relocated to London in 1959, *The Guardian* is one of three newspapers of record in the UK, it is among the most circulated in the country and among the most read in the world. The online version also features regional editions for the United States and Australia. A centre-left leaning publication, best aligned with the values of the Labour Party and even the Liberal Democratic¹⁶ Party, *The Guardian* prides itself on being an independent and inquisitive publication, spearheading the Panama Papers investigation in 2016 (Staff, 2008).

2.5.4. *The Times*

The Times was founded in 1785 under the name *The Daily Universal Register*, switching to its current name three years later. *The Times* is generally considered to be a centre-right leaning newspaper of record with a predilection for the English establishment. Nevertheless, it has not consistently favoured one political party or ideology exclusively throughout its history, rather it has endorsed the candidates of different parties at different elections. Nevertheless, in recent years, the newspaper has endorsed mainly right-leaning

¹⁴ A “newspaper of record” is a major, highly-distributed newspaper whose publications are considered to hold authority. The term “newspaper of record” also designates a newspaper which is authorised to publish official public or legal notices (Martin & Hansen, 1998).

¹⁵ Officially the Conservative and Unionist Party, the Conservative party is a historic British centre-right political party founded under the principles of conservatism, liberalism and British unionism. As of 2022, the party holds 358 out of 650 seats in the House of Commons and 255 out of 764 seats in the House of Lords and is the Party of Government in the United Kingdom. The party is affiliated with the European Conservative and Reformists Party and International Democrat Union (Webb, 2019).

¹⁶ The Liberal Democratic Party, commonly referred to as the “Lib Dems”, is a political party in the United Kingdom. The party was established in the late 1980s through the fusion of the Liberal and the Social Democratic parties. It is the third party in the British Parliament and sits in the political centre between the Conservatives and the Labour Party, holding a centre-left, liberal and libertarian stance (Webb, 2020b).

politicians such as Boris Johnson, endorsed the UK's departure from the European Union and some of its columnists have connections to the Conservative Party (*The Times*, 2019)

Chapter 3

Theoretical framework

This chapter is dedicated to the theoretical framework which lays out the groundwork for this undergraduate dissertation and explains all of the essential concepts which are key in order to understand all of the concepts that we will be discussing in the media analysis. In this chapter we will dive into our world's changing demographic landscape, the fundamentals of sustainability and sustainable cities, city diplomacy and the relation between urban sustainability and human rights as well as certain journalistic concepts -such as framing- which will be essential in order to break down the linguistic aspects behind the headlines that we will be looking at in the qualitative portion of the media analysis.

3.1. *An urban world*

It is well known that we live in an increasingly urbanised world. According to data gathered from the United Nations Department of Social and Economic Affairs' 2019 report, in the year 2007, the global urban population surpassed the rural population for the first time in recorded history (UNDESA, 2019). Since then, that figure has only continued to grow at a steady pace and represented 56% of the world's population in the year 2020. Furthermore, the percentage of urban population is expected to climb very rapidly in the coming decades as urbanisation trends accelerate, so much so that this demographic is expected to reach two thirds of total population by the year 2050. In the European Union, 75% of the population is already urban and in some countries the percentage is even higher. In Spain, for example, this figure has already reached 80% (UNDESA, 2019).

In addition, the size of cities is also growing, on average, and the percentage of population living in cities of over one million inhabitants and megacities¹⁷ is also increasing. Due to the remarkable speed at which this phenomenon is taking place and the tremendous impact it has on the organisation of society, the United Nations has labelled urbanisation as a "demographic mega-trend" along with three others: population growth, ageing and international migration (Sameh Naguib et al., 2021).

This positive trend in urbanisation is set to continue, with both the number and the percentage of city-dwellers expected to keep rising. Nevertheless, the speed at which this is happening is predicted to decrease (UNDESA, 2019). This is due to the fact that current trends in urbanisation vary greatly from region to region across the globe. On the one hand,

¹⁷ "A very large city that has a population of more than 10 million people and that is often made of two or more urban areas that have grown so much that they are connected." (Cambridge Business English Dictionary, 2022).

South Asia and sub-Saharan Africa are the two regions where urban population is expected to grow the most in the coming years due to the current rural population and rate of socioeconomic development. The report on World Urbanization Prospects published by the United Nations Department of Economic and Social Affairs (2019) indicates that another 2.5 billion people will live in cities by the year 2050, with just under 90% of them living in urban areas in Africa and Asia.

On the other hand, more consolidated regions, such as Europe and the Americas, have higher rates of urbanisation and so urban population is expected to increase at a slower pace as there are less people left in rural areas that can move to cities. In fact, some areas of Latin America and eastern Europe have reached a point of maturity and are actually in the early stages of decreasing the size of cities due to a combination of factors including an ageing population and a population shift towards lower density suburban developments (Sameh Naguib et al., 2021).

Sameh Naguib et al.'s report on Demographic trends and urbanization (2021) provides some insight into how policy makers can use sustainable urban planning trends as an opportunity to make a positive difference on the wellbeing of people and tackle the demographic challenges their cities face:

“Infrastructure investments in particular have a long life-cycle and can “lock in” a city’s development path, and must therefore be made with an eye to long-run demographic projections, which may indicate how and how long a city will keep growing. This big-picture analysis gives way at the city level to more granular investigations related to, for example, the regeneration of neglected neighbourhoods in city centres that may be more accessible for the elderly, the prevalence of public space and parks with recreational opportunities for young people, and the need to better integrate and “mix” residential neighbourhoods and employment opportunities. The built environment shapes, and in many ways determines, the way we live, work, and play. In order to enable our cities to facilitate and respond to human needs and preferences, urban design must begin from an understanding of our demographic reality and our demographic future.”

The report further goes on to explain how in an increasingly urbanised and globalised world, decisions and patterns in city planning can have a crucial effect on the rights, welfare and wellbeing of people not only in the local area but on a global scale, something which has become especially evident in recent times due to the spread of COVID-19:

“In 2018, about a fourth of the world’s urban population, or a billion people, lived in slums or informal settlements, with the majority being concentrated in Asia and Africa (UNDESA 2019). Slums are often overcrowded, have poor housing, and lack access to basic infrastructure, such as the water and sanitation services so essential for the control and management of disease. Residential patterns also have implications for the spread of disease in cities that are not managed well. The COVID-19 pandemic has brought issues of residential

patterns to the forefront of policy, as urban centres have been the which population density in urban areas matters is a heated one, with one aspect emerging with clarity— that sound urban management has implications not just for the localised area of the city, but globally.”

When it comes to the implementation of the 2030 Agenda and the Sustainable Development Goals, an in-depth understanding of how the world’s urbanisation trends are likely to evolve over the coming decades is an indispensable prerequisite for success. This means that, in a world which is becoming more and more urbanised, sustainable development is intrinsically tied to sustainable urban growth. This is especially true in the developing world, where the fastest rates of urbanisation are expected to take place. However, sustainable urban development must be inclusive and resilient. This means that it must strive for economic and social sustainability beyond the notion of environmental sustainability. Housing, healthcare, transportation, energy, employment and education are all aspects that need to be taken into account in planning for sustainable urban environments. Access to quality infrastructure and public services is key in order for city dwellers to have the ability to live complete and fulfilling lives regardless of social status or vulnerability.

3.1.1. Dimensions of city diplomacy

It is clear that, with over half of the world’s population living in metropolitan areas, cities hold an ever-growing stake in international affairs. Consequently, they must be allowed to adopt a more prominent role on the stage of international relations. In recent years, the academic sphere and even the press have begun to pay more and more attention to this newfound role that cities must play. Even though this reality has only come into the public eye in recent times, the truth is that cities have been at the core of diplomacy and international relations for a long time. As a matter of fact, the roots of diplomacy can be traced back to ancient Greece, where representative institutions were created in order to facilitate diplomatic relations among city-states (Mammadova, 2016).

According to Fisher et al. (2015), even though there exists a long standing tradition of city diplomacy, including dedicated schemes such as twin cities and international city networks, the last ten years have seen a skyrocketing trend as far as cities entering the international relations’ sphere, especially in relation to the challenges and opportunities that of urban environmental sustainability poses. In relation the growing presence of cities in diplomacy, Fisher et al. go on to say that:

“Cities are increasingly asserting themselves at the global level, as evidenced by their growing prominence in international negotiation processes, particularly the United Nations Framework Convention on Climate Change (UNFCCC). Cities had no formal authority to negotiate UNFCCC commitments upon its formation in 1992 and were merely encouraged to adopt the emission reduction targets decided by national governments. Major city networks such as Local Governments for Sustainability (ICLEI) acted on this suggestion, adopting the convention’s targets in 1995. That same year the Local Governments and Municipal Authorities (LGMA) Constituency was created at the first Conference of the Parties (COP), granting cities special rights within the UNFCCC, such as access to the plenary floor and bilateral meetings with officials. The inclusion of cities and other subnational actors was further expanded at COP20 (2014) in Lima with the launch of the Lima-Paris Action Agenda (LPAA) and the associated Non-State Actor Zone for Climate Action (NAZCA).”

The tradition of city diplomacy has evolved throughout history, taking on different forms, and cities continue to have a role in international relations to this day. Der & Melissen (2007) have identified a series of six “dimensions” that characterise city diplomacy. They go on to establish a relation between the dimensions of city diplomacy and the five functions of diplomacy proper. The five functions are: facilitating communication, negotiating agreements, gathering information, preventing conflicts, and symbolising the existence of an international society. Regardless of this system of classification, the reality is that most of the foreign policy actions and international cooperation that cities carry out can actually be classified under more than one of the six dimensions. The six dimensions identified by Der & Melissen (2007) are:

1. Security:

In recent years, cities have undertaken an important role alongside states as mediators in conflicts. According to Johan Galtung (2000), this can be attributed to three unique characteristics that cities have. Firstly, the root of conflicts and the people most directly impacted by them tends to be on the local. Therefore, local bodies of government often have the best understanding of the complexities of the conflict and are best equipped to mediate for peace. Secondly, because states hold a monopoly on arms and cities are unarmed, they are inherently more predisposed to strive for peaceful resolutions. Lastly, cities are seen as more neutral actors than states.

2. Development:

Development assistance is one of the main, long-established principles of city diplomacy. The main core of this dimension is to serve as a tool for mutual assistance and cooperation among cities. This is done through one on one partnerships such as twinned cities or through networks of collaboration. There are two main types of development assistance:

humanitarian, which is used to tackle long-term crises; and emergency, which is used to tackle the short-term.

3. Economy:

According to the authors, economic self-gain is becoming the main, if not the only, dimension of city diplomacy for many cities. We can distinguish two primary methods of economic gain employed by cities: the first consists of attracting foreign tourists and investment to one's own city and the second consists of exporting one's own knowledge, brand and business to others or by entering a partnership of cities.

4. Culture:

Cultural cooperation projects, including city-twinning, play a big role in city diplomacy. This type of cooperation includes sporting events, cultural events and trips in which young people have the chance to travel and meet people from different cultures. These types of experiences promote the exchange of ideas and the building of bonds of trust, friendship and solidarity across cultural and political borders.

5. Cooperation:

Because the cities of the world do not exist under a common framework or structure, cooperation and network building has become a dimension of city diplomacy in itself. These networks, as we have seen, allow cities to work together to fight for the same goals and voice their concerns and aspirations under one voice at a national or international level. This dimension is gearing more and more towards the establishment of international networks of cities for the purpose of advancing a common interest.

6. Representation:

This dimension of city diplomacy refers to all that is meant to represent the city on the international stage in order for cities to raise their voices and have a say in decision making. This dimension is, perhaps, the most traditional in that it is the most similar to the primary function of state diplomacy. This is primarily done through lobbying international organisations as well as through those institutions that have a specific framework in place for the purposes of city representation such as the European Union or the Council of Europe.

3.1.2. Vulnerability of cities to the effects of climate change

According to the United Nations Human Settlements Programme (UN-), despite only accounting for less than 2% of the Earth's surface, urban systems are among the main drivers of climate change. This becomes evident when we consider the fact that cities are both a primary consumer of energy, consuming an estimated 78% of the world's energy, and one of the main sources of pollution, producing over 60% of the world's emissions of greenhouse gases (United Nations, 2021). As far as CO₂ emissions are concerned, cities emit an even higher percentage of the global sum, being responsible for an estimated 75% of emissions of this greenhouse gas, with transportation and buildings as the main sources of pollution (U.N. Environment, 2017).

As we can see, cities are especially susceptible to the negative effects of climate change due to the strain that they place on natural resources and the pressure they put on the environment as far as greenhouse gas emissions go. As we have seen so far, despite the fact that cities only account for over half of the earth's population, they consume over three thirds of the energy we produce, although it should be noted that cities also hold a majority of the world's industry. All of this together makes cities, and the urban population, especially susceptible to the adverse consequences of global warming and climate change. This is exacerbated by the lack of green space which is known to cause an increase in health issues and even mortality due to a number of factors including anxiety and the heat island effect.

According to a report published by the Intergovernmental Panel on Climate Change (Woodward et al., 2014)), the United Nations' body responsible for the scientific study of climate change, the goal of preventing global heating from surpassing 1.5 degrees Celsius above pre-industrial levels would "require rapid and far-reaching transitions in uses of energy, land, urban and infrastructure (including transport and buildings), and industrial systems", thus acknowledging the important role that urban planning has to play in the fight against climate change. Despite the foreboding tone, there is reason for hope as cities all around the world are realising the gravity of their situation and are amantly working towards cutting greenhouse gas emissions and moving towards more sustainable forms of urban planning. Nevertheless, this wave of momentum needs to be much more widespread and much more ambitious measures are needed if we expect to create profound change.

3.1.3. The role of cities in climate diplomacy

Even though cities have long established their presence in the international relations' scene, today, the role of city diplomacy seems particularly important when it comes to the fight against climate change, sustainable development, environmental governance and the struggle for resilience. The C40 Cities Climate Leadership Group claims that "Ending Climate Change Begins in the City". According to Fisher et al., (2015):

In the Sendai Framework for Risk Reduction¹⁸, the United Nations member states established the seventeen Sustainable Development Goals. Non-state observers, including city networks, had originally been sceptical of this framework in light of the shortcomings of the previous set of Millennium Development Goals. Nevertheless, the United Nations' Sustainable Development Goals were celebrated as an ambitious measure and, among the seventeen, Goal 11: Sustainable Cities and Communities was hailed as a victory by city networks and urban sustainability lobbies around the world (Fisher et al., 2015). Sustainable Development Goal 11 lays out a series of targets that are meant to serve as a blueprint or a course of action for cities to reduce their impact on the environment and become more resilient to the adverse effects of climate change all while improving their citizens' quality of life. We will take a more in depth look at this SDG further on when we analyse the relation between urban sustainable environments and human rights.

According to Betsill & Bulkeley (2006), the diplomatic struggle in the fight against climate change in cities is best related to the economic dimension of city diplomacy. This is despite the notion that in the diplomatic sphere, climate policy and environmental governance are often assumed to only take place on a global scale when, in reality, these phenomena have crucial repercussions and essential implementations on a local scale. This is because it is the municipal governments who have ultimate authority over certain matters which are heavily related to urban sustainability and resilience such as land use policy, waste management, energy consumption and transportation and mobility.

Continuing with Der & Melissen's (2007) theory of the dimensions of city diplomacy, the dimension of cooperation has also been crucial in terms of establishing networks with the common interest of, not only designing common policies and establishing common courses

¹⁸ The Sendai Framework for Risk Reduction is a document created by UN member states in March of 2015 which is meant to serve as a framework for the reduction of the death toll and economic impact of natural disasters (Rowling, 2015). It is named after the city of Sendai, Japan, where it was signed.

of action for sustainable urban development, but raising awareness and lobbying governments and the international community for more ambitious climate action. When cities collaborate and group together on an international or global scale, such as in the cases of the aforementioned city networks, it becomes easier for cities to interact with state governments, have their voices heard and their needs met. According to Fisher et al. (2015):

“It is cities where the most ambitious climate action can be observed – but also the most harrowing failures. This indicates that cities, their needs and potential need to be better considered during climate negotiations. An increasing level of collaboration among cities (e.g. in networks) makes it more feasible than ever for national governments to engage with cities as a coherent group of actors (...) But while the need for cities’ stronger involvement in international climate governance is evident, what role they should play remains unclear”

Amongst these networks of international city cooperation are the International Council for Local Environmental Initiatives, Cities for Climate Protection or the C40 Cities Climate Leadership Group, which group together most of the world’s largest cities. According to Der & Melissen (2007) “It is interesting to note that many of these initiatives were a reaction to ineptness by national governments to negotiate a truly climate-change agreement. In that case, cities are turning out to be a key arena in which policies to address special global environmental problems are pursued.”

Arguably, one of the most notable of these networks is United Cities and Local Governments, an international organisation that groups together over one thousand cities and 155 national associations from around the world. This network of cities can be credited with the incorporation of Goal 11: Sustainable Cities and Communities to the United Nations’ 2030 Agenda of Sustainable Development Goals (UCLG, n.d.). Another of the most influential international networks of cities in the fight against climate change is the C40 Cities Climate Leadership Group. Originally founded under the name C20, this network was founded in the year 2005 by the mayors of 18 megacities from around the world as a way to spark a conversation and lead the way in urban climate action as well as assert the role of cities on the international stage (C40 Cities, 2022). The organisation has expanded vigorously since its foundation and has grown to include up to 97 cities.

The role that cities play in climate diplomacy has become especially relevant in the context of a post-COVID-19 world. Since the pandemic began, people have been feeling more compelled than ever to reevaluate the way we, as a society, interact with our cities and the public spaces that surround us. After being quarantined for prolonged periods of time and seeing the positive effects on pollution levels during lockdown due to the lack of heavy traffic

by combustion vehicles, cities have seen more momentum pushing for a redistribution of public space that prioritises people and creates more space for nature and leisure as well as a renewed demand for clean air and healthy urban environments.

3.2. Sustainable development

Sustainable development can be defined as the standard or philosophy of development that ensures that the needs of the present are fully met without jeopardising the capability of future generations to have their own needs met (Dimoska & Dimoska, 2019). In this regard, sustainable development is often hailed as the solution to the dilemmas of ensuring that social, environmental and economic needs are met under the bases of equity and balance and the precondition that human rights are protected and promoted. Therefore, sustainable development opts for a holistic perspective as it acknowledges that all of these needs must be regarded as pieces in a complex and interdependent system in order to create long term prosperity, today and in years to come.

3.2.1. Sustainable city

In order to explore the impacts of sustainable cities on people's lives as well as to analyse how they are presented by the press, we must first attempt to define what a sustainable or "green" city actually is. Due to the ample scope of issues relating to the environment within urban planning and governance, many definitions and frameworks that determine what a green or sustainable city is have developed over time, making it difficult to establish a single definition for this concept. For example, though some definitions focus exclusively on the components regarding environmental sustainability, others opt for a more holistic approach, including social and economic sustainability and other concepts such as resilience in the face of climate-related disasters or information technology which ties in with the concept of "smart cities".

Regarding the latter concept, we must first refer to the New Urbanism Movement. This movement was born in the United States in the 1980s as a way to counteract and tackle the consequences of the urban planning philosophy of the post war period which was heavily car-centric and based in the separation of land uses. New Urbanism aimed to limit the low density dispersion of cities through design concepts such as more dense and walkable

neighbourhoods, a more diversified land use and the prioritisation of mass transportation through transit oriented developments¹⁹ (Brilhante and Klaas (2018)).

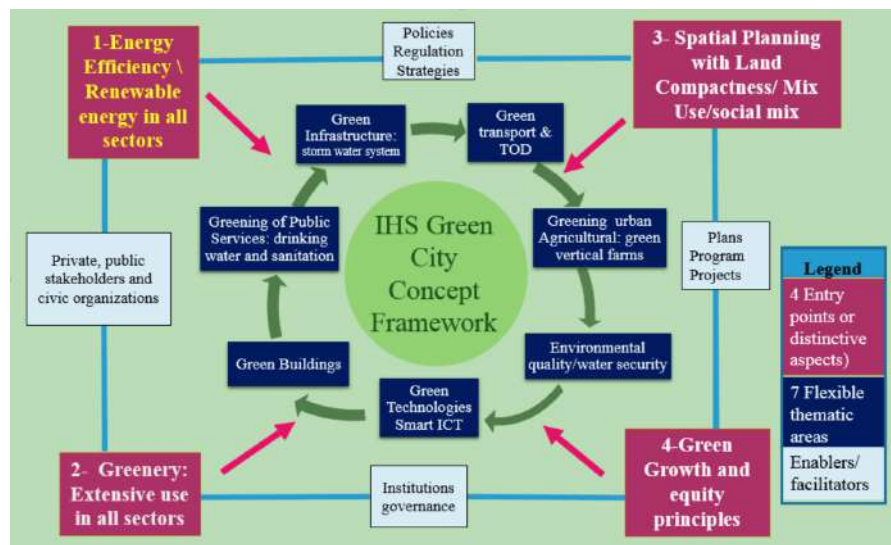


Figure 2: Brilhante and Klaas (2018) have developed a conceptual framework which we can use to define the concept of a green city. This framework is structured around the four key defining aspects that make up a green city.

- First, the city must promote energy efficiency and renewable energy in all its sectors and activities.
- Secondly it must prioritise nature based solutions and promote greenery wherever possible.
- Thirdly, the city must plan itself and grow on the basis of land compactness, mixed land use and social mix practises.
- Lastly, it must base its urban, social and economic development in the values of green growth and equity.

A city that applies all four of these core principles of urban philosophy in its social, economic and environmental development and qualifies to be considered a green or sustainable city.

¹⁹ Transit oriented development is a concept and philosophy in urban planning by which cities and communities grow by constructing medium to high-density mixed-use developments, including residential, leisure or business uses; within walking distance of public transportation in order to maximise active mobility (such as walking or cycling) and the use of public transport thus promoting healthy lifestyles and sustainable urban expansion (Cervero et al., 2004). This type of development is in direct contrast to “urban sprawl” which generates low-density single-use developments which are heavily reliant on private transportation for mobility whilst also disincentivizing active mobility.

3.3. Sustainable cities and human rights

The modern framework for human rights is established by the Declaration of Human Rights, signed in 1948. There are many ways in which we can relate the principles established by this declaration to the benefits of sustainability in urban environments. Article 25.1. of said declaration states that:

“Everyone has the right to a standard of living adequate for the health and well-being of himself and of his family, including food, clothing, housing and medical care and necessary social services, and the right to security in the event of unemployment, sickness, disability, widowhood, old age or other lack of livelihood in circumstances beyond his control.”

Therefore, we can infer that any action of urban planning that produces a direct or indirect positive impact on city-dwellers’ health and quality of life can be taken as a step forward in the advancement of human rights in cities. As cities represent our most immediate surroundings for a growing majority of the world’s population, it only makes sense that transforming the way we plan and govern cities can have the most direct impact on most people’s lives.

3.3.1. Sustainable Development Goal 11

A good starting point from which to analyse the relation between Human Rights and sustainable development as it relates to urban environments is by looking at the United Nations’ 2030 Agenda. This agenda, established in 2015 lays out a series of 17 goals and 169 targets covering a wide range of economic, social and environmental challenges in sustainable development. In a sense, the purpose of this agenda is to serve as a "blueprint to achieve a better and more sustainable future for all" (United Nations, 2017). Human Rights are at the core of the 2030 Agenda and all 17 Sustainable Development Goals (abbreviated as SDGs) are designed, explicitly or implicitly, to ensure human rights standards are met worldwide. According to Dimoska & Dimoska (2019):

“When analyzing the human rights anchorage of each sustainable development goal and its corresponding targets, an interrelated web appears: 92% of the 169 SDGs targets are linked to international human rights instruments (such as the International Convention on Civil and Political Rights (ICCPR), the International Convention on Economic, Social and Cultural Rights (ICESCR), the Convention on the Elimination of All Forms of Discrimination Against Women (CEDAW), the Convention on the Rights of the Child (CRC), as well as other international and regional instruments and documents relating to human rights).” In

other words, the 2030 Agenda for sustainable development and human rights are interwoven and inextricably tied together. The respect for and enforcement of human rights is a precondition for sustainable development. That implies that without acknowledging and acting to defend the rights of people, sustainable development is not possible. On the one hand, human rights provide guidance and a legally-binding framework for tackling the multidimensional goals of the 2030 Agenda. On the other hand, the SDGs can serve as a results-oriented roadmap for the realisation of human rights.

The name of this Agenda comes from its 2030 deadline, the year by which its set goals are expected to be met. The 2030 Agenda is the more ambitious and expanded successor to the Millennium Development Goals, the United Nations' previous development scheme set into action in the year 2000 and ending in 2015. The 17 Sustainable Development Goals, SDGs for short, are:

1. No Poverty
2. Zero Hunger
3. Good Health and Well-being
4. Quality Education
5. Gender Equality
6. Clean Water and Sanitation
7. Affordable and Clean Energy
8. Decent Work and Economic Growth
9. Industry, Innovation and Infrastructure
10. Reduced Inequality
11. Sustainable Cities and Communities
12. Responsible Consumption and Production
13. Climate Action
14. Life Below Water
15. Life On Land
16. Peace, Justice, and Strong Institutions
17. Partnerships for the Goals.

Out of these 17 SDGs, the one which clearly relates to the subject matter of this dissertation is Sustainable Development Goal 11: Sustainable Cities and Communities. The main objective behind this SDG is to tackle the challenges that pose a threat to human rights and wellbeing in urban environments so as to "Make cities inclusive, safe, resilient and sustainable" (United Nations, 2020). SDG11 can be further broken down into 10 specific

targets and 14 global indicators of performance so as to track the progress and developments made towards achieving Goal 11. The targets are:

11.1 "Adequate, safe, and affordable housing and basic services and upgrade slums"

11.2 "Safe, affordable, accessible, and sustainable transport systems"

11.3 "Enhance inclusive and sustainable urbanisation and capacity for participatory, integrated and sustainable human settlement planning and management in all countries"

11.4 "Strengthen efforts to protect and safeguard the world's cultural and natural heritage"

11.5 "Reduce the number of deaths and the number of people affected by disasters and decrease the direct economic losses relative to global gross domestic product caused by disasters"

11.6 "Reduce the adverse per capita environmental impact of cities, including by paying special attention to air quality and municipal and other waste management"

11.7 "Provide universal access to safe, inclusive and accessible, green and public spaces"

11.a "Support positive economic, social and environmental links between urban, peri-urban and rural areas by strengthening national and regional development planning"

11.b "Increase the number of cities and human settlements adopting and implementing integrated policies and plans towards inclusion, resource efficiency, mitigation and adaptation to climate change, resilience to disasters, and develop and implement, in line with the Sendai Framework for Disaster Risk Reduction 2015–2030, holistic disaster risk managements at all levels"

11.c – "Support least developed countries, including through financial and technical assistance, in building sustainable and resilient buildings utilising local materials"

3.4. Threats to human rights in cities

3.4.1. Air pollution

Focusing on the first part of article 25.1, we can see that the declaration states that all human beings have the right to “a standard of living adequate for health and well-being”. This means that everyone has the right to live in a place and under the conditions that allow them to live out a healthy and complete life. However, meeting these conditions is becoming rarer and rarer, especially when it comes to urban environments. With metropolitan areas being, simultaneously, housing a majority of the world's population and being the biggest sources of pollution on earth, it becomes inevitable that city dwellers are, automatically, at a higher risk of developing health problems due to airborne pollution.

The 2022 update of the World Health Organization's air quality database report has shed light on an alarming truth. An estimated 99% of the earth's population is subject to air quality levels which are below the air quality health minimums recommended by WHO. This means that almost the entire global population breathes air which is putting their health at risk. Additionally, at least six thousand cities in 117 different countries are now measuring the quality of their air and many more are sure to follow in their footsteps in the coming years. Of course, none of this means that all people breathe air which is polluted to the same degree, or even polluted to an extent as to considerably elevate the risk of developing severe illnesses, but it certainly should be taken as an extremely concerning reality, nonetheless. For example, a study by Yuchi et al. (2020) suggests that air pollution has especially damaging effects on people living within 50 metres of a road or 150 metres of a motorway:

“Road proximity was associated with incidence of non-Alzheimer's dementia, Parkinson's disease, Alzheimer's disease and multiple sclerosis. This association may be partially mediated by air pollution, whereas noise exposure did not affect associations. There was some evidence of protective effects of greenness.”

The most common air pollutants in urban environments include carbon monoxide, ozone, sulphur dioxide, nitrogen dioxide and fine particulate matter. Air pollution disproportionately affects some of the most vulnerable demographic groups: children, the elderly and people with preexisting medical conditions. Because some of these gases have a higher density than air, they have the tendency to dwell closer to the surface of the earth rather than dissipating into the atmosphere. It has been proven that children are especially at risk in comparison to adults, not only because they are still in their developmental stage, but

because of their shorter stature. Since children live closer to the ground they are exposed to a higher concentration of dense polluting gases than taller adults (Gorman & Drisse, 2019). A study by Khreis et al. (2019) found that around 33% of childhood asthma cases in Europe, that is one in three, is linked to air pollution. This problem is exacerbated in urban environments due to the higher concentrations of pollutant gases and fine particulate matter. In the city of Barcelona the number of childhood asthma cases attributed to air pollution is as high as 48% (Pierangeli et al., 2020).

A report published by the World Health Organization in 2018 suggested that, in 2016, at least 600,000 children passed away due to lower respiratory infections directly linked to poor air quality. The report also goes on to highlight the importance of, not only outdoor pollution, but air pollution within the household. In particular, women and children in developing countries seem to be at a greater risk linked to the amount of time they spend in the kitchen. The burning of coal for heat combined with poor air circulation when cooking can produce a high enough concentration of fumes and fine particulate matter that can be harmful (World Health Organization, 2018).

The same principles that apply to air pollution by gas apply to fine particulate matter. Fine particulate matter (PM), also known as ambient particulate matter (aPM), is a term which refers to microscopic solid particles which become suspended in the air before depositing on the ground and other surfaces and which are small enough for humans to breathe. Examples of fine particulate matter include exhaust fumes, smoke, tire particles, dust, soot, droplets and others. These particles are produced by a number of different sources such as heating, construction works, infrastructure, personal transportation or nature, and are present both indoors and outdoors. Fine particulate matter has extremely adverse effects on population health and mortality. According to a study by Juginović et al. (2021) on the health impacts of air pollution exposure in Europe:

“There were in total 368 006 estimated deaths in Europe in 2019 attributable to air pollution, a 42.4% decrease compared to 639 052 in 1990. The majority (90.4%) of all deaths were associated with aPM_{2.5}. IHD (ischemic heart disease) was the primary cause of death making up 44.6% of all deaths attributable to air pollution.”

It is clear that fine particulate matter poses a serious threat to public health. Let us look at the two categories that this pollutant is generally divided into:

- PM₁₀: particulate matter with a diameter 10µm or less (this includes PM_{2.5}). PM₁₀ particles are known to cause short-term discomfort including coughing, watery eyes,

shortness of breath and irritation of the throat, lungs and nose, as well as more severe long-term health issues such as chronic inflammation, increasing the risk of asthma, developmental issues in the lungs during pregnancy and childhood, as well as respiratory issues among the elderly (New South Wales Health, 2013).

- PM2.5: particulate matter with a diameter of 2.5µm or less. This type of fine particulate matter is especially damaging because it is small enough to become lodged deep in the lungs and other organs by entering the bloodstream. Sufficient long term exposure is proven to have negative effects on the health much like those caused by PM10 but including others such as chronic bronchitis, reduced lung capacity and an increase in mortality from lung cancer and heart disease as well as having a negative affect on cognitive development (New York State Department of Health, 2018).

3.4.2. Noise pollution

The adverse effects of noise pollution in urban environments are a growing concern among city dwellers and scholars alike. Tire-wheeled vehicles are the biggest contributor to urban noise pollution. This includes personal transportation by cars, motorcycles and public transit as well as transportation of goods by vans and trucks as well as other utility vehicles. Other sources of noise include construction work, air traffic, butling commercial streets, nightlife and domestic noise. According to the ISGlobal (2018), noise pollution is responsible for 36% of health problems related to urban planning, an even greater percentage than that attributed to air pollution. Noise pollution in urban environments is known to create a host of negative psychological and physical effects on city dwellers. According to the European Environment Agency (2020):

“Twenty percent of Europe’s population are exposed to long-term noise levels that are harmful to their health. That corresponds to more than 100 million people within Europe. (...) Long-term exposure to noise can cause a variety of health effects including annoyance, sleep disturbance, negative effects on the cardiovascular and metabolic system, as well as cognitive impairment in children. Looking at the current data, we estimate that environmental noise contributes to 48,000 new cases of ischaemic heart disease a year as well as 12,000 premature deaths. In addition, we estimate that 22 million people suffer chronic high annoyance and 6.5 million people suffer chronic high sleep disturbance. As a result of aircraft noise we estimate that 12,500 school children suffer reading impairment in school.”

Ring roads and urban motorways have put a choke hold on our cities, producing great amounts of air and noise pollution in close proximity to dense neighbourhoods. Above 50 km/h most of the noise produced by a car comes from the sound of the tires rubbing against the asphalt rather than from the motor (Erik & Sebastian, 2017). This means that above the

speed of 50 km/h combustion engine cars and electric cars are equally noisy. Several things can be done in order to reduce noise pollution associated to mobility in cities: the first is to reduce the speed limit for tire-wheeled vehicles to below 50 km/h in urban centres, especially in tight residential streets; the second is to limit the circulation of tire-wheeled vehicles through schemes such as low or zero-emission zones, residential and public transit priority zones, pedestrianised streets or superblocs; the third is to promote active mobility such as walking and cycling which are much more silent; the last is to boost non-tire-wheeled vehicles such as tramways and railways which produce less sound per passenger carried.

3.4.3. Heat island effect

It is well known that one of the main drivers of climate change is global warming. Global temperature averages have been rising since the beginning of the industrial revolution and they are expected to continue to rise even if drastic measures are taken due to a phenomenon known as committed climate warming²⁰. Global warming is known to have devastating consequences. According to the United States National Weather Service, heat was the biggest contributor to mortality among deaths caused by natural hazards between 1999 and 2018 (Kinder Institute for Urban Research, 2019). In the summer of 2003 alone, a heat wave in Europe is thought to have caused over 70,000 fatalities (Robine et al., 2008). The current target set by the international community is to limit global warming to under 2° Celsius above pre-industrial temperatures in order to prevent the most catastrophic effects of climate change.

As with what we have seen thus far, cities are distinctly vulnerable to the effects of global warming as urban environments tend to record temperatures above those in natural landscapes such as forests, rivers or meadows. This phenomenon is known as the “heat island effect”. Urban environments are densely packed with hard infrastructure like buildings and roads which are constructed using materials such as stone, concrete, glass, steel and dark asphalt. These impervious surfaces are notorious for trapping and reflecting a great deal of heat from the sun, causing the temperature in urban areas to rise well above that of outlying areas, and thus producing said heat island effect (US EPA, 2014a).

²⁰ According to Matthews and Weaver (2010), committed climate warming, also known as climate change commitment, refers to “the future warming to which we have committed ourselves by virtue of past human activities.”

Furthermore, most cities are characterised by their lack of green spaces and exposed soil which are two elements that actually help to prevent overheating. Natural coverage such as tree lined streets and parks, not only produces shade under which citizens can take cover, sequesters carbon, produces oxygen and helps to purify the air, but it actually absorbs heat (US EPA, 2014b). Along the same line, since the ground in cities is mostly covered by roads and pavements, rainwater is not able to permeate the soil as it does in natural landscapes, producing a cooling effect as evaporation takes place. Preserving water ecosystems, such as rivers, streams, ponds and wetlands, incorporating them into urban design, is key for combating the heat island effect since these environments are known to lower the temperature in the surrounding areas by several degrees Celsius due to the same cooling effect caused by evaporation.

Since urban heat islands amplify and retain the heat, heat waves are often longer and more severe in cities. This means that urban environments are predisposed to a higher mortality rate during heat waves as compared to rural environments. According to a study by Kinney et al. (2008) published by New York State Energy Research and Development Agency Mortality rates display an exponential growth in relation to maximum temperature levels.

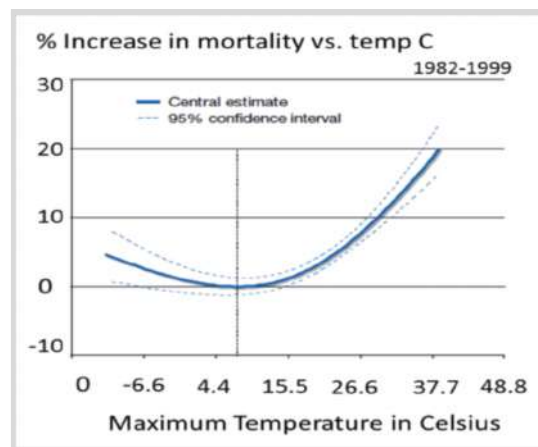


Figure 3: Exponential correlation between maximum temperature levels and predicted mortality rates. These results are based on a compilation of daily recordings taken in New York City between 1982 and 1999 (Kinney et al., 2008).

According to Kovats and Hajat (2008), some of the most common effects on the health of prolonged heat waves include dehydration, heat stroke, heat exhaustion, heat cramps and heat syncope, all of which increase the risk of organ failure, leading to an increase in mortality. The heat is known to disproportionately impact those with preexisting

medical conditions such as diabetes or overweight and even cognitive disorders such as depression, dementia or Parkinson's disease (Kovats and Hajat, 2008).

Worryingly, the urban heat island phenomenon is especially noticeable at night as the minimum temperature can rise above the average to a greater degree during the nighttime than it does during the daytime (Koppe et al., 2004). This is because infrastructure which has trapped heat during the day, slowly releases it at night. The increased nocturnal heat makes it so that city dwellers are unable to obtain relief and rest properly, negatively impacting their quality of life and putting their health at risk. Not only that but air pollution in urban environments is also exacerbated by the heat island effect. According to Karimi et al. (2015), the increase in heat during the night creates a higher production of ozone which is a powerful and harmful greenhouse gas, worsening the air quality for the following day.

It is vital to understand the minutia of urban microclimates in order to protect city dwellers from extreme heats and heat-related mortality. In this regard, there are many strategies that can be implemented in combination if we are to legislate with the rights and the wellbeing of citizens in mind. For example, increasing the presence of greenery in urban environments such as parks and tree-lined streets but also green roofs and walls has a positive effect on people's quality of life, creates shade points and contributes to lowering temperatures in public spaces, as we have seen. Another example is the use of more permeable materials to pave the ground, increasing the amount of exposed soil as well as protecting water ecosystems which helps the water cycle to function properly and produce its natural cooling effect. Another strategy involves coating infrastructure in lighter colours that trap and reflect less heat such as white roofs or asphalt.

3.4.4. Lack of greenery

The scientific community has recently been publishing new findings that indicate that there exists a link between a lack of green space in urban environments and an increase in premature mortality. A study carried out by ISGlobal, the Barcelona Institute for Global Health, published in *The Lancet for Planetary Health* found that increasing the amount of green space in cities could save many lives each year (Kondo et al., 2020). The study, which used the city of Philadelphia as an example, calculated that increasing green space by just 30% could prevent at least 403 premature deaths per year in the city, a notable 3% of the city's total death toll, as well as create a profit of over four billion dollars.

ISGlobal (2018) points out the many benefits that green spaces and blue spaces (water environments such as fountains, ponds, rivers, lakes and the sea) have including reduced stress levels, increased life expectancy, increased physical activity and a generally better physical and mental health. Notably, an abundance of green public spaces seems to have many positive effects in children including better attention skills, emotional capacity and brain development (Dadvand et al., 2018). The Institute suggests that greenery should not be exclusive to certain points of the city but should instead be equally distributed across the entire city in a lattice-like pattern. According to the coordinator of the study and director of the ISGlobal's Urban Planning, Environment and Health Initiative, Mark Nieuwhuisen:

“Even if each city has its own characteristics, this study sets an example for all cities around the world: increasing the number of trees and greening urban environments, even if only moderately, can save many lives. (...) Green spaces boost biodiversity and reduce the impacts of climate change, making cities more sustainable and liveable places”.

The lack of greenery is not solely a health issue for city dwellers, it is also an indicator of social and economic disparities in the city. According to the aforementioned study, lower income areas are especially lacking in green spaces and tree coverage in comparison with higher income neighbourhoods. This means that lower income communities are disproportionately negatively affected by the lack of green spaces and the heat island effect and would, therefore, be the most positively impacted by an increase in public greenery. In this regard, urban reforestation is not only a form of ecological compensation but an exercise in social equity and environmental justice.

3.5. Framing

In order to properly carry out a qualitative analysis of the series of headlines collected in this undergraduate dissertation, we must first briefly delve into the concept of framing. According to Guerra (2011), framing is a term originally associated with psychology and interpretive sociology but has since been applied to communication and the linguistics of Journalism. In 1955, the anthropologist Gregory Bateson was the first to use the verb to frame to designate the process by which people focus on certain aspects of reality all the while dismissing others. The concept of framing was picked up again in the 1970s by the sociologist Erving Goffman (1974) who gave the term its social dimension. According to

Koziner (2013), the understanding of framing which is most commonly used nowadays in the analysis of Journalistic language and communication is derived from Goffman's perspective.

There isn't necessarily an exact consensus in academic circles on what framing is and is not but there are a number of highly regarded definitions. Entman (1993), for one, defined framing as the process of "selecting certain aspects of our perceived reality and making them more relevant in a communicative text such that they promote a certain definition of the problem, a causal interpretation, a moral evaluation and/or a recommended treatment for the matter at hand". For Tankard (2001), on the other hand, framing is the "central organising idea of the informative content that offers context and suggests what the theme is through the use of selection, emphasis, exclusion and elaboration."

In a sense, framing is the idea that we interpret reality as we see it and then project it back out again based on the many social biases and cultural structures or *frames* which condition our existence, leading to the idea of different people experiencing different individual realities. This also means that we deliberately or unintentionally produce our communications expecting them to be perceived in a certain way according to a particular set of frames. Furthermore, the message is not only influenced by the messenger's framing, it is also conditioned by the reader's mental frameworks.

In the context of media analysis, Gitlin (1980) introduced the concept of framing as a way to expose some of the methods employed by the media to impose their hegemonic view and control the public's perception of reality. He described media frames as persistent patterns of cognition, interpretation and presentation, selection, emphasis and exclusion by which those who control the symbols routinely organise the discourse, be it verbal or visual. Tankard (2001) describes framing as serving to create the context in which the piece is presented.

According to Guerra (2011), the interest around framing in the field of media has risen due to its contrast with objectivity, seen as a virtue in Journalism; the theory being that true objectivity is impossible as journalists -in observing reality and relaying it- present a version of reality which fits their unique perspective. In the context of this undergraduate dissertation, the concept of framing is relevant in how the authors -whether it be knowingly or unknowingly- imbue the headlines that we will be analysing with the biases of their own

mental framework which most probably square with the editorial line of the newspaper, causing the reader to -most likely- interpret the news piece in a predetermined way.

Chapter 4

Media analysis

4.1. Quantitative analysis

The media analysis chapter of this undergraduate dissertation is broken down into two sections: a quantitative analysis and a qualitative analysis. We will start with the quantitative analysis section.

First off, a brief reminder of the methodology. Using the Factiva® database, a data pool was collected consisting of news pieces from a five year period, ranging from the 1st of January, 2017, to the 31st of December, 2021. The selected articles address different facets of urban sustainability and city diplomacy in the cities of Barcelona, Paris and London and pertain to a series of news sources from Spain, France and the United Kingdom. As previously outlined in the methodology, each city was searched individually and three searches were made for each city in total: one for each city in the three countries' media outlets. The searches were made using the name of the city in question and four keywords relating to urban sustainability and city diplomacy: sustainable city, C40, pedestrianisation and low-emission zone.

The results have been compiled into the following three tables, one for each city. Each table shows the number of news articles published in each of the newspapers from the three countries throughout the five years included in the scope of this study. These tables allow us to synthesise a number of different points:

- The evolution in the interest that the press has placed on urban sustainability diplomacy throughout the last five years.
- Which newspapers publish more news pieces on this topic and whether a pattern can be identified based on the newspapers' editorial line and the amount of articles published.
- The number of articles about urban sustainability diplomacy focusing on each of the three cities.
- The number of articles about urban sustainability diplomacy published in each of the three countries.
- Commentary on remarkable figures and eye-catching patterns in the tables, relating to particular dates, social or political events and other zeitgeist phenomena that may have caused a spike in article numbers.

4.1.1. Barcelona

NEWSPAPER	2017	2018	2019	2020	2021	TOTAL
<i>ABC</i>	10	3	13	15	5	51
<i>elDiario.es</i>	4	3	18	30	16	67
<i>El Mundo</i>	5	3	1	5	2	16
<i>El País</i>	22	10	97	57	31	217
<i>La Vanguardia</i>	16	17	86	66	52	237
TOTAL SPANISH NEWS	57	36	215	173	106	587
<i>La Tribune</i>	5	1	0	2	1	9
<i>Le Figaro</i>	1	1	0	0	0	2
<i>Les Échos</i>	0	0	0	0	0	0
<i>Le Progrès</i>	0	0	0	1	1	2
TOTAL FRENCH NEWS	6	2	0	3	2	13
<i>Daily Mirror</i>	0	0	0	0	0	0
<i>The Daily Telegraph</i>	0	0	0	0	1	1
<i>The Guardian</i>	1	2	3	2	1	9
<i>The Times</i>	0	1	0	0	2	3
TOTAL BRITISH NEWS	1	3	3	2	4	13
TOTAL	64	41	218	178	112	613

In the case of the Spanish press, the liberal *La Vanguardia* has the highest number of publications. This is due to the fact that *La Vanguardia*, despite its nationwide distribution, was founded in Barcelona, still has its headquarters in the Catalan capital and still has a special interest on Catalan news stories. The newspaper with the second most articles is the centre-left-leaning *El País* and the third is the left-leaning *elDiario.es*. The remaining two nation-wide liberal and conservative newspapers with no regional affiliation, *El Mundo* and *ABC*, published the lowest number of articles about the city of Barcelona. It appears that most of the articles published by *El Mundo* are not specifically about Barcelona but are instead about Madrid and contain mentions or comparisons to the Catalan capital. Likewise, many of the news pieces by *ABC* were actually about the city of Cordova, in Andalusia.

The international press appears to display a limited interest in Barcelona with only thirteen articles in the French press and thirteen more in the British press about the city. In the

case of the French press, the financial print *La Tribune*, stands out as the newspaper with the most articles about urban sustainability and city diplomacy mentioning the city of Barcelona. In the case of the British press, the progressive *The Guardian*, is by far the newspaper with the most articles about Barcelona. The *Daily Mirror* appears to have shown no interest at all. All in all, it would appear that, with the exception of the centre-right-leaning *La Tribune* and the locally based *La Vanguardia*, the centre-left to progressive and left-leaning media show a greater interest in urban sustainability and city diplomacy in the case of Barcelona.

As far as trends go, the number of news pieces nearly doubled between 2017 and 2021. 2019 was the year that saw the highest number of articles published, primarily from *El País* and *La Vanguardia*. This appears to be due to the fact that Barcelona's low-emission zone was due to come into effect on the 1st of January, 2020, therefore there was a great deal of controversy about the effectiveness of the LEZ, concern about the mobility restrictions on diesel cars and its overall impact on citizens' lives. There were proposals to establish a pollution charge in the city, following the example of London. Along the same line, that year 2019 saw a rising concern in Barcelona regarding air quality and the impacts of urban pollution on city dwellers' health. This is due to the sanctions that the European Union placed on Spain in light of Madrid and Barcelona surpassing the air pollution threshold established by the EU. The C40 voting to make Barcelona the World Capital of Sustainable Food in 2021 also caught the media's attention. 2020 saw the second highest number of articles published for the city of Barcelona. This can mainly be attributed to 2020 being the first year of Barcelona's LEZ in action, coming into effect on the 1st of January. Much of the same themes and concerns from 2019 continued into 2020 but appear to have lessened by the end of the year and the following 2021.

As far as the international press is concerned, the C40 is the biggest topic discussed in regards to Barcelona. This is due to the fact that, in the summer of 2021, Barcelona's mayor, Ada Colau, was chosen as the European Vice Chair of the C40's Steering Committee. The international press related Colau's newfound role to London and Paris's mayors Sadiq Khan and Anne Hidalgo's heavy involvement with the C40 network. Overall, the international press seems to be more interested in the concept of sustainable cities and in city diplomacy than in the specifics of ecological transition policies in Barcelona, although the concept of *Superilles*²¹ did attract some attention.

²¹ Catalan for "superblock". In urban planning, a "superblock" is a traffic calming measure whereby a number of blocks, bound by arterial roads, are closed off to through traffic except to residents and businesses. This

4.1.2. Paris

NEWSPAPER	2017	2018	2019	2020	2021	TOTAL
<i>ABC</i>	0	0	0	3	3	6
<i>elDiario.es</i>	1	5	0	21	10	37
<i>El Mundo</i>	2	2	0	6	3	13
<i>El País</i>	4	3	9	5	9	30
<i>La Vanguardia</i>	6	6	5	4	7	28
TOTAL SPANISH NEWS	13	16	14	39	32	114
<i>La Tribune</i>	38	31	15	10	26	120
<i>Le Figaro</i>	10	28	10	17	9	74
<i>Les Échos</i>	25	27	21	12	16	101
<i>Le Progrès</i>	5	5	7	6	7	30
TOTAL FRENCH NEWS	78	91	53	45	58	325
<i>Daily Mirror</i>	0	0	0	0	0	0
<i>The Daily Telegraph</i>	0	0	0	1	3	4
<i>The Guardian</i>	10	9	13	16	5	53
<i>The Times</i>	20	13	5	4	5	47
TOTAL BRITISH NEWS	30	22	18	21	13	104
TOTAL	121	129	85	105	103	543

In the case of the French press, the financial newspapers *La Tribune*, followed by *Les Échos*, published a notably higher number of articles on the subject of urban sustainability and city diplomacy than the remaining the centre-right *Le Figaro* and the progressive *Le Progrès*, in last place. It must be said, however, that *Le Progrès*, despite its nationwide distribution, has its headquarters in the city of Lyon, therefore it has a special focus on the Auvergne-Rhône-Alpes region.

Interest in urban sustainability and city diplomacy focusing on Paris was high in 2017 and seems to have peaked in 2018 only to experience a significant drop the next year and recover somewhat in the following two years. 2017 was marked by Paris's nomination as the seat for the 2024 Summer Olympic Games, the United States' withdrawal from the Paris

reduction in through traffic, decreases air and noise pollution and allows for more green space (Mueller et al., 2019).

Agreement and Anne Hidalgo's pedestrianisation of a stretch of motorway along the river Seine. 2018 saw a great deal of controversy surrounding said pedestrianisation, sparking tensions between the republican President of the Regional Council of Île de France, Valérie Pécresse, who was against banning cars from the Seine motorway and the socialist Mayor of Paris, Anne Hidalgo, who promoted the pedestrianisation in the first place. 2019 was, yet again, a contentious year due to the *gilet jaunes* protests and controversy surrounding Paris's LEZ and mobility restrictions on diesel cars.

Paris seems to capture the attention of the foreign press to a greater extent than Barcelona with 114 articles published in the Spanish media outlets and 104 in the British. As far as the Spanish media outlets go, the centre-left *El País* is the newspaper that published the most news pieces about urban sustainability and city diplomacy focusing on the city Paris. It would appear that *El País* is surpassed by the left-leaning *elDiario.es* but this newspaper's number is actually inflated due to a series of duplicated articles in 2020. *La Vanguardia* follows closely behind *El País* due to the fact that most of the articles that come up include comparisons between Barcelona and Paris in matters of ecological transition policies in the cities and their common engagement in the C40 network.

Among the British press, the progressive *The Guardian* is the newspaper that published the most articles about Paris. The centre-right *The Times* comes in as a close second. The British press seems to be particularly interested in Sadiq Khan's and Anne Hidalgo's good relations through the C40 network and their commitment in the fight for urban sustainability. In 2017, the British press used the news of Paris's LEZ to establish a comparison with Sadiq Khan's promised expansion of London's ULEZ (Ultra Low Emission Zone) by 2019. In 2020, *The Guardian* published several pieces on the need to take advantage of the COVID-19 pandemic as a unique opportunity to transform our polluted cities. Once again, it appears that the *Daily Mirror* published no articles regarding the subject at hand focusing on the city of Paris.

4.1.3. London

NEWSPAPER	2017	2018	2019	2020	2021	TOTAL
<i>ABC</i>	3	0	4	1	2	10
<i>elDiario.es</i>	0	2	3	4	13	22
<i>El Mundo</i>	3	2	1	1	4	11
<i>El País</i>	4	4	15	3	11	37
<i>La Vanguardia</i>	3	3	6	2	9	23
TOTAL SPANISH NEWS	13	11	29	11	39	103
<i>La Tribune</i>	11	5	2	2	1	21
<i>Le Figaro</i>	1	2	0	2	0	5
<i>Les Échos</i>	3	2	1	0	3	9
<i>Le Progrès</i>	0	0	0	1	0	1
TOTAL FRENCH NEWS	15	9	3	5	4	36
<i>Daily Mirror</i>	0	0	11	0	1	12
<i>The Daily Telegraph</i>	1	5	18	14	26	64
<i>The Guardian</i>	28	27	49	44	32	180
<i>The Times</i>	72	46	94	50	51	313
TOTAL BRITISH NEWS	101	78	172	108	110	569
TOTAL	129	98	204	124	153	708

As far as the British press is concerned, the centre-right *The Times* published the most out of all newspapers, by far, with 313 articles. The progressive *The Guardian* came in second with *The Daily Telegraph* and the *Daily Mirror* trailing far behind. All in all it seems that the *Daily Mirror* shows the least interest out of any of the selected newspapers in matters relating to urban sustainability and city diplomacy.

Overall, London yielded the highest number of results in the Factiva® database: 708 articles across all five years. Interest in urban sustainability and city diplomacy focusing on London was already high in 2017 but seems to have peaked in 2019, coinciding with Mayor Sadiq Khan's ULEZ expansion, only to drop the following year and finally recover somewhat in 2021, surpassing 2017 levels but staying well below the 2019 peak. Growing concerns about urban health, "toxic" air pollution levels, the expansion of Mayor Khan's ULEZ and

increasingly severe restrictions on diesel cars were some of the main running themes throughout the headlines in the case of London.

All in all it seems that Paris captured the interest of the foreign press the most followed by London. Spanish newspapers mentioned London in 103 articles as opposed to 36 articles in French newspapers. Spain's progressive *El País* and France's financial *La Tribune* top the list. In both countries, the main subject of interest seems to be London's ULEZ, specifically how it compares to Paris and Barcelona's LEZ. In 2017, *La Tribune*, published a series of news pieces in which it compared the pedestrianisation of the Seine motorway to London's car restrictive policies and reflected on the suppression of urban motorways due to urban health concerns. In addition, the link between the three cities through the C40 network and their commitment in the fight against climate change appears to be a common theme throughout.

4.2. Qualitative analysis

For this portion of the media analysis we will focus on the qualitative aspect, that is, we will analyse the characteristics, the tone and the framing of the language used in each news piece, pointing out their relation with each news outlet's political and social skew. In the qualitative analysis we will examine a very specific part of the news piece: the headline. A deliberate choice was made to analyse only the headlines because these are the first part of the piece which is meant to be seen, meaning that they tend to be the most synthesised, impactful and eye-catching part of the news piece. By analysing the headline we may be able to grasp the general framing of the news piece, pinpoint any biases that the publishing news outlet may have and whether or not these biases fall in line with the newspaper's generally accepted editorial line.

In order to provide a sense of perspective on the evolving perception that these media outlets have had of urban sustainability over the last five years, we decided to focus specifically on the headlines from the first and last year included in the data pool are taken into consideration for the qualitative portion of this analysis, that is, those published in the years 2017 and 2021. Furthermore, only those headlines which are found to be relevant will be analysed, whereas any irrelevant, redundant or duplicate articles will be discarded. Furthermore, only headlines from news articles will be taken into consideration, meaning that headlines pertaining to opinion pieces, interviews, editorials, letters and other publication

categories will be discarded and not included in the qualitative analysis. Throughout the qualitative analysis, all headlines will be presented in their original language and translations will be offered wherever pertinent²².

Because the data pool which was taken into consideration for this section is so abundant, the headlines have been broken down into ten different categories in order to ease analysis and understanding. These categories have been established based on the defining themes and main focuses identified in the headlines. These ten categories will allow us to identify which main themes or subject matters are most prevalent in the press for each of the three cities and whether a particular subject is more relevant in one city than in the others, for example. Some of the headlines have been placed into more than one category in order to analyse the various themes presented in the headline from different perspectives. The ten categories are:

1. Urban diplomacy and the C40
2. Sustainable city
3. City model transformation
4. Focus on mayor
5. Comparison between cities
6. Conflict
7. Pollution and urban health
8. low-emission zones and mobility restrictions
9. Cycling and sustainable mobility
10. Pedestrianisation and greening

We will go through these themes in the following sections, showing the main findings for each of them. It is also worth noting that in these sections, the individual headlines will not be reviewed in chronological order but rather they will be sorted by running themes and patterns, strung together weaving a logical narrative thread so as to facilitate their interpretation.

²² The full list of headlines, both in their original language and fully translated into English -if originally in Spanish or French- can be found in Annexes 1, 2 and 3. The headlines have been translated by the author of this undergraduate dissertation.

4.2.1. *Urban diplomacy and the C40*

We will start the qualitative analysis section by commenting on one of the major themes which was identified in the articles comprehended in the data pool, a subject which is also one of the core focuses of this dissertation: urban diplomacy, specifically in relation to the C40 network of cities. The press is becoming aware that cities are setting some of the most ambitious goals and putting into action transformative policies. We can see this reflected in the following two French headlines. In reference to a meeting in Paris between the mayors of twelve of the world's major cities, all members of the C40, the centre-right *Le Figaro* describes these cities as “committing further” in the fight against climate change. The financial print *Les Échos*, in reference to the same event, talks about twelve “megacities” coming together in their commitment to end CO₂ emissions.

“Climat : 12 grandes villes s'engagent plus loin”
(Marc Cherki, 24 October 2017, *Le Figaro*)

“Douze maires de mégapoles s'engagent à cesser d'émettre du CO₂”
(Joël Cossardeaux, 24 October 2017, *Les Échos*)

Moreover, the press presents cities as being on the path to becoming key actors in international relations, specifically in the field of sustainability. In fact, the following headlines by the financial *La Tribune* show how, in both 2017 and 2021, this newspaper has been consistent in depicting cities as being “on the front line” of the fight against climate change.

One Planet Summit : les villes en première ligne
(Dominique Pialot, 13 December 2017, *La Tribune*)

Forum Zéro Carbone : les villes aux avant-postes de la lutte contre le dérèglement climatique
(30 November 2021, *La Tribune*)

As a matter of fact, some headlines actually go a step beyond that and specifically frame cities as having surpassed states in their role as international leaders in the fight against climate change. The following headline by the progressive *The Guardian* paints Sadiq Khan as a voice of authority at COP26, impelling states to follow the example of cities in implementing more ambitious policies to fight climate change.

Cities act on climate while nations delay, Sadiq Khan tells Cop26
(Damian Carrington, 11 November 2021, *The Guardian*)

Likewise, Spain's conservative *ABC* notes that cities and their mayors are attracting an increasing amount of attention in the international spotlight and points out that the president of Catalonia, Pere Aragonès, was overshadowed by the mayor of Barcelona, Ada Colau, at COP26, which was held in Glasgow. In fact, when the left-leaning *elDiario.es* reported on COP26, their headline exclusively mentioned Ada Colau and painted her as having turned Barcelona into a role model in terms of climate policy.

Aragonès constata el retroceso de Cataluña como actor internacional; Desarrolla en Glasgow una agenda de segundo nivel, como otros presidentes regionales, y por debajo de Colau
(Àlex Gubern, Miquel Vera, 9 November 2021, *ABC*)

Ada Colau sitúa Barcelona como referente en políticas climáticas en la COP26
(Pau Rodríguez, 4 November 2021, *elDiario.es*)

As has been previously exposed in this dissertation, the C40 Cities Climate Leadership Group has become one of the main links between London, Paris and Barcelona since the mayors of all three cities have held, or continue to hold, prominent positions of leadership in this organisation. The press is not unaware of this newfound connection between the three cities and their spirit of cooperation among cities in the fight for urban resilience and sustainability. After the nomination of Sadiq Khan and Ada Colau as chairs of the C40 network, *La Vanguardia* published the following headline which mentions the mayors of both cities who are presented as leaders.

Los alcaldes de Londres y de Barcelona, nuevos líderes de la red de ciudades C40
(Óscar Muñoz Sanz, 31 October 2021, *La Vanguardia*)

Ada Colau's nomination as European vice president of the C40 in 2021 garnered a great deal of attention in the Spanish press. The following headlines from the centre-left *El País* and the liberal *La Vanguardia* frame Ada Colau as a "leader" in the international scene.

Colau, elegida para liderar una red de ciudades contra la crisis climática
(A. L. C., 22 July 2021, *El País*)

Colau liderará en Europa la red urbana contra el calentamiento
(David Guerrero, 22 July 2021, *La Vanguardia*)

All in all it seems as though the media is not merely reporting on these stories but is, in fact, becoming aware of the newfound role that cities must play in the international scene as they lead the world in the fight against climate change. Cities are thought of as ambitious

and hungry for change, cooperation between cities is highlighted as necessary and their mayors are portrayed as leaders that must set an example for the world to follow²³.

4.2.2. Sustainable city

Next up we will focus on how the headlines reflect the press's perception or interest in the concept of sustainable cities, the other main subject of interest of this dissertation. For the purpose of convenience, this category also includes any headlines which refer to "smart" or "green" cities as these concepts are either analogous to the concept of sustainable cities or the three are sometimes bundled together as pieces of the same puzzle in urban sustainability theory. The first thing that comes to our attention is that it is the French press that seems to be the most preoccupied with the concept of smart or sustainable cities.

The following headline by the financial *La Tribune*, directly references the concept of smart cities and envisages the twenty-first century as the "century of cities" alluding to the culmination of the world's urbanisation and, thus, the growing protagonism of cities in the international stage.

Smart cities : le siècle des villes se dessine
(Dominique Pialot, 24 November 2017, *La Tribune*)

Continuing with *La Tribune*, the newspaper frames Paris as a place where transformation and innovation take place. *La Tribune* talks about the 2024 Summer Olympic Games as an opportunity for Paris to accelerate its ecological transition in order to rapidly further its goal of becoming a smarter and more sustainable city. Furthermore, the same newspaper describes Paris as a "lab of open innovation" in regards to the city's push to reimagine itself and advance urban sustainability practice.

Smart City : comment Paris veut surfer sur les JO pour accélérer sa transition écologique
(Dominique Pialot, 7 March 2017, *La Tribune*)

Paris, labo de l'innovation ouverte
(Dominique Pialot, 5 December 2017 *La Tribune*)

As expected, *Les Échos* and *La Tribune*, two newspapers specialising in finance and the economy, also published news pieces focusing on the economic opportunities of smart city development. *Les Échos* mentions the need for sustainable city practices to expand

²³ More focus on the three cities' mayors, specifically, will be awarded in section 5.2.4. Focus on Mayors of this qualitative analysis.

beyond Saclay, a research, innovation and business hub south of Paris within the metropolitan area.

Le cluster de la ville durable veut sortir de l'ombre de Saclay
(Marion Kindermans, 6 September 2017, *Les Échos*)

The headline by *La Tribune* of 13 June 2017 focuses on Paris&Co, the innovation and economic development agency of the Paris metropolitan area, launching an incubator based on the concept of circular economy.

Paris&Co lance un incubateur dédié à l'économie circulaire
(Giulietta Gamberini, 13 June 2017, *La Tribune*)

Along the same lines, the headline by *La Tribune* of 16 October 2021 focuses on e-commerce as a solution to concile urban sustainability and logistics, referring to the need to ensure that urban sustainability and economic development are compatible.

E-commerce : les solutions pour concilier ville durable et logistique urbaine
(César Armand, 16 October 2021 *La Tribune*)

Lastly, we find the following headline published in the centre-right *The Times* in reference to a low-carbon, energy-efficient housing development in Elephant and Castle²⁴. The headline clearly presents sustainable development as a step in the right direction by stating that “green is good” and highlights the business opportunities that green cities create.

Why green is good in Elephant and Castle
(Carol Lewis, Anna Temkin, 25 August 2017, *The Times*)

In sum, sustainable or smart cities are portrayed in a positive light as well as increasingly relevant in the coming years, even going as far as to describe the twenty-first century as the “century of cities”. What is also notable is how these headlines frame sustainable or smart cities as being full of opportunities for growth and economic development, not just as environmentally beneficial abstract concepts. This is important in regards to the three pillars of sustainability which have been previously discussed: economic sustainability, social sustainability and environmental sustainability.

²⁴ Elephant and Castle is a neighbourhood in the London Borough of Southwark located in south London. Much like in the case of Hoxton, the name derives from an old coaching inn built on a major crossroads. The neighbourhood was rebuilt after the Second World War to accommodate for social housing needs and has come to be known for its brutalist architecture. However, due to its close proximity to central London, the area is currently undergoing a process of redevelopment and gentrification.

4.2.3. *City model transformation*

In this section we will be looking at a series of headlines which feature the transformation of the city model as their main theme. Urban sustainability is often associated with the idea of change, a process of ecological transition that our cities must undergo in order to become sustainable cities, thus marking a clear before and after between the city of today and the city of tomorrow. What does the future hold in store for our cities? This is a question that many journalists seem to be asking and some of the headlines that we have compiled reflect this curiosity. The headline which we present below by the financial *La Tribune* labels the twenty-first century as the “century of cities”, implying that cities are gaining more protagonism than ever before.

Smart cities : le siècle des villes se dessine
(Dominique Pialot, 24 November 2017, *La Tribune*)

Cities themselves are laying out ambitious, long-term plans in order to carry out their ecological transformation. The following two headlines cover these kinds of plans. The first headline was published by the financial *La Tribune* in 2017 and centres on Paris’s plan to become a “zero-emission capital” by the year 2050, thirty-three years after the publication of the article. What is most important about this headline is that it focuses on the goal and the city’s ambition.

Climat : comment Paris peut devenir en 2050 une capitale sans émissions
(Dominique Pialot, 16 March 2017, *La Tribune*)

On the other hand, the following headline by the liberal *La Vanguardia* puts into question the effectiveness of Barcelona’s plan for 2030 calling it “perfect on paper”, suggesting that the plan is flawed in practice.

Barcelona 2030: un plan teóricamente perfecto
(Ramón Suñé Farré, 3 November 2021, *La Vanguardia*)

The next two headlines by *La Tribune* present the theme of change and transformation in the city of Paris in a positive light. The first headline seeks to explain how Paris can “ride the wave” of the main events it will be holding in the early twentieth century -the 2024 Summer Olympic Games- to accelerate its transition towards urban sustainability. The second calls Paris a “laboratory of open innovation” implying that the city is open to change and experimentation, not shying away from defying the status quo.

Smart City : comment Paris veut surfer sur les JO pour accélérer sa transition écologique
(Dominique Pialot, 7 March 2017, *La Tribune*)

Paris, labo de l'innovation ouverte
(Dominique Pialot, 5 December 2017 *La Tribune*)

Moving on to another of the main themes in this category, we find several headlines that focus on the need to transform the way we move and travel in cities, specifically ending car dependency. As we have seen throughout this dissertation, mobility is one of the main issues that cities must tackle. The first headline, published by Lyon's *Le Progrès*, asks whether "moving much less" will become "the creed of the city of tomorrow".

« Se déplacer beaucoup moins », le credo de la ville de demain ?
(8 February 2021, *Le Progrès*)

However, it seems that the way we will go about mobility in the city of tomorrow will require much more profound changes than simply reducing the amount that we travel. The following headlines follow along the same theme of mobility but focus on car dependent society. The following headline, published by *La Tribune*, asks whether -amid restrictions on the most polluting vehicles and effort to reduce traffic- Paris is set to become a car-free city.

Vers une ville sans voiture ?
(Dominique Pialot, 26 January 2017, *La Tribune*)

Furthermore, the infrastructure that sustains car-dependent society is also called into question. One of the main goals that sustainable cities share in tackling car dependency is, not only reducing the amount of emissions associated with movement, but transforming the built environment in a way that has a less aggressive impact on the city. The next headline by *La Tribune* predicts the inevitable end of urban motorways. The headline that comes just after, published by the progressive *The Times*, seeks to expose the economically deficient nature of the automobile infrastructure fuelling car dependency.

La fin annoncée des autoroutes urbaines
(Dominique Pialot, 4 February 2017, *La Tribune*)

The hidden climate costs of America's free parking spaces
(XiaoZhi Lim, 6 November 2021, *The Guardian*)

To sum up, this is one of the briefest categories in our qualitative analysis. This may be due to the notion that, despite change being one of the main running themes in urban sustainability and ecological transitions, it is rarely presented on its own as the main focus of the headline. Nevertheless, whether it be reducing emissions, challenging car dependency,

putting people first or making space for nature to bloom, it seems as though everything relating to the process of reimagining cities is, in one way or another, novel and transformative. Therefore, it could be argued that most every headline in this qualitative analysis is about change to some degree, even if change itself is not presented as the main focus.

4.2.4. Focus on mayor

One of the main running themes which has been identified in the headlines considered for this qualitative analysis is their focus on the three mayors' role in transforming their city and in the international stage of urban sustainability; the three mayors in question being: Sadiq Khan, Mayor of London; Ada Colau, Mayor of Barcelona; and Anne Hidalgo, Mayor of Paris. The three mayors are either presented in the context of their own city, usually in relation to specific policies that have been put into action and which may or may not have gone according to plan, or in the context of city diplomacy, be it commenting on the power of cities at wide or specifically in relation to their role in the C40 network.

In the context of city diplomacy, there seems to be a deliberate intention to portray these mayors as protagonists at the forefront in the fight against climate change. The following two headlines are from 2017 and 2021, the first from the liberal *La Vanguardia* and the second from the left-leaning *elDiario.es*. Both are consistent, regardless of their date and ideology, in putting Ada Colau as the focus of the headline. The first quotes the mayor at a major cities conference in Paris "Barcelona is not stopping" in reference to the city's climate ambitions. The second headline, published by the left-leaning *elDiario.es*, puts the spotlight on Colau even more by crediting her for turning Barcelona into a positive role model for climate policies at COP26.

Colau dice en París que "Barcelona no se para"
(23 October 2017, *La Vanguardia*)

Ada Colau sitúa Barcelona como referente en políticas climáticas en la COP26
(4 November 2021, *elDiario.es*)

What is clear is that the role, actions and leadership of the mayor figure are seen as indispensable in order to lead the city in its ecological transformation. As was explained in point 5.2.1. Urban diplomacy and the C40 of this qualitative analysis, the press is consistent in presenting cities as key actors in the fight against climate change worthy of being considered on the same level as or even above states. The consensus seems to be that cities

are adopting an exemplary ambition in their climate strategies and states have much to learn from them. In the three following headlines, we see examples of the three mayors vindicating the role of cities to serve as role models. In the first headline, published by *La Vanguardia*, Ada Colau vindicates cities' creativity in fighting climate change.

Colau reivindica la creativitat de las ciudades para frenar el cambio climático
(Rosa Maria Bosch Capdevila, 4 November 2021, *La Vanguardia*)

In the second headline, published by the progressive *The Guardian*, which we looked at previously, Sadiq Khan praises cities for their climate ambitions at COP26 while reprimanding nations for their slowness in the fight against climate change, implying that states need to catch up to cities.

Cities act on climate while nations delay, Sadiq Khan tells Cop26
(Damian Carrington, 11 November 2021, *The Guardian*)

Finally, the third headline, hailing from the financial *La Tribune*, puts the spotlight on the mayor of Paris, Anne Hidalgo. In this case, Hidalgo talks about wanting to “share the expertise of cities with governments” hinting at the idea that cities have advanced in their climate strategies over the last years, gaining know-how, and have much to teach to the governments of states.

Climat : Hidalgo veut partager l'expertise des villes avec les gouvernements
(Dominique Pialot, 3 June 2017, *La Tribune*)

As we can see, the press from all three countries and regardless of political ideology is consistent in recognising the experience of cities in climate issues and acknowledging their mayors' will to share said expertise with state governments in order to more rapidly advance in the fight against climate change.

Moving on, in other headlines we see how certain policies in the field of urban sustainability are personalised in the figure of the mayor. For example, the following four headlines from the United Kingdom, Spain and France, published in 2017 and 2021, are consistent in directing the reader's attention to Anne Hidalgo and portraying her as being personally responsible for the traffic restrictions in downtown Paris. The third and fourth headlines, published by the conservative *Le Figaro* and the financial *La Tribune*, seem to point towards this idea, making Hidalgo out to be a radical. The third headline talks of the mayor “toughening” her plan to rid Paris of cars. In the fourth, Hidalgo “wants to drastically reduce space for cars in the heart of Paris”. The use of the verb “wants” implies that this is

her personal will and no one else's and the use of the adverb "drastically" frames the mayor as a radical.

Paris mayor unveils plan to restrict traffic and pedestrianise city centre
(Kim Willsher, 8 January 2017, *The Guardian*)

Anne Hidalgo anuncia más espacio peatonal en París
(Rafael Poch de Feliu Fernández, 9 January 2017, *La Vanguardia*)

Vignettes, voies sur berge : Hidalgo durcit son plan pour éliminer la voiture à Paris
(16 January 2017, *Le Figaro*)

Hidalgo veut drastiquement réduire la place de la voiture au cœur de Paris dès 2022
(15 May 2021, *La Tribune*)

Furthermore, the mayors' achievements in sustainable practice are recognised when due. In the following headline by the financial *Les Échos*, Mayor Hidalgo's recognition is validated by the language used, being portrayed as committed and faithful to her climate goals.

Hidalgo primée pour son engagement sur le climat
(28 July 2017, *Les Échos*)

Other times, such as in previous examples and in the following headline by the left-leaning *elDiario.es* the mayors are portrayed as moral arbiters with the climate's best interest in mind. The following headline appears to validate Mayor Colau's accusation of "climate denial" against Deputy Mayor Jaume Collboni in his defence of the controversial plan to expand Barcelona's airport runways. This interpretation squares with *elDiario.es*'s left-leaning political bias in standing behind Ada Colau who is a member of the left-wing *Barcelona en Comú*²⁵ party as opposed to the more centrist deputy mayor who is a member of the Socialist Party of Catalonia²⁶.

Colau ve "negacionismo climático" en la defensa de Collboni de la ampliación del Aeropuerto del Prat.
(3 November 2021, *elDiario.es*)

²⁵ *Barcelona en Comú* - "Barcelona in Common" or "Barcelona Together" in Catalan- is a rather young political party founded in 2014 through the fusion of a number of smaller parties. The party stands on the left of the political spectrum and is often grouped together with Unidas Podemos in elections. Its core principles include environmentalism, social justice, defence of the Catalan language and culture and it places a special emphasis on encouraging citizens' participation in the decision-making process. Ada Colau has been the mayor of Barcelona since her party's victory in 2015. As of 2022, the party holds 10 out of 41 seats in the City Council.

²⁶ Founded in the 1970s after the advent of democracy in the country, the *Partit Socialista de Catalunya* is a political party in Catalonia. The party holds federalist, social-democratic, centre-left values, having moved towards the centre throughout its years in existence. It is federated with the Spanish Socialist Workers' Party which is, in turn, affiliated with the Party of European Socialists, the Socialist International and the Progressive Alliance. As of 2022, the PSC holds 33 out of 135 seats in the Catalan Parliament.

Also showcasing Mayor Colau as a strong advocate for the interest of the citizens is the headline which we present below. In this headline Colau stands up to the newly elected Catalan Government and “demands” that they activate long overdue projects that are key to the development of the city, including a “neighbourhood law” and the metro’s ninth line²⁷.

Colau exige al nuevo Govern una Ley de Barrios y el impulso de la L9
(Clara Blanchar, 22 February 2022, *El País*)

Nevertheless, the mayors are not always presented in such a positive light. There are times when the headlines lead us to infer an effort to. In the following headline by the conservative newspaper *Le Figaro*, the language used looks to discredit Hidalgo’s policies, calling them “disappointing” implying that her strategy to fight pollution in Paris has been fruitless thus far.

Pollution à Paris : bilan décevant des mesures d'Hidalgo
(Angélique Négroni, 10 October 2017, *Le Figaro*)

Britain’s own centre-right *The Times* hops on the Hidalgo discredit campaign with the following headline published in light of run as French Socialist Party²⁸’s candidate in the 2022 presidential election. The harsh language used in the headline attempts to disrepute Hidalgo’s strategy, claiming that it is “alienating the left and infuriating motorists”. It is also worth mentioning that the headline explicitly refers to Hidalgo as “The Socialist mayor of Paris” instead of referring to her by name, perhaps in an attempt to link her alleged shortcomings to her political party or left-leaning ideology. Furthermore, it is also interesting how the headline attempts to create animosity against Hidalgo among her supposed voter base by presenting her as a socialist yet also claiming that she has alienated the left.

The Socialist mayor of Paris has alienated the left and infuriated motorists as she runs for president
(Adam Sage, 13 September 2021, *The Times*)

In certain cases, such as in the case of the following headline published by the conservative *The Daily Telegraph*, criticism can flirt with slander. The intent of the following

²⁷ Line 9/Line 10 are two interconnected Metro lines in Barcelona that run together through their central section but split off into two separate branches on either end of the line. At the time of construction the Metro line was set to become Europe’s longest, featuring innovative elements such as driverless trains and extra wide single bore tunnels designed to contain both the rails and the platforms, stacked on top of each other in either direction. Construction began in 2003 with separate sections on either end of the line opening in 2009 and 2016 while excavation of the central section was halted in 2011. As of 2022, excavation of the central section has restarted.

²⁸ The *Parti Socialiste* is a political party in France established in the late 1960s to replace the French Section of the Workers’ International. The party holds social-democratic, environmentalist, centre-left values and has been moving towards the centre since its foundation. As of 2022, the party holds 24 out of 577 seats in the National Assembly and 62 out of 348 seats in the Senate.

headline is very clear in portraying Mayor Khan as a hypocrite for making an excessive and unnecessary use of cars in his day to day life as he enacts policies that place heavy restrictions on traffic in London.

Khan travels in three-car convoy to take dog for a walk
(Tony Diver, 23 August 2021, *The Daily Telegraph*)

On the other hand, *The Daily Telegraph* seems to consider Sadiq Khan as somewhat of a hero when he proposes to backtrack on one of his measures designed to fight London air pollution if reelected as Mayor.

Khan vows to scrap temporary £15 congestion charge if re-elected
(Oliver Gill, 27 April 2021, *The Daily Telegraph*)

All things considered, it seems as though the way the figure of the mayor is presented in these headlines can vary greatly but appears to most often be in line with each newspaper's editorial line. Newspapers on the left of the political spectrum tend to frame the mayors in a more positive light, whereas newspapers on the political right appear to be more sceptical or downright critical of the mayors' action and are more likely to attribute any shortcoming of sustainable policies to the mayors, personally. Putting the emphasis on the mayor leads us to two possible interpretations: either that the mayor's actions are commendable or that the mayor is pushing for these changes despite the will of the citizens or the city's best interest.

4.2.5. Comparison between cities

Next we move on to the headlines that attempt to compare different cities in terms of the policies that they are implementing in order to advance their ecological transitions. What is most notable about this category is that a majority of the headlines do not refer to London, Paris or Barcelona, specifically, but, instead, either look towards other cities to draw comparisons or use our three selected cities as examples for others to draw inspiration from.

First off, we look at a headline from the Spanish press, published in late 2017, which looks at the examples of other major European cities in order to evaluate the measures which are being adopted in Spain's own cities. Published by the liberal *La Vanguardia*, it speaks of the "combat against pollution in major cities". Rich in stylistic devices, this headline will be analysed in greater detail in section 5.2.8. which focuses on low-emission zones and mobility restrictions, focusing on the deliberate use of capital letters.

¿Podré ir por la ronda sin etiqueta? El COMbate contra la contaminación en las grandes Ciudades
(David Guerrero, 2 December 2017, *La Vanguardia*)

Furthermore, the following headline by the financial *La Tribune* draws a comparison between Barcelona and the metropolitan area of Aix-Marseille Provence²⁹, two urban conglomerations on the mediterranean coast with similar sizes and characteristics. The headline is phrased in a positive tone, asking how Aix-Marseille Provence can benefit by learning from the experience of Barcelona.

Que peut apporter l'expérience de Barcelone à Aix-Marseille Provence ?
(Carole Payrau, 12 July 2017, *La Tribune*)

Next we look at two headlines that focus on the city of Madrid, specifically its high levels of air pollution in 2021. The first is by the conservative, British *The Times* and talks about the Spanish capital heading the list of “Europe’s choking cities”, putting a spotlight on the negative impacts of air pollution on city dwellers’ health. The second, published by the left-leaning *elDiario.es*, calls out the fact that many cities in Spain will have to establish low-emission zones like Madrid’s own, which fell through due to a number of appeals by Spain’s Popular Party. What is worth mentioning about this headline is the way that it puts the blame on the Popular Party for acting in a way that is unbecoming of the times, which squares with this newspaper’s progressive political bias.

Madrid tops the league of Europe's choking cities
(Isambard Wilkinson, 21 January 2021, *The Times*)

149 ciudades españolas deberán crear zonas de bajas emisiones como la que ha decaído en Madrid por los recursos del PP
(Raúl Rejón, 11 May 2021, *elDiario.es*)

Cementing the ideological comparison between Madrid and Barcelona we have the headline which we present below, published, once again, by *elDiario.es*. The headline calls out the constant infringement of pollution limits in Spain but with one caveat: it highlights how Barcelona -with its left-wing government- managed to keep pollution levels below the set limit whereas Madrid -with its right-wing government- surpassed the pollution threshold despite the effect that the pandemic had of reducing mobility during lockdown.

España vuelve a pasarse de polución en 2020 pese a la pandemia: Madrid supera los límites y Barcelona cumple
(Sofía Pérez Mendoza, Pau Rodríguez, 4 January 2021, *elDiario.es*)

²⁹ Aix-Marseille Provence is a metropolitan region of nearly two million people consisting of Marseille, Aix-en-Provence along with the surrounding cities and villages, located in the south coast of France around the estuary of the river Rhône in the Provence-Alpes-Côte d’Azur region.

Along the same lines as the one we just saw, the headlines that we present next also paint a more favourable image of Barcelona. The first comments on the fact that other Spanish cities will have to create their own LEZs. This time, however, as it was published by the Barcelona-based *La Vanguardia*, the headline is presented from the perspective of the Catalan capital, saying that cities will follow in the footsteps of Barcelona by imitating the city's LEZ. Similarly, the second headline, by *El País*, talks about Barcelona "exporting its model to other cities", thus framing the city as a role model.

La zona de bajas emisiones será imitada en toda España
(David Guerrero, 18 June 2021, *La Vanguardia*)

La capital catalana exporta su modelo a otras ciudades
(20 June 2021, *El País*)

Finally we come to the following headline which highlights the divide between northern and southern cities in England. Long considered a Labour stronghold, the north of England -birthplace of the industrial revolution- is known for its decadent post-industrial economy and lower socioeconomic status while the south is characterised by London's booming financial sector, conservative affinity and higher socioeconomic status. The headline by *The Times* tells of the south's greater climate ambitions in comparison with the north's lagging attitude, which seems to fall in line with the newspaper's centre-right editorial line.

Southern cities motor ahead with clean air zones while north stalls
(Ben Webster, 24 March 2021, *The Times*)

On the whole, this category is not too vast. Newspapers focus on juxtaposing cities within their own countries as well as drawing comparisons between their home cities and foreign cities, mainly in Europe. All in all, it seems that, more often than not, the emphasis is put on learning from the experience of other cities rather than attempting to fuel a sense of competition among cities seeking to surpass each other.

4.2.6. Conflict

Whenever there is change, conflict is bound to arise; especially when that change is prolonged and is profound enough to shake the fundamental principles of our surroundings and lifestyle. This principle holds true when it comes to the process of ecological transition in our cities. Urban sustainability is not a concept that goes over smoothly across the entire ideological spectrum. As anything else, it has its supporters and its detractors. In this segment of the qualitative analysis, we will look at examples of headlines that highlight urban sustainability as a source of conflict.

We will start with some examples hailing from the city of Barcelona. The following three examples were published in *La Vanguardia*, the newspaper traditionally associated with Barcelona's flourishing bourgeoisie. Given its liberal stance, this newspaper tends to be sceptical of Mayor Colau's vision for the city and is eager to give a platform to those who criticise the left-wing City Council's plans. The first headline refers to a manifesto signed by business owners against the total pedestrianisation of the main street in Barcelona's Sant Andreu's neighbourhood³⁰. The second headline gives a voice to the inhabitants of Tres Torres³¹, one of the wealthier parts of Barcelona, who reprimand the City Council for its negligence ("ninguneo" literally meaning "belittlement") of their neighbourhood. Finally, the third headline published by *La Vanguardia* tells of neighbourhood associations' disapproval of Colau's designation as European Vice Chair of the C40.

Manifiesto contra la peatonalización total de Gran de Sant Andreu
(12 May 2017, *La Vanguardia*)

Tres Torres denuncia el ninguneo del Ayuntamiento
(Luis Benvenuty Alcalde, 17 October 2017, *La Vanguardia*)

Entidades vecinales critican la designación de Colau en el C40
(25 July 2021, *La Vanguardia*)

³⁰ Sant Andreu de Palomar is a dense, historic, middle class neighbourhood in the north of Barcelona. First documented in the tenth century CE, development sprouted in the area by virtue of its rich agricultural potential, fuelled by the ancient *Rec Comtal* irrigation canal. Once an independent municipality, it was annexed by Barcelona in 1897 and is now at the heart of the Sant Andreu District, which is set to experience a big transformation in the coming years with the opening of the *La Sagrera* high speed and commuter railway station, designed to surpass the *Sants* Station as the main gateway to the Barcelona metropolitan area.

³¹ Les Tres Torres is an upper class neighbourhood in Barcelona. Originally agricultural fields belonging to the independent municipality of Sarrià, annexed by Barcelona in 1921, Les Tres Torres is now a part of the Sarrià-Sant Gervasi District. Development of the lands began in 1860 alongside the construction of the Barcelona to Sarrià railway and, according to an article by *El Periódico* (2022), it is now the neighbourhood with the highest socioeconomic status in Catalonia.

What is interesting about all of these headlines is that they all focus on the neighbours' disapproval of Mayor Colau. We might infer that the newspaper is implicitly communicating to the reader its disapproval of the municipal government's actions through the voice of unsatisfied city dwellers. We can see a similar strategy in the headline published in the centre-right *The Times* that we previously analysed. Strong language from *The Times* and a framing of conflict as the headline speaks of common citizens' animosity towards Mayor Hidalgo, specifically referring to motorists and the left-wing voter base.

The Socialist mayor of Paris has alienated the left and infuriated motorists as she runs for president
(Adam Sage, 13 September 2021, *The Times*)

In London, too, the topic of neighbourhood disapproval reappears. This time, the term "battle lines" is a very clear case of framing policies relating to urban sustainability as a source of conflict. This pattern of expressing disapproval through the voices of frustrated citizens seems to be consistent among newspapers to the right of the ideological centre.

Battle lines drawn on low-traffic neighbourhoods
(Russell Lynch, Rachel Millard; 29 June 2021, *The Daily Telegraph*)

Moving on to the main source of conflicts in the city of Paris: urban motorways and what to do with them. The first headline was published in the financial *La Tribune* in 2017; it refers to the pedestrianisation of the motorway along the river Seine's banks. The headline, with its use of the words "a war of numbers" is very explicit in its framing of the dilemma as a conflict.

Voies sur berges : la guerre des chiffres
(Dominique Pialot, 27 January 2017, *La Tribune*)

The protagonists in this conflict were the socialist mayor of Paris, Anne Hidalgo, and the President of the Council of the Île de France region, Valérie Pécresse, of the christian democratic *Les Republicanains*³² party. Mayor Hidalgo was the one who spearheaded the pedestrianisation of the river banks, facing strong opposition from Pécresse who ended up conceding. The following three headlines perfectly illustrate how the two protagonists were framed differently according to each newspaper's ideological bias. The first, by the often

³² *Les Republicanains* is a French political party with gaullist, liberal-conservative and christian-democratic values. It was created in 2015 as the new name of Union for a Popular Movement. It is affiliated with the European Popular Party, the International Democrat Union and the Centrist Democrat International. The party holds 102 out of 209 seats in the Regional Council of Île de France, presided by Pécresse, under the name *Île de France Rassemblée*.

pro-Hidalgo *Les Échos*, paints the situation as a victory on Hidalgo's part, saying that Péresse "conceded" to the pedestrianisation.

Péresse admet la piétonnisation de la voie sur berge rive droite
(Dominique Malecot, 15 March 2017, *Les Échos*)

The second headline, by the financial *La Tribune*, credits Anne Hidalgo for inaugurating the pedestrianisation of the motorway along the Seine bank but still acknowledges that the project has been shrouded in controversy.

Anne Hidalgo inaugure les "Rives de Seine" malgré la polémique
(4 April 2017, *La Tribune*)

Lastly, the conservative *Le Figaro* describes the act as a gesture of lenience or clemence -an olive branch on behalf of the President of Île de France- to the Mayor of Paris- showing some condescence from Péresse towards Hidalgo.

Voie sur berge : Péresse tend la main à Hidalgo
(Angélique Négroni, 15 March 2017, *Le Figaro*)

Another conflict between the city and the region concerns Paris's orbital motorway. The context here involves Péresse accusing Hidalgo of wanting to eliminate a lane in each direction on Paris's ring road for environmental purposes, claiming that the ring road is a key piece of regional infrastructure and that any changes to it should be decided upon by the citizens of the entire region, not just Paris. We can see that, five years later, the newspaper is consistent in presenting a conflict between the mayor and the president of the region surrounding the topic of urban motorways.

Entre Anne Hidalgo et Valérie Péresse, la bataille du périph' reprend de plus belle
(César Armand, 22 May 2021, *La Tribune*)

As a matter of fact, urban motorways, traffic and pollution in general, appear to be the main sources of conflict in the press as far as matters relating to urban sustainability go. The way we handle increasing traffic and our priorities in the distribution of public space is so often contested that it seems almost impossible to escape the idea of the street as a warzone. The following headline by the progressive *The Guardian* gets this point across perfectly only, this time, the figure of a winner emerges. This leads us to two possible outcomes of the conflict: cars coming out on top or people as winners.

Traffic wars: who will win the battle for city streets?
(Niamh McIntyre, 26 March 2021, *The Guardian*)

Along the same lines, the following headlines highlight the issue of conflict air pollution among institutions. The first of the two was published by the conservative *The Daily Telegraph* in March of 2021 and refers to the European Union threatening to sanction the United Kingdom over air pollution levels. In this case the two sides of the conflict are very easily identifiable and the use of the verb “threatens” consolidates this framing. It is possible that the use of the verb “threatens” is a deliberate choice on the part of *The Daily Telegraph*, a newspaper that endorsed Brexit, in order to paint the EU as a menacing force of imposition.

EU threatens UK with fine over pollution law breaches
(5 March 2021, *The Daily Telegraph*)

The next headline, published by the centre-left *El País*, is almost identical to the one we just saw. It calls out Spain’s non compliance with European air quality standards. More specifically, the headline refers to the European Union’s case files and fines against Spain for consistently surpassing nitrogen dioxide limits in Madrid and Barcelona.

Dos expedientes por incumplir la norma europea
(Manuel Planelles, 5 October 2017, *El País*)

Furthermore, the following headline by *The Guardian* exposes intentions by the Conservative Party, colloquially known as the Tories³³, to impede plans to reduce air pollution. This time, the newspaper’s editorial line is revealed through its condemnation of the Conservative Party’s sabotage of climate friendly policies which should be in the best interest of all.

How Tory politicians fought plans to tackle air pollution
(Niamh McIntyre, 4 September 2021, *The Guardian*)

Furthermore, much of the conflict surrounding urban motorways and congestion is specifically in relation to the restrictions imposed on traffic by low-emission zones. LEZs commonly include restrictions on the circulation of diesel vehicles. This has been the source of much conflict and controversy as diesel drivers have been either forced to pay hefty fines to access city centres, buy a new car, or have had to drop their personal car altogether. The following headline by the centre-right *The Times* appears to portray former conservative Prime Minister of the UK, Theresa May, as somewhat of a saviour, calling the restrictions on polluting vehicles an “assault” on diesel drivers.

³³ Tory or Tories (plural) is a colloquial appellative for the Conservative Party and supporters of said party. The term has its origins in the middle Irish insult *tóraidhe* -modern Irish *tórait*- meaning outlaw or robber. The term originally referred to an anti-catholic political faction in the seventeenth century but came to designate the Conservative Party in the nineteenth century.

May promises to ease assault on diesel car owners
(Ben Webster, 5 April 2017, *The Times*)

In France too, the controversies surrounding the capital's LEZ have not gone unnoticed by the press. The financial *Les Échos* captures the negative sentiment shared by elected representatives of Greater Paris in regards to the capital's LEZ in the following headline published in September 2021.

Des élus du Grand Paris contestent la zone à faibles émissions
(Adélaïde Tenaglia, 22 September 2021, *Les Échos*)

We can see a similar pattern emerging in the city of Barcelona. One of the most contentious topics regarding Barcelona's LEZ has been its effect on carriers. The next two headlines by *El País* frame carriers victims, calling them "next on the chopping block" and voicing their concern that not all of them can renew their vehicle in order to be able to enter the LEZ. We get the same sense from the third headline, published by *La Vanguardia*, although the phrasing is not as sympathetic as that of *El País*.

Próximo asalto, los grandes camiones
(29 March 2021, *El País*)

Los transportistas: "No todos pueden renovar el vehículo"
(29 March 2021, *El País*)

El plan de restricciones vetará al 77% de los transportistas
(David Guerrero, 14 June 2021, *La Vanguardia*)

Both of the following headlines by the liberal *La Vanguardia* and the centre-left *El País* are in reference to the same occurrence: a protest led by shipping carriers against restrictions imposed by Barcelona's LEZ. The first headline seems to be coming from a place of frustration or resignation as a protest organised by carriers blocks the city's coastal ring road. In the second headline a resolution to the conflict is proposed: unable to enter the LEZ, the carriers demand that emission filters be approved in order for them to be able to continue to carry out their work.

Otra marcha lenta de transportistas bloquea la ronda Litoral
(Óscar Muñoz Sanz, 23 November 2021, *La Vanguardia*)

Los transportistas piden homologar filtros de emisiones
(Josep Catà, 23 November 2021, *El País*)

Moreover, carriers are not the only group showing their discontent with Barcelona's low emission zone. The next headline focuses on a protest by owners of historic cars who are affected by the restrictions on the circulation of older vehicles within the LEZ.

350 vehículos históricos protestan contra la ZBE
(19 December 2021, *El País*)

The last headline in this section also refers to Barcelona. It talks about superblocs putting a strain on the relationship between the Mayor of Barcelona Ada Colau and the president of *Foment del Treball Nacional*, Josep Sánchez Llibre, Catalonia's main employers' association, who have manifested their opposition against superblocs claiming that this concept will damage business owners wherever it is implemented. Once again, pedestrianisation schemes are seen as a source of conflict and, once again, the liberal *La Vanguardia* serves as a platform for those who oppose Colau's vision for the city.

Las supermanzanas complican el diálogo Colau-Sánchez Llibre
(Óscar Muñoz Sanz, 22 December 2021, *La Vanguardia*)

Overall it seems as though the pattern remains consistent: the newspapers that fall to the right of the political spectrum are more likely to portray a sense of conflict when talking about matters relating to urban sustainability, specifically when it comes to an issue as contested as traffic. Furthermore it appears that these newspapers are more prone to voicing the concerns of sceptical city dwellers in order to provide some sort of implicit validation for their disapproval of municipal policy.

4.2.7. Pollution and urban health

The protection of city dwellers' health and wellbeing is, perhaps, the most compelling argument for the advancement of sustainable urban practice. Throughout history, urban health has been a matter of great concern. In the past, lack of sanitation, pests and plagues were serious threats. The pandemic has brought back many of those fears. Nevertheless, nowadays, our focus of attention is mainly on health concerns linked to pollution and climate change, including air, noise and light pollution, the lack of greenery, the heat island effect and mental health disorders. In particular, the issue regarding the poor quality of the air we breathe is the health concern that manages to gather the most attention.

The first headlines that we will look at in this section focus precisely on this: air quality. The following two headlines are from 2017 and were published in the financial *La Tribune*. The first is consistent with the theme of conflict which we previously analysed in stating a declaration of war against air pollution in cities. This headline frames air pollution as an extremely serious menace and something which must be acted upon urgently and assertively. The second headline refers to Enedis, the French electrical network company,

joining forces with the city of Paris to fight air pollution. In this sense, we get the understanding that fighting air pollution is something which requires cooperation among many actors in different fields. The third headline, published by *The Guardian*, is meant to shock the reader, expose the severity of air pollution levels in London and raise awareness about the need to place restrictions in order to improve the quality of the air.

Pollution de l'air en ville : la guerre est déclarée
(Dominique Pialot, 25 October 2017, *La Tribune*)

Enedis s'allie avec Paris contre la pollution de l'air
(Giulietta Gamberini, 23 May 2017, *La Tribune*)

London breaches annual air pollution limit for 2017 in just five days
(Damian Carrington, 6 January 2017, *The Guardian*)

Moving along, we have two headlines from 2017 and 2021 published in the progressive *The Guardian*. The two headlines focus on unconventional solutions or lessons to help fix London's polluted air. The first headline is rich with stylistic devices. It starts with the oxymoron "filthy glamour" only to follow it with an antithesis, suggesting that one of the most polluted streets in London could help clean the city's air. The seeming contradictions in the headline are meant to capture the reader's attention. The second headline uses a similar if not the same tactic. The headline is meant to invoke a sense of surprise and curiosity in the reader by implying that today's problems can be solved by looking to the past.

'Filthy glamour': could polluted Marylebone Road help fix London's air?
(Dave Hill, 15 February 2017, *The Guardian*)

Lessons to learn from UK's 1956 Clean Air Act
(Gary Fuller, 16 July 2021, *The Guardian*)

Continuing with more examples from the British press, we find these two headlines from 2017 published by the centre-right *The Times*. The first headline addresses air quality alerts when buying property in London's most privileged neighbourhoods and hints at how air pollution is becoming an ever-present theme in our day to day affairs. This headline is meant to shock the reader by presenting a piece of news which seems almost dystopian in nature in a matter-of-factly way. The idea seems to be that reading this headline will cause the reader to question the perilous path that society has taken.

London's best addresses to come with air quality alert
(Tom Whipple, 15 May 2017, *The Times*)

The second headline focuses on unacceptable pollution levels in fifty marginal seats. What is most interesting about it is the use of the adjective “toxic” which is meant to alarm the reader and get the point across that air pollution is a serious threat to public health.

Toxic air pollution clouds prospects in 50 marginal seats
(Ben Webster 1 June 2017, *The Times*)

In sum, these two headlines convey the idea that air quality is a serious hazard to public health that needs to be taken seriously regardless of income or social standing and that has the potential to have a defining impact in the electoral process. Having laid the ground for the topic of air pollution, the next logical step is to focus on the negative impacts that poor air quality has on our health. Consequently, the headline by the progressive *The Guardian* that we offer next, published in 2017, centres around the revelation that unacceptably high fine particulate matter levels are negatively impacting the health of all Londoners, not just some. The descriptors “dangerous” and “toxic” are meant to shock the reader.

Every Londoner breathing dangerous levels of toxic air particle
(Matthew Taylor, 4 October 2017, *The Guardian*)

Next up we will be looking at two headlines, published by *The Times* in 2021, exposing the health benefits of London’s expanded ULEZ, which is said could help at least 130,000 asthmatics. The second headline calls for an even greater expansion of the ULEZ claiming that this could save 600 lives. These headlines with their eye-catching figures are meant to make the reader understand that environmental policies have very real effects on people's lives and that toughening restrictions on pollution is a strict necessity.

Expanded low pollution zone will help 130,000 asthmatics
(16 July 2021, *The Times*)

Larger clean air zone could save 600 lives
(Ben Webster, 15 April 2021, *The Times*)

Now that we have introduced the notion that air pollution in cities can be considered a matter of life or death, let us look at some more headlines that recall this theme. The three following headlines published by *The Guardian* throughout 2017 touch base on the severity of air pollution. The first is bleak, calling the UK’s air pollution “deadly” but offers a glimmer of hope by hinting at a possible solution. The second quotes Mayor Khan of London imploring the central government to act on “life or death” pollution levels. Lastly, the third gives voice to health experts who say Mayor Khan lacks ambition in fighting the city’s air pollution. Turning to the scientific community’s expertise to demand more climate ambition

-in order to justify why supposedly radical policies, in fact, fall short- seems consistent with the newspaper's progressive editorial line.

The UK's deadly air pollution can be cured: here's how
(Gary Fuller, 25 January 2017, *The Guardian*)

Sadiq Khan: Gove must get a grip on 'life and death' air pollution crisis
(Matthew Taylor, 23 June 2017, *The Guardian*)

Sadiq Khan must do more to tackle London's air pollution, say health experts
(Matthew Taylor, 10 October 2017, *The Guardian*)

Similarly to *The Guardian*, Spain's own centre-left *El País* chooses to highlight the positive effect that restrictions placed on car traffic will have on air pollution levels and, consequently, on city dwellers' health.

La restricción de vehículos reducirá un 18% las emisiones
(30 November 2017, *El País*)

In addition, some headlines choose to highlight children as a vulnerable demographic group. The first headline exposes the threat that schoolchildren are under around the world due to air pollution; the second drives the point home. Because children are thought of as innocent or without sin, they tend to garner more sympathy than adults. These headlines are meant to outrage and mobilise the reader to demand more ambitious measures against air pollution to protect our children.

Millions of children are breathing dangerously polluted air in school
(Emma Yeomans, 16 August 2021 *The Times*)

Revealed: thousands of children at London schools breathe toxic air
(Matthew Taylor, Sandra Laville, 24 February 2017, *The Guardian*)

In the Spanish press, too, there seems to be some level of awareness about the adverse effect of urban air pollution on children's health. The following headline, published by the conservative *ABC*, talks about the "School Revolt", a movement³⁴ that demands the pacification of schools' surroundings in order to create safer and cleaner environments for children with less traffic and more playground areas.

La 'Revolta escolar' llega para pedir lugares de juego seguros
(Álvaro G. Colmenero, 11 March 2021, *ABC*)

³⁴ The headline is written from the perspective of Madrid which is why it uses the verb "arrives" to refer to the School Revolt, indicating that this movement, which was born in Barcelona, is now expanding to other parts of Spain.

Moving on, there seems to be some consensus around the idea that diesel cars, and combustion vehicles at large, are among the primary culprits behind urban air pollution. The following three headlines focus on diesel, specifically. The first by the liberal *La Vanguardia* appears to commend Paris and London for their ambitious struggle to limit the use of diesel cars. The purpose of this headline is to expose to the Spanish audience how cities abroad are handling the matter of urban sustainability. The second headline by the centre-right *The Times* amplifies the medical community's plea to eliminate or reduce the number of diesel cars due to the severe health risks they pose. The third headline by *The Guardian* is the most radical. It goes as far as to compare diesel to asbestos, a building material which is known to cause cancer, suggesting that it is soon to become obsolete due to its toxic and hazardous nature.

París y Londres presionan para arrinconar los diésel contaminantes
(Antonio Cerrillo Jodar, 30 March 2017, *La Vanguardia*)

Get diesel vehicles off the road, urge doctors
(Kat Lay, 15 February 2017, *The Times*)

The death of diesel: has the one-time wonder fuel become the new asbestos?
(Adam Forrest, 13 April 2017, *The Guardian*)

This theme of cars being to blame for air pollution in cities is quite prevalent. The following two headlines really get this point across. The first of the two by *The Times* stigmatises people who drive the most polluting car models by referring to them as the “dirtiest drivers” who must “clean up streets” in order to atone for their sin of pollution. The second headline by the centre-left *El País* brings to the table the idea of cars being “toxic”.

Dirtiest drivers face council charges to clean up streets
(Ben Webster, Neha Shah, 27 July 2017, *The Times*)

Londres impone una tasa de toxicidad a los vehículos
(Pablo Guimón, 28 October 2017, *El País*)

Finally, some headlines acknowledge that not all health impacts associated with urban life are related to air quality. As we saw in the theoretical framework, some of the main health concerns in cities include the heat island effect and mental health disorders. The following two headlines are on the topic of urban heat. The first, rather lighthearted in appearance, is about a mobile application that helps city dwellers and tourists avoid intense heats when walking in the streets of Barcelona. The second complains about a heat wave that swept over France in the summer of 2017; it also alludes to the idea that the world has become overly technologicised by saying that it is impossible to download coolness in reference to the high temperatures.

App maps shady spots to guide Barcelona walkers along cooler routes
(Rhi Storer, 23 June 2021, *The Guardian*)

Canicule : non, on ne peut pas télécharger la fraîcheur !
(Carlos Moreno, 27 June 2017, *La Tribune*)

Lastly, touching on the topic of mental health in the city, we have the following headline by *The Guardian* which exposes the fact that levels of depression are higher among city-dwellers and questions whether living in high-rise buildings may be part of the cause.

City-dwellers are prone to depression – are high-rises to blame?
(Joey Gardiner, 16 March 2017, *The Guardian*)

All in all, our analysis points to the idea that the British press is much more concerned with the topic of urban health than its French and Spanish counterparts. Furthermore, these newspapers, regardless of their ideological persuasion, seem very concerned with urban pollution and treat urban health as an extremely severe issue. Articles primarily focus on air pollution as the main source of health issues related to sustainability or lack thereof. As a result, the press is not as prolific when it comes to other types of pollution including noise or light, or other health concerns in urban environments such as the heat island effect, lack of green spaces or increased prevalence of mental health disorders.

4.2.8. Low-emission zones and mobility restrictions

In this section of the qualitative analysis we will cover what is the most talked about, as well as most contested, subject -bar none- which is low-emission zones and restrictions on private mobility. We will start off by commenting on the fact that there seems to be a great deal of media attention placed on cars, specifically, on their negative effects on urban life. The direct association between cars and air pollution is a running theme and measures to restrict the amount of vehicles within cities never fail to grab the media's attention. The following three headlines convey the idea that there is a growing will or need to get cars out of cities. What is most interesting here is the second headline, published by the left-leaning *elDiario.es*, which calls out the Popular Party, in their anti LEZ tirade, for acting in an incongruous manner.

Las grandes ciudades españolas preparan nuevos límites al tráfico
(Miguel Ángel Medina, 4 August 2021, *El País*)

149 ciudades españolas deberán crear zonas de bajas emisiones como la que ha decaído en Madrid por los recursos del PP
(Raúl Rejón, 11 May 2021, *elDiario.es*)

El Gobierno fija cuatro vías para sacar coches de las ciudades el año que viene
(19 November 2021, *elDiario.es*)

Limiting the amount of space dedicated to cars is a heavily contentious and controversial topic. Let us look at Paris first. As we saw previously in the section about conflict, the pedestrianisation of the motorway along Paris's river Seine did not go over well with certain sectors of the press. The following three headlines by the conservative *Le Figaro*, from 2017 and 2021, paint restrictions on car traffic in Paris in a negative light. The first calls restrictions on traffic a "hunt on cars". The second places more emphasis on the mayor, saying that Mayor Hidalgo "toughens her plan to eliminate cars in Paris" through LEZ stickers³⁵ and the pedestrianisation of the banks of the Seine. The third headline is written in an exasperated tone. We can infer this by the use of the phrase "yet again" in reference to new limits in the centre of Paris.

Paris poursuit sa chasse à la voiture
(lefigaro.fr; 10 January 2017, *Le Figaro*)

Vignettes, voies sur berge : Hidalgo durcit son plan pour éliminer la voiture à Paris
(16 January 2017, *Le Figaro*)

La circulation encore réduite au centre de Paris
(Angélique Négroni, 2 June 2021, *Le Figaro*)

Along the same lines, the press also reported on a series of measures to restrict traffic in the city of Barcelona. Out of the following three headlines, the first two were published by the local *La Vanguardia* in 2017. The first announces that the new traffic restriction signs have arrived to the streets which frames them as a foreign body or an intruder in the urban landscape. The second reassures the reader that restrictions on old cars will not be applied just yet outside of the city of Barcelona. The third headline, published by the centre-left *El País* in 2021, has a similar take to offer.

La señal de restricción de circulación llega a la calle
(David Guerrero, 21 November 2017, *La Vanguardia*)

El veto al coche viejo aún no se aplicará fuera de Barcelona
(David Guerrero, 30 November 2017, *La Vanguardia*)

Colau aplaza nuevas restricciones a la circulación de vehículos
(Clara Blanchar, 4 October 2021, *El País*)

³⁵ Vignette Crit'Air: a range of stickers which are placed on cars according to the amount of pollution they produce. They are awarded by the French Government and are necessary to drive within low-emission zones.

When it comes to the following two headlines about London's ULEZ expansion, the two newspapers' editorial line becomes evident. The first of the two, published by the left-leaning tabloid, the *Daily Mirror*, -the only one by this newspaper in this qualitative analysis- announces the expansion in a very matter-of-factly tone and focuses on the reason behind the ULEZ: pollution. By contrast, the second headline by the conservative *The Daily Telegraph* is much more sensationalist, accusing the restrictions of "fuelling Britain's new road rage".

Pollution fee zone widens
(25 October 2021, *Daily Mirror*)

The rules fuelling Britain's new road rage
(Mick Brown, 26 October 2021, *The Daily Telegraph*)

Furthermore, we have a series of headlines which address citizens' doubts surrounding air pollution measures. Whenever there is change in society, confusion and stress are bound to arise. In this regard, Journalism has a key role to play in educating and answering people's questions. The first headline highlights the confusion surrounding London's clean air charges. The second exposes uncertainty surrounding Paris's system of LEZ stickers calling its launch a "false start". The third headline lets the readers know they can find out all there is to know about Paris's LEZ by reading the article in an attempt to put an end to said confusion.

Clean air zone charges delayed because public unaware of them
(Arthi Nachiappan, 2 June 2021, *The Times*)

Le vrai-faux départ du système de vignettes
(Matthieu Quiet, 16 January 2017, *Les Échos*)

Tout savoir sur la Zone à Faibles Émissions
(J.-P. Cavaille, 15 December 2021, *Le Progrès*)

The next headline, published by the liberal *La Vanguardia*, follows along the same theme as the previous three but is worth analysing independently because of its rich use of stylistic devices. It starts by asking a rhetorical question in the reader's voice: "Will I be able to drive on the ring road without a sticker?"; thus focusing on the people's doubts about Barcelona's system of LEZ stickers. It also includes a clever play on words in its second part (Qué recurso literario sería?). By capitalising the first two letters in "COmbat" and "CIties", the headline manages to include a subtle message. The CO in "COmbate" reminds readers of Carbon Dioxide or CO₂, one of the main pollutants associated with combustion engines. The CI in "CIudades" brings to mind the abbreviated form of "Ciudades Inteligentes" or Smart

Cities, in Spanish. All of this together conveys to the reader the idea that Smart Cities are key in the fight against urban pollution.

¿Podré ir por la ronda sin etiqueta? El Combate contra la contaminación en las grandes Ciudades
(David Guerrero, 2 December 2017, *La Vanguardia*)

Furthermore, when it comes to discussing the effects of low-emission zones, certain social groups are awarded special treatment. For instance, the following two articles by the financial *Les Échos* focus on what they call “the professionals”, referring to workers who rely on their vehicle as an integral part of their work such as business owners or carriers. The first headline talks about the strain that Paris’s LEZ places on these workers. The second explains that workers who are especially impacted by the economic crisis will be allotted a special exemption allowing them to drive within the LEZ for another year.

La zone à faibles émissions met les professionnels sous pression
(Laurence Albert, 14 April 2021, *Les Échos*)

Les professionnels impactés par la crise pourront rouler un an de plus
(Marion Kindermans, 16 June 2021, *Les Échos*)

The press shows that there is some level of controversy surrounding the effectiveness of London’s LEZ and ULEZ in combating pollution levels in the city. The following two headlines by the two British newspapers to the right of the political centre put the effectiveness of low-emission zones into question. The headlines were published in light of a study released by Imperial College London which concluded that the ULEZ, on its own, was not enough to significantly improve the quality of the air in London. The first, by *The Daily Telegraph*, claims that London’s air quality remained unchanged after the ULEZ came into action. The second, by the more centrist *The Times*, follows this trend of thought.

Ulez makes 'little difference' to London air quality
(17 November 2021, *The Daily Telegraph*)

Emission zone 'not effective'
(Kieran Gair, 17 November 2021, *The Times*)

On the other hand -and on the other side of the political spectrum- the progressive *The Guardian* comes out in defence of low-emission zones, claiming that they do work and warns the reader to “ignore the naysayers”. Looking at the previous headlines, it becomes clear who the “naysayers” are in the eyes of *The Guardian*.

Ignore the naysayers – low-emission zones do work
(Gary Fuller, 21 May 2021, *The Guardian*)

Furthermore, cities are not only creating low-emission zones, they are also putting measures in place to fine the most polluting vehicles. As one might expect -and as we previously discussed in the section about pollution and urban health- this topic has also been amply commented on by the press. The next three headlines published in late 2017 about restrictions and fines on vehicles establish a direct link between cars and air pollution. The first, by the centre-right *The Times*, puts the blame of polluting the air on drivers, personally. The second -which we looked at previously in the section about pollution and urban health- associates vehicles with toxicity. The third, published by the centre-right *El Mundo*, depicts low-emission zones -in a rather sensationalist fashion- as a contentious topic: a “hot potato” that the Spanish Government has to deal with.

Cities to fine polluting drivers
(Hamish Macdonell, 7 September 2017, *The Times*)

Londres impone una tasa de toxicidad a los vehículos
(Pablo Guimón, 28 October 2017, *El País*)

Peajes urbanos: ¿pago por usar o por contaminar? ‘PATATA CALIENTE’; El Gobierno planea gravar las vías de acceso a las Zonas de Bajas Emisiones y, a priori, se pagaría por los gases que emite el vehículo
(Enrique Naranjo, 26 November 2021, *El Mundo*)

Continuing with this topic, low-emission zones are not the only measure that can be put into place to reduce the amount of traffic. There is also the concept of paying for the use of roads. The progressive *The Guardian* portrays the British public as being ready or “warming” to the idea of road pricing. The second headline describes London’s ULEZ as the “thin end of the wedge” for road pricing meaning that the ULEZ has paved the way for this potential new type of traffic charge.

UK public warms to road pricing as fuel duty replacement considered
(Gwyn Topham, 15 October 2021, *The Guardian*)

London’s Ulez expansion: the thin end of the wedge for UK road pricing?
(Gwyn Topham, 25 October 2021, *The Guardian*)

Moving on, the following set of headlines focuses on the specific monetary cost that drivers must incur in order to enter the city centre. In this case, out of the three cities only the Greater London Authority is reported to be charging drivers. Of course, money is a very sensitive topic and the way in which newspapers deal with it can reveal quite a bit about their editorial line. We will start by looking at the headlines by the progressive *The Guardian*. As we can see, the following two headlines by *The Guardian* show -already in 2017- the price that drivers will have to pay to enter London. The second headline, however, places a bit

more emphasis on the reason that the charge exists in the first place: concerns about air pollution, namely, it explains that the reason behind the charge is to fight London's "toxic car fumes". As we saw in the section on pollution and urban health, the use of the descriptor "toxic" is common when newspapers express their concern about poor air quality levels.

London to introduce £10 vehicle pollution charge in October, says Sadiq Khan
(Rowena Mason, 17 February 2017, *The Guardian*)

London's £10 T-charge comes into effect in fight against toxic car fumes
(Kevin Rawlinson, 23 October 2017, *The Guardian*)

However, as we see in the example below, when *The Times* uses the descriptor "toxic", the framing is a bit more nuanced. Despite referring to the anti-pollution measure as a "toxicity fee", the following headline is still phrased in a foreboding tone and warns the reader that the worst is yet to come for drivers.

£10 toxicity charge is just the start, diesel drivers told
(Ben Webster, 24 October 2017, *The Times*)

Five years later, with the pollution charges having increased and as we can see by the following three headlines, when *The Times* writes about this aspect, it chooses to focus on the cost that drivers, ordinary people, are expected to pay. £160, £12.50, £24, all eye-grabbingly high prices which are sure to outrage the reader.

£160 fine for older cars
(22 October 2021, *The Times*)

£12.50 to drive in expanded pollution zone
(Graeme Paton, 14 May 2021, *The Times*)

Motorists in city centre will face £24-a-day charge
(Ben Webster, 5 April 2017, *The Times*)

Lastly, we must look at those headlines which put the spotlight on diesel vehicles. As we saw in the section about pollution and urban health, the negative impacts of diesel vehicles on public health are well known by the scientific community and reported on by the media. In this section we will focus on how our chosen media cover the topic of restrictions on diesel cars due to air pollution. The first of the following two headlines by *The Times* seems to make diesel owners out to be a sort of persecuted collective who face yet another charge for driving. Consequently, the second headline praises former conservative Prime Minister Theresa May for "easing" the "assault" on this collective, squaring perfectly with the newspaper's endorsement of the candidate.

Diesel owners face new charges for city driving
(Daniel Sanderson, 25 October 2017 *The Times*)

May promises to ease assault on diesel car owners
(Ben Webster, 5 April 2017, *The Times*)

On the other hand, the progressive *The Guardian* takes a more sympathetic approach towards diesel drivers and opts for the perspective that diesel cars are becoming obsolete. The first of the following two headlines, instead of framing restrictions on diesel cars as an assault or persecution, chooses to focus on the personal economy of diesel drivers who may be worried they might never be able to get a return on the investment they made when buying a car. The second headline seems to scorn at a claim that diesel cars can improve air quality, pointing out that this claim was made not by a scientist or a doctor, but by a motor industry group; thus cementing *The Guardian*'s stance against diesel.

Will the diesel car you are driving be worthless in five years' time?
(Miles Brignall, 4 March 2017, *The Guardian*)

Diesel cars can improve air quality, claims motor industry group
(Hilary Osborne, 10 April 2017, *The Guardian*)

Finally, the two headlines presented below, published by the centre-right *The Times*, address the specifics of how regulations on traffic will be implemented, specifically, through a system of cameras. The first puts the blame on drivers for polluting which may be interpreted as deliberately looking to make readers feel defensive towards said cameras and restrictions. The second headline criticises said system, claiming that it is ineffective due to a lack of cameras.

New network of cameras will charge drivers for polluting
(Gurpreet Narwan, 22 May 2017, *The Times*)

'Too few cameras' for clean-car zone
(Arthi Nachiappan, 21 October 2021, *The Times*)

All in all, this is a broad and heterogeneous category with several different themes. Nevertheless, it is true there is a consistent idea that cars are one of the main sources of urban pollution in cities and the press is eager to report on any restrictions which are placed on traffic. Furthermore, this is a particularly sensitive topic since it deals with money and domestic finance. Cars are a big investment for drivers, pollution charges are getting more expensive by the year and LEZs and other restrictions limit their usefulness.

There seems to be a common pattern in right-leaning newspapers of approaching the situation from an individualistic stance: first blaming drivers for personally polluting the air and focusing on the financial strain that these restrictions place on the individual. Perhaps this is done so in an attempt to rouse an adverse reaction in the reader. On the other hand, left-leaning newspapers tend to focus more on the restrictions themselves and on the reason behind them: air pollution.

4.2.9. Cycling and sustainable mobility

Next we move on to analysing what is considered one of the central pillars of green city development: sustainable mobility. In this section we will be looking at any headlines which cover the topics of cycling and public transportation. Contrary to what one might think, this category is actually among those which wielded the lowest number of results. It is also worth noting that a considerable portion of the headlines which covered this subject belonged to opinion pieces and will therefore not be included in the analysis.

Looking at the success that cycling has experienced in renowned green cities such as Amsterdam and Copenhagen, one would think that new bicycle infrastructure would be among the hot topics attracting the most attention from the media. Despite this, our analysis seems to reveal the contrary. Starting off with the Spanish press, we find the following two headlines. The first headline, published in the liberal *La Vanguardia*, is of local interest. It refers to a cycling cinema festival held in Barcelona which centres around the themes of sustainable cities and sustainable mobility. This headline alludes to the idea that cycling is not simply a means of transportation, it is a part of culture and society.

Cultura en bicicleta; la agenda
(5 October 2017, *La Vanguardia*)

The second headline, published in the centre-left *El País*, comments on the city of Paris's decision to create 170 kilometres of new temporary bike lanes during the pandemic. This measure was taken in order to offer an alternative to private cars, due to the decrease in public transit ridership which had fallen due to fears of the coronavirus's spread. By pointing out the strategies that other cities in Europe have opted for, *El País* invites the reader to question the ambition of local authorities.

170 kilómetros de carriles bici temporales por la pandemia
(29 March 2021, *El País*)

The next headline also pertains to bicycles as a form of mobility. The headline, published by the financial *La Tribune*, talks about the “bicycle lobby” “questioning” the candidates of the French presidential election. On the one hand, this use of language could be understood as describing the defenders of bicycles standing up for themselves and making their voices heard at the highest level. On the other hand it could be understood as depicting this group -or “lobby” with its negative connotations- as being overbearing and even aggressive due to the use of the verb “interpeller” which means to question or challenge.

Le lobby du vélo interpelle les candidats à la présidentielle
(Mounia Van Castele, 15 February 2017, *La Tribune*)

Moving on to the British press, we find this headline published by the progressive *The Guardian* which focuses on the use of cargo bikes³⁶ in London. What is interesting about this headline is that, in a city which already has such a high public transit ridership, alleviating traffic congestion is not only about targeting personal mobility but also about the way we transport goods. This is especially true in a time when home delivery service is on the rise.

How cargo bikes can help unclog London's congested roads
(Laura Laker, 10 November 2017, *The Guardian*)

Next we move on to headlines which cover the topic of mass transportation. First off, we have a headline published by *El País* in 2017 which reads that 110 people demand free public transportation in exchange for retiring in their car. This headline was published in light of a series of measures adopted by the city of Barcelona in order to diminish heavy pollution episodes, including handing out a free public transportation card to anyone who willingly gave up the use of their car. This headline gives the sense that cars and mass transportation are -to a certain extent- incompatible in cities if we wish to limit pollution levels.

110 personas piden transporte público gratis a cambio de dar de baja el coche
(Clara Blanchar, 19 November 2017, *El País*)

On the other hand, the following headline, published by *La Tribune*, seems to point towards the opposite idea. It quotes Mayor Hidalgo of Paris saying that autonomous cars³⁷ are a solution that can strengthen mobility in the city.

³⁶ Bicycles designed to be capable of carrying heavy loads and, thus, capable of replacing -to a certain extent- transportation of goods by vans and trucks in city centres.

³⁷ Self-driving cars -or Autonomous Vehicles- are a kind of vehicle which is capable of travelling without little or no input from passengers thanks to its ability to perceive its surroundings using a series of sensors and advanced software. This technology is still under varying degrees of development and is not yet widespread in the automobile market.

Anne Hidalgo : "La voiture autonome est une solution pour renforcer la mobilité à Paris"
(Philippe Mabille, Dominique Pialot; 25 November 2017, *La Tribune*)

One could suggest that these contrasting headlines seem to line up with each newspaper's editorial line in the sense that the centre-left *El País* focuses on collective solutions whereas the financial *La Tribune* places the spotlight on individualistic solutions. Nevertheless, *La Tribune* also published the following headline for a news piece on Paris's transit mega project, the Grand Paris Express³⁸, employing more eco-friendly construction materials.

Moins de CO2 et plus de béton bas-carbone, le Grand Paris Express veut se verdier
(César Armand, 21 October 2021, *La Tribune*)

Similarly to the one we just looked at, the following two headlines published by the progressive *The Guardian* and the centre-left *El País*, speak about two public transit megaprojects which have experienced many delays. The first headline expresses hopefulness about the upcoming inauguration of the London's own transit megaproject, Crossrail³⁹. The second headline tells of Ada Colau demanding the newly elected Catalan government for a new "neighbourhood law" and the restart of construction works on Barcelona's Metro Line 9.

Start of final Crossrail trials in London raises hope of early 2022 opening
(Gwyn Topham, 22 November 2021, *The Guardian*)

Colau exige al nuevo Govern una Ley de Barrios y el impulso de la L9
(Clara Blanchar, 22 February 2022, *El País*)

In sum, it seems at least somewhat surprising that the newspapers included in this media analysis place such little interest in cycling and public transportation given that this is one of the key components of urban sustainability and that increasing cycling has become a priority for many cities' in recent years, especially since the COVID-19 pandemic.

³⁸ The Grand Paris Express is a new 200km network of high-frequency, driverless railway lines, almost entirely outside of Paris proper. Consisting of four brand new Paris Métro lines and extensions of lines 11 and 14, the GPE will provide currently non-existent connections in the greater Paris metropolitan area without having to travel through the city centre. Currently under construction, the network will open in portions and is expected to be complete sometime in the 2030s.

³⁹ The Elizabeth Line, originally named "Crossrail" and sometimes still referred to as such, is a new east-west railway tunnel under the centre of London -connecting to existing rail lines on each end- which is meant to provide increased transit capacity and provide new connections with existing national, suburban and underground rail lines. Originally slated for a 2018 inauguration, on the 4th of May, 2022, it was announced that the Elizabeth Line would open on the 24th of the same month.

4.2.10. Pedestrianisation and greening

For the last section of this qualitative analysis we will focus on headlines which cover the topics of pedestrianisation and greening, in short, any measures whose aim is to increase the amount of public space dedicated to people and nature in urban environments. The first headline, published by the progressive *The Guardian*, asks where the most “walkable” city in the world is. The concept of “walkability” has been gaining importance in urban planning for some time. It refers to the idea that people should be able to move safely around their city on foot, without having to rely on a car for transportation. It also alludes to the concept of the “fifteen minute city”, a compact city model based on the idea that people should be able to carry out their basic daily needs within a walking distance of fifteen minutes.

Where is the world's most walkable city?
(Laura Laker, 12 September 2017, *The Guardian*)

Moving on, the next two headlines focus on welcoming more nature into cities. The first of the two was published by the centre-right *The Times* in 2017. The headline is in reference to Paris’s proposal to create three garden bridges. The use of this term is a deliberate reference to former Mayor Boris Johnson’s notorious failed proposal to build a “garden bridge” across the river Thames. The fact that this headline was published when Sadiq Khan had already assumed his role as Mayor of London, along with the use of the verb “dreams”, might lead one to assume that this is an indication that the headline was written in a wistful tone.

Paris dreams of three garden bridges for Seine
(Adam Sage, 17 November 2017, *The Times*)

The next headline, published by *The Guardian*, also seeks to draw a comparison between a measure adopted in a foreign city and the British capital’s agenda. It uses the Swedish city of Malmö as a positive role model for London to illustrate how municipal policy can help nature thrive in urban environments.

Swede dreams: can Malmö’s green points system help rewild London?
(Matthew Ponsford, 5 February 2021, *The Guardian*)

The press appears to be much more prolific when it comes to the concept of pedestrianisation, that is, increasing the amount of space dedicated to people walking -and sometimes also bicycles- as opposed to cars and other heavy vehicles. The following two headlines were published around the same date, in the progressive *The Guardian* and the

liberal *La Vanguardia*. Both of them talk of Mayor Hidalgo's plans to increase pedestrian spaces in Paris. Yet again, these headlines prove that the press is interested in the development of sustainable urban policy in other countries and looks towards foreign cities for insight on how the way we distribute public space is changing.

Paris mayor unveils plan to restrict traffic and pedestrianise city centre
(Kim Willsher in Paris, 8 January 2017, *The Guardian*)

Anne Hidalgo anuncia más espacio peatonal en París
(Rafael Poch de Feliu Fernández, 9 January 2017, *La Vanguardia*)

Continuing with this topic let us look at the headlines which cover the topic of pedestrianisation in the city of Barcelona. The first thing we notice is that most of these were published by *La Vanguardia*. This can be attributed to this newspaper's special interest in news stories from Catalonia due to its headquarters being located in Barcelona. The first two headlines mention the city's project to transform one of the city's most historic and busiest promenades, the Rambla⁴⁰, including a reduction in traffic in order to give more space to pedestrians. What stands out about the first headline is its description of this project as a "difficult challenge". The second headline explains that the final project will be decided through an international competition.

Barcelona asume el difícil reto de transformar la Rambla
(Silvia Angulo Valdearenas, 10 September 2017, *La Vanguardia*)

Un concurso internacional decidirá cómo será la Rambla
(Ramón Suñé Farré, 2 March 2017, *La Vanguardia*)

One of the other main ongoing pedestrianisation projects in Barcelona is the superblocks scheme, known as *Superilles* in Catalan and *Supermanzanas* in Spanish. The three following headlines seem to use a positive tone when referring to new superblocks in two neighbourhoods in Barcelona. The first one talks about the neighbourhood of Hostafrancs⁴¹ "breaking in" its brand new superblock while the second refers to the

⁴⁰ The Rambla - also *Les Rambles* (plural)- is a series of tree lined pedestrian boulevards running down the middle of the historic core of Barcelona, from the heart of the city in *Plaça de Catalunya* to the sea. Standing on the site of an old stream it marks the boundary between the touristic neighbourhood of *El Gòtic* and the working-class *El Raval*. It is popular among locals and tourists alike and is home to several cultural landmarks.

⁴¹ Hostafrancs is a dense, middle class neighbourhood in the district of Sants-Montjuïc in the east of Barcelona. Once part of the independent municipality of Santa Maria de Sants, the neighbourhood has its origins in the *Hostafrancs* coaching inn, established in the mid eighteenth century on the road that connected Barcelona to Madrid. Nowadays, the neighbourhood is surrounded by heavy traffic as it is flanked by two of the city's major hotspots: the *Plaça d'Espanya* square -site of the 1929 Universal Exposition- and the *Sants* railway station the main gateway to the city since the arrival of high speed rail in 2008 (Ajuntament de Barcelona, 2018b).

neighbourhood of Poblenou⁴² as “trying on” the new era of superblocks. Both of them seem to depict superblocks as somehow novel and exciting.

El barrio de Hostafrancs estrena la última supermanzana
(12 December 2021, *La Vanguardia*)

Poblenou ensaya la nueva era de las supermanzanas
(Luis Benvenuty Alcalde, 21 October 2021, *La Vanguardia*)

The third headline talks positively about another of Colau’s star measures for the city: the pedestrianisation of several streets and the creation of new squares in the iconic Eixample⁴³ district. The verb “perfilar” which is used in this headline implies a sense of style, design and elegance when referring to these new pedestrianised streets.

Así se perfilan las nuevas calles y plazas peatonalizadas del Eixample de Barcelona
(Pau Rodríguez, 3 March 2021, *elDiario.es*)

On the other hand, the following two headlines, which we already looked at in the section about conflict, do not paint pedestrianisation in such a positive light. The first refers to the backlash encountered around the pedestrianisation of the main street in the Sant Andreu neighbourhood. The second, which we looked at previously in the section about conflict, refers to superblocks as a cause of tension between the Mayor of Barcelona Ada Colau and Josep Sánchez Llibre, president of *Foment del Treball Nacional*, Catalonia’s main employers’ association.

Manifiesto contra la peatonalización total de Gran de Sant Andreu
(12 May 2017, *La Vanguardia*)

Las supermanzanas complican el diálogo Colau-Sánchez Llibre
(Óscar Muñoz Sanz, 22 December 2021, *La Vanguardia*)

Nevertheless, *La Vanguardia* also published the following piece providing evidence that would counteract *Foment del Treball Nacional*’s main argument against pedestrianisation, claiming that businesses in pedestrian streets earn a 30% greater profit than businesses in non-pedestrianised streets. Furthermore, this headline gets to the idea that urban sustainability

⁴² El Poblenou -Catalan for “New Town”- is a neighbourhood on Barcelona’s waterfront. Originally belonging to the independent municipality of Sant Martí de Provençals, El Poblenou grew rapidly during the industrial revolution in the late nineteenth and early twentieth centuries. Once the most heavily industrialised area in Catalonia, El Poblenou fell into an era of post-industrial decadence but, since the early twenty-first century, the area holds a flourishing innovation and technological district known as 22@ (Ajuntament de Barcelona, 2018a).

⁴³ L’Eixample -Catalan for the “Expansion” district- is one of Barcelona’s most iconic districts. Known for its recognisable grid pattern, octagonal blocks known as *illes* -this being the reason why superblocks are known as *Superilles* in Catalan- and *Modernisme* Art Nouveau architecture, the neighbourhood was designed by Ildefons Cerdà and built in the second half of the nineteenth century as the extension to the city after Barcelona tore down its old city walls.

policies also serve to tackle the social and economic pillars of sustainability, not just the environmental aspect.

Los comercios en calles peatonales facturan un 30% más
(9 April 2021, *La Vanguardia*)

Furthermore, the next two headlines refer to one of Barcelona's most controversial pedestrianisation strategies: tactical urbanism, a cheap and experimental method of redefining public space, employed the world over. The city of Barcelona began to implement tactical urbanism during the pandemic in order to increase space for people in some of the streets which were slated for more permanent future transformations. The first headline, published by the centre-left *El País*, talks about tactical urbanism having a "backlash effect" on traffic, which is especially controversial since tactical urbanism is supposed to be a traffic-calming measure.

El efecto rebote del urbanismo táctico en el tráfico
(Clara Blanchar, 24 November 2021, *El País*)

In the second headline, the liberal *La Vanguardia*, once again, gives voice to those who oppose the City Council's methods. In this case, the opposition actually comes from the PSC, the party that forms the municipal government alongside Colau's own *Barcelona en Comú*. We can see that, both in some left-leaning and right-leaning news sources, the concept of tactical urbanism is not particularly well received.

Un documento del PSC carga contra el urbanismo táctico del Ayuntamiento
(30 May 2021, *La Vanguardia*)

Similarly, the conservative *Le Figaro* published that the city of Paris would better coordinate its public works projects in order to avoid the traffic chaos that they cause.

Face au chaos, Paris va mieux coordonner ses chantiers
(Eric de La Chesnais, 21 October 2021, *Le Figaro*)

Pedestrianisation has been a seriously contentious topic in the city of Paris, especially when it comes to Anne Hidalgo's plan to pedestrianise the motorway along the river Seine. Most of this was already covered in the conflict section of this qualitative analysis so we will not go into much further detail regarding the following headlines. In this regard, out of the following headlines, only the last one, published by *Le Figaro*, is worth mentioning. It refers to the notion that since the river Seine motorway on the right bank was closed off to car

traffic, noise complaints by neighbours have allegedly increased due to an increase in street life and worsened traffic in surrounding streets.

Voies sur berges : la guerre des chiffres
(Dominique Pialot, 27 January 2017, *La Tribune*)

Piétonnisation des berges de Seine : Anne Hidalgo enfonce le clou
(Laurence Albert, 9 January 2017, *Les Échos*)

Paris : Péresse admet la piétonnisation de la voie sur berge rive droite
(Dominique Malecot, 15 March 2017, *Les Échos*)

Voie sur berge : Péresse tend la main à Hidalgo
(Angélique Négroni, 15 March 2017, *Le Figaro*)

Anne Hidalgo inaugure les "Rives de Seine" malgré la polémique
(4 April 2017, *La Tribune*)

Voies sur berge à Paris : après la pollution, le bruit
(Angélique Négroni, 15 November 2017, *Le Figaro*)

Nevertheless, pedestrianisation schemes are often so popular that they are demanded by the citizens. The following headline which we looked at previously in the section about pollution and urban health talks about a civil initiative called “School Revolt” that demands the pedestrianisation of school environments in order to create safer spaces for children.

La ‘Revolta escolar’ llega para pedir lugares de juego seguros
(Álvaro G. Colmenero, 11 March 2021, *ABC*)

In conclusion, it seems that pedestrianisation is, more often than not, seen as a source of conflict. Furthermore, it appears that most of the controversy surrounding pedestrianisation is linked to car-dependent planning and worsened traffic. On the other hand, the concept of greening or increasing the presence of nature in cities is not subject to the same level of scrutiny, rather it is praised. With the exception of the one *El País* headline, it appears that right-leaning newspapers are much more prone to displaying a critical view of pedestrianisation schemes in cities.

Chapter 5
Conclusions

5.1. Regarding the objectives

When we first set out on this research journey we established a series of objectives which we expected to complete. Now that we have reached the end of this specific journey, it would be remiss not to go over them and look at whether or not -and to what extent- these objectives have been fulfilled through the course of this undergraduate dissertation. Let us look at the objectives one by one.

The main objective of this dissertation is to study whether a correlation exists between the ecological transition of cities and the improvement of people's quality of life in terms of the protection of human rights.

This objective was completed by, first off, exposing the impacts of current urban planning practices on city dwellers' health and quality of life in an increasingly urbanised world. Many of the common negative side-effects of modern day cities -including poor air quality, high noise pollution, the heat island effect and a severe lack of green spaces- were found to contribute very negatively to urbanites' health and wellbeing, even going as far as to increase premature mortality above levels in non-urban environments. Secondly, the health and liveability issues facing city dwellers in current urban environments were analysed from the perspective of human rights. Lastly, a comparison was drawn between these issues that come up as a result of current urban planning practice and the kind of nature-based, people-centric solutions that sustainable urban doctrine proposes, from the perspective of human rights.

The second objective is to determine the impact that ecological transition policies have on cities in terms of the three pillars of sustainability. In other words, the extent to which these policies cause cities and communities to be more ecologically, economically and socially sustainable.

This dissertation has allowed us to determine that there exists an intrinsic bond between environmental sustainability and social sustainability in that the fundamental principles of urban sustainability are beneficial in environmental and social terms. For starters, tackling the issues layed out in the first objective yields not only positive results for the environment -such as reduced greenhouse gas emissions, cleaner air, restoration of the water cycle and protection of biodiversity- but also for people's mental and physical health.

Furthermore, the framework for urban sustainability developed by Brillhante and Klaas (2018) establishes the four pillars of sustainable cities: (1) Renewable energy and energy efficiency, (2) extensive use of greenery, (3) mixed land use, compactness and social mix; and (4) socio economic development based on green growth and equity. As we can see,

these four principles are beneficial in terms of the four pillars of sustainability -environmental, social and economic- in many ways. For example, compact urban development and mixed land use make it easier for daily necessity trips to be taken on foot or by bike instead of by car. Reducing car dependency means that more public space is freed up for greenery, people are encouraged to be more physically active and local businesses benefit from the increase in foot traffic.

The third objective is to delve into whether there is a growing concern at a diplomatic level to promote the creation of more sustainable cities and communities and the transformation of current urban environments in order to meet our climate goals, and to identify what kind of objectives, institutions and organisations are being set up in order to further the advancement of ecological transitions in cities.

This objective has been achieved by exposing the initiatives that exist in the diplomatic community or in the stage of international relations for the advancement of urban sustainability, namely, the seventeen Sustainable Development Goals laid out by the United Nations in the 2030 Agenda among which is SDG 11: Sustainable Cities and Communities. Furthermore, the United Nations Human Settlements Programme or UN-Habitat- is dedicated exclusively to the development and promotion of urban sustainability. Also worth noting is the World Health Organisation publishing studies that delve into the severe health problems that contemporary city life faces and advocate for healthy urbanism design.

The fourth objective is to analyse how cities are playing an increasingly relevant role in the field of diplomacy and international relations due to a growingly urbanised population worldwide, especially in the wake of the fight against climate change.

The current patterns of urbanisation have been explained in this undergraduate dissertation, noting the different speeds and percentages at which this process is taking place in different parts of the world. With the urban population worldwide surpassing 70% by 2030, it is clear that we are headed towards a fundamentally urban global society. In such a context, we exposed some of the signs that evidence the urbanisation of international relations, that is the growing presence of cities as independent actors in the international community. In order to establish a framework for the role of cities on the international stage we used Der & Melissen's (2007) theory of the dimensions of city diplomacy. Furthermore, we looked at city networks which are engaged in the fight against climate change and which advocate for sustainable urban environments, including United Cities and Local Governments and the C40 Cities Climate Leadership Group.

The last objective is to analyse the coverage that ecological transitions in cities -and the political and diplomatic actions that are being taken to promote such development- is being awarded by the press. In particular, the media analysis will consider the cities of London, Paris and Barcelona and will use news articles retrieved from some of the main newspapers in the United Kingdom, France and Spain.

The last objective pertained to the media analysis portion of this dissertation. In order to complete this goal, a collection of news articles on the subject of urban sustainability focusing on the cities of London, Paris and Barcelona, published in British, French and Spanish newspapers between 2017 and 2021, was extracted from the Factiva® database. Firstly, all of the collected data was compiled into tables and a quantitative analysis was carried out looking at the trends in publication and the main topics of interest over time, in the different countries' press and in the case of each of the three cities. Secondly, a qualitative analysis was conducted wherein a deliberate choice was made to focus on the headlines published in 2017 and 2021, specifically. The headlines were split into groups according to 10 distinct themes which allowed us to identify a series of patterns in their content, focus and framing.

5.2. Regarding the hypotheses

Now we move onto a review of the hypotheses, a series of educated guesses which was made on the subject of sustainable cities in International Relations and layed out in the introduction of this undergraduate dissertation. Now it is time we evaluate whether our hypotheses have been confirmed, denied or whether we are not able to provide a conclusion based on the contents of this dissertation, alone.

(H1.) The main hypothesis of this final degree project is that the ecological transition of our cities improves the wellbeing of citizens specifically in relation to the protection of human rights.

This hypothesis correlates with the first objective of this undergraduate dissertation. This dissertation allowed us to establish a correlation whereby because the health and liveability issues of modern-day cities -which were found to be related to many facets of status quo urban planning including the prioritisation of car-dependency over active mobility and public transportation, excessive hard infrastructure, lack of green spaces and lack of emphasis on mixed use development and proximity- pose a violation of city dwellers' human rights, then policies that promote sustainable urban environments -whose main goal is to challenge said facets of status quo urban planning- intrinsically pose an advancement in the protection of human rights. In this sense we, once we have established that there exists a

relation between urban planning doctrine and the protection of human rights, we can consider this hypothesis to be confirmed.

(H1.1.) The growing concern behind creating more sustainable and resilient cities and communities will be reflected at a diplomatic level through dedicated goals, institutions and organisations.

We can consider this hypothesis to be confirmed by what has been laid out when discussing the outcome of the second objective. The creation of certain goals and institutions such as Sustainable Development Goal 11, UN-Habitat and the World Health Organisation's focus on healthy urban design, serves as evidence that there is a growing concern at the diplomatic level and on the international stage around sustainability, health and wellbeing in urban environments and to promote the advancement of more sustainable cities and communities.

(H1.2.) As rural flight intensifies and metropolitan areas become the primary nuclei of human population, cities are starting to emerge as independent actors of their own in the international stage. This newfound diplomatic role for cities is going to become more relevant in coming years, especially in the fight against climate change, with a majority of the global population living in urban areas situated in areas prone to flooding.

This hypothesis can be considered to be, at least partially, confirmed. Certainly, there is evidence that -as the world's population continues to concentrate around metropolitan areas- cities are playing an increasingly important role in the international community as semi-independent actors by establishing networks such as the C40 Cities Climate Leadership Group and the United Cities and Local Governments. However, whether or not this trend will continue is hard to predict but -considering that worldwide urbanisation is still advancing at a rapid pace, particularly in the developing world- it certainly seems set to do so.

(H1.3.) I predict that due to the increasing momentum behind ecological transitions and the impending nature of climate change, the cities that are considered in this undergraduate dissertation have taken advantage of the COVID-19 pandemic as an opportunity to accelerate their transformation towards a higher degree of sustainability and liveability.

We cannot, in good conscience, consider this hypothesis to be fully confirmed nor denied. Certainly, the sensation seems to be that this is the case but this is not something that can be confirmed by looking exclusively at the contents of this dissertation. For one, in the theoretical framework, none of the institutions, theories, networks, goals or pacts identified were created after, or as a result of, the pandemic. Moving on to the media analysis portion of this dissertation, the quantitative analysis does not sufficiently point towards the idea that there was a greater interest in urban sustainability after the pandemic than before. In fact, the

opposite appears to be true. For two of the three cities, there was a greater number of news pieces published in 2021 than in 2017. However, in each of the three cities, interest in this topic peaked before 2020, the year that was marked by the start of the pandemic in Europe. We could hypothesise that the upward trend in interest in sustainable cities may have been interrupted due to the topic of public health monopolising the media coverage during the pandemic but, even in 2021, numbers did not recover to pre-pandemic levels.

As far as the qualitative analysis goes, only seven out of the hundreds of headlines published in 2021 contain the words “pandemic” or “coronavirus” -five in the Spanish press and two in the British- and, out of those seven, only two point towards the idea of the pandemic as a catalyst for change in the city. A number of the headlines which were included in the qualitative analysis refer to some of the projects that our three cities have put forward as a result of the pandemic, even if they don’t specifically mention to the pandemic, such as the employment of tactical urbanism, the pedestrianisation of the bank of the Seine or the creation of new bike lanes. All in all, we do not mean to say that there is no evidence whatsoever to suggest that the pandemic has not sparked some amount of momentum around rethinking our cities, just that the evidence collected in this undergraduate dissertation is not copious enough to be considered substantial.

(H2.) In this undergraduate dissertation I am also establishing a secondary hypothesis revolving around the treatment that ecological transition policies enacted in the cities of London, Paris and Barcelona will be awarded in the press. That is, in regards to the ideology of each newspaper, right-leaning sources will tend to be more critical of such policies whereas the left-leaning will tend to frame them in a more favourable light.

This was the main hypothesis as far as the media analysis section of the dissertation goes and there is enough evidence to suggest that it has been confirmed. From what has been gathered in the qualitative analysis, it seems to hold true that the left-leaning news sources selected for this dissertation are generally more consistent than the right-leaning sources in treating the concept of sustainable cities and urban sustainability policies in a more positive tone. The right-leaning sources included in our analysis, on the other hand, also express concern about issues such as the effects of air pollution on city dwellers’ health but, on the whole, tend to be more critical of the policies that are meant to advance urban sustainability and of the three mayors themselves. As a matter of fact, it appears that the further left that a news source is, the more likely it is to favour urban sustainability policies, whereas the opposite effect holds true the further right the newspaper is.

(H2.1.) I predict that the topic of ecological transitions in cities continues to raise more attention from the press as every year goes by and that this will become apparent by the increasing number of news stories on this topic published each year over the last five years.

As we saw just a moment ago when reviewing hypothesis 1.3., this hypothesis can not be confirmed. While it is true that, in the case of two of the three cities, more news pieces were published in 2021 than in 2017 -which would indicate an upward trend in interest around sustainable cities- the number of publications peaked before 2020 for all three cities. This is not to say that there is not a growing interest in urban sustainability, hypothetically, just that this dissertation has not yielded enough evidence to support this claim. Many factors come into play such as the number of years included in this study, the news outlets which were selected, the keywords that were used in the search form and any event which may have had an impact on the focus of attention such as the pandemic.

5.3. Limitations of this research

We encountered a number of limitations which made the process of investigating and writing this dissertation somewhat of a greater challenge than it ideally could have been. For starters, the scope of the dissertation was too broad, e.g., focusing on urban sustainability, city diplomacy and human rights; choosing three cities from three countries instead of just one and selecting thirteen news sources instead of a smaller number. For instance, the number of headlines -even if only focusing on the ones published in 2017 and 2021- was much greater than what we had anticipated, which meant that the workload of compiling and analysing them was much more heavy. Perhaps a more narrow focus would have helped to provide more solid conclusions on a specific topic although it would have led to a narrower overview of the topic.

Secondly, some of the news sources which were originally selected for the media analysis -*Le Monde* and *Libération*- were not available in the Factiva® database. This meant that, in the absence of two of the country's most widely distributed media outlets, it was more difficult to accurately assess the opinion of the French press. This absence was especially felt when analysing the left-leaning press as *Libération* is the country's biggest left-wing newspaper, meaning that we had to resort to other, smaller, news sources in its place. Furthermore, concerning the qualitative analysis, we made a deliberate choice to focus exclusively on news pieces and discard other opinion pieces, editorials, letters or interviews.

This proved to be a challenge in itself as the distinction between news and opinion was oftentimes not as immediately evident as we had expected.

Finally, concerning the theoretical framework, we found that the relation between sustainable urban environments and human rights is a topic that has not been extensively researched in the past. This made it harder to gather information and resort to the academic community for clairvoyance, meaning that the process of finding ways to establish said relation had to be mostly left up to the author of this dissertation.

5.4. Further fields of research

Finally, we would like to mention a few of the topics or fields that were identified through the course of this dissertation that may potentially lead to further research in the future. To start off, we feel that the main topic of this dissertation still leaves room to be developed in much greater depth. This dissertation focused more on the relation between health in urban environments and the protection of human rights but there is still room to analyse whether this relation can be established from a number of different perspectives. In particular, it would be interesting to investigate whether a relation to human rights can be established in regards to the more social and economic aspects of sustainable cities such as public transportation and housing and in regards to how urban sustainability demands a shift from more individualistic policies to a more collectivist approach.

Additionally, in order to provide a greater insight into the impact that the coronavirus pandemic may have had on interest around more sustainable cities, it would be ideal to analyse the headlines published in the year 2020, the year that was marked by the start of the pandemic in Europe and the lockdown. Also, if we were to consider an even broader time frame for the quantitative analysis -say twenty years- perhaps we might be able to identify a clear rising trend in the interest around urban sustainability by looking at the number of news pieces published per year.

Furthermore, we feel that much more can be said about the hypothetical future development of cities -understood as metropolitan areas and regions- as more independent actors on the international stage. As the world continues to concentrate around urban areas, it is inevitable to wonder whether we will also see a process of metropolisation take place in International Relations. Taking Europe as an example, might we see cities gain importance over nation states in a future where the European Union becomes much more unified, where

states fall out of favour as many of the functions that they serve become centralised under a single European federal administration? As a matter of fact, there seems to be some incipient interest in the academic community around the idea that the model of city states may return in the future. Could current demographic trends, combined with an increasing devolution of powers and the newfound burgeoning role of cities on the international stage pave the way for a world where city states are the most logical administrative division? Difficult to say. What is certain is that we are living in the era of cities and that this is just the beginning.

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Annexes

Annexes 1, 2 and 3, contain the complete list of headlines which was considered for the qualitative portion of the media analysis, that is: every headline published in 2017 and 2021 by our thirteen selected newspapers which complied with the search form detailed in Chapter 2: Methodology.

The headlines have been compiled into a series of tables which display their date of publication, the headlines in their original language, their translation into English -if in Spanish or French- and their author if listed by the source. All translations are by the author of this undergraduate dissertation. The headlines which were featured in Chapter 5's qualitative analysis are highlighted in grey.

The headlines are displayed chronologically and the newspapers are in alphabetical order, starting with those from Spain in annex 1, then France in annex 2 and, finally, the United Kingdom in annex 3. Annex 4 contains the product that students of Journalism are required to create as part of their undergraduate dissertation. Personally, I have chosen to carry out and compile a series of interviews with different experts and associations, taking on the subject of urban sustainability from a number of different perspectives, focusing on the case of Barcelona.

1. *Spanish newspapers*

1.1. *ABC*

Date	Headline	Translation	Author
09/02/2017	Temor generalizado a que las obras del Marrubial se eternicen; Vecinos, comerciantes y políticos lamentan que se vayan a realizar en varias fases	Generalised fears that the works of the Marrubial will last forever; Neighbours, business owners and politicians regret that they will be carried out in several phases	Javier Martínez
02/04/2017	El «Gondomar» de la Viñuela	The “Gondomar” of la Viñuela	P. García-Baquero
13/05/2017	Los puntos negros del plan de tráfico; ABC repasa el impacto de los cambios por la peatonalización de Capitulares y halla desinformación, ausencia de alternativas y calles colapsadas	Blackspots in the traffic plan; ABC reviews the impact of the changes due to the pedestrianisation of Capitulares and finds misinformation, lack of alternatives and collapsed streets	P. Cruz
11/06/2017	Desmontando a Carmena: luces y sombras de sus dos años en Cibeles; Ahora Madrid llega al ecuador de su Gobierno con numerosas promesas	Dismantling Carmena: lights and shadows of her two years in Cibeles; Ahora Madrid reaches the halfway point of the mandate with	Ignacio S. Calleja, Marta R. Domingo

	incumplidas de su programa, pero con varias «alegrías» para su electorado	numerous unfulfilled promises in their program, but with several "joys" for their electorate	
02/07/2017	Manuela Carmena, Alcaldesa de Madrid; «El Pleno no tiene competencias para anular los actos del Gobierno local»; La regidora madrileña asegura que no tiene intención de destituir ni a Sánchez Mato ni a Mayer tras ser reprobados esta semana. Quiere que todos sus concejales terminen con ella el mandato, en 2019	Manuela Carmena, Mayoress of Madrid; "The Council does not have the power to annul the acts of the local government"; The councillor for Madrid assures that she has no intention of dismissing Sánchez Mato nor Mayer after reprimanded this week. She wants all her councillors to finish their mandate with her, in 2019	Marta R. Domingo, Ignacio S. Calleja, Miguel Oliver
10/07/2017	Carmena intensifica su acoso al vehículo privado	Carmena intensifies her harassment of private vehicles	Ignacio S. Calleja
24/08/2017	Colau rectifica y admite reforzar la seguridad con bolardos; La Junta Local de Seguridad acuerda aumentar la presencia policial en la ciudad	Colau rectifies and admits to reinforce safety with bollards; The Local Security Board agrees to increase police presence in the city	D. Morán
08/10/2017	La cara más social de un visionario	The most social face of a visionary	Natividad Pulido
08/10/2017	Ensayo y error	Trial and error	
09/10/2017	La cera que arde; Despertares	The wax that burns; Awakenings	Rafael González
19/10/2017	NOCIÓN PERSONAL; Tres Ponferradas	PERSONAL NOTION; Three Ponferradas	Alejandro J., García Nistal
17/11/2017	Barcelona peatonalizará la Sagrada Familia; Se instalarán bolardos de seguridad en varios puntos del centro, como en La Rambla	Barcelona will pedestrianise the Sagrada Familia; Safety bollards will be installed at various points in the centre, such as the Rambla	A. C.
11/03/2021	La ‘Revolta escolar’ llega para pedir lugares de juego seguros	The ‘School Revolt’ is here to demand safe play spaces	Álvaro G. Colmenero
13/06/2021	«Quiero que Albacete sea ese lugar amable, en el que vivir mejor»	“I want Albacete to be that pleasant place, in which to live better”	Francisca ramírez
21/08/2021	Cuenta atrás para la prohibición de los coches más contaminantes; La nueva ordenanza de Movilidad vetará de forma progresiva los vehículos sin etiqueta, que a partir de 2025 no podrán circular por toda la capital	Countdown to the prohibition of the most polluting cars; The new Mobility ordinance will progressively veto vehicles without a sticker which, from 2025, will not be able to travel in the capital	Cris de Quiroga
23/08/2021	Blindar la bici y plazas reservadas para última milla en los ‘parkings’; A cambio del apoyo, Recupera Madrid exige carriles segregados en Bravo Murillo y Santa María de la Cabeza	Securing cycling and spaces reserved for last mile parking; In exchange for support, Recupera Madrid demands segregated lanes on Bravo Murillo and Santa María de la Cabeza	M. R. Domingo

26/09/2021	Pontevedra a lo largo de cien años de cambios	Pontevedra through a century of changes	Ántar Vidal Santiago
06/11/2021	Glorias: luz, y coches, al final del túnel	Glorias: light and cars at the end of the tunnel	Anna Cabeza
09/11/2021	Aragonès constata el retroceso de Cataluña como actor internacional; Desarrolla en Glasgow una agenda de segundo nivel, como otros presidentes regionales, y por debajo de Colau	Aragonès notes the decline of Catalonia as an international player; carrying out a second level agenda in Glasgow, much like other regional presidents, and below Colau	Àlex Gubern, Miquel Vera
20/11/2021	El 87% de los locales comerciales de La Viñuela está ocupado; El centro comercial abierto crea una base de datos para saber los espacios disponibles	87% of the commercial premises in La Viñuela are occupied; The open shopping centre creates a database to know the available spaces	Rafael Verdú

1.2. *elDiario.es*

Date	Headline	Translation	Author
02/06/2017	Macron parodia a Trump para rechazar la salida de EEUU del Acuerdo del Clima: "Hagamos nuestro planeta grande otra vez"	Macron parodies Trump to criticise the US's exit from the Climate Agreement: "Make our planet great again"	
01/07/2017	La Cumbrecita salva la Tierra	La Cumbrecita saves the Earth	Xavier Mas de Xaxàs Faus
07/10/2017	"La imagen de España se la han quedado los del viejo modelo de siempre"	"The image of Spain has been monopolised by those that follow the same old model"	Adolf Beltran, Carlos Navarro Castelló
04/01/2021	España vuelve a pasarse de polución en 2020 pese a la pandemia: Madrid supera los límites y Barcelona cumple	Spain surpasses pollution levels again in 2020 despite the pandemic: Madrid exceeds the limits and Barcelona complies	Sofía Pérez Mendoza, Pau Rodríguez
03/03/2021	Así se perfilan las nuevas calles y plazas peatonalizadas del Eixample de Barcelona	See how the new pedestrianised streets will look in Barcelona's Eixample	Pau Rodríguez
05/03/2021	Cultivar la esperanza ante el urbanismo fósil	Cultivating hope in the face of fossil urbanism	José Luis Fdez. Casadevante "Kois"
01/04/2021	Las furgonetas y camionetas sin etiqueta ambiental ya no pueden circular por Barcelona	Vans and trucks without environmental label can no longer travel in Barcelona	Pau Rodríguez

11/05/2021	149 ciudades españolas deberán crear zonas de bajas emisiones como la que ha decaído en Madrid por los recursos del PP	149 Spanish cities will have to create low-emission zones just like the one that has fallen through in Madrid due to the PP's appeals	Raúl Rejón
11/07/2017	Dos años de Manuela Carmena en Madrid: lo que ha cambiado y lo que quiere cambiar (DUPLICATED)	Two years of Manuela Carmena in Madrid: what has changed and what she wants to change (DUPLICATED)	Fátima Caballero
27/08/2021	Ribera advierte a Almeida que el nuevo 'Madrid Central' podría quedar fuera de los fondos de recuperación	Ribera warns Almeida that the new 'Madrid Central' could be left out of the recovery funds	
13/09/2021	Almeida aprueba su Madrid Central que permite 45.000 coches más con los votos de cuatro díscolos de Más Madrid	Almeida passes his Madrid Central that allows 45,000 more cars with the votes of four rebels from Más Madrid	Fátima Caballero
03/10/2021	Las supermanzanas de BCN: del proyecto piloto al modelo de ciudad	Barcelona's superblock: from the project to the city model pilot	Emilio Santiago
03/11/2021	Colau ve "negacionismo climático" en la defensa de Collboni de la ampliación del Aeropuerto del Prat.	Colau sees "climate denial" in Collboni's defence of El Prat Airport expansion	
04/11/2021	Ada Colau sitúa Barcelona como referente en políticas climáticas en la COP26	Ada Colau places Barcelona as a leader in climate policies at COP26	
11/11/2021	Ada Colau: "Yolanda Díaz es el tipo de liderazgo que necesita España"	Ada Colau: "Yolanda Díaz is the type of leadership that Spain needs"	
17/11/2021	Más Madrid y Vox recurren la Ordenanza de Movilidad aprobada por Almeida que eliminó Madrid Central	More Madrid and Vox contest the Mobility Ordinance passed by Almeida that eliminated Madrid Central	
19/11/2021	El Gobierno fija cuatro vías para sacar coches de las ciudades el año que viene	The Government sets four ways to get cars out of cities next year	
14/12/2021	"Se presiona a los músicos para que hagan canciones como hamburguesas"	"Musicians are under pressure to put out songs like hamburgers"	
19/12/2021	Muere Richard Rogers, premio Pritzker y autor de la T4 del aeropuerto de Madrid	Richard Rogers, Pritzker Prize winner and designer of the T4 Madrid Airport terminal, dead	
31/12/2021	Barcelona estrena veto a los camiones contaminantes sin fecha para retirar los coches con etiqueta amarilla	Barcelona launches its veto on polluting trucks without a date to remove cars with yellow sticker	

1.3. *El Mundo*

Date	Headline	Translation	Author
02/04/2017	¿SERÁ MADRID LA NUEVA CITY EUROPEA? Las oportunidades de negocio, el talento y la calidad de vida son algunas de las claves para posicionar a la capital, que compite con ciudades como París, Berlín y Fráncfort como referente de inversión extranjera	Will Madrid become Europe's new "city"? Business opportunities, talent and quality of life are some of the pillars that will position the capital, which is competing against cities like Paris, Berlin and Frankfurt; as a leader in foreign investment	Macarena P. Lanzas
06/04/2017	El 'scalextric' de Pedro Bosch podría hacerse peatonal	The "scalextric" on Pedro Bosch avenue could be pedestrianised	E. M.
13/09/2017	Dancausa pide al Consistorio más cámaras de seguridad; El Gobierno de Ahora Madrid se muestra receptivo a su instalación en zonas de gran afluencia peatonal	Dancausa asks the City Council for more security cameras; The Government lead by Ahora Madrid is receptive to their installation in areas with a large pedestrian traffic	M. B. / L. F. D.
06/10/2017	FOSTER SOBRE CATALUÑA: "EL FUTURO NO PASA POR DIVIDIRNOS"; Las obras del arquitecto británico dialogan entre sí en la exposición antológica 'Futuros comunes'	FOSTER ON CATALONIA: "THE FUTURE IS NOT ABOUT DRAWING DIVISIONS"; The works of the British architect dialogue in the anthological exhibition 'Common Futures'	J. M. Plaza
11/11/2017	"No podemos reformar la Constitución como se arroja un mueble viejo"	"We cannot reform the Constitution like throwing an old piece of furniture away"	
30/04/2021	EL POSIBLE 'CARAVAGGIO' DE GODOY; Un documento de la Real Academia de Bellas Artes de San Fernando, fechado en 1824, revela que la presunta obra del maestro italiano perteneció a la colección del valido de Carlos IV, quien llegó a acumular hasta 1.100 pinturas	THE POSSIBLE 'CARAVAGGIO' OF GODOY; A document from the Royal Academy of Fine Arts of San Fernando, dated 1824, reveals that the work allegedly by the Italian master belonged to the collection of Carlos IV's Prime Minister, who collected up to 1,100 paintings	Antonio Lucas
08/06/2021	Tráfico 'saca' a los coches con etiqueta B de las ZBE	Traffic "removes" cars with B sticker from LEZ	
04/11/2021	Presenta 'Race to zero' contra el cambio climático	'Race to zero' against climate change presented	
08/11/2021	CLAROSCUROS EN LA RECTA DECISIVA DE LA COP26; La segunda semana de la cumbre del clima comienza con la satisfacción por los acuerdos para reducir el metano y combatir la deforestación y con un Boris Johnson distraído por un escándalo de corrupción que podría comprometer su implicación en las negociaciones finales	LIGHTS AND SHADOWS IN THE DECISIVE STRETCH OF COP26; The second week of the climate summit begins with satisfaction over the agreement to reduce methane and combat deforestation and with Boris Johnson distracted by a corruption scandal that could compromise his	Carlos Fresneda, Teresa Guerrero

		involvement in the final negotiations	
26/11/2021	Peajes urbanos: ¿pago por usar o por contaminar? ‘PATATA CALIENTE’; El Gobierno planea gravar las vías de acceso a las Zonas de Bajas Emisiones y, a priori, se pagaría por los gases que emite el vehículo	Urban tolls: pay to use or to pollute? “HOT POTATO”; Government plans to record roads leading to LEZ and, for now, people will pay for the gases their vehicle emits	Enrique Naranjo
16/12/2021	La edad adulta de los VMP	VMP reach adulthood	Fernando Llamas
16/12/2021	Punto de no retorno	Point of no return	Daniel G. Lifona et al.

1.4. *El País*

Date	Headline	Translation	Author
11/01/2017	Referendos: un ejemplo	Referendums: an example	
19/01/2017	Los arquitectos demandan un plan para el centro antes de peatonalizar la Gran Vía	Architects demand a plan for the centre before pedestrianising the Gran Vía	Luca Costantini
25/01/2017	Colau supera la cuestión de confianza y aprueba los Presupuestos	Colau overcomes the question of no confidence and passes the budget	A. L. C.
03/03/2017	Vilafranca, ciudad sostenible	Vilafranca, a sustainable city	
13/03/2017	La ciudad donde el peatón es el rey	The city where the pedestrian is king	Elisa Lois
28/05/2017	Turismofobia: la cara menos amable de una industria millonaria	Tourism-phobia: the less pleasant face behind a millionaire industry	Clara Blanchar, Lluís Pellicer
14/06/2017	Acupuntura urbana	Urban acupuncture	M. Á. Medina
04/08/2017	"Junqueras y Puigdemont no denuncian el ataque porque son rehenes de la CUP"	"Junqueras and Puigdemont do not denounce the attack because they are being held hostage by the CUP"	Clara Blanchar
24/08/2017	Barcelona tendrá más policía en la calle y bolardos móviles	Barcelona will have more police on its streets and moveable bollards	Alfonso L. Congostrina
18/09/2017	Técnicos de urbanismo	Urban planning technicians	Patricia Gabancho
20/09/2017	Madrid prepara fuertes restricciones permanentes al tráfico por la contaminación	Madrid prepares strong permanent restrictions on traffic due to pollution	Luca Costantini
20/09/2017	Supermanzanas	Superblocks	

05/10/2017	Dos expedientes por incumplir la norma europea	Two cases filed for breaching European standards	M. Planelles
05/10/2017	España no ha "resuelto el problema de incumplimiento constante de los límites de..."	Spain has not "resolved the problem regarding its constant non-compliance with the limits..."	M. Planelles
16/10/2017	La lucha en otras capitales europeas	The fight in other European capitals	Editorial
28/10/2017	Londres impone una tasa de toxicidad a los vehículos	London places toxicity tax on vehicles	Pablo Guimón
19/11/2017	110 personas piden transporte público gratis a cambio de dar de baja el coche	110 demand free public transportation in exchange for giving up their cars	Clara Blanchar
22/11/2017	Decepcionados y divididos por la política	Disappointed and divided by politics	Cristian Segura
22/11/2017	Las nuevas restricciones	The new restrictions	
27/11/2017	Unas medidas tímidas	Timid measures	
30/11/2017	La restricción de vehículos reducirá un 18% las emisiones	Restriction on vehicles will lower emissions by 18%	
14/02/2021	"Con Almeida, Madrid Central se acaba el 26 de mayo"	"With Almeida, Madrid Central ends on May 26"	Luis de Vega
22/02/2021	Colau exige al nuevo Govern una Ley de Barrios y el impulso de la L9	Colau demands a Neighbourhoods Law from the new Government and the promotion of the L9	Clara Blanchar
29/03/2021	170 kilómetros de carriles bici temporales por la pandemia	170 km of temporary cycle lanes because of the pandemic	
29/03/2021	Las furgonetas sin etiqueta no podrán circular el día 1 por Barcelona	Starting on the 1 st , vans without sticker will not be able to travel in Barcelona	Clara Blanchar
29/03/2021	Los transportistas: "No todos pueden renovar el vehículo"	Carriers: "Not all of them can renew their vehicle"	
29/03/2021	Próximo asalto, los grandes camiones	Big trucks, next on the chopping block	
05/04/2021	Las consultas ciudadanas de Colau peligran sin el nuevo reglamento	Colau's citizen consultations at risk without new regulation	Clara Blanchar
11/05/2021	El conductor reincidente en vulnerar una vía restringida acabará en la vía penal	Driver who repeatedly violated a restricted road to end up in criminal proceedings	Manuel Planelles
13/05/2021	La evidencia científica de una medida	The scientific evidence behind a measure	
19/05/2021	Rita Maestre: "Han seguido con su obsesión"	Rita Maestre: "They have continued with their obsession"	

21/05/2021	Madrid 360, un plan con vistas a todos	Madrid 360, a plan with a view on everyone	
23/05/2021	Los partidos de la oposición se activan para disputar la alcaldía a Ada Colau	Opposition parties engaged to dispute the mayoralty of Ada Colau.	Clara Blanchar
14/06/2021	Barcelona permite las 'electrolineras' en aparcamientos y en la periferia	Barcelona allows charging points in parking lots and in metro area	Clara Blanchar
20/06/2021	Barcelona reduce la circulación de los coches más contaminantes a la mitad	Barcelona reduces traffic of most polluting cars by half	Clara Blanchar
20/06/2021	La capital catalana exporta su modelo a otras ciudades	The Catalan capital exports its model to other cities	
23/06/2021	Las ciudades que queremos	The cities that we want	
22/07/2021	Colau, elegida para liderar una red de ciudades contra la crisis climática	Colau appointed to lead a network of cities against the climate crisis	A.L.C
26/07/2021	La brisa todavía mece las copas frondosas de los árboles que custodian el paseo...	The breeze still rocks the leafy tops of the trees that guard the promenade...	
04/08/2021	Las grandes ciudades españolas preparan nuevos límites al tráfico	Spain's major cities prepare new limits on traffic	Miguel Ángel Medina
23/08/2021	Mil millones en ayudas para crear zonas de bajas emisiones	One billion euro in aid to create low-emission zones	Miguel Ángel Medina
01/09/2021	El fin de los peajes prima al coche sin incentivar el transporte público	Closing tolls gives cars priority and doesn't promote public transport	C. Blanchar, D. Cordero
04/10/2021	Colau aplaza nuevas restricciones a la circulación de vehículos	Colau puts on hold new restrictions on the movement of vehicles	Clara Blanchar
04/10/2021	Un plan pionero retrasado por la pandemia	A state of the art plan delayed by the pandemic	
05/11/2021	El final del paraíso	The end of paradise	Josep Cuní
06/11/2021	La alcaldesa Claudia López (Bogotá, 51 años) se convirtió hace casi dos años en...	Mayor Claudia López (Bogotá, 51 years old) became, almost two years ago...	Cacilia Ballesteros
15/11/2021	Desde hace un par de semanas, en diversos portales, medios de comunicación...	For a couple of weeks, in various forums, media outlets...	
14/11/2021	Madrid y Barcelona (Barcelona y Madrid, da igual el orden) andan enfrascadas...	Madrid and Barcelona (Barcelona and Madrid, the order does not matter) run into roadblocks...	
23/11/2021	Los transportistas piden homologar filtros de emisiones	Shipping carriers demand emission filters be approved	Josep Catà
23/11/2021	Los camioneros colapsan las rondas y piden poder circular	Truckers collapse the ring roads and ask to be able to drive	Josep Catà

24/11/2021	El efecto rebote del urbanismo táctico en el tráfico	Tactical urbanism's backlash on traffic	Clara Blanchar
26/11/2021	“La Barcelona del metro funciona, son otros los que tienen deberes”; Tercera teniente de alcaldía y concejal de Movilidad del Ayuntamiento de Barcelona; Laia Bonet	“The Barcelona that rides the metro works, it is up to others to catch up”; Third Deputy Mayor and Councilor for Mobility of the Barcelona City Council; Laia Bonet	Enric Sierra Diaz; David Guerrero
19/12/2021	350 vehículos históricos protestan contra la ZBE	350 historic vehicles protest against LEZ	

1.5. *La Vanguardia*

Date	Headline	Translation	Author
09/01/2017	Anne Hidalgo anuncia más espacio peatonal en París	Anne Hidalgo announces more pedestrian space in Paris	Rafael Poch de Feliu Fernández
18/01/2017	En el punto de mira; La mejora de la vida urbana; DIÉSEL	In the spotlight; Improving urban life; DIESEL	Antonio Cerrillo Jodar
21/01/2017	Barcelona casi triplica los atropellos mortales en un año	fatal crashes almost tripled in Barcelona in one year	Domingo Marchena Martin
02/03/2017	Un concurso internacional decidirá cómo será la Rambla	An international competition will decide the Rambla's design	Ramón Suñé Farré
14/03/2017	El plan anticontaminación de las dos grandes ciudades	The anti-pollution plan of the two big cities	
30/03/2017	París y Londres presionan para arrinconar los diésel contaminantes	Paris and London lobby to corner polluting diesel cars	Antonio Cerrillo Jodar
12/05/2017	Manifiesto contra la peatonalización total de Gran de Sant Andreu	Manifesto against the total pedestrianisation of Sant Andreu's main street.	
03/07/2017	Barcelona suspende licencias para proteger el casco antiguo de Horta	Barcelona suspends licences in order to protect the historic core of Horta	
13/09/2017	Cartas de los lectores	Readers' letters	
18/09/2017	Frutas amargas	Bitter fruit	Enric Sierra Diaz
10/09/2017	Barcelona asume el difícil reto de transformar la Rambla	Barcelona takes on the difficult challenge of transforming the Rambla	Silbia Angulo Valdearenas
05/10/2017	Cultura en bicicleta; la agenda	Cycling culture; the agenda	

17/10/2017	Tres Torres denuncia el ninguneo del Ayuntamiento; municipal	Tres Torres decries the City Council's negligence towards the neighbourhood	Luis Benvenuty Alcalde
23/10/2017	Colau dice en París que "Barcelona no se para"	Colau says, in Paris, that "Barcelona is not stopping"	
21/11/2017	La señal de restricción de circulación llega a la calle	Traffic restriction signs reach the streets	Davida Guerrero
30/11/2017	El veto al coche viejo aún no se aplicará fuera de Barcelona	The ban on old cars will not be applied outside of Barcelona for the time being	David Guerrero
30/11/2017	El veto al coche viejo aún no se aplicará fuera de Barcelona	The veto on old cars will not yet be applied outside of Barcelona	David Guerrero
02/12/2017	¿Podré ir por la ronda sin etiqueta? El COMbate contra la contaminación en las grandes CIudades	¿Will I be able to drive on the ring road without a sticker? The COMbat against pollution in major CIties	David Guerrero
23/12/2017	El poder de la ciudad global	The power of the global city	
08/12/2017	La movilidad en Ciutat Vella; creemos que...	Mobility in Ciutat Vella; we believe that...	
03/01/2021	cartes dels lectors; cartas de los lectores	readers' letters (Catalan); readers' letters (Spanish)	
13/01/2021	Barcelona necesita un gran pacto cultural para la salida de la pandemia	Barcelona needs a great cultural pact for the end of the pandemic	Josep Playà Maset
23/01/2021	cartes dels lectors; cartas de los lectores	readers' letters (Catalan); readers' letters (Spanish)	
26/01/2021	Barcelona y Adif consensúan la reforma de la estación de Sants	Barcelona and Adif reach consensus on Sants station redevelopment	David Guerrero
05/03/2021	Manzanas prohibidas	Forbidden blocks (lit. "poison apples")	Silvia Angulo Valdearenas
12/03/2021	El centro de Sant Cugat será en mayo zona de bajas emisiones	The centre of Sant Cugat will be a low emission zone in May	Paloma Arenós Uso
18/03/2021	Fin de la moratoria para las furgonetas sin etiqueta	End of the moratorium for sticker-less vans	David Guerrero
31/04/2021	Acaba la moratoria de sanciones a furgonetas viejas	Moratorium on sanctions for old vans, over	
09/04/2021	Los comercios en calles peatonales facturan un 30% más	Businesses on pedestrian streets make 30% more	
10/04/2021	'La Vanguardia' reconoce los anuncios más creativos del 2020	'La Vanguardia' recognises the most creative ads of 2020	
19/04/2021	"Con la Generalitat no he tenido conversaciones por los fondos";	"I have not had conversations about the funds with the Generalitat";	Antonio Cerrillo

	TERESA RIBERA. Ministra para la Transición Ecológica y Vicepresidenta cuarta	TERESA RIBERA. Minister for the Ecological Transition and Fourth Vice President	Jodar; Silvia Angulo Valdearenas
04/05/2021	Convenio con Correos para gestionar impuestos	Agreement reached with Correos to manage taxes	
17/05/2021	Servidors públics	Public servants	
27/05/2021	Acebillo y Martí chocan en torno al urbanismo táctico; barcelona tribuna	Acebillo and Martí clash on tactical urbanism	Luis Benvenuty Alcalde
29/05/2021	Los camiones contaminantes ganan seis meses más de vida	Polluting trucks gain six more months to live	David Guerrero
30/05/2021	Un documento del PSC carga contra el urbanismo táctico del Ayuntamiento	A document by the PSC charges against the City Council's tactical urbanism	
14/06/2021	El plan de restricciones vetará al 77% de los transportistas	Restriction plan will veto 77% of carriers	David Guerrero
18/06/2021	La zona de bajas emisiones será imitada en toda España	Low emission zone to be imitated across Spain	David Guerrero
22/06/2021	Los coches sin etiqueta se reducen al 1% de la circulación en la zona de bajas emisiones	Sticker-less cars, reduced to 1% of traffic in the low emission zone	David Guerrero
22/07/2021	Colau liderará en Europa la red urbana contra el calentamiento	Colau will be the European leader for the urban network against warming	David Guerrero
21/07/2021	El reparto de última milla se sube a la bici en el área metropolitana; Barcelona abre una línea de ayudas para que el sector privado tire del carro	Last-mile delivery hops on bike in the metropolitan area; Barcelona launches funds for the private sector to do its part	David Guerrero
22/07/2021	La importancia de una dieta sostenible	The importance of a sustainable diet	
22/07/2021	Liderar con consenso	Leading with consensus	
25/07/2021	Entidades vecinales critican la designación de Colau en el C40	Neighbourhood associations criticise Colau's appointment to the C40	
22/08/2021	El peaje urbano en el horizonte	Urban toll on the horizon	
02/09/2021	Cien días de Govern	100 days of Govern	
06/09/2021	Comienza una semana crucial para el alcalde de Madrid, José Luis...	A crucial week begins for the mayor of Madrid, José Luis...	
09/09/2021	Acuerdo de las grandes ciudades contra el cambio climático	Agreement between major cities against climate change	
14/09/2021	Una altra vegada serà	Maybe next time	

17/09/2021	París empaqueta el Arco de Triunfo según los bocetos que dejó Christo	Paris wraps the Arc de Triomphe according to the sketches left by Christo	Oscar Jorge Caballero Vidri
22/09/2021	Barcelona pide 125 millones de fondos europeos	Barcelona asks for 125 million European funds	Óscar Muñoz Sanz
24/09/2021	Las nuevas restricciones de tráfico se aplazan sin fecha	New traffic restrictions, postponed until further notice	David Guerrero
01/10/2021	Antoni Poveda renuncia a la alcaldía de Sant Joan Despí tras quince años	Antoni Poveda resigns as mayor of Sant Joan Despí after fifteen years	Jose Polo Clavería
10/10/2021	Los atascos disipan los efectos de la zona de bajas emisiones; Sin nuevas restricciones a corto plazo, las medidas se centran en la carga y descarga	Traffic jams dissipate the effects of the low-emission zone; Without new short term restrictions, the measures focus on loading and unloading	David Guerrero
11/10/2021	Dogmas caídos	Fallen dogmas	Enric Sierra Diaz
11/10/2021	Un balance de la zona de bajas emisiones	Reviewing the low-emission zone	
12/10/2021	Pressupostos de l'Estat	State budgets	
15/10/2021	Los fondos europeos aceleran las nuevas zonas de bajas emisiones	European funds accelerate the new low-emission zones	David Guerrero
17/10/2021	“Madrid ha tomado el relevo de la Barcelona del 92, a la que se admiraba”; “Los abucheos a Sánchez son el sentir de la calle”; José Luis Martínez-Almeida Alcalde de Madrid	“Madrid has taken over from the Barcelona of 92, which was admired”; "The booing of Sánchez is the feeling of the street"; José Luis Martínez-Almeida Mayor of Madrid	Mari Carmen Del Riego De Lucas
20/10/2021	“Hay una ausencia total del Servei Català de Trànsit”; Vicepresidente de Movilidad del Àrea Metropolitana de Barcelona (AMB); Antoni Poveda	“There is a total absence of the Servei Català de Trànsit”; Vice President of Mobility of the Metropolitan Area of Barcelona (AMB); Antoni Poveda	Enric Sierra Diaz; David Guerrero
21/10/2021	Poblenou ensaya la nueva era de las supermanzanas	Poblenou rehearses the new era of superblocks	Luis Benvenuty Alcalde
31/10/2021	Los alcaldes de Londres y de Barcelona, nuevos líderes de la red de ciudades C40	The mayors of London and Barcelona, new leaders of the C40 network of cities	Óscar Muñoz Sanz
01/11/2021	Sánchez avanza, Junqueras vuelve; Aragonès, en la cumbre del clima de Glasgow; Arte contemporáneo en el salón Verge de Montserrat	Sánchez advances, Junqueras returns; Aragonès, at the Glasgow climate summit; Contemporary art in the Verge de Montserrat centre	Isabel Garcia Pagan
02/11/2021	Las grandes ciudades piden más ambición	Major cities ask for more ambition	

03/11/2021	Barcelona 2030: un plan teóricamente perfecto	Barcelona 2030: a perfect plan in theory	Ramón Suñé Rarré
04/11/2021	Colau reivindica la creatividad de las ciudades para frenar el cambio climático	Colau vindicates the creativity of cities to slow down climate change	Rosa Maria Bosch Capdevila
14/11/2021	Sant Cugat reduce los vehículos contaminantes en el centro	Sant Cugat reduces the number of polluting vehicles in its centre	Paloma Arenós Uso
23/11/2021	Otra marcha lenta de transportistas bloquea la ronda Litoral	Yet another slow shipping carriers march congests the seaside ring road	Óscar Muñoz Sanz
11/12/2021	Acuerdo de las administraciones con los transportistas sobre la ZBE	Agreement between administrations and carriers over LEZ	
12//12/2021	El barrio de Hostafrancs estrena la última supermanzana	The neighbourhood of Hostafrancs breaks in its new superblock	
22/12/2021	Las supermanzanas complican el diálogo Colau-Sánchez Llibre	Superblocks complicate the Colau-Sánchez Llibre dialogue	Óscar Muñoz Sanz

2. *French newspapers*

2.1. *La Tribune*

Date	Headline	Translation	Author
17/01/2017	Quelle empreinte pour nos villes ?	What footprint for our cities?	Carlos Moreno
27/01/2017	Voies sur berges : la guerre des chiffres	Riverside roads: a war of numbers	Dominique Pialot
26/01/2017	Voies sur berges : Anne (Hidalgo) et Valérie (Pécresse), parlez-vous !	Riverside roads: Anne (Hidalgo) and Valerie (Pécresse), talk to each other!	Philippe Mabilie
26/01/2017	Vers une ville sans voiture	Towards a car-free city?	Dominique Pialot
01/02/2017	Smart city : les nouveaux jeux de pouvoir des villes selon OuiShare	Smart city: the new power games of cities according to OuiShare	Dominique Pialot
02/02/2017	Voies sur berges : "La voiture n'est pas un modèle rationnel de transport" (1/2)	Ways on banks: "The car is not a rational model of transport" (1/2)	Dominique Pialot, Mounia Van de Castele
02/02/2017	Voies sur berges : "L'avenir de la mobilité passe aussi par la route" (2/2)	Banks of the Seine: "The future of mobility also includes roads" (2/2)	Mounia Van de Castele

04/02/2017	La fin annoncée des autoroutes urbaines	The announced end of urban motorways	Dominique Pialot
07/02/2017	France-Algérie : « Coopérer selon un nouveau mode de pensée et d'action » (J.-L. Levet, 2/3)	France-Algeria: "Cooperating according to a new way of thinking and acting" (J.-L. Levet, 2/3)	Alfred Mignot
15/02/2017	Le lobby du vélo interpelle les candidats à la présidentielle	The bicycle lobby questions the presidential candidates	Mounia Van de Castele
07/03/2017	Smart City : comment Paris veut surfer sur les JO pour accélérer sa transition écologique	Smart City: How Paris wants to ride the wave of the Olympic Games to accelerate its ecological transition	Dominique Pialot
16/03/2017	Climat : comment Paris peut devenir en 2050 une capitale sans émissions	Climate: how Paris can become a capital free of emissions by 2050	Dominique Pialot
30/03/2017	France Urbaine : pour une République des Territoires	Urban France: for a Republic of Territories	Carlos Moreno
04/04/2017	Anne Hidalgo inaugure les "Rives de Seine" malgré la polémique	Anne Hidalgo inaugurates the "Seine Margins" despite controversy	
06/04/2017	"Dans l'énergie, les villes ont la volonté de reprendre la main" Célia Blauel, Ville de Paris	"In energy, cities want to regain control" Célia Blauel, City of Paris	Dominique Pialot
23/05/2017	Enedis s'allie avec Paris contre la pollution de l'air	Enedis partners up with Paris against air pollution	Giulietta Gamberini
30/05/2017	Vie numérique, urbaine et climat	Digital, urban life and climate	Carlos Moreno
03/06/2017	Climat : Hidalgo veut partager l'expertise des villes avec les gouvernements	Climate: Hidalgo wants to share the expertise of cities with governments	Dominique Pialot
03/06/2017	Accord de Paris : le retrait des États-Unis est-il si dramatique ?	Paris Agreement: is the withdrawal of the United States so dramatic?	Dominique Pialot
10/06/2017	Climat : comment Macron exploite le filon après la défection américaine	Climate: how Macron exploits the vein after the American defection	Dominique Pialot
10/06/2017	Villes de tous les pays, unissez-vous!	Cities of all countries, unite!	Arthur de Grave
13/06/2017	Paris&Co lance un incubateur dédié à l'économie circulaire	Paris & Co launches an incubator dedicated to circular economy	Giulietta Gamberini
27/06/2017	Canicule : non, on ne peut pas télécharger la fraîcheur !	Heat wave: no, you can't download coolness!	Carlos Moreno
27/06/2017	La canicule de juin pourrait coûter jusqu'à 12 milliards d'euros	June heat wave could cost up to 12 billion euros	Florent Baarsch, et al.
12/07/2017	Numérique : que peut apporter l'expérience de Barcelone à Aix-Marseille Provence ?	Digital: what can Aix-Marseille Provence learn from the experience of Barcelona?	Carole Payrau

13/07/2017	Paris&Co lance un incubateur dédié à l'économie circulaire	Paris&Co launches an incubator dedicated to circular economy	Giulietta Gamberini
27/07/2017	Bouygues Construction et Suez se rapprochent sur le marché de la ville durable	Bouygues Construction and Suez join forces in the sustainable city market	Dominique Pialot
01/09/2017	The Village : "l'action des villes sur le climat est l'incarnation la plus parfaite du glocal "	The Village: "City action on climate is the most perfect embodiment of glocal"	Dominique Pialot
27/09/2017	French Tech : Toulouse accueillera « le Tour de France des réseaux thématiques »	French Tech: Toulouse will host "the Tour de France of thematic networks"	Florine Galéron
28/09/2017	Paris et les JO de 2024 : un pari réussi et quatre enseignements	Paris and the 2024 Olympics: a successful bet and four lessons	Carlos Moreno
03/10/2017	Les JO, une opportunité pour les banques	The Olympics, an opportunity for banks	César Armand
18/10/2017	Bertrand Piccard : "Au sein de l'Alliance, nous travaillons sur les solutions, pas sur les problèmes"	Bertrand Piccard: "Within the Alliance, we work on solutions, not on problems"	Dominique Pialot
25/10/2017	Pollution de l'air en ville : la guerre est déclarée	Air pollution in cities: this means war	Dominique Pialot
27/10/2017	Logement vous avez dit "choc" d'offre, vraiment ?	Housing you said offer "shock", really?	César Armand
08/11/2017	Climat: le sommet promis par Macron à Paris prend forme	Climate: the summit promised by Macron in Paris takes shape	Giulietta Gamberini
23/11/2017	Gaël Perdriau : "La smart city est une réalité à Saint-Etienne"	Gaël Perdriau: "The smart city is a reality in Saint-Etienne"	Stéphanie Gallo
24/11/2017	Smart cities : le siècle des villes se dessine	Smart City: the century of cities takes shape	Dominique Pialot
25/11/2017	Anne Hidalgo : "La voiture autonome est une solution pour renforcer la mobilité à Paris"	Anne Hidalgo: "Autonomous cars are a solution that can strengthen mobility in Paris"	Philippe Mabile, Dominique Pialot
13/12/2017	One Planet Summit : les villes en première ligne	One Planet Summit: the cities on the front line	Dominique Pialot
06/01/2021	ZFE à Toulouse : quels sont les véhicules qui ne pourront plus rouler dès le printemps 2021	LEZ in Toulouse: which vehicles will no longer be able to drive from spring 2021	Israa Lizati
20/01/2021	Immobilier : pourquoi Icade a racheté Ad Vitam à Montpellier	Real estate: why Icade bought Ad Vitam in Montpellier	Cécile Chaigneau
02/03/2021	Transports en Île-de-France: la RATP se réveille, la concurrence s'impatiente	Transport in Île-de-France: the RATP wakes up, the competition grows impatient	Caesar Armand

16/03/2021	ZFE : l'étape supérieure qui devrait être franchie ce lundi à Lyon	LEZ: the next step that will take place this Monday in Lyon	Marie Lyan
16/03/2021	Immobilier commercial : la foncière Frey vise la neutralité carbone en 2030	Commercial real estate: property company Frey aims for carbon neutrality by 2030	César Armand
15/05/2021	Hidalgo veut drastiquement réduire la place de la voiture au cœur de Paris dès 2022	Hidalgo wants to drastically reduce space for cars in the heart of Paris from 2022	
22/05/2021	Entre Anne Hidalgo et Valérie Pécresse, la bataille du périph' reprend de plus belle	Between Anne Hidalgo and Valérie Pécresse, the battle over the ring road starts anew	César Armand
27/05/2017	La piétonnisation du centre de Paris est-elle une bonne idée ?	Is pedestrianisation in the centre of Paris a good idea?	Lea Bou Sleiman, et al.
04/06/2021	Les ports de l'axe Seine misent sur l'écologie pour gagner des parts de marché en Europe	The ports of the Seine axis bet on ecology to gain market share in Europe	César Armand
18/06/2021	Frédérique Vidal: "La recherche donne une autre dimension à l'innovation"	Frédérique Vidal: "Research gives another dimension to innovation"	Frédérique Vidal
19/06/2021	Régionales en Île-de-France: Audrey Pulvar: "Nous créerons une banque publique dotée d'un milliard d'euros"	Regional elections in Île-de-France: Audrey Pulvar: "We will create a public bank endowed with one billion euros"	César Armand
25/06/2021	1er Sommet sur l'Engagement Sociétal des Entreprises entre l'Afrique et l'Europe	1st Summit on Corporate Social Responsibility between Africa and Europe	Affectio Mutandis
10/07/2021	La France s'engage sur la voie d'une dynamique commerciale européen-africaine	France is embarking on the path of a European-African trade dynamic	Marie-France Réveillard
13/07/2021	Nantes : la lutte contre le réchauffement climatique amène de nouveaux modes de vie	Nantes: le fight against global warming brings new lifestyles	Frédéric Thuail
23/07/2021	Autopartage. Après le départ de Bluely, Lyon veut accueillir « deux ou trois nouveaux opérateurs » d'ici fin 2021	Car sharing. After the departure of Bluely, Lyon wants to welcome "two or three new operators" by the end of 2021	Zoé Favre d'Anne
24/07/2021	Un an après l'arrivée des écologistes, ces dix dossiers qui confirment le marquage vert de Lyon	A year after the arrival of the Greens, these ten documents confirm the green marking of Lyon	Marie Lyan
28/07/2021	Valérie Lasek prend la direction générale de Bordeaux Euratlantique	Valérie Lasek takes over the general management of Bordeaux Euratlantique	Pierre Cheminade
13/10/2021	Transports : Strasbourg tente de convaincre les entreprises de polluer moins	Transport: Strasbourg tries to convince companies to pollute less	Olivier Mirguet

16/10/2021	E-commerce : les solutions pour concilier ville durable et logistique urbaine	E-commerce: solutions to reconcile sustainable cities and urban logistics	César Armand
21/10/2021	Moins de CO ₂ et plus de béton bas-carbone, le Grand Paris Express veut se verdier	Less CO ₂ and more low-carbon concrete, the Grand Paris Express wants to become greener	César Armand
13/11/2021	Avec sa consultation, Valérie Pécresse relance la bataille du périph' parisien	With her consultation, Valérie Pécresse relaunches the battle over the Parisian ring road	César Armand
18/11/2021	« Dans quelle métropole voulons-nous vivre ? » : Forum Bordeaux Zéro Carbone le 7 décembre	“In what kind of metropolis do we want to live?”: Bordeaux Zero Carbon Forum on 7 December	
30/11/2021	Forum Zéro Carbone : les villes aux avant-postes de la lutte contre le dérèglement climatique	Forum Zéro Carbone: cities at the forefront of the fight against climate change	
05/12/2021	Paris, labo de l'innovation ouverte	Paris, lab of open innovation	Dominique Pialot
07/12/2021	« Dans quelle métropole voulons-nous vivre ? » : Forum Bordeaux Zéro Carbone le 7 décembre	“In what kind of metropolis do we want to live? »: Bordeaux Zero Carbon Forum on 7 December	
13/12/2021	One Planet Summit : les villes en première ligne	One Planet Summit: cities on the front line	Dominique Pialot

2.2. *Le Figaro*

Date	Headline	Translation	Author
10/01/2017	Paris poursuit sa chasse à la voiture	Paris continues its hunt on cars	
16/01/2017	Vignettes, voies sur berge : Hidalgo durcit son plan pour éliminer la voiture à Paris	Stickers, river banks: Hidalgo toughens her plan to eliminate cars in Paris	
15/03/2017	Voie sur berge : Pécresse tend la main à Hidalgo	Seine motorway: Pécresse shakes hands with Hidalgo	Angélique Négroni
24/06/2017	Un projet de pacte mondial pour l'environnement	A draft global pact for the environment	Marc Cherki
29/06/2017	En bref	In short	
10/07/2017	Exposition universelle 2025 : Paris-Saclay, le site qui va faire gagner la France	Universal Exhibition 2025: Paris-Saclay, the site that will make France win	Thierry Marx
27/09/2017	En Inde, l'offensive des entreprises françaises	In India, the offensive of French companies	Fabrice Nodé-Langlois

10/10/2017	Pollution à Paris : bilan décevant des mesures d'Hidalgo	Pollution in Paris: disappointing results of Hidalgo's measures	Angélique Négroni
24/10/2017	Climat : 12 grandes villes s'engagent plus loin	Climate: 12 major cities commit further	Marc Cherki
15/11/2017	Voies sur berge à Paris : après la pollution, le bruit	River margins in Paris: after the pollution comes noise	Angélique Négroni
15/03/2021	Les décideurs du groupe RATP	The decision makers of the RATP group	Carole Bellemare
19/05/2021	Pierre-André de Chalendar : « Le modèle urbain doit changer »	Pierre-André de Chalendar: "The urban model must change"	Marie-Laetitia Bonavita
22/05/2021	Anne Hidalgo : « Une présidentielle, ça commence vraiment en février »	Anne Hidalgo: "Presidential elections really start in February"	Christine Ducros
02/06/2021	La circulation encore réduite au centre de Paris	Traffic yet again limited in the centre of Paris	Angélique Négroni
15/07/2021	Présidence de la République	Presidency of the Republic	
28/09/2021	Le parvis de Notre-Dame de Paris aura un visage en juin 2022	The parvis of Notre-Dame de Paris will have a new facade in June 2022	Claire Bommelaer
18/10/2021	- Le Comité Vendôme s'agite contre la mairie de Paris et son projet de...	- The Comité Vendôme, agitated against the Paris City Council and its project for...	Hélène Guillaume
21/10/2021	Face au chaos, Paris va mieux coordonner ses chantiers	In the face of chaos, Paris will better coordinate its construction works	Eric de La Chesnais
22/11/2021	Ces contraintes qui déçoivent les Français de la voiture	The constraints that disgust French car owners	Angélique Négroni

2.3. *Le Progrès*

Date	Headline	Translation	Author
25/01/2017	bourg-en-bressedistinctions; Les retraités reçoivent la médaille d'honneur de la Ville	bourg-en-bressedistinctions; Retirees receive the City Medal of Honor	
30/04/2017	environnement - climat; Arnold Schwarzenegger à Paris	environment - climate; Arnold Schwarzenegger in Paris	
17/05/2017	rhônedéplacement; Vignette : Lyon échappe aux amendes... pour le moment	rhônemovement; Vignette: Lyon escapes fines... for now	
11/06/2017	Des événements annulés face à la menace	Events cancelled in the face of the threat	

08/02/2021	« Se déplacer beaucoup moins », le credo de la ville de demain ?	Rhône; "move much less", the creed of the city of tomorrow?	
18/05/2021	LYON 9E; Groupe scolaire Nérard : neuf classes de maternelle en 2023	LYON 9E; Nérard school group: nine kindergarten classes in 2023	
02/06/2021	« Avec la vidéo, bientôt impossible d'y échapper »	"With the cameras, it will soon impossible to escape it"	
01/09/2021	Métropole de Lyon; Ce service d'autopartage veut réussir là où les autres ont échoué	Lyon Metropolis; This car-sharing service wants to succeed where others have failed	
23/10/2021	Pierre Oliver : « Le maire de Lyon met la poussière sous le tapis »	Pierre Oliver: "The Mayor of Lyon is sweeping the dust under the rug"	Nadine Micholin
15/12/2021	Tout savoir sur la Zone à Faibles Émissions	Everything you need to know about the low-emission Zone	J.-P. Cavaillez
16/12/2021	Bouchons : Pierre Oliver donne une leçon aux écologistes	Corks: Pierre Oliver teaches the greens a lesson	

2.4. *Les Échos*

Date	Headline	Translation	Author
09/01/2017	Piétonnisation des berges de Seine : Anne Hidalgo enfonce le clou	Pedestrianisation of the Seine motorways: Anne Hidalgo drives the point home	Laurence Albert
16/01/2017	Circulation dans Paris : le vrai-faux départ du système de vignettes	Driving in Paris: the false start of the sticker system	Matthieu Quiret
02/01/2017	Paris : le très contesté projet de tour Triangle franchit une étape	Paris: the highly contested Triangle tower project takes a step forward	Matthieu Quiret
10/03/2017	Malgré la contrainte budgétaire, les villes commencent à faire appel aux designers	Despite budget constraints, cities are starting to call on designers	Laurence Albert
14/03/2017	Quand les promoteurs découvrent enfin la recherche et développement	When promoters finally discover research and development	Catherine Sabbah
15/03/2017	Paris : Péresse admet la piétonnisation de la voie sur berge rive droite	Paris: Péresse concedes to the pedestrianisation of the motorway on the left bank	Dominique Malecot
17/03/2017	La Ville de Paris veut « hacker » les Jeux Olympiques	The City of Paris wants to "hack" the Olympic Games	Nicolas Rauline
18/03/2017	Ville durable : Haussmann avait tout bon	Sustainable city: Haussmann had it all right	Catherine Sabbah
29/03/2017	Londres et Paris unis contre la pollution de l'air	London and Paris united against air pollution	Anne Hidalgo,

			Sadiq Khan
12/05/2017	Ville durable sur le Plateau de Saclay	Sustainable city on the Saclay Plateau	Dominique Malecot
24/05/2017	Paris invite les architectes à explorer ses dessous	Paris invites architects to explore its underbelly	Catherine Sabbah
08/06/2017	Startup	Startup	Nicolas Rauline
26/06/2017	Les villes au chevet de la planète	Cities at the bedside of the planet	David Barroux
26/07/2017	Leaders du G20, êtes-vous prêts à sauver notre planète ?	G20 leaders, are you ready to save our planet?	Anne Hidalgo
28/07/2017	Environnement : Hidalgo primée pour son engagement sur le climat	Environment: Hidalgo awarded for her climate commitment	
01/08/2017	La droite parisienne promet d'être plus modérée	The Parisian right promises to be more moderate	Matthieu Quiret
02/08/2017	Une victoire qui tombe à pic pour Hidalgo	A timely victory for Hidalgo	Matthieu Quiret
6/09/2017	Le cluster de la ville durable veut sortir de l'ombre de Saclay	The sustainable city cluster wants to step out of Saclay's shadows	Marion Kindermans
12/09/2017	Etats-Unis : relance du débat sur le changement climatique	United States: relaunching the debate on climate change	Nicolas Rauline
09/10/2017	Faire vivre l'esprit des Jeux	Bringing to life the spirit of the Games	Tony Estanguet
24/10/2017	Douze maires de mégapoles s'engagent à cesser d'émettre du CO ₂	12 mayors of megacities pledge to stop emitting CO ₂	Joël Cossardeaux
06/11/2017	Ségolène Royal : « On attend beaucoup des villes et des grandes entreprises »	Ségolène Royal: "We expect a lot from cities and large companies"	Joel Cossardeaux
06/12/2017	La Défense, plus haute et plus belle	La Défense, taller and more beautiful	Virginie Houzé; et al.
06/12/2017	Réinventons, réinventons, il en restera toujours quelque chose...	No matter how much we reinvent, there will always be something left...	Catherine Sabbah
20/12/2017	Climat : il faut accélérer d'urgence	Climate: we need to speed up urgently	Jean-Louis Chaussade
25/02/2021	Réaffirmons notre confiance dans le Grand Paris	Let's reaffirm our confidence in Greater Paris	Alexandre Missoffe
26/02/2021	Londres et Paris, unies au nom de valeurs communes	London and Paris, united in the name of common values	Sadiq Khan
12/03/2021	Dijon, de la technologie à la gastronomie	Dijon, from technology to gastronomy	Marion Moulin

14/04/2021	Grand Paris : la zone à faibles émissions met les professionnels sous pression (DUPLICATED)	Greater Paris: LEZ puts workers under pressure (DUPLICATED)	Laurence Albert
19/05/2021	Paris fait payer plus cher les tournages	Paris charges more for filming	Marina Alcaraz
03/05/2021	Damien Giolito crée un « Google maps » de l'espace	Damien Giolito creates a "Google maps" of space	Bruno Askenazi
16/06/2021	ZFE : les professionnels impactés par la crise pourront rouler un an de plus	LEZ: workers impacted by the crisis will be able to drive for another year	
03/08/2021	Ne faisons pas de l'écologie contre les plus modestes	Let's not do ecology against the most humble classes	Jean-Luc Laurent
01/09/2021	Taverny relance la concertation sur le projet Quartiers des T	Taverny relaunches consultation on the Quartiers des T project	Valerie Landrieu
03/09/2021	Le 3e arrondissement, trop cher ?	The 3 rd arrondissement, too expensive?	Delphine Iweins
22/09/2021	Grands magasins : le boulevard Haussmann contre-attaque	Department stores: Haussmann boulevard strikes back	Philippe Bertrand
22/09/2021	Des élus du Grand Paris contestent la zone à faibles émissions	Greater Paris elected officials contest low-emission zone	Adélaïde Tenaglia
13/10/2021	Issy-les-Moulineaux : la fermeture de l'héliport à nouveau en discussion	Issy-les-Moulineaux: the closure of the heliport again under discussion	Adélaïde Tenaglia
02/11/2021	Du mobilier mobile pour la ville	Mobile furniture for the city	Jean-Louis Frenchin
10/11/2021	Vifs débats autour du futur quartier tour Eiffel	Lively debates around the future Eiffel Tower district	Laurence Albert

3. *British newspapers*

3.1. *Daily Mirror*

Date	Headline	Author
25/10/2021	Pollution fee zone widens	

3.2. *The Daily Telegraph*

Date	Headline	Author
18/11/2017	Every stroke of paint is imbued with desire	Rowan Pelling
05/03/2021	EU threatens UK with fine over pollution law breaches	
27/03/2021	Hinterland	Simon Heffer
10/04/2021	Problem solved	Honest John
27/04/2021	Khan vows to scrap temporary £15 congestion charge if re-elected	Oliver Gill
04/06/2021	Edinburgh fears a poll tax on cars	Daniel Sanderson
10/06/2021	Alastair Hanton	
12/06/2021	Fighting for your money	Sally Hamilton
19/06/2021	Problem Solved	Honest John
21/06/2021	Jaguar joins £3m funding round for drivers' pay app	Matthew Field
29/06/2021	Battle lines drawn on low-traffic neighbourhoods	Russel Lynch
03/07/2021	Get ready for a cheeky midweek	James Stewart
21/08/2021	What's the best compact and ULEZ-compliant family hatchback?	Alex Robbins
23/08/2021	Khan travels in three-car convoy to take dog for a walk	Tony Driver
28/08/2021	Scrapping al-fresco dining is a luxury cities can't afford	Charlotte Lytton
04/09/2021	Paris gets its poise back	
23/09/2021	Johnson: "Our grandchildren will blame us"	Lucy Fisher
23/10/2021	Green penalties	Letters to the editor
25/10/2021	Daily universal register	
26/10/2021	Punitive road schemes	Letters to the editor
26/10/2021	The rules fuelling Britain's new road rage	Mick Brown

30/10/2021	Peterborough	
05/10/2021	Court circular	
17/11/2021	Ulez makes 'little difference' to London air quality	
20/12/2021	Lord Rogers of Riverside	

3.3. *The Guardian*

Date	Headline	Author
03/01/2017	The crane mutiny: how Sydney's apartment boom spun out of control	Mike Ticher
06/01/2017	London breaches annual air pollution limit for 2017 in just five days	Damian Carrington
08/01/2017	Paris mayor unveils plan to restrict traffic and pedestrianise city centre	Kim Wilsher
25/01/2017	The UK's deadly air pollution can be cured: here's how	Gary Fuller
15/02/2017	'Filthy glamour': could polluted Marylebone Road help fix London's air?	Dave Hill
16/02/2017	The Guardian view on pollution: a new Clean Air Act is overdue	Editorial
17/02/2017	London to introduce £10 vehicle pollution charge in October, says Sadiq Khan	Rowena Mason
19/02/2017	How to win the war on air pollution	Letters
24/02/2017	Revealed: thousands of children at London schools breathe toxic air	Matthew Taylor, Sandra Laville
04/03/2017	Will the diesel car you are driving be worthless in five years' time?	Miles Brignall
08/03/2017	Stop stalling on bike plans, Sadiq. Political timidity gets you nowhere	Andrew Gilligan
16/03/2017	City-dwellers are prone to depression – are high-rises to blame?	Joey Gardiner
04/04/2017	Ken Livingstone says he expects to be expelled by Labour - Politics live	Andrew Sparrow
10/04/2017	Diesel cars can improve air quality, claims motor industry group	Hilary Osborne
13/04/2017	The death of diesel: has the one-time wonder fuel become the new asbestos?	Adam Forrest
23/06/2017	Sadiq Khan: Gove must get a grip on 'life and death' air pollution crisis	Matthew Taylor
18/07/2017	Lacking Seoul? Why South Korea's thriving capital is having an identity crisis	Colin Marshall
29/07/2017	Sadiq Khan: 'I'm not sure what Donald Trump's beef is with me'	Simon Hattenstone
30/07/2017	Bordeaux by train: on the right line for wine	Andrew Martin

12/09/2017	Where is the world's most walkable city?	Laura Laker
04/10/2017	Revealed: every Londoner breathing dangerous levels of toxic air particle	Matthew Taylor
10/10/2017	Sadiq Khan must do more to tackle London's air pollution, say health experts	Matthew Taylor
10/10/2017	The need to tackle London's toxic air	Letters
23/10/2017	London's £10 T-charge comes into effect in fight against toxic car fumes	Kevin Rawlinson
27/10/2017	Spare rooms plan can't solve NHS overcrowding	Letters
07/11/2017	Banning bikes from Oxford Street is a disaster for London cycling	Andrew Gilligan
09/11/2017	Pollution problem is just being pushed around	Letters
10/11/2017	How cargo bikes can help unclog London's congested roads	Laura Laker
08/01/2021	Paris mayor unveils plan to restrict traffic and pedestrianise city centre	Kim Willsher
05/02/2021	Swede dreams: can Malmö's green points system help rewild London?	Matthew Ponsford
26/03/2021	Traffic wars: who will win the battle for city streets?	Niamh McInt
06/04/2021	If we want to fight the climate crisis, Sadiq Khan is the only choice for London mayor	Ed Miliband
06/04/2021	'Sunshine shifts' and parasols as English pubs prepare for reopening	Helen Pidd
25/04/2021	Thomas Heatherwick: 'The city will be a new kind of space'	Tim Adams
05/05/2021	London mayoral election: which candidate is best for cycling?	Laura Laker
21/05/2021	Ignore the naysayers – low-emission zones do work	Gary Fuller
23/06/2021	App maps shady spots to guide Barcelona walkers along cooler routes	Rhi Storer
24/06/2021	Queen's property manager says profits fell 22% in first year of pandemic	Julia Kollewe, Jillian Ambrose
16/07/2021	Pollutionwatch: lessons to learn from UK's 1956 Clean Air Act	Gary Fuller
23/07/2021	Mound zero: what is Marble Arch's new landmark all about?	Oliver Wainwright
25/07/2021	Why the Marble Arch Mound is a slippery slope to nowhere	Rowan Moore
27/07/2021	The floods show London is now on the frontline of the climate emergency	Sadiq Khan
03/09/2021	Off the menu? UK alfresco dining faces autumn dilemma	Sarah Butler
04/09/2021	Revealed: how Tory politicians fought plans to tackle air pollution	Niamh McIntyre
06/09/2021	Coronavirus live news: UK reports 41,192 new cases and 45 further deaths; Philippines infections reach new high — as it happened	Kaamil Ahmed, Martin Belam and Helen Sullivan

11/09/2021	Taxing the lower-paid could stop the economic recovery in its tracks	Phillip Inman
27/09/2021	UK electric car inquiries soar during fuel supply crisis	Miranda Bryant
27/09/2021	The Guardian view on low-emission zones: the UK must clean up its act	Editorial
02/10/2021	I've finally sold my old VW diesel – so how do I bolt when I need to now?	Rachel Cooke
15/10/2021	UK public warms to road pricing as fuel duty replacement considered	Gwyn Topham
19/10/2021	UK politics: net zero strategy to support 440,000 jobs by 2030, says Greg Hands – as it happened	Ben Quinn, Jamie Grierson
25/10/2021	London's Ulez expansion: the thin end of the wedge for UK road pricing?	Gwyn Topham
26/10/2021	UK politics: Owen Paterson rejects report saying he broke lobbying rules – as it happened	Andrew Sparrow
06/11/2021	The hidden climate costs of America's free parking spaces	XiaoZhi Lim
11/11/2021	Cities act on climate while nations delay, Sadiq Khan tells Cop26	Damian Carrington
11/11/2021	Cop26: End trillions in subsidies given to fossil fuel industry, says UN chief – as it happened	Tom Levitt, Oliver Holmes
12/11/2021	Metronomy review – brand new songs have buoyant, ebullient vibes	Michael Cragg
22/11/2021	Start of final Crossrail trials in London raises hope of early 2022 opening	Gwyn Topham

3.4. *The Times*

Date	Headline	Author
26/01/2017	London to study F1 pollution (DUPLICATED)	Martyn Ziegler
15/02/2017	Get diesel vehicles off the road, urge doctors	Kat Lay
27/02/2017	Foreign investors hit the shops on Oxford St	Deirdre Hipwell
04/03/2017	The man from John Lewis sells a new politics	Matthew Parris
11/03/2017	'Our toxic air crisis makes me so angry ... I am going to save lives' (DUPLICATED)	Damian Whitworth
25/03/2017	Benidorm bids for heritage status	Graham Keeley
25/03/2017	Driving up the costs	David Byers
05/04/2017	May promises to ease assault on diesel car owners	Ben Webster

05/04/2017	Motorists in city centre will face £24-a-day charge	Ben Webster
25/04/2017	Dirty diesel	
15/05/2017	London's best addresses to come with air quality alert	Tom Whipple
18/05/2017	Legalising cannabis will raise £1bn a year in tax, say Lib Dems (DUPLICATED)	Oliver Wright
22/05/2017	New network of cameras will charge drivers for polluting	Gurpreet Narwan
25/05/2017	Firm still adheres to founder's principles	Emma Bartley
01/06/2017	Toxic air pollution clouds prospects in 50 marginal seats (DUPLICATED)	Ben Webster
01/06/2017	Pollution clouds hopes in marginals	Ben Webster
24/06/2017	V&A chief wants to make cars history	
27/07/2017	Dirtiest drivers face council charges to clean up streets	Ben Webster, Neha Shah
25/08/2017	Why green is good in Elephant and Castle	Carol Lewis, Anna Temkin
07/09/2017	Cities to fine polluting drivers	Hamish Macdonnell
25/09/2017	London's mayor deserves far closer scrutiny	Clare Foges
11/10/2017	Cyclist with no brakes jailed for injuring boy	David Brown
11/10/2017	Sturgeon pledges state energy firm to see off Corbyn	Hamish Macdonnell, Daniel Sanderson
12/10/2017	Oxford aims to ban diesel and petrol cars by 2030	Ben Webster
24/10/2017	£10 toxicity charge is just the start, diesel drivers told	Ben Webster
25/10/2017	Diesel owners face new charges for city driving	Daniel Sanderson
17/11/2017	Paris dreams of three garden bridges for Seine	Adam Sage
21/01/2021	Madrid tops the league of Europe's choking cities	Isambard Wilkinson
09/02/2021	Foster calls for 'residential towers' to revive city centres	Rober Miller
09/02/2021	Homes of the future	
04/03/2021	Being senior in the city has so many advantages	Janice Turner
19/03/2021	Oxford will make hybrid cars pay pollution charges	Graeme Paton
20/03/2021	'Fined £17,000 after my number plates were cloned'	
24/03/2021	Southern cities motor ahead with clean air zones while north stalls	Ben Webster
15/04/2021	Larger clean air zone could save 600 lives	Ben Webster
14/05/2021	£12.50 to drive in expanded pollution zone	Graeme Paton

29/05/2021	£8 daily pollution charge for drivers in Birmingham	Graeme Paton
02/06/2021	Clean air zone charges delayed because public unaware of them	Arthi Nachiappan
28/06/2021	Minutes after going live, the accusations started	Matt Chorley
01/07/2021	We're paving over gardens in the rush to go green	Janice Turner
16/07/2021	Expanded low pollution zone will help 130,000 asthmatics	
20/07/2021	My trusty old Golf buddy is moving to the country. He's actually quite toxic	Hilary Rose
03/08/2021	I'll stick with a diesel car, says Downing Street eco champion	Ben Webster
16/08/2021	Millions of children are breathing dangerously polluted air in school	Emma Yeomans
13/09/2021	The Socialist mayor of Paris has alienated the left and infuriated motorists as she runs for president	Adam Sage
13/09/2021	From our correspondent	Adam Sage
25/09/2021	'Harassment of women should be a crime, and misogyny a hate crime'	Damian Whitworth
16/10/2021	Addison Lee looking for 1,000 new drivers	
21/10/2021	'Too few cameras' for clean-car zone	Arthi Nachiappan
22/10/2021	£160 fine for older cars	
17/11/2021	Emission zone 'not effective'	Kieran Gair

4. *Product*

CIVIZAS BARCELINO



No. 1, May 2022

A series of reflections
on urban sustainability
in Barcelona, featuring:

Num. 1, maig de 2022

Un conjunt de reflexions
sobre sostenibilitat urbana
a Barcelona, amb:

Daniel Alsina · Marta Galceran · Ramon Gras · Zaida Muxí · Mark
Nieuwenhuijsen · Maria Sisternas · Rosa Suriñach · Luca Telloi

CIVIZAS BARCINO

**Journalistic product for the
Undergraduate Dissertation for the Double Degree
in Journalism and International Relations titled:**

Urban Sustainability in International Relations:
City Diplomacy, Green Cities and Human Rights
&

Analysis of media coverage on ecological transition in
Barcelona, Paris and London in the Spanish, French
and British press in 2017 and 2021: analysing ABC,
elDiario.es, El Mundo, El País, La Vanguardia, La
Tribune, Le Figaro, Le Progrès, Les Échos, Daily Mirror,
The Daily Telegraph, The Guardian and The Times

**Dissertation by Josep Oliver Juan
Directed by Prof. M^a Elena Gómez Sánchez**

Presented in June 2022
Universidad Europea de Madrid
Villaviciosa de Odón

CIVILIZAS BARCELINO



Directed and edited by Josep Oliver Juan
with illustrations by Phillip Jeria Reyes

Dirigit i editat per Josep Oliver Juan
amb Il·lustracions de Phillip Jeria Reyes

Featuring: -left to right, top to bottom- Luca Telloli, member of Eixample Respira; Maria Sisternas, CEO of Mediaurban; Zaida Muxí, feminist urbanism expert; Daniel Alsina, head of the technical committee for Superilla Barcelona at the City Council; Marta Galcera global cities researcher at CIDOB; Mark Nieuwenhuijsen, urban health researcher at ISGlobal; Ramon Gras, Urban Innovation researcher at Harvard University; and Rosa Suriñach, member of the driving committee at Bicibús Eixample.

Amb: -d'esquerra a dreta i de dalt a baix- Luca Telloli, membre d'Eixample Respira; Maria Sisternas, cap de Mediaurban; Zaida Muxí, experta en urbanisme feminista; Daniel Alsina, coordinador de l'oficina tècnica de Superilla Barcelona a l'Ajuntament; Marta Galcera recercadora en ciutats globals al CIDOB; Mark Nieuwenhuijsen, recercador en salut urbana a l'ISGlobal; Ramon Gras, recercador en innovació urbana a la Universitat de Harvard; i Rosa Suriñach, membre del grup impulsor del Bicibús Eixample.

FRIEND,

"What is the city but the people?" spoke the Roman tribune, Sicinius in *Coriolanus* by William Shakespeare. In fact, the Romans had two words to refer to the city: the *urbs*, designated the physical aspect -the streets, buildings and monuments- and the *civitas*, which referred to the social: the city as a living entity. Sadly, it seems that today we have forgotten -perhaps deliberately- this once understood duality and we attempt to dehumanise the city: turn it into a theme park or a prop. We have reduced the city to the docile *urbs*, all while pushing aside the much more volatile and unruly *civitas*. We would rather the city be a silent backdrop of stone and cement but it is not this: the city is made of blood, smiles and tears. Ultimately, we forget that the essence of the city is still, despite all odds, its people. Today the city is the local stage of our global society: **more than half of the world's population now lives in cities and more than 70% will do so by 2030**. This milestone shows us that, as a generation, we have been granted a historic opportunity to witness -and take advantage of- the pinnacle of a process thousands of years in the making: the definitive urbanisation of our society. This milestone poses a chance to rethink how we tackle the dilemmas society faces from the urban perspective: **climate change, loss of biodiversity, health, social inequality or the injustice that arises as a by-product of the systems of consumption and economic political organisation**, are all dynamics that are reflected, in one way or another, within the microcosm of the city. These days, we like to talk about "Smart" or "Sustainable" cities, but all too often we tend to throw these grand terms around -all while

forgetting their bases- so as to pass off any action as "green", when this is not the case: **the city is one great ecosystem and we need to address the sum of the parts**. So how do we go about building the city of tomorrow? Greener, yes, but that is not enough: it must also be more democratic, social, diverse, intelligent, inclusive, efficient, just, resilient and global. In other words, it must cover the three fundamental pillars of sustainability: environmental, economic and social. In order to shed some light on this issue, **we will focus on the case of Barcelona and talk to eight people who specialise and are involved in the quest for the city of tomorrow**. Each of the eight interviews included in this collection presents us with different ways of understanding and explaining urban spaces from a number of perspectives: urban planning, public health, mobility, nature, social struggles, feminism, diplomacy, technology and more; but all of them looking towards the future, in a spirit of transformation, criticism, and hope. Going back to Sicinius's question, knowing that the people are the city, looking to the past, and meeting the gaze of the future, we must ask ourselves what city we want to leave for those to come. A lively and just *civitas*, that puts the people front and centre, or a vacuous, inhuman, grey *urbs* without soul. The wind of change is blowing once again. Listen, friend, history calls upon us:

**We must reclaim the city!
We must reclaim the *civitas*!**

**Josep Oliver Juan
17 May, 2022**



AMIC, AMIGA,

“Què és la ciutat si no és el poble?”

Així parlava Sicini, el tribú romà, a l'obra *Coriolà* de William Shakespeare. De fet, els romans tenien dues paraules per a referir-se a la ciutat: la *urbs*, que designava la dimensió física de la ciutat -els carrers, els edificis o els monuments- i la *civitas* que es referia a la dimensió social: la ciutat com a ens viu. Malauradament, sembla que avui hàgim oblidat -o volgut oblidar- aquesta dualitat i que pretenguem deshumanitzar la ciutat: convertir-la en un parc temàtic o en un attrezzo teatral; fer veure que només hi ha la *urbs*, perquè és dòcil, mentre i ens desfem de la *civitas*, molt més volàtil, que embarassa i fa nosa. Volem que la ciutat sigui muda, un decorat de pedra i ciment, però no és així: la ciutat és feta de sang, de somriures i de llàgrimes. Al cap i a la fi, oblidem que, malgrat tot, l'essència de la ciutat segueix essent la seva gent. Avui la ciutat es l'escenari per excelència de la societat global: **més de la meitat de la població del món ja viu a ciutats i més el 70% hi viurà l'any 2030.** Aquesta xifra no gens menyspreable ens assenyala que, com a generació, tenim la gran oportunitat històrica de presenciar -i doncs d'aprofitar-la culminació d'un llarg procés mil·lenari: la urbanització definitiva de la nostra societat. Aquesta fita ens ha de convidar a repensar com encarem els dilemes de la societat des de l'escenari urbà: **el canvi climàtic, la pèrdua de biodiversitat, la salut, les desigualtats socials o les injustícies derivades dels sistemes de consum i d'organització econòmica i política.** Són tot dinàmiques que, d'alguna manera, tenen el seu reflex dins el microcosmos de la ciutat. Avui, ens agrada molt parlar de

“Ciutats Sostenibles” o “intel·ligents” però, massa sovint, fem servir aquests termes grandiloqüents -oblidant-ne les bases- per a justificar qualsevol actuació “verda”, quan no és així: **la ciutat és un gran ecosistema i cal adreçar-ne el conjunt de les parts.** Com construïm, llavors, la ciutat de demà? Més verda, sí, però amb això no n'hi ha prou: també ha de ser més democràtica, social, diversa, intel·ligent, eficient, inclusiva, just, resilient i oberta al món. És a dir, ha de d'abarcabar les tres pilars de la sostenibilitat: l'ecològic, l'econòmic i el social. Per a mirar d'esclarir aquesta qüestió **ens centrarem entorn del cas de Barcelona i parlarem amb vuit persones expertes i implicades en la recerca de la ciutat de demà.** Cadascuna de les vuit entrevistes recollides en aquest aplec ens presenta una manera d'entendre i d'explicar l'espai urbà des de punts diferents: des de l'urbanisme, la salut, la mobilitat, la natura, la reivindicació social el feminisme, la diplomàcia, la tecnologia i més; però totes amb perspectives de futur, de transformació, de crítica i d'esperança. Recuperant les paraules de Sicini, sabent que la ciutat és el poble, girant l'ullada cap enrere i mirant als ulls l'avenir, quina ciutat volem deixar als que vindran? Una *civitas* viva i justa, amb les persones al centre, o una *urbs* vàcua, inhumana i grisa, d'ànima furtada. Avui bufa un nou vent de canvi. Escolta, amic, la història clama:

**Recuperem la ciutat!
Recuperem la *civitas*!**

**Josep Oliver Juan
a 17 de maig de 2022**



Notes:

The interviews were either written or carried out through video call, in which case they were then transcribed and edited in order to fit into the space limit.

The interviews are in alphabetical order by the interviewees' last names.

The original language of the interview is indicated with a centred dot (·) and the interviews are translated into English if this is not the original language.

Each of the interviewees was asked to describe the city of Barcelona in three words -these are the three words that can be read on the first page of each interview.- and to define what kind of world they would like to live in.

Aclariments:

Les entrevistes es van fer o bé per escrit o per videoconferència i es varen transcriure i editar per a encabirles dins el límit d'espai.

Les entrevistes estan presentades en l'ordre alfabètic dels cognoms dels entrevistats.

L'idioma original de l'entrevista està indicat amb un punt volat (·) i les entrevistes estan traduïdes a l'anglès, si escau.

Es va demanar a cadascun dels entrevistats que descrigués la ciutat de Barcelona en tres paraules -això són les tres paraules que es poden veure a la primera pàgina de cada entrevista- i que definís en quina mena de món voldria viure.

7 **DANIEL
ALSINA**

“The “Superilla Barcelona” project seeks to transform the city as a whole”

“El projecte Superilla Barcelona cerca la transformació de la ciutat sencera”

19 **RAMON
GRAS**

“Barcelona has the power to become a prosperous fractal metropolis at the service of its citizens’ quality of life”

“Barcelona pot esdevenir una metròpoli fractal pròspera, al servei de la qualitat de vida dels seus ciutadans”

31 **MARK
NIEUWENHUIJSEN**

“We could prevent 40,000 deaths each year by greening our cities.”

“Podríem prevenir 40.000 morts l’any si féssim les nostres ciutats més verdes”

41 **ROSA
SURINACH**

“Public space is the essential democratic foundation of the city”

“L’espai públic és l’espai democràtic essencial de la ciutat”

13 **MARZA
GALCERAN**

“I envision an increase in the number of cities with an economic and political power greater than that of many states”

“Auguro, l’augment de ciutats amb un poder econòmic i polític igual o superior al de molts estats”

25 **ZAIDA
MUYI**

“The more diverse people we have in the city, the more that human rights will be respected”

“Com més gent diversa hi hagi a la ciutat més es compliran els drets humans”

35 **MARIA
SISTERNAS**

“I feel that, in recent years, the city has suffered a painful sluggishness.”

“Penso que, els darrers anys, la ciutat ha patit una lentitud dolorosa”

47 **LUCA
ZELLOLI**

“The city is a space which is constantly evolving and we must experiment with it”

“La ciudad es un espacio en constante evolución y hay que experimentar con ella”

HOMME

ELEGANT

OPEN



CASA

ELEGANT

OBERTA

DANIEL ALSINA



“

Barcelona in three words is: Home, Elegant and Open. I would like to live in a fairer world with more empathy.

Daniel Alsina is an architect and heads the technical committee for “Superilla Barcelona”, an office at the Barcelona City Council, in charge of studying the implementation and execution of the superblock model in the city. The purpose of superblocks is to limit the amount of space occupied by private cars with the purpose of reducing noise and air pollution as well as freeing up the streets for new social activities. Recently, this office has been at work on the new pedestrianised streets that will transform the Eixample and the four new squares that will be created at the intersections between these streets.

“

Barcelona en tres paraules és: Casa, Elegant i Oberta. M'agradaria viure en un món més just i més empàtic.

El Daniel Alsina és arquitecte i coordinador de l'oficina tècnica de “Superilla Barcelona”, una estructura de l'Ajuntament de Barcelona que estudia l'implementació i l'execució del model de les superilles a la ciutat. L'objectiu de les superilles és limitar l'espai que ocupen els cotxes a la ciutat per tal de reduir la contaminació acústica i de l'aire, al mateix temps alliberant els carrers a altres usos socials d'esbarjo i d'estada. Al llarg dels darrers anys, aquesta oficina ha estat desenvolupant el projecte dels nous eixos verds que es crearan als carrers del Consell de Cent, Rocafort, Comte Borrell i Girona de l'Eixample i de les quatre noves places que sorgiran a les cruïlles entre aquests carrers.

ENG

What is a sustainable city to you? A city where everything is at a balance, where everyone has their place and all of the modes and transportation networks that utilise the public space work efficiently.

What will the cities of tomorrow look like? What about the Barcelona of tomorrow? I imagine that it will be very well structured, greener and, of course, full of superblocks. The “Superilla Barcelona” project seeks to transform the city as a whole, not just the four new pedestrian axes that are the current talk of the town. Private transport has ruled over the city for the last hundred years but we want public transport to be more efficient and we have built a significant bike lane network. Now we are creating a new pedestrian network. Walking is already the most common mode of travel in Barcelona: 70% of journeys are made on foot.

How does a superblock work? A superblock, according to what has been studied for the past thirty years, is a section of the city which is closed off to certain modes of transit: vehicle traffic goes around the perimeter and the space that is freed up in the middle is regained for pedestrians and social uses, keeping in mind that emergency vehicles and cars going to car park must still be able to enter.

How has this concept evolved and how is it being implemented by the City Council? The “Superilla Barcelona” plan entails transforming all of the city's projects in order to assert what each street must contain. So we don't work plot by plot or by spaces of 3x3 blocks, instead we work more street by street.

Just a few days ago, Salvador Rueda, the architect who originally came up with the idea of

superblocks suggested that nearly five hundred are needed in Barcelona but criticised the City Council for creating green axes, not superblocks. We strive for the same goals but believe in different ways of going about it. Salvador Rueda's model is fantastic but when you want to apply it across an entire city it is very difficult to work zone by zone because connectivity is linear and you can't just create roadblocks everywhere. Instead, by working on a street by street basis, the green axes themselves stitch the whole patchwork together. With these new green axes we are going to gain over 58,000 square metres of pedestrian spaces.

What are the main benefits of superblocks for citizens? Mainly there are three aspects: the social, the environmental and the commercial. These new walkable streets are people-oriented spaces that are kinder to more vulnerable groups such as children and the elderly, incorporating new play areas and with more space for activities and walking. They also create new greener, more environmentally sustainable spaces. They also gather the perfect conditions to become hotspots for local business. Since people can get a better view of storefronts, and the superblock attracts more people to the area, the number of potential shoppers increases.

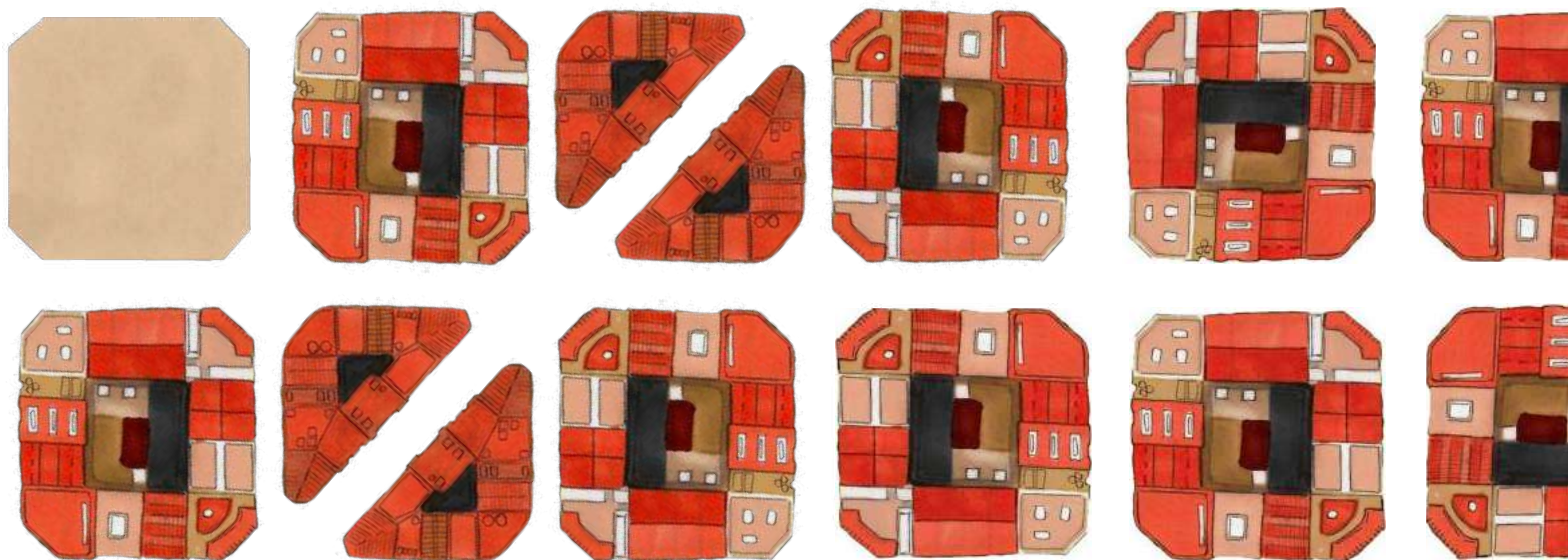
What will these green axes look like? They will be curbside streets with pedestrian priority, allowing people to cross everywhere and walk down the middle of the street. The vehicles that enter them -whether they are cars or bicycles- will have to travel very slowly within them in order to give way to pedestrians. Nowadays we have a couple of trees here and there but we want to add more new green spaces with more species



• CAZ

Com entén la ciutat sostenible? Una ciutat en què tot està equilibrat, on tothom té el seu lloc, on tots els modes i totes les xarxes de transport que utilitzen l'espai públic funcionen de manera eficient. **Com pensa que seran les ciutats de demà?** **Com veu la Barcelona de demà?** Molt ben estructurada, més verda i, lògicament, plena de superilles. El projecte Superilla Barcelona el que cerca és la transformació de la ciutat sencera, no només dels eixos que són la gran novetat. Des de fa cent anys el transport privat regula la ciutat però volem que la xarxa de transport públic sigui molt més eficient i hem construït una xarxa molt important de carrils bici. Ara generem una nova xarxa per als vianants. Caminar ja és el mode de mobilitat més important de la gent de Barcelona: el 70% dels desplaçaments es fan a peu. **En què consisteix una superilla?** Una superilla, segons el que s'estudia des de fa trenta anys, és un tros de ciutat que no poden pas travessar tots els modes de transport sinó que el trànsit de vehicles ha d'anar pel perímetre i l'espai que s'allibera al mig esdevé de prioritat per als vianants i per a l'ús social, recordant que han de poder passar els vehicles d'emergències i els cotxes que van als garatges. **Quins beneficis aporten les superilles als ciutadans?** Podem parlar de tres eixos principals: l'eix social, el ambiental i el comercial. Els eixos verds aporten un espai públic més amable amb els ciutadans que facilita l'estada de les persones més vulnerables com la gent gran i els nens, incorporant zones de joc, per a fer activitats i per a passejar. També generen una infraestructura verda més sostenible

ambientalment. A més, tenen unes condicions perfectes per a esdevenir eixos de comerç local. Gràcies a què la gent té una millor visibilitat dels aparadors, i hi ha més gent per l'efecte reclam, creix el nombre de potencials compradors. **Com ha evolucionat el concepte a l'Ajuntament i de quina manera l'implementeu?** El pla "Superilla Barcelona" cerca transformar tots els projectes de la ciutat per tal de saber què ha de contenir cada carrer. Llavors no treballem tant per parcel·les o per espais de 3x3 illes sinó que treballem més per eixos. **No fa gaire, el Salvador Rueda, l'arquitecte que va idear el concepte original de les superilles, deia que calia crear-ne al voltant de mig miler a la ciutat però criticava que el que es vol fer no són superilles sinó eixos verds.** Volem arribar allà mateix però és una manera diferent d'aplicar-ho. El model del Salvador Rueda és fantàstic. El que passa és que quan vols aplicar-lo a la ciutat és molt difícil treballar per zones ja que les connectivitats són lineals i no pots crear taps per tot arreu. En canvi, fent-ho de manera lineal, els propis eixos van cosint tot el trencaclosques. Amb els eixos verds estem guanyant 58.000 metres quadrats per al vianant. **Com serà la fesomia d'aquests eixos verds?** Són carrers amb una plataforma única, per tant, els vianants hi tenen prioritat: poden creuar per tot arreu i passejar pel mig i els vehicles que hi entren -cotxes o bicis- han d'anar molt a poc a poc perquè han de cedir la prioritat als vianants. Ara tenim escocells amb un arbre de tant en tant i el que fem és generar nous espais verds



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of shrubs, trees and grasses. The pavement will be permeable so that the groundwater can water the new greenery. We are also using more sustainable building materials. **Were citizens able to have a say in the design process?** There has been a very extensive participatory process at two levels: one at the city level where we have spoken with many specialists from the boards of economy, trade, mobility, sustainability... and another at the civilian level and engaging with associations, where we have carried out many meetings. We also visited each of the 458 shops in the four streets and squares and they told us their needs. **Today, people tend to escape Barcelona to reconnect with nature.** Nature needs to be brought closer to the people that live in Barcelona. There are studies that establish a correlation between physical and mental health and the amount of green spaces. In this regard, ISGlobal has been a great role-model for us. **Foment del Treball has called on the City Council to halt the green axes and the Public Prosecutor's Office is already investigating the superblocks project... It seems as though your work is not to everyone's taste.** Criticisms are, of course, legitimate. These people have their interest in promoting private cars. However, we think that Barcelona -much like many other big cities around the world that are rethinking their mobility- must move towards reducing the number of trips that are taken by private vehicle since, as of today, we have one of the highest car use rates in Europe. This is inconceivable at the sustainability level. Air pollution is an obvious problem but we also need to win over spaces for social use. **Do Superblocks worsen the traffic load in**

the surrounding streets? Some say that this will lead to "first and second class streets"? Back when Comte Borrell St. was pedestrianised in Sant Antoni's superblock, traffic dropped by 80%. At first, many cars switched to Viladomat St. however, over the years, everything has gone back to normal. Private vehicle use has been disincentivised. If you were to build a highway right down the centre of Barcelona it would be full by the following day as is the case in Los Angeles. However, if you limit the number of lanes, the demand will adjust and many will switch to other more convenient modes of transport, including public transit, cycling or walking. Barcelona is a city where everything is within reach and there are a lot of people who are willing to make that change. It would be ridiculous to want to eliminate all cars, but we must reduce the number of trips which are avoidable. **What has the international response been like?** We have delegations coming in from all over the world to see us. Not long ago I was with some people from Shenzhen who are in love with Barcelona and want to replicate our superblocks. The day after I was with people from Serbia and Germany. We are under the global spotlight of urban planning. All of this makes us feel vindicated, something that here, at home, is not always quite the case, judging by the press. I guess we still have some room to grow in order to better explain our project so that the people understand it.

**Daniel Alsina
and Josep Oliver
4 May 2022**



• CAZ

amb més arbustives, arbres i herbàcies. A més a més, són espais que filtren l'aigua de manera que es recupera en forma de rec freàtic. També intentem fer servir materials més sostenibles. **Heu inclòs la participació ciutadana durant el procés de disseny dels eixos verds?** S'ha fet un molt extens procés participatiu a dos nivells: a nivell de ciutat hem parlat amb molts d'especialistes de les diferents taules d'economia, de comerç, de mobilitat, de sostenibilitat... i a més a més a nivell veïnal, i també parlant amb associacions, hem fet moltíssimes reunions obertes. També hem visitat un per un els 458 comerços que hi ha als quatre carrers i places i ens han explicat les seves necessitats. **Avui dia, la gent fuig de Barcelona per a retrobar-se amb la natura.** Cal acostar la natura a la gent que viu a Barcelona. Hi ha estudis que vinculen la salut física i mental amb el contacte amb el verd. L'ISGlobal és un gran referent per a nosaltres. **Foment del Treball ha demanat que es paralitzin els eixos verds, la Fiscalia investiga les superilles... És evident que el vostre projecte no agrada pas a tothom.** Les crítiques, lògicament, són lícites. Ells tenen el seu interès que és promoure el cotxe privat. El que passa és que pensem que la ciutat ha d'anar -igual que la resta de grans ciutats arreu del món que estan repensant la seva mobilitat- cap a reduir el nombre de desplaçaments en vehicle privat que, ara mateix, som de les ciutats d'Europa on més se'n fan. A nivell de sostenibilitat no pot ser -la contaminació de l'aire és evident- però també cal guanyar espais per als usos socials.

Les Superilles fan empitjorar el trànsit als carrers que les envolten? Certs diuen que es crearan "carrers de primera" i "carrers de segona"? Mirem què va passar a la superilla de Sant Antoni. Quan es va pacificar el carrer del Comte Borrell va baixar el trànsit de en un 80%. A l'inici, molts de cotxes van passar al carrer de Viladomat però, amb els anys, tot ha anat tornant a la normalitat per tant hi ha hagut una desincentivació del vehicle privat. Si fessis una autopista urbana creuant tot Barcelona l'endemà la tindries plena com a Los Angeles. En canvi, si limites el nombre de carrils, la demanda s'hi adapta i molts prefereixen passar a un altre mode més còmode com el transport públic, la bici o l'anar a peu. Barcelona és una ciutat on tot està a l'abast i hi ha molta de gent que està disposada a fer aquest canvi. És absurd voler eliminar tots els cotxes però sí que hem de reduir els desplaçaments que són evitables. **Quina ha estat la recepció de tot això a nivell internacional?** Tenim delegacions de tot el món que ens venen a veure. Fa unes setmanes vaig estar amb una gent de Shenzhen que deia que estava enamorada de Barcelona i que volia imitar el projecte de les superilles a casa seva. L'endemà era gent de Sèrbia i d'Alemanya. Estem als ulls de l'urbanisme mundial. Tot això ens fa sentir recolzats cosa que aquí, a casa, mires la premsa i no és tan així. Suposo que, de mica en mica, sabrem comunicar millor el que estem fent per a que la gent ho entengui.

**Daniel Alsina
i Josep Oliver
4 de maig, 2022**



INNOVATIVE
REBELLIOUS
MEDITERRANEAN
INNOVADORA
REBEL
MEDITERRANIA



MARTA GALCERAN



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Barcelona in three words is: Innovative, Rebellious and Mediterranean. I would like to live in a fairer, more sustainable world without wars.

Marta Galceran is a fellow researcher in the Global Cities Programme at CIDOB - the Barcelona Centre for International Affairs- and an associate professor of International Relations at Pompeu Fabra University and at the CEI - Centre d'Estudis Internacionals. Her research centres around city diplomacy, urban alliances and global governance, with a special focus on digital transitions and technological humanism. She has also been the coordinator for the Smart City Expo World Congress, worked as a senior consultant at Anteverti and conducted research at Pompeu Fabra University in International Relations.

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Barcelona en tres paraules és: Innovadora, Rebel i Mediterrània. M'agradaria viure en un món més just, sostenible i sense guerres.

La Marta Galceran és recercadora principal del Programa de Ciutats Globals del CIDOB -Barcelona Centre for International Affairs- a part de fer feina com a professora associada de Relacions Internacionals a la Universitat Pompeu Fabra i al CEI -Centre d'Estudis Internacionals-. La seva recerca gira entorn als camps de la diplomàcia de les ciutats, les aliances urbanes i la governança global, en particular, amb un enfocament especial en l'àmbit de les transicions digitals i de l'humanisme tecnològic. Ha coordinat el Smart City Expo World Congress, estat consultora sènior a Anteverti i també és recercadora en relacions internacionals a la Universitat Pompeu Fabra.

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What does a sustainable city mean to you? Is it related to the concept of “smart cities”?

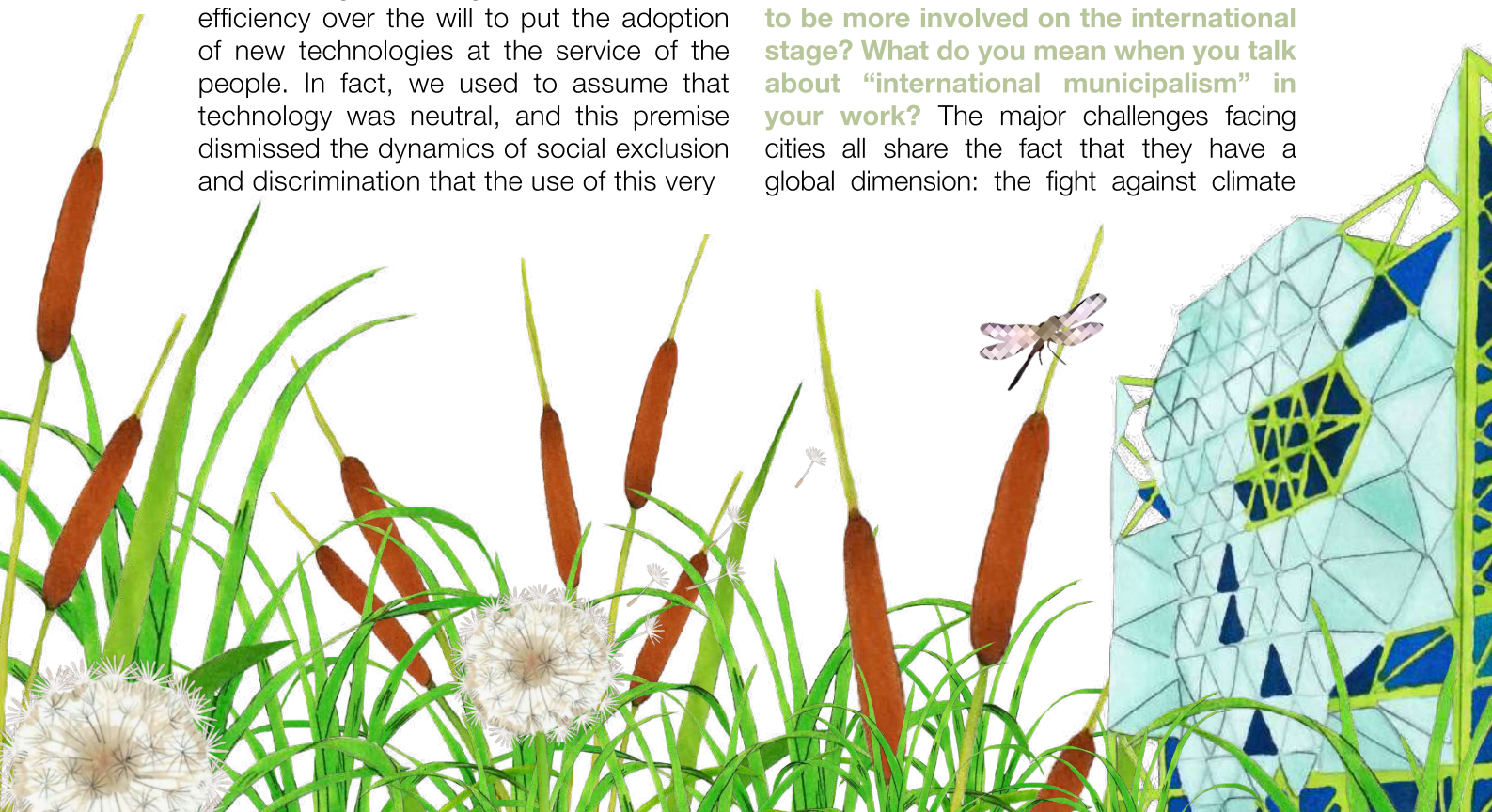
A sustainable city is one that can meet the needs of the present without compromising those of future generations, from the environmental point of view but also the economic and the social. A sustainable city, therefore, is one that is concerned with improving the protection of the environment and reducing its ecological footprint by rethinking our use of natural resources, but also one that seeks to make the city more socially inclusive. On the other hand, the concept of smart cities has its origins in the reflection on how to take advantage of the full potential of new technologies in order to improve municipal management, public services and use of resources. In recent years, the concept has evolved to include a comprehensive and cross-cutting vision of the city, where sustainability is certainly a very important dimension, but so too are economic development, resilience and security or the commitment to more participation-based governance models.

One of the fields that you specialise in is “technological humanism”. What do we mean by this fairly new concept?

We mean a way of applying a humanistic perspective to the processes of digital transformation. The digital agenda has too often been driven by very utilitarian goals, emphasising technological solutionism and efficiency over the will to put the adoption of new technologies at the service of the people. In fact, we used to assume that technology was neutral, and this premise dismissed the dynamics of social exclusion and discrimination that the use of this very

technology could entail. The paradigmatic example of this is the biases that we now know many algorithms have. In this context, technological humanism is becoming more important in response to the ethical and social inclusion challenges posed by the digital revolution. It is closely linked to the reflection on how to make a responsible use of technology, as well as to the improvement of democratic control over the disruptive change processes linked to the digital revolution. Some of the areas of action of technological humanism are the promotion of digital rights, the fight to eliminate the digital gap, the regulation of algorithms, initiatives to ensure data privacy and the right to privacy. user, or technological sovereignty, among others. **What would it mean for Barcelona to become the “capital of technological humanism”?**

For Barcelona becoming the capital of technological humanism means that it is committed to developing projects and programs to lead one of the aforementioned areas. For example, Barcelona heads the Eurocities digital cities forum and, from there, it works to influence the European Commission’s regulation of the use of artificial intelligence. It is also one of the founding cities of the Cities Coalition for Digital Rights, and has promoted the creation of an observatory on the use of ethical artificial intelligence in urban environments. **Should today’s cities strive to be more involved on the international stage? What do you mean when you talk about “international municipalism” in your work?** The major challenges facing cities all share the fact that they have a global dimension: the fight against climate



• CAZ

Com entén la ciutat sostenible? Està relacionat amb el concepte de “ciutat intel·ligent”? Una ciutat sostenible és aquella que pot satisfer les necessitats del present sense comprometre les de les generacions futures, tant des del punt de vista ambiental, com econòmic i social. Una ciutat sostenible, per tant, és aquella que es preocupa per millorar la protecció del medi ambient i reduir la seva petjada ecològica repensant l'ús que fem dels recursos naturals, però també aquella que vetlla per fer una ciutat més inclusiva socialment. Per altra banda, el concepte de ciutat intel·ligent neix de la reflexió sobre com aprofitar tota la potencialitat de les noves tecnologies per a millorar la gestió municipal, la prestació de serveis i l'ús dels recursos. En els darrers anys, el concepte ha anat evolucionant fins a englobar una visió integral i transversal de la ciutat, on la sostenibilitat certament n'és una dimensió importantíssima, però també ho són el desenvolupament econòmic, la resiliència i la seguretat o l'aposta per models de governança participativa. **Un dels seus camps d'especialització és el que coneixem com a “humanisme tecnològic”. A què ens referim quan parlem d'aquest concepte tan novell?** Parlem d'aplicar una mirada humanística als processos de transformació digital. L'agenda digital s'ha impulsat sovint amb objectius molt utilitaristes, privilegiant el solucionisme tecnològic i l'eficàcia per sobre de la voluntat de situar l'adopció de noves tecnologies al servei de les persones. De fet, s'assumia que la tecnologia era neutral, i aquesta premissa invisibilitzava els processos d'exclusió social o de

discriminació que l'ús d'aquesta mateixa tecnologia podia comportar. L'exemple paradigmàtic n'és el biaix que sabem que tenen molts algoritmes. En aquest context, l'humanisme tecnològic guanya rellevància com a resposta als reptes en clau d'ètica i d'inclusió social que ens està plantejant la revolució digital. Està molt vinculat a la reflexió sobre com fer un ús responsable de la tecnologia, així com amb la millora del control democràtic sobre els processos de canvi disruptiu vinculats a la revolució digital. Algunes de les àrees d'actuació de l'humanisme tecnològic són la promoció dels drets digitals, la lluita per eliminar la bretxa digital, la regulació dels algoritmes, les iniciatives per garantir la privacitat de les dades i el dret a la intimitat de l'usuari, o la sobirania tecnològica, entre d'altres. **Què voldria dir per a la ciutat de Barcelona convertir-se en la “capital mundial de l'humanisme tecnològic”?** Que Barcelona es converteixi en la capital de l'humanisme tecnològic vol dir que aposta per desenvolupar uns projectes i programes per liderar algun dels àmbits abans esmentats. Per exemple, Barcelona encapçala el fòrum de ciutats digitals d'Eurocities, i des d'allà treballa per influir en la regulació de l'ús de la intel·ligència artificial de la Comissió Europea. També és una de les ciutats fundadores de la Cities Coalition for Digital Rights, i ha impulsat la creació d'un observatori sobre l'ús de la intel·ligència artificial ètica en entorns urbans. **Avui les ciutats han de tenir més projecció internacional? A què es refereix quan parla de “municipalisme internacional”?** Els principals reptes que encaren les ciutats tenen tots una dimensió



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change, social inequality, the housing access crisis -influenced by the deregulation of the global real estate market-, the management of migratory flows or the challenges arising from the digital transformation. On the other hand, international projection is not an end in itself but a very useful tool that cities have to be able to meet these challenges. A better positioned city internationally will have more access to all kinds of resources: European funding, technical know-how, networks of contacts... We must keep in mind that it is not just a matter of having more international visibility, but of taking strategic advantage of the international context with the aim of improving municipal urban management. Internationalisation and collaboration between cities on a global scale is not a new phenomenon. In fact, United Cities and Local Governments -or UCLG- is the successor to a network of cities that was created in 1913 -the International Union of Local Authorities-, and if we look at the goals of this organisation from the early twentieth century, we can see that they are very similar to those of other newly created city networks. International municipalism is, therefore, the concept that encompasses the different initiatives that exists to promote collaboration between cities on a global scale, mainly city networks, which we usually presuppose to hold a series of common principles: solidarity between municipalities, the notion of the universality of urban challenges, or the defence of the principles of local autonomy.

How do you view intercity collaboration in the fight against climate change, specifically? How would you rate the role of mayor Ada Colau in the C40?

Collaboration between cities is crucial to the fight against climate change. Collaborative spaces such as the C40 -Cities Climate Leadership Group- facilitate the exchange of good practices between cities and access to technical knowledge on how to deal with common issues. From the point of view of our international projection, the renewed weight that Ada Colau has acquired within the C40 -serving as the European Vice President of the Board of Directors- most certainly benefits Barcelona, in the sense that it places the city in a leading position within the ecosystem of city networks. However, this role as a leader does not necessarily mean that Barcelona is currently implementing the most ambitious climate action policies, nor that they are proving to be effective. **The world's population is congregating more and more around metropolises. Will we ever see the rise of metropolitan city-states?** City-states are linked to a very specific historical period and form of territorial organisation. Their return would mean leaving the nation-state system behind, and I doubt very much that this will happen, at least not in the medium term-. Nevertheless, what I do envision is an increase in the number of cities with an economic and political power equal to or greater than that of many states.

Marta Galceran
and Josep Oliver
16 May 2022



• CAZ

global: la lluita contra el canvi climàtic, la desigualtat social, la crisi per l'accés a l'habitatge -influenciada per la desregulació del mercat immobiliari global-, la gestió dels fluxos migratoris o els reptes derivats de la transformació digital. Per altra banda, la projecció internacional no és una finalitat en si mateixa sinó un instrument molt útil que tenen les ciutats per poder fer front a aquests reptes. Una ciutat més ben posicionada internacionalment tindrà més accés a tot tipus de recursos: finançament europeu, coneixement tècnic, xarxes de contactes... Cal tenir en compte que no només es tracta de tenir més visibilitat internacional, sinó d'aprofitar el context internacional de manera estratègica amb l'objectiu de millorar la gestió urbana. La internacionalització i col·laboració entre ciutats a escala global no és un fenomen nou. De fet, CGLU -Ciutats i Governos Locals Units- és l'hereu d'una xarxa de ciutats que es va crear l'any 1913 -la International Union of Local Authorities-, i si ens fixem en els objectius d'aquesta organització de principis del segle XX, veurem que són molt similars als que tenen altres xarxes de ciutats de recent creació. El municipalisme internacional és, per tant, el concepte que engloba les diferents iniciatives de col·laboració entre ciutats a escala global, principalment les xarxes de ciutats, de les que pressuposem uns principis comuns: la solidaritat entre municipis, la noció sobre la universalitat dels reptes urbans, o bé la defensa dels principis d'autonomia local. **Com valora la col·laboració entre ciutats en la lluita contra el canvi climàtic? Com valoraria el paper que juga la batlessa al C40?**

La col·laboració entre ciutats és crucial per a la lluita contra el canvi climàtic. Els espais de col·laboració com el C40 -Cities Climate Leadership Group- faciliten l'intercanvi de bones pràctiques entre ciutats i l'accés a coneixement tècnic sobre com fer front a problemàtiques comunes. Des del punt de vista de la nostra projecció internacional, el renovat pes que ha adquirit Ada Colau dins el C40 -n'és vicepresidenta europea de la comissió directiva- sens dubte beneficia Barcelona, en el sentit que la situa en una posició de lideratge dins l'ecosistema de xarxes de ciutats. Ara bé, aquest lideratge no necessàriament vol dir que Barcelona estigui aplicant les polítiques d'acció climàtica més ambicioses, ni que aquestes siguin efectives. **La població mundial s'organitza cada vegada més en torn a metròpolis. Arribarem a veure ciutats-estat a les àrees metropolitanes?** Les ciutats-estat estan vinculades a un període històric i una organització territorial molt concreta. Que tornin implica que deixem enrere el sistema d'estats-nació, i això dubto molt que passi -o que passi en el mig termini-. Sí que auguro, per contra, l'augment de ciutats amb un poder econòmic i polític igual o superior al de molts estats.

Marta Galceran
i Josep Oliver
16 de maig, 2022



CHARACTER
FRACZAL
BEALICZY
PERSONALIZAC
FRACZALIZAC
BELLESA



RAMON GRAS



“

Barcelona in three words is: Character, Fractal and Beauty. I would like to live in a world where there is no need to fight to breathe.

Ramon Gras is a world-renowned Urban Innovation researcher at the University of Harvard and is the Co-Founder of Aretian Urban Analytics and Design. He obtained his diploma as a civil engineer at UPC-BarcelonaTech and has two masters degrees: one from Harvard University in Design Engineering and another by the Massachusetts Institute of Technology in Systems Engineering. His latest academic works include “Multiplying effects of urban innovation districts Geospatial analysis framework for evaluating innovation performance within urban environments” and “The Science behind the 15-Minute City”.

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Barcelona en tres paraules és: Personalitat, Fractalitat i Bellesa. M’agradaria viure en un món on les persones fossin un fi en si mateixes i no un mitjà.

En Ramon Gras és un recercador reconegut a nivell mundial en Innovació Urbana a la Universitat de Harvard i és Co-Fundador d’Aretian Urban Analytics and Design. Té el títol en Enginyer de Camins, Canals i Ports per la Universitat Politècnica de Catalunya-BarcelonaTech i ha obtingut dos postgraus de màster: un per Harvard en enginyeria del disseny, l’altre pel Massachusetts Institute of Technology en enginyeria de sistemes. Les seves publicacions més recents inclouen “The Science behind the 15-Minute City” i “Multiplying effects of urban innovation districts Geospatial analysis framework for evaluating innovation performance within urban environments”

ENG

How would you describe a sustainable city? A sustainable city is one that meets the quality criteria of urban development, in terms of the challenges of unleashing the latent challenge-solving talent of citizens and generating a distribution of prosperity, ensuring equal opportunities and access to basic services, and meeting environmental criteria to enable the long-term continuity of humanity with decent living conditions for all. The people must be at the centre -and the main priority- of the strategies aimed at increasing sustainability levels. One of the contradictions of our time is the nefarious tendency to despise everything human -particularly the higher and spiritual faculties that make us special creatures- while, at the same time, pretend that people can aspire to be demigods in some nihilistic and dehumanised way. Albert Camus said that in men, in the human essence, throughout the ages, there are more things worthy of admiration, than of contempt. **What should we aspire for in the cities of tomorrow?** Fortunately, over the last fifteen years, we have advanced by leaps and bounds in the field of urban sciences. However, these advances have mostly taken place at the academic level -especially in universities in the United States- and have not yet achieved the level of social endorsement needed for them to seriously unleash their potential to have a positive impact on every one of us. Thus, most Western cities are currently at an impasse regarding their approach to urban planning, lacking new ideas, and, at the same time, in developing countries, most cities are mimicking and blindly copying the worst mistakes of post-World War II urban

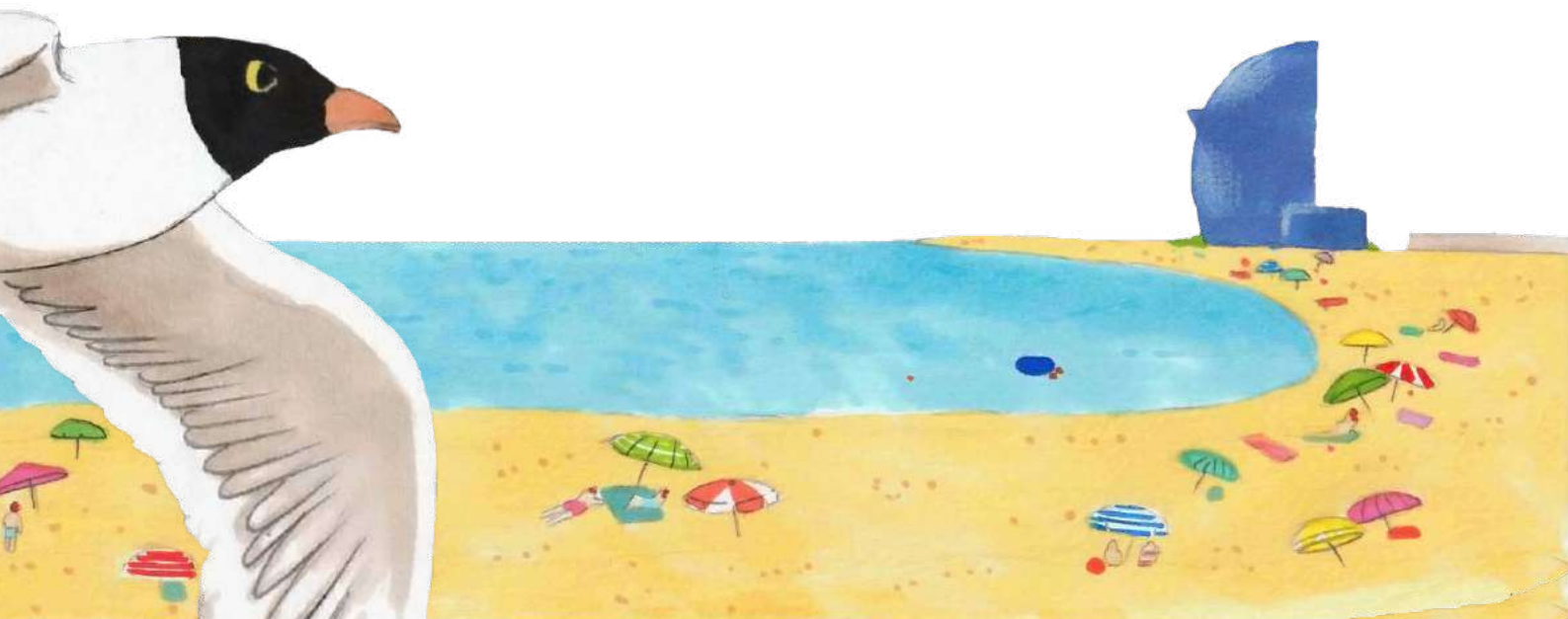
planning. **In what capacity does urban planning have an impact on our lives?** When we plan according to higher quality standards of urbanism and architecture, we create physical spaces that enable nobler relationships amongst people, and, in turn, they enable industry and talent networks to advance the collective know-how, increasing citizens' quality of life. **In that regard, what urban design style is most beneficial?** We have observed that a vast majority of cities have low-quality, log-normal, urban networks which give rise to oligarchic relationships between people which are to the detriment of everyone. In contrast, predominantly Potent cities, with fractal internal structures and a Scale-free network, induce more virtuous patterns of socialisation where everyone can shine and the weakest are protected. If we apply the lessons learnt through the science of cities, the cities of tomorrow can benefit from harmonising art and science in urban planning, avoiding absurd mistakes, and conceiving a style of urbanism that allows us to satisfy, at the same time, the need to create value (freedom) and to capture value (equality). One of our most recent findings is that only highly fractal -that is self-similar, pattern-based cities- are able to meet both of these human needs. **What are the main challenges facing Barcelona for the future?** The city and its metropolitan area have benefited both from the brilliant intuitions of Ildefons Cerdà's plan for the Eixample and from the virtues of the 1976 General Metropolitan Plan, which put a stop to some of the horrible urban planning abuses of Franco's totalitarian dictatorship, allowing us to open the city up to the sea,



• CAZ

Com entén la ciutat sostenible? Una ciutat sostenible és aquella que satisfà els criteris de qualitat de desenvolupament urbà, pel que fa als reptes d'alliberar el talent latent dels ciutadans per resoldre reptes i generar prosperitat distribuïda, garantir la igualtat d'oportunitats i d'accés als serveis fonamentals, i de mitigació dels impactes ambientals per a permetre la continuïtat de la humanitat a llarg termini amb unes condicions de vida dignes per a tothom. El centre i la principal prioritat de les estratègies per incrementar el nivell de sostenibilitat han de ser les persones. Una de les contradiccions del nostre temps és la nefasta moda que alhora que menysprea tot allò humà -en particular les facultats superiors i espirituals que fan l'home una creatura especial- mentre pretén que les persones poden aspirar a ésser semidéus d'una manera nihilista i deshumanitzada. Albert Camus ja va dir que en l'home, en l'essència humana de totes les èpoques, hi ha més coses dignes d'admiració, que de menyspreu. **Com han d'ésser les ciutats del dia de demà?** Durant els últims quinze anys, feliçment, hi ha hagut espectaculars avenços en el camp de la ciència de les ciutats. Ara bé, aquests avenços s'han produït en el camp acadèmic -sobretot a universitats dels Estats Units- i encara no han tingut el ressò social que en podria augmentar d'una manera extraordinària l'impacte perquè tothom se'n beneficiés. Així, la majoria de ciutats occidentals es troben, ara per ara, estancades en els seus plantejaments urbanístics, molt mancades d'idees, i la majoria de ciutats dels països en vies de desenvolupament estan copiant mimèticament i acrítica els pitjors errors de

l'urbanisme occidental des de la Segona Guerra Mundial. **El disseny de l'espai urbà condiciona la nostra vida?** Quan concebem un urbanisme i una arquitectura de gran qualitat, afavorim que l'espai físic possibiliti unes relacions més nobles entre les persones, i, al seu torn, possibiliten que les xarxes d'indústries i de talent avancin el *know-how* col·lectiu, augmentant la qualitat de vida dels ciutadans. **Llavors, quin és l'estil de disseny urbà més beneficiós?** Hem observat com la immensa majoria de ciutats disposen de xarxes urbanes de poca qualitat, log-normals, que indueixen relacions de tipus oligàrquic entre les persones, en perjudici de tots. En canvi, les ciutats predominantment de Potència, amb estructura interna fractal i amb una xarxa "Scale-free", indueixen patrons de socialització més virtuoses on tothom pot brillar i els més febles estan protegits. Si apliquem les lliçons que podem aprendre mercès a la ciència de les ciutats, les urbs del futur poden beneficiar-se d'harmonitzar en l'urbanisme l'art i la ciència, evitar errors absurds, i concebre un urbanisme que permeti de satisfer alhora les necessitats de creació de valor (llibertat) i de captura de valor (igualtat). Un dels descobriments que hem fet recentment és que només les ciutats altament fractals, auto-similars, permeten satisfer totes dues necessitats humanes. **Quins son els reptes de futur per a Barcelona?** La ciutat i la seva àrea metropolitana s'han beneficiat tant de les intuïcions genials del pla de Cerdà, com de les virtuts del Pla General Metropolità de 1976, que va posar fre a determinats abusos de l'horrible urbanisme de la dictadura totalitària, i va permetre d'obrir



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repair the road network, and to redevelop some strongly decadent areas of the city. The great challenge of the future is in shaping the prosperous, fractal metropolis of tomorrow, both in terms of morphology and uses. A strategy that would allow the city to take a turn for the better would be to design a large network of strategically placed innovation districts with universities, research centres and knowledge and innovation centres joining forces to form a virtuous ecosystem with startups and the existing value chains in the city. Our city science and urban design team, in light of network theory, has managed to measure the benefits of innovation districts and they are nothing short of spectacular: in mature districts, after 15-20 years, we see up to 4 times more innovations per employee, 16 times more skilled job opportunities, and 25 times more revenue per resident unit. There are five major contenders that could become innovation districts: El Bon Pastor and La Sagrera, Diagonal Mar and the east of the 22@, Badalona including the Tres Xemeneies, the Harbour-Airport area, and the upper Diagonal and Esplugues. **What areas need to be improved upon if we use the 22@ as a baseline?** The model of building large office blocks harms creative social interaction and weakens social activation; the industries that were chosen did not present a comparative advantage for the territory and now we are seeing multinationals swooping and buying out companies because there are no solid value chains, and no research-transfer-business links were established. **Does Barcelona need to stretch beyond its borders of l'Hospitalet and the Besòs?**

The metropolitan region continuum with its five million inhabitants must become the minimum analysis and harmonisation unit for any urban intervention. The current atomization of analysis and design makes it very difficult to integrate facing urban planning, mobility, services and nodes, economic and innovation activities, and cultural challenges. A stronger system of metropolitan governance would help make this possible. **It seems as though states tend to lag in comparison to cities.** Anarchists thinkers rightly pointed out the need to be sceptical of political power -particularly at the hands of states- and cities can serve as a great testing ground for national and global challenges. **Is Barcelona a positive international role-model?** Barcelona has consolidated itself -over the last twenty years, on a global scale- as an attractive city for tourism and prestigious in terms of its quality of life. However, the old city model reform of the 1970s has been obsolete for twenty years, and none of the governments that have come since have been able to develop a vision for the city -and the metro area- that lives up to the times and the challenges of the twenty-first century. Barcelona to me is a vibrant, beautiful, resilient city, steeped in culture and with a long tradition of talent and high-quality art, which has the power to become, in the coming years, a global role-model of success: a prosperous fractal metropolis at the service of its citizens' quality of life.

**Ramon Gras
and Josep Oliver
16 May 2022**

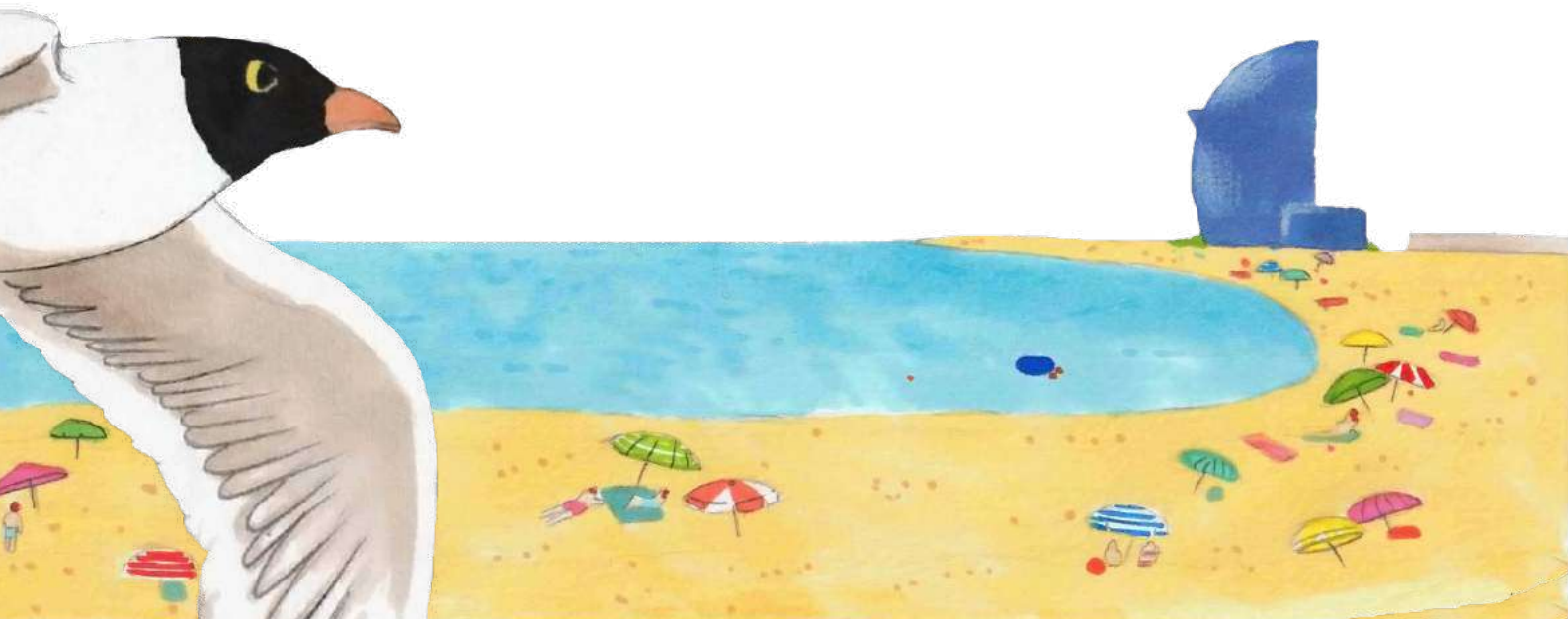


• CAZ

la ciutat al mar, sanar la xarxa viària, i regenerar urbanísticament algunes àrees fortament decadents. El gran repte de futur és com donar forma, morfològica i d'usos, a la futura metròpoli fractal pròspera. Una estratègia que permetria que la ciutat fes un tomb fóra el disseny d'una gran xarxa de districtes d'innovació estratègicament localitzats on les universitats, centres de recerca, centres d'innovació i transferència del coneixement formessin un ecosistema virtuos amb *startups* i les cadenes de valor existents a la ciutat. En el nostre equip de ciència de les ciutats i disseny urbanístic a la llum de la teoria de xarxes, hem tingut ocasió de mesurar els beneficis dels districtes d'innovació i són espectaculars: en els districtes madurs, després de 15-20 anys, hi observem fins a 4 vegades més innovacions per empleat, 16 vegades més oportunitats de feina qualificada, i 25 vegades més ingressos per unitat de resident. Hi ha cinc grans candidats que podrien esdevenir districtes d'innovació: són el Bon Pastor i la Sagrera, Diagonal Mar i l'est del 22@, Badalona i les Tres Xemeneies, l'àrea Port-Aeroport, i la part alta de la Diagonal i Esplugues. **Què cal millorar respecte del 22@?** El model morfològic de fer grans blocs d'oficines perjudica la interacció social creativa i afebleix l'activació social; les indústries que es van triar no presentaven un avantatge comparatiu en el territori i ara veiem com les multinacionals compren les companyies doncs no hi ha cadenes de valor sòlides; i no es van establir vincles entre recerca-transferència-empresa. **Ara per ara, n'hi ha prou amb parlar de la Barcelona "de l'Hospitalet de Llobregat al Besòs"?**

El continuum de la regió metropolitana dels cinc milions de ciutadans ha de ser la unitat mínima d'anàlisi i harmonització de les intervencions urbanístiques. L'actual atomització d'anàlisi i de disseny dificulta molt la integració dels reptes urbanístics, de mobilitat, de serveis i nusos, d'activitats econòmiques i innovació, i culturals. Un mecanisme de govern metropolità reforçat permetria d'assolir-ho. **Sembla que les ciutats tenen tendència d'avançar els estats.** Els anarquistes ja apuntaven, amb bon criteri, que cal ésser escèptic respecte del poder polític -en particular de l'estatal- i les ciutats ofereixen grans possibilitats de cara a fer de banc de proves per a resoldre reptes d'abast nacional i global. A l'esfera internacional, **Barcelona passa per un bon moment com a referent?** Barcelona s'ha consolidat durant els últims vint anys a escala global com una ciutat d'un gran atractiu turístic i de prestigi pel que fa a determinats aspectes de qualitat de vida. Ara bé, pel que fa al model de ciutat, fa vint anys que s'ha esgotat la reforma dels anys 70 i cap dels diferents governs no ha desenvolupat encara una visió de ciutat -i metropolitana- a l'alçada dels temps i els reptes del segle vint-i-u. Barcelona per a mi és una ciutat vibrant, bella, soferta, amarada de cultura i saturada de talent i de tradició artística de qualitat, que pot esdevenir en els propers anys un exemple d'èxit, a escala global, d'una metròpoli fractal pròspera, al servei de la qualitat de vida dels seus ciutadans.

**Ramon Gras
i Josep Oliver
16 de maig, 2022**



BEAUTIFUL
WELCOMING
CRITICAL
BELL
ACOLLIDORA
CRITICA



ZAIDA MUXI



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Barcelona in three words is: Beautiful, Welcoming and Critical. I would like to live in a better world.

Dr. Zaida Muxí is an Argentine architect specialising in the relation between space and gender. She earned her diploma from the University of Buenos Aires and her PhD from the Upper Technical School of Architecture of Seville. She is a professor at the Upper Technical School of Architecture of Barcelona and co-directs the “Masters Laboratory of the House of the 21st century” at the Polytechnic University of Catalonia. Her recent publications include *Beyond the threshold. Women, Houses and Cities* in 2021 and *Política y arquitectura: Por un urbanismo de lo común y ecofeminista* in 2020.

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Barcelona en tres paraules és: Bella, Acollidora i Crítica. M'agradaria viure en un món millor.

La Dra. Zaida Muxí és una arquitecta de l'Argentina, especialitzada l'estudi de la relació entre l'espai i el gènere. Es llicencià com a arquitecta per la Universitat de Buenos Aires i obtingué el seu doctorat a l'Escola Tècnica Superior d'Arquitectura de Sevilla. És professora del Departament d'urbanisme i d'ordenació del territori a l'Escola Tècnica Superior d'Arquitectura de Barcelona. També co-dirigeix el Màster Laboratori de l'Habitatge del Segle XXI a la Universitat Politècnica de Catalunya. Les seves darreres publicacions inclouen *Dones, cases i ciutats. Més enllà del llindar* al 2021 i *Política y Arquitectura: Por un urbanismo de lo común y ecofeminista* al 2020.

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What are we talking about when we say “feminist urbanism”? We are talking about a city -and an urban perspective- that fulfils the principle that women are human beings and, thus, have the same rights as anyone else. **What does this mean in practical terms?** The gender perspective is intersectional; it takes into consideration other criteria such as age, class, ableness, orientation, religion, and so on. Even so, the fact of being a woman always puts you in a position of inferiority compared to your peers. Therefore, this gender methodology allows us to see in which aspects of the city we do not have equal representation or consideration in terms of the needs that arise from our gender roles. **What kind of issues that come up in public spaces can be addressed through feminist urbanism?** Mainly two: one is more tied to the tasks and obligations associated with the female gender, regardless of whether they are carried out by women or men. Care needs, such as taking children to school, taking people to the hospital, or running errands are often overlooked. In certain areas, such as transport, this is still considered secondary. On the other hand, the female body is not yet well received in public spaces and is seen as an object that can be taken. We should be taking into consideration the perception of safety that women have on the street which is usually different from that of most men. **What conditions this perception of safety and how do we go about improving it?** Empty streets give a sense of insecurity, so we need streets and neighbourhoods with a mix of uses that people use for different

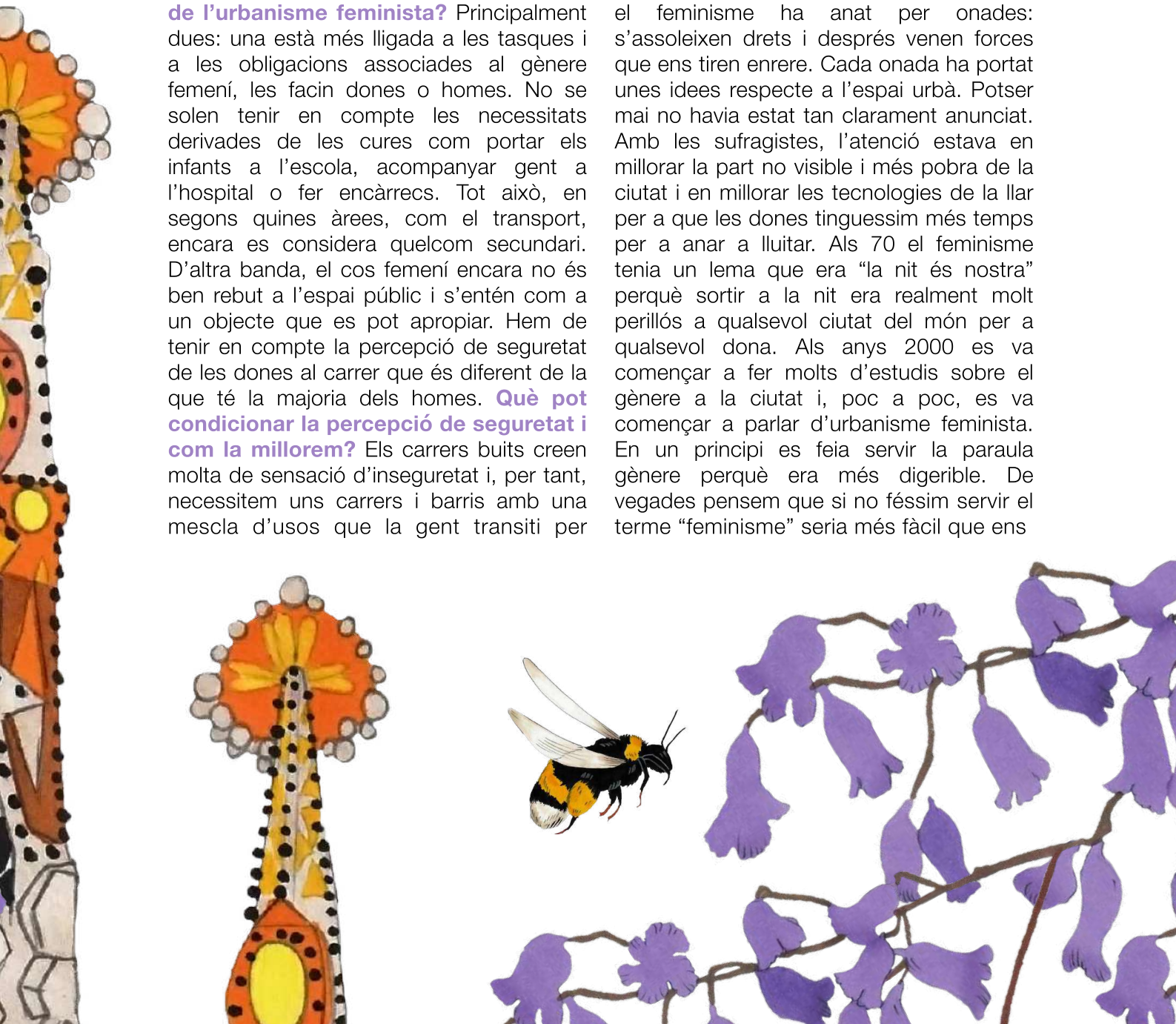
reasons at different times: shopping, running errands, going to work... We also need proper street lighting so that there are no dark spots. Older cities tend to have more corners so they require dedicated solutions such as placing mirrors in order to eliminate dead visibility spots. **These principles do not only apply to women, but also to other groups who may feel vulnerable in public.** In part, feminist urbanism means recognizing all diversity and breaking with the idea of the "universal man" as the only being which is taken into consideration. The more open and sensitive we are to diversity and the needs that it brings, the better solutions we will be able to provide. **Since when has feminist urbanism been around? It seems as though it comes up more and more?** Unfortunately, feminism was advanced in waves: we win some rights and then certain forces push us back again. Each wave has brought new ideas to the urban discussion. Maybe it had never been so clearly announced. With the suffragettes, the focus was on improving the overlooked and poorer parts of the city and improving the technologies of housework so that women would have more time to join the fight. In the 1970's feminism used the motto "the night is ours" because going out at night was truly very dangerous in any city in the world for any woman. In the 2000s, we started to do a great deal of research on the overlap of gender in the city and, little by little, we began to talk about feminist urbanism. At first the word "gender" was used because it was easier to be accepted. Sometimes we tend to think that if we did not use the term "feminism" we would have an easier time but I personally think that it's



• CAZ

De què parlem quan diem urbanisme feminista? Parlem d'una ciutat -i d'una perspectiva urbana- que faci possible el principi que les dones som persones i tenim els mateixos drets que els altres. **En què es tradueix això?** La perspectiva de gènere és interseccional: això vol dir que considera altres criteris i condicions com l'edat, la classe, les capacitats, l'orientació, la religió, etc. Així i tot, el fet de ser dona sempre et posa en una posició d'inferioritat respecte al que hauria de ser el teu igual. Per tant, aquesta metodologia de gènere ens permet veure en quins aspectes de la ciutat no tenim igualtat de representació ni de consideració quant a les nostres necessitats derivades dels rols de gènere. **Quines problemàtiques que trobem a l'espai públic podem adreçar a través de l'urbanisme feminista?** Principalment dues: una està més lligada a les tasques i a les obligacions associades al gènere femení, les facin dones o homes. No se solen tenir en compte les necessitats derivades de les cures com portar els infants a l'escola, acompanyar gent a l'hospital o fer encàrrecs. Tot això, en segons quines àrees, com el transport, encara es considera quelcom secundari. D'altra banda, el cos femení encara no és ben rebut a l'espai públic i s'entén com a un objecte que es pot apropiat. Hem de tenir en compte la percepció de seguretat de les dones al carrer que és diferent de la que té la majoria dels homes. **Què pot condicionar la percepció de seguretat i com la millorem?** Els carrers buits creen molta de sensació d'inseguretat i, per tant, necessitem uns carrers i barris amb una mescla d'usos que la gent transiti per

diferents motius i a diferents hores: fer compres, encàrrecs, feina... També una correcta il·luminació per tal que no es generin punts foscos i, a les ciutats velles, que tenen més racons, s'ha de pensar amb mètodes com posar miralls per a evitar punts morts a la visibilitat. **Aquests principis no s'apliquen només a les dones, també a altres col·lectius que es poden sentir vulnerables a l'espai públic.** En part, l'urbanisme feminista vol dir reconèixer totes les diversitats i trencar amb la idea de "l'home únic" com a ser universal. Com més oberts i més sensibles siguem a la diversitat i a les necessitats que comporta, millor resposta podrem donar. **Des de quan se'n parla de l'urbanisme feminista? Sembla que en parlem cada cop més.** Desgraciadament el feminisme ha anat per onades: s'assoleixen drets i després venen forces que ens tiren enrere. Cada onada ha portat unes idees respecte a l'espai urbà. Potser mai no havia estat tan clarament anunciat. Amb les sufragistes, l'atenció estava en millorar la part no visible i més pobra de la ciutat i en millorar les tecnologies de la llar per a que les dones tinguéssim més temps per a anar a lluitar. Als 70 el feminisme tenia un lema que era "la nit és nostra" perquè sortir a la nit era realment molt perillós a qualsevol ciutat del món per a qualsevol dona. Als anys 2000 es va començar a fer molts d'estudis sobre el gènere a la ciutat i, poc a poc, es va començar a parlar d'urbanisme feminista. En un principi es feia servir la paraula gènere perquè era més digerible. De vegades pensem que si no féssim servir el terme "feminisme" seria més fàcil que ens



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great to get rid of the fear that some people have of the word. **Despite its history, it seems that there is still a certain lack of awareness.** There are a lot of people who don't understand what we mean by feminist urbanism. But when people stop to listen to us and think for a moment, they never come out against what we are saying. **What are some of the latest demands of feminism in urban planning?** One of the issues is to put lives and care at the centre. Today we are talking about recognizing true equality, recognising that the responsibility of taking care of others is essential and should not be overlooked. This requires a certain way of studying and measuring the city. And the other big demand is still security, which is an ongoing struggle. **How do you view the path that the Barcelona City Council has taken in recent years in this regard?** It is no coincidence that this City Council declares itself as so clearly feminist. Many of the politicians that work there come from the feminist movement, but we must also acknowledge that the City Council has undergone a journey in order to get to where we are today. In the 90s, the city started its own nursery school programme. Now it has a network counting more than a hundred schools. This is has been a very important demand in feminism because, without nursery schools, raising children while continuing to work is impossible. In the year 96, studies were made looking into the use of time in the city, which is one of our most important topics. So it has been a journey getting here. It is only that nowadays everything is more clearly stated and with a more intersectional approach. I think that a lot of progress has been made, also in terms

of urban planning. Many projects now call for urbanism and gender experts, not only in Barcelona, but also in other cities in the rest of Catalonia. **What kind of projects reflect this progress?** We need more walkable spaces with pedestrian priority, not only in highly transited commercial areas but across the whole city. Public spaces that provide autonomy and safety for children give freedom to those who take care of them. Also, on a symbolic note, the changing of names in the city to include more women. On demand public transport in low-density areas: buses do not come by all of the time, instead, you make a reservation and they pick you up. It is mostly women who use public transport and, oftentimes, care needs have to be done during off-peak hours when frequencies are lower. This has also been done in the metropolitan area for safety reasons: buses drop you off closer to home at night. **Should the ecological transition of our cities bring an equally social transition?** At the end of the day, the feminist city coincides with the sustainable city because we strive for the same things: quality of life, more greenery, proximity... **Should we design cities to be safe havens for human rights?** Public spaces must welcome everyone, regardless of their condition. Sadly, our individualistic society does not want to recognise our differences when this is, in fact, the city's wealth. The more diverse people we have in the city, the more that human rights will be respected. If not, there is no future.

Zaida Muxí
and Josep Oliver
3 May 2022



• CAZ

escoltessin però jo crec que està molt bé treure la por que certa gent té d'aquesta paraula. **Tot i la trajectòria sembla que encara manca enteniment.** Hi ha molta de gent que no entén què volem dir amb això d'urbanisme feminista. Però quan la gent ens escolta i s'atura un moment a pensar-hi, mai no ens nega el que diem. **Quines considera que son les darreres aportacions del feminisme en matèria urbana?** Una de les qüestions és posar les vides i les cures al centre. Avui parlem de reconèixer la igualtat real, que les cures són imprescindibles i no s'han de denigrar. Tot això comporta una certa manera d'estudiar i de mesurar la ciutat. I l'altra continua sent la seguretat que és una lluita vigent. **Com valora la trajectòria recent de l'Ajuntament de la ciutat en aquest sentit?** Que aquest Ajuntament es declari tan clarament feminista no és pas una casualitat. Moltes de les polítiques que hi són venen del moviment feminista però també hi ha hagut una trajectòria a l'Ajuntament que ens ha portat fins aquí. Des dels anys 90, la ciutat té un programa d'escoles bressol; va començar una xarxa pròpia d'escoles i ara en són més de cent. Això és una reivindicació molt important del feminisme perquè, sense escoles bressol, tenir fills i treballar és impossible. L'any 96 es van fer uns quaderns sobre l'ús del temps a la ciutat que és un dels temes importants. Per tant hi ha tota una trajectòria però ara es fa més clarament i es té més en compte la transversalitat diferents àrees polítiques. Penso que s'ha avançat molt i en temes d'urbanisme també. Molts de projectes requereixen perfils experts en urbanisme i feminisme, i

no sols a Barcelona, també a altres ciutats de Catalunya. **Quina mena de projectes reflecteix aquest avenç?** Fer entorns més pacificats amb prioritat per a vianants, no sols a les zones comercials de gran aflluència sinó als barris, és fonamental perquè tenir espais públics que promoguin l'autonomia i la seguretat dels infants dona llibertat a qui els ha de cuidar. A nivell simbòlic, el canvi de noms a la ciutat per a incorporar més dones. El transport públic a demanda en zones de baixa densitat: el bus no passa pas tot el temps sinó que fas una reserva i et ve a recollir. Són les dones les que majoritàriament fem servir el transport públic i moltes vegades les cures s'han de fer fora d'hora punta quan les freqüències són més baixes. També s'ha fet a l'àrea metropolitana per una qüestió de seguretat: que el bus et deixi a prop de casa a les nits. **La transició ecològica de les ciutats ha de ser igualment social?** Al cap i a la fi, la ciutat feminista coincideix amb la ciutat sostenible perquè volem el mateix: més qualitat de vida, més verd, proximitat... **Les ciutats s'haurien de dissenyar per a la protecció dels drets humans?** L'espai públic és un espai que ha d'acollir tothom, independentment de quina sigui la seva condició. Així i tot, malauradament, aquesta societat nostra individualista no vol veure les diferències quan això és la riquesa de la ciutat. Com més gent diversa hi hagi a la ciutat més es compliran els drets humans. Si no és així, no hi ha futur.

Zaida Muxí
i Josep Oliver
3 de maig, 2022



SUPERMILES

SUN

CAZALAN

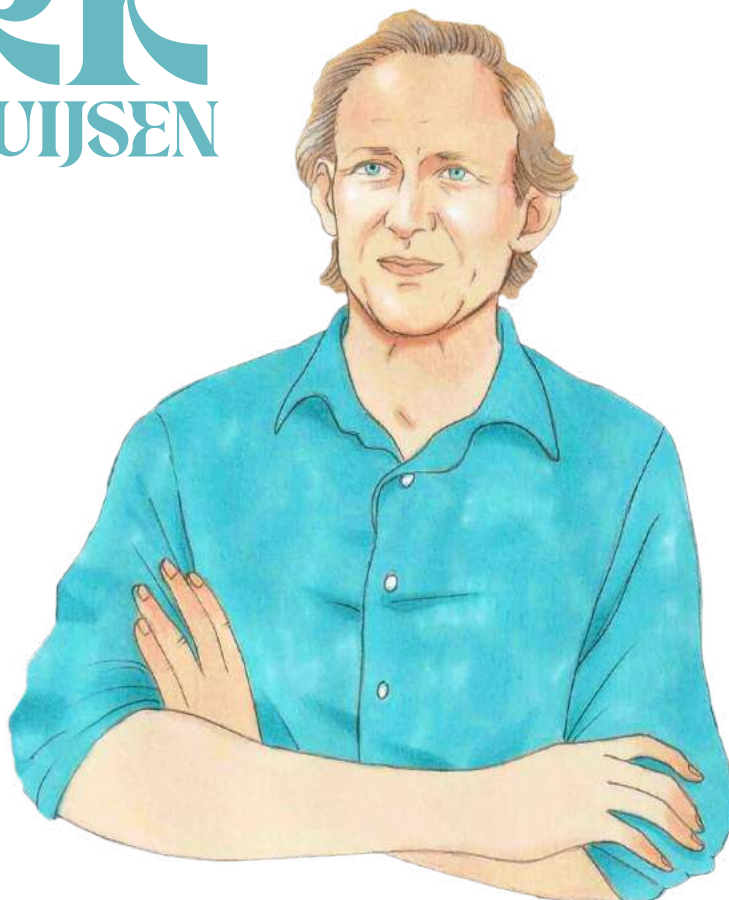
SUPERMILES

SOIL

CAZALANA



MARK NIEUWENHUIJSEN



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Barcelona in three words is: Superilles, Sun and Catalan. I would like to live in a world where everyone is happy.

Mark Nieuwenhuijsen is a research professor with a dedicated focus on healthy urban living. At ISGlobal, he directs the Urban Planning, Environment and Health Initiative, and also heads the Air Pollution and Urban Environment programme. He is a renowned world-leading expert in the assessment of environmental exposure, epidemiology, and health risk/impact. In 2018 he received the ISEE John Goldsmith Award for his outstanding contributions to Environmental Epidemiology. In 2018 and 2019, he was among the top 1% most cited scientists in the world.

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Barcelona en tres paraules és: Superilles, Sol i Catalana. M'agradaria viure en un món on tothom fos feliç.

En Mark Nieuwenhuijsen és professor de recerca a l'Institut de Salut Global de Barcelona on dirigeix la Iniciativa de Planificació Urbana, Medi Ambient i Salut, i és cap del programa de Contaminació de l'Aire i Entorn Urbà. És expert -i líder a nivell mundial- en l'avaluació de l'exposició ambiental, epidemiologia i risc/impacte sobre la salut amb un enfocament i interès especial per la vida urbana sostenible. Al 2018 rebé el prestigiós premi ISEE John Goldsmith per les seves contribucions destacades a l'estudi de l'epidemiologia ambiental. Al 2018 i al 2019, fou entre l'1% de científics més citats del món.

• ENG

What is a sustainable city to you? A city that will still be there in 50 years, 100 years, 200 years. A city that faces the climate crisis but also social issues like liveability, health and housing. **What do you think are the main challenges facing urban health?** Cities nowadays are very car dominated and with that comes higher air pollution levels, noise levels, the heat island effect, a lack of green space and a lack of physical activity because people cannot just walk or cycle around. All of this increases the risk of cardiovascular and respiratory diseases, worsens mental health, has effects on the brain and the development of the foetus and increases premature mortality. **You led a study that established a correlation between a lack of green space and an increase in mortality.** We started looking 10 years ago at the benefits of green space on people's health. We have found that people that live in greener areas have lower premature mortality than people that live in less green areas. We've also summarised studies from all over the world and we have seen that this relationship is clear. Recently we did a case study of cities in Europe where we saw that we could prevent 40,000 premature deaths each year by greening our cities. **How did the city of Barcelona fare in that study?** One of the main issues with Barcelona is that it is a very compact city, which is also great. We have too much space for cars and not much green space. Although only one out of four trips is taken by car, cars take up a majority of the space so we get a lot of concrete and asphalt in the city. We should be looking at getting more parks like Plaça de les Glòries Catalanes but also taking away asphalt and

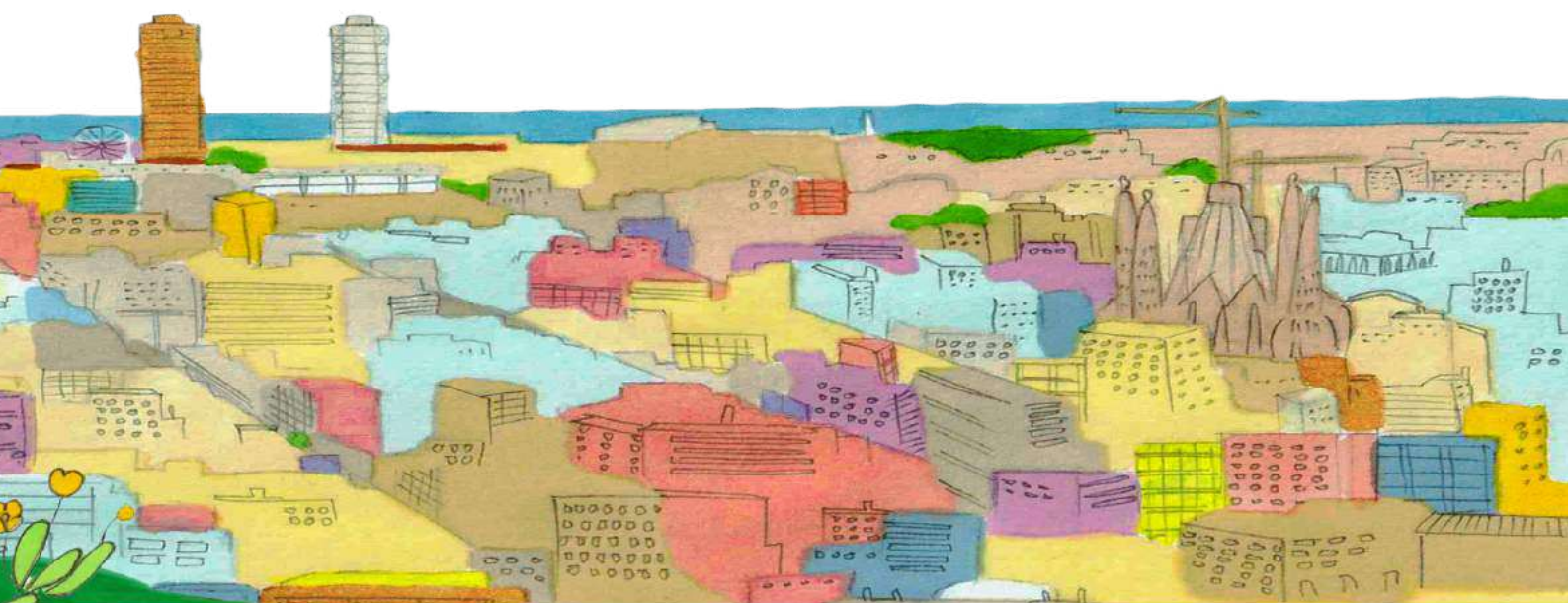
putting more trees in the streets to increase green space in our everyday life. The thing is that in many old European cities there is very little space so you need to replace some of the infrastructure which you have dedicated to cars with greening to be able to get enough green space. In sprawling cities like Atlanta, there is a lot of green space but people have to travel very long distances to get from work to home so it is not ideal. **Do we need big parks to enjoy the benefits of nature?** No. Most of the benefits we can get even from having some trees in front of our home so that we can see some green. It would be nice to have big parks to walk around but most of the time there is no space for this. It's better to have a small green space close to home than a big park further away that people need to travel to and don't visit as often. I really like the 3-30-300 rule: any person should be able to see at least three trees from their window, a neighbourhood should be 30% green space and there should be a small park within 300 metres of the residence. **How do we get people to understand the importance of urban sustainability?** We often think of sustainable cities as reducing our use of fossil fuel to fight the climate crisis but perhaps it is better to focus on their health benefits because this is much closer to people. If you talk to people about CO₂ they say "What is CO₂?" but if you tell them that reducing air pollution will prevent their children from getting asthma they are more likely to make changes. **What is stopping that change?** People are afraid of change. Barcelona is very car-dominated, people are used to it and there is a lot of resistance to including new models like the Superilles.



The same is true in many other cities, to be honest. We have had bad urban planning and economic models. At the moment the car is promoted because it is, supposedly, good for the economy but the models on which this is based are already outdated. Furthermore, it takes a lot of money to make the changes that we need. I think that it is extremely important to have political leaders, like Ada Colau and Janet Sanz, who have a vision of a better, greener city with fewer cars. **Do you think that, as the world continues to urbanise, we place enough importance on urban health?** Over 50% of the world -over 70% of Europe- lives in cities, so when we deal with health we are dealing with urban health. Cities are like magnets that attract people. There are really big benefits to living in cities, but we should reduce the health burden of our current urban practices. Not enough attention is being paid to the health impacts that arise as a result of the economic factors driving current city development. **Are we on the right path?** In Europe there is a movement, yes, to make our cities better but I am not so sure that this is the case worldwide. Many cities in Asia or, in particular, in Africa are growing without any planning at all so they are turning into car dominated nightmares. **Should we be planning our cities with human rights in mind?** I think we have a right to clean air, to live without much noise, to be able to move freely. Many of these are human rights and I think we should be able to fulfil them. **Can ordinary people help?** Of course! It is the people who drive change! Ordinary people can have an enormous impact when they organise to raise issues in the streets; when they talk to their local

politicians; when they use their vote. **What has the pandemic taught us about our cities?** That there is a real need for more public space to just walk outside, enjoy nature and relieve our stress. We saw that there was not enough space for people to walk or cycle outside because this space is taken up by cars, so many cities opened up cycling lanes and they are actually being used. If you build them -and make them safe- people come, which is important for health and addressing the climate crisis. **Cities are becoming more and more involved on the stage of International Relations, especially in regards to the climate crisis. Do you think that cities are starting to show more ambition than national governments in their climate goals?** National governments are often a bit paralysed because they have to deal with many different interests such as national interests, EU interests, etc. They are also more influenced by car and oil lobbies which are very powerful and influence decision making. Cities are much more flexible so we see more progress from cities in recent years than from national governments or EU administrations. In cities, local politicians are much closer to the people so you see more progress being made towards where the people actually want to be. Cities are becoming organised worldwide and city organisations such as Mayors for Climate or the C40 are becoming quite powerful.

**Mark Nieuwenhuijsen
and Josep Oliver
26 April 2022**



HUMBLE

MIGHTY

CONTRADIKTORY

HUMIL

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CONTRADICTORIA



MARIA SISTERNAS



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Barcelona in three words is: Humble, Mighty and Contradictory. I would like to live in a less dogmatic world.

Maria Sisternas has a degree in architecture from the ETSAB and is qualified with a Masters degree -MSc- in City Design and Social Science by the London School of Economics. She is cofounder and CEO of Mediaurban, the Mediapro Group's agency specialising in urban affairs. She led the Urban Habitat Area in the Barcelona City Council from 2012 to 2015. She specialises in the development of global cities and the interaction between the digital, social and economic elements involved in transforming the city. She often writes for *Ara* and appears on *Betevé*.

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Barcelona en tres paraules és: Humil, Potent i Contradictòria. M'agradaria viure en un món menys dogmàtic.

La Maria Sisternas és arquitecta per l'Escola Tècnica Superior d'Arquitectura de Barcelona -ETSAB- i llicenciada amb un postgrau en Disseny Urbà i Ciències Socials (MSc) per la London School of Economics. És cofundadora i cap de Mediaurban, l'agència per al contingut de temàtica urbana del Grup Mediapro. Fou directora de projectes de l'Àrea d'Hàbitat Urbà de l'Ajuntament de Barcelona de 2012 a 2015. És especialista en el desenvolupament de les ciutats globals i la interacció entre els àmbits digital, social i econòmic involucrats en la transformació de la ciutat. Col·labora de manera regular amb el diari *Ara* i *Betevé*.

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What does the concept of Sustainable Cities mean to you? Is it related to Smart Cities? I'm a bit critical of these concepts beyond their branding. We use these terms because urban planning is complicated and we believe that using these "slogans" helps the people to better understand our projects but this is often not quite the case. Much like brands, these categories of "Sustainable Cities" or "Technological Cities" end up going out of style. Personally, I prefer to talk about specific places: the Olympic Village project, the Sagrera project, the Rec d'Igualada project or the Palma Coastline project. Naming places allows us to build character and highlight different neighbourhoods' identity, which is sorely needed. **How do you envision the city of the future? Should sustainability be equal parts ecological and social?** Yes, of course, and also economically viable. I don't know what the cities of tomorrow will look like but there are certain things that concern us today that urban planners thirty years ago did not take into account, such as adjusting the orientation of homes to consume less energy, the distribution of food stores in the city, relations between large and medium cities, second homes, tourism and the impacts of global capital... Nowadays there are new debates and perspectives that are taken into account when starting a project; the public opinion no longer only monitors the external appearance of houses or the opulence of the ground floors, but also questions housing prices, affordability, environmental impact... and much more. It takes more hands and neurons to design a project.

During your time in the Barcelona City Council you worked on some of the city's main transformative projects. How do you assess Barcelona's path in recent years as a sustainable city and what are the future challenges that the city should start working on? Honestly, I felt very sad leaving the City Council because after three very intense years -and two pregnancies- I had learned a lot and I think I still had a little more to contribute to the execution of important projects for the city. I feel that, in recent years, the city has suffered a painful sluggishness: if Barcelona -a city rich in income- is not able to put forward different and innovative projects for the city, then forget about the cities in the metropolitan area, which are much smaller... With the amount of good architects and social workers that we have in Barcelona we could be making thousands of affordable homes every year. The administration should probably focus on "laissez faire" and be a "guiding hand", sharing risks with the industry and trusting the judgement of others. **You are co-founder and CEO of Mediaurban. How did this project come about and what work do you do?** Mediaurban is the Urban Content Agency of the Mediapro Group. Our work consists of drafting architectural projects for social housing, participating in the drafting of various urban works and developing innovative solutions for cities and urban organisations. We try to enrich all of those who are committed to the urban cause by adding value and knowledge, and I think that we are very strong in the narrative of cities. Every corner of the city -even the outskirts- has already-drawn layers and



• CAZ

Com entén el concepte de ciutat sostenible? Està relacionat amb el de Smart City? Sóc una mica crítica amb aquests conceptes més enllà del *branding*. Es fan servir perquè l'urbanisme és complicat i amb "slogans" sembla que els projectes s'entenguin millor, però no acaben de fer aquest efecte i, com les marques, aquestes categories de ciutats sostenibles o de ciutats tecnològiques, acaben passant de moda. Si puc triar, m'agrada més parlar de llocs: el projecte de la Vila Olímpica, el de la Sagrera, el del Rec d'Igualada o el de la Platja de Palma. Els noms dels llocs ajuden a crear identitat i a posicionar barris diferents, cosa que fa molta falta. **Com visualitza les ciutats de demà? La sostenibilitat ha de ser igualment ecològica i social?** Sí, és clar, i també viable econòmicament. No sé com seran les ciutats del demà, però avui ens preocupen coses que fa trenta anys no preocupaven els urbanistes, com per exemple, l'orientació dels habitatges perquè consumeixin menys energia, la distribució del comerç alimentari, les relacions entre grans ciutats, les mitjanes i les segones residències, el turisme i l'impacte del capital global... Ara hi ha debats que són nous i fer un projecte té moltíssimes més arestes; l'opinió pública ja no només fiscalitza la façana de les cases o l'opulència de les plantes baixes, sinó que es posa en qüestió el preu dels habitatges resultants, l'assequibilitat, el seu impacte ambiental... i tantes altres coses. Calen moltes més mans i neurones per a dissenyar projectes. **Des de l'Ajuntament de Barcelona va col·laborar amb alguns dels principals projectes de**

transformació de la ciutat. Com valora la trajectòria de Barcelona en els darrers anys com a ciutat sostenible i quins son els reptes futurs en què la ciutat hauria de començar a treballar?

Honestament, em va saber molt de greu plegar de l'Ajuntament perquè després de tres anys molt intensos -i dos embarassos-havia après moltíssimes coses i crec que hauria pogut aportar una mica més a l'execució de projectes importants per a la ciutat. Penso que, els darrers anys, la ciutat ha patit una lentitud dolorosa: si Barcelona, que és una ciutat rica en ingressos, no és capaç de fer trossos de ciutat diferents i innovadors, llavors, les altres ciutats metropolitanes, molt més petites, ni en parlem... Amb la quantitat de bons arquitectes i treballadors socials de barri, que hi ha a Barcelona, es poden fer milers d'habitatges assequibles cada any, de manera simultània. Probablement les administracions han de centrar-se en el "deixar fer" i "acompanyar", compartir riscos amb el sector i confiar amb el criteri dels altres. **Vostè és cofundadora i cap de Mediaurban. Com sorgí aquest projecte i en què consisteix?** Mediaurban és l'Agència de Continguts Urbans del Grup Mediapro. Actualment, redactem projectes d'arquitectura per a habitatges socials, participem en la redacció de diversos treballs urbanístics i desenvolupem diferents solucions innovadores per a ciutats i altres organitzacions en matèria urbana. Intentem aportar valor i coneixements a tots els militants de la causa urbana, i crec que som molt forts en la narrativa de les ciutats. Cada racó de la ciutat -o de la perifèria- té capes i plans dibuixats que intentem comprendre i



ENG

plans that we try to make sense of and integrate. We're not the first to discover places -each place has its own history- and it's good that customers and neighbours know and understand it. From there, we try to reason and build consensus to make useful and engaging projects. **I understand that you were the brains behind the documentary titled "Barcelona 2050: Urgent Challenges for a Sustainable Future". You also collaborate often with the press. It is clear that you are committed to urban sustainability from the communicative point of view. Do you think journalism has a key role to play in the transformation of our cities?** I'm interested in what I read from scientists, biologists, doctors or environmentalists. Therefore I feel that they too might be interested in what I have to say from the perspective of my field of expertise so I try to explain myself and make myself understood. What started out as a crazy idea -and with the generosity of the newspaper *Ara*- has turned out to be very useful for me in order to continue reading, learning, and ultimately participating in urban conversations. **In an increasingly urban world, do we place enough importance on the problematics of life in cities? Should cities be able to assert themselves as more independent international actors?** Look at the city of Copenhagen: it is the result of Denmark's commitment to municipalism and the State's continued investment in its cities. Quality of life is better distributed there because it extends to every neighbourhood, street and plot of land in the city. The wealth that reaches the city is immediately redistributed into public space, heritage, social housing

and other public facilities. **Do you feel that cities are surpassing states in their climate ambitions?** Undoubtedly so, because we can measure air quality in a city, but, when dealing with an entire state, it all becomes too abstract. **How has the pandemic pushed us to rethink our cities?** I believe that the pandemic has made us reconsider our daily decisions at the family level and created a great deal of situations of vulnerability and emergency. I think that it will also help us separate the wheat from the chaff. Two years of lockdown and some very complicated family situations have left little room for frivolity. This has made us feel vulnerable. Perhaps the time for dilly-dallying is over and people want their children to have jobs and affordable housing. People are becoming more aware of the need to cherish and nurture the social fabric that serves and protects the city; more aware of the fact that selling out our city to Russian, French or Venezuelan oligarchs is very counterproductive in the short term. They were not here when we needed arms to carry food or care for our elders during the pandemic! **Do you think that cities should be designed in such a way that contributes to the protection of human rights?** Yes, of course. If not this, what else is the purpose of the city?

**Maria Sisternas
and Josep Oliver
on 10 May 2022**



• CAZ

integrar. No som els primers a descobrir els llocs. Cada indret té la seva història i és bo que clients i veïns la coneguin i l'entenguin. A partir d'aquí, intentem raonar i crear consensos per a fer projectes útils i compromesos. **Va ser la ment pensant darrere el documental "Barcelona 2050: Reptes emergents per a un futur sostenible". Escriu sovint a la premsa. És evident que està compromesa amb la sostenibilitat urbana també des del punt de vista comunicatiu. Creu que el periodisme ha de jugar un paper clau en la transformació de les nostres ciutats?** A mi m'interessa el que llegeixo de científics, biòlegs, metges o ambientòlegs. Llavors penso que a ells també els pot interessar el meu punt de vista sobre la meva professió, i intento explicar-ho perquè s'entengui. El que va començar com una idea boja -junt amb la generositat del diari Ara- m'ha acabat resultant molt útil per a continuar llegint, aprenent i, en definitiva, participant de les converses urbanes. **En un món cada cop més urbà, penses que donem prou importància a les problemàtiques de la vida a les ciutats? Les ciutats s'han de poder valer com a actors independents en l'àmbit internacional?** Mira la ciutat de Copenhaguen: és fruit de l'aposta de Dinamarca pel municipalisme i les inversions continuades de l'Estat a les seves ciutats. La qualitat de vida està més ben distribuïda i s'estén a tots els barris, carrers i parcel·les de la ciutat. La riquesa que arriba a les ciutats es redistribueix immediatament a través de l'espai públic, el patrimoni, el parc de lloguer social i els equipaments. **Les ciutats s'estan avançant als estats en la seva lluita contra el canvi climàtic?**

Sens dubte, perquè a les ciutats podem mesurar la qualitat de l'aire i a l'Estat tot això li sembla una cosa massa abstracta. **Com ens està fent repensar les ciutats la pandèmia?** Crec que la pandèmia ha fet repensar les decisions quotidianes a nivell familiar i ha generat moltíssimes situacions de vulnerabilitat i d'emergència. Crec que també servirà per a separar el gra de la palla. Dos anys de confinaments i situacions familiars molt complicades han deixat poc marge a les frivoltats; ens han fet sentir vulnerables. Potser no són temps de filigranes i la gent vol que els seus fills tinguin feina i pisos assequibles i són més conscients que la xarxa social que presta atencions i cures a la ciutat s'ha de cuidar i alimentar; més conscients que malvendre's la ciutat als patriarques russos, francesos o veneçolans, esdevé molt contraproductiu a curt termini. Ells no hi eren quan calien braços per a dur aliments o cuidar gent gran durant la pandèmia! **Les ciutats s'haurien de dissenyar per tal que contribueixin a la protecció dels drets humans?** Sí, és clar. Quin altre sentit té sinó la ciutat?

Maria Sisternas
i Josep Oliver
a 10 de maig, 2022



DIVERSE

FLY

BEFORE

DIVERSA

REINDICAZIVA

CAPDANZERA



ROSA SURINACH



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Barcelona in three words is: Diverse, Fierce and a Leader. I would like to live in a more equitable world.

Rosa Suriñach is a member of the driving committee at Bicibús Eixample, the civil organisation that has brought the bicibús model -an initiative that demands tha children be able to safely ride their bikes to school- to the centre of Barcelona. She has over 15 years of experience leading global campaigns and advocacy initiatives for sustainable and resilient cities, working worldwide with city councils and international organisations. She is a Partnerships, Advocacy and Outreach Coordinator at UN-Habitat, where she took part in the development of the New Urban Agenda at the Habitat III UN conference.

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Barcelona en tres paraules és: Diversa, Reivindicativa i Capdavantera. M'agradaria viure en un món més equitatiu.

La Rosa Suriñach és membre del comitè impulsor del Bicibús Eixample, l'organització civil que ha importat el model del bicibús - una iniciativa que aspira a què els infants puguin anar a l'escola en bici de manera segura- al cor de Barcelona. Fa més de quinze anys que treballa amb governs locals i amb organitzacions internacionals arreu del món, liderant campanyes globals i iniciatives de defensa de les ciutats sostenibles i resilientes. És Coordinadora d'associacions, incidència i divulgació a UN-Habitat, i va col·laborar amb la elaboració de la Nova Agenda Urbana a Habitat III, la conferència de les Nacions Unides sobre l'habitatge i el desenvolupament urbà sostenible.

ENG

How did the “bicibús” come about in Barcelona? The bicycle bus started last year in Barcelona in the neighbourhood of Sarrà. A group of us families got together and we decided to import this initiative to the left side of the Eixample. In June we began meeting with the City Council and the municipal police force and one of the first takeaways was that we couldn't go on bike lanes because there were too many of us and we needed to take up the entire road. The route we take starts off in Sant Antoni and heads north through the left side of the Eixample where the two schools are located. We travel as a group, we take up the road because we have priority over cars and we also create a safety ring around the children. We started without much ambition in September 2021 with about fifty or sixty people and made the covers of several newspapers. We now have over a hundred participants, including adults and children, and there are now ten bicycle bus lines in the city. **This only takes place once a week?** We only do the bicycle bus on Fridays, which we call "bike-Fridays" because Eixample Respira launched a campaign to promote the use of bicycles on Fridays. We also follow in the footsteps of other older bike buses in other cities like Vic that happen on Fridays. **Nevertheless, the idea is that this should be able to take place on any day of the week.** Ideally there should be no need for bicycle buses because the infrastructure should be safe enough for more families to spontaneously decide to start riding their bikes. The city needs to be an inclusive space for everyone, not just for your current average bicycle user: twenty to

forty year old men, because there is still also a gender divide: there are more men than women who use bicycles. **Is enough being done to make cycling a viable mode of transportation in Barcelona?** Just painting bike lanes everywhere is not enough, we also need to make changes to the inner workings of the city. We need to increase our network of bike lanes, yes, but with a safer infrastructure. We also need to reduce the amount of space for cars and this requires some serious ambition. Once we have built more traffic-calmed spaces where pedestrians and bicycles are put front and centre, we will be able to increase the number of people who ride their bike in the city. **How does Barcelona fare when comparing it to other cities around the world?** I always say that we the citizens, as Barcelonians, tend to be very critical of our city when in fact it is a city that is paving the way for many of these changes. We always marvel at other European cities when in reality we are in the same boat because the others are not doing it much better than we are if we consider Paris or London, for example. From the outside perspective, Barcelona is also very well perceived. Superblocks, as a model, are captivating attention worldwide. **So Barcelona is having its moment in the sun as an international role-model?** When you go around the world, it becomes clear that Barcelona is a good international role-model. Without a doubt. However, you see the actions when you live in the city. Barcelona has a very clear narrative. This municipal government has a great ability to explain the vision, yet city dwellers are the first to notice that, what is missing, is action.



• CAZ

Com vau engegar això del “bicibús”? El bicibús a Barcelona es va engegar a Sarrià al curs passat. Des d'un grup de famílies vam decidir importar aquesta iniciativa a l'esquerra de l'Eixample. Vam començar amb reunions al juny amb l'Ajuntament i amb la Guàrdia Urbana i un dels primer plantejaments va ser que no podíem anar pels carrils bici perquè érem massa famílies i veiem la necessitat d'anar per calçada. El recorregut que fem és des de la part sud de Sant Antoni fins a la part nord de l'esquerra de l'eixample on es troben les dues escoles. Sortim en grup, anem per calçada perquè quan circulem no hi ha cotxes i a més fem un cordó de protecció per la seguretat dels nostres infants. Vam començar sense gaire ambició al setembre del 2021 amb unes cinquanta o seixanta persones i vam sortir a les portades de mitjans de comunicació. Ara ja passem de cent participants, entre adults i canalla, i s'han creat deu línies de bicibús a la ciutat.

Només sortiu un dia a la setmana? Les línies de bicibús surten els divendres, que anomenem “bicivendres” perquè Eixample Respira va engegar una campanya per a promoure l'ús de la bicicleta els divendres. També seguim una mica la tradició d'altres bicibusos que s'havien iniciat a altres localitats com Vic que surten els divendres.

Tanmateix, l'objectiu és reivindicar que això es pugui fer cada dia. L'objectiu és reivindicar que no calgui fer bicibusos, que la infraestructura ha de ser suficientment segura per a que més famílies se sumin a l'ús de la bicicleta de manera espontània. La ciutat ha de ser inclusiva per a tothom no sols per al perfil estàndard que ara fa ús de la bicicleta, que sol ésser un home adult

perquè hi ha un biaix de gènere també -hi ha més homes que dones que fan servir la bicicleta- i d'entre 20 i 40 anys i home.

S'està fent prou per tal que la bicicleta sigui un mode de transport viable a Barcelona? No n'hi ha prou amb pintar carrils bici arreu també s'ha de fer un canvi de model de ciutat. Hem d'incrementar la xarxa de carrils bici, sí, però amb una infraestructura que porti seguretat. També hem de reduir l'espai del cotxe i amb això s'ha d'ésser bastant ambiciosos. Quan tinguem espais més tranquils en què els peatons i les bicis siguin els protagonistes és quan podrem fer créixer el volum de persones que utilitza la bicicleta a la ciutat.

Barcelona surt ben parada quan la comparem amb altres ciutats arreu del món? Jo sempre reivindico que nosaltres, com a barcelonins i barcelonines que som, som molt crítics amb la nostra ciutat però és una ciutat que lidera en molts d'aquests canvis. Sempre ens emmirallem amb altres ciutats europees però estem en el mateix camí perquè tampoc les altres no ho estan fent tant millor que nosaltres si parlem de París o de Londres, per exemple. Des de la mirada externa, Barcelona també ho està fent molt bé. Les superilles són un model que té una repercussió global.

Barcelona està en un bon moment com a referent internacional? Quan vas arreu del món veus que Barcelona és un bon referent internacional. No hi ha dubte d'això. El que passa és que l'acció la veus quan vius a la ciutat. Barcelona té molt clara la narrativa. El govern municipal té una gran capacitat d'explicar quina és la visió. Però, sovint, qui viu a la ciutat se n'adona que, sovint, el que manca és el com passem a l'acció.



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What should we be seeing from the local administrations? We need actions. The bike bus is part of the “School Revolt” that calls for more peaceful and less polluted surroundings for schools. We have met with the City Council and we have talked about creating more bicycle parking racks near schools but half a year has elapsed and they are still nowhere to be seen. They promised to put up speed cameras on certain streets near schools. This scheme was meant to be underway by last year but we are yet to see said cameras. **How come we always face so much reluctance when making more room for sustainable mobility? Are cars the king of the city?** Taking cars out of the city means a loss of privilege to some people. There is a whole group of people who are not culturally accustomed to using public transport and bicycles. When they are stuck in a traffic jam, they blame the reduction in the number of car lanes but the thing is, there is no other way forward. We need to reduce noise and air pollution and make the city more people-oriented. We now have studies that we did not have twenty years ago that show that pollution has effects on our health. It is also true that there is a very strong demand to improve public transit connections in the metropolitan area. But, only when it becomes much more inconvenient to drive, will there be a strong investment in public transport. In this sense, the bicycle is an catalyst for change and a symbol of the transformation of the modern city. **How has the pandemic made us rethink cities?** We have become more aware of where we live. We have understood relationships with people in a different way. Having to work from home has made us

live more within our neighbourhoods, so we have realised where we actually live. The pandemic has affected several city models that we knew were not working. American-style cities that do not have a proper land use mix -where there is a financial district, a residential zone and a commercial zone- have been severely affected. Barcelona was impacted by the pandemic but it has mostly come back to life. I was in New York last week, and the whole Midtown area -which is mostly offices- has a long way to go before it can get back to being what it used to be. The city has suffered a great deal. **Are cities surpassing states in their climate goals?** Cities are always on the front line because they are where the action is, they hold the answers. There is this whole movement of mayors that has gained a lot of momentum and the city of Barcelona is quite involved. The thing about cities is that they lack economic resources and devolved power. **Should urban design serve to protect human rights?** When we talk about taking space from cars or focusing on care -which is usually carried out by women- these are human rights issues. There are so many cities in the world where you can't walk because they are full of cars or there is no lighting at night. These are cities that uphold classism. Here we live in cities where public space has been taken care of but now the debate is who makes use of public space: cars? bikes? pedestrians? Public space is the essential democratic foundation of the city.

Rosa Suriñach
and Josep Oliver
3 May 2022



• CAZ

Què cal per part de les administracions?

Cal una acceleració de l'acció. Des del bicibús formem part de tot el moviment de la Revolta Escolar, que demana entorns més pacífics i menys contaminats a les escoles. Ens reunim amb l'Ajuntament i parlem de fer més punts d'estacionament per a bicicletes als prop dels centres però passa mig any i encara no hi són. L'any passat haurien d'haver començat amb el pla de radars a prop de les escoles però encara no se'n veuen. **Per què sempre hi ha reticències a l'hora de fer més espai per a les bicis i per a la mobilitat sostenible? El cotxe és el rei?** Treure cotxes de la ciutat suposa una pèrdua de privilegis per a certa gent. Hi ha tot un grup de la població que, culturalment, no està acostumada a l'ús del transport públic i de la bicicleta. Llavors quan troben un embús, creuen la causa n'és que "s'han tret carrils" però és que la cosa ha d'anar per aquí: no hi ha cap altre camí. Hem de reduir contaminació acústica i atmosfèrica, segur, i fer una ciutat més enfocada en els ciutadans. Ara tenim estudis que demostren que la contaminació afecta la salut i que fa vint anys no teníem. També és cert que hi ha una forta reivindicació a l'àrea metropolitana de dir que s'han de millorar les connexions de transport públic. Però només en el moment en què el cotxe ja ho tingui molt difícil de circular hi haurà una inversió forta en el transport públic. En aquest sentit, la bicicleta és un motor de canvi i un símbol de la transformació de la ciutat moderna. **Com ens està fent reimaginar la ciutat la pandèmia?** Hem pres més consciència d'on vivim. Hem començat a entendre les connexions amb les persones d'una altra manera. El teletreball ens ha fet fer més vida

al barri, per tant ens n'adonem d'on vivim. La pandèmia ha afectat diversos models de ciutat que sabíem que no funcionaven. Les ciutats amb models més americans que no tenen una mescla d'usos, on hi ha una zona financera, una residencial i una comercial, s'han vist molt afectades. Barcelona ha quedat tocada però ha tornat bastant a la vida. Jo era a Nova York la setmana passada i a tota la zona del Midtown -que és on hi ha més oficines- li manca molt per a tornar a ser el que era. Ha patit moltíssim.

Les ciutats s'estan avançant als estats a la crisi climàtica? Les ciutats sempre avancen els estats perquè és on hi ha l'acció, és on hi ha la resposta. Hi ha tot aquest moviment d'alcaldes i alcaldesses que ha agafat molta força i barcelona hi està bastant ficada. El problema de les ciutats és la manca de recursos econòmics i de competències. **El disseny de la ciutat serveix per a protegir els drets humans?**

Quan parlem de treure espai als cotxes o de posar el focus en les cures -que normalment recauen en el gènere femení- són aspectes que tenen a veure amb els drets humans. Hi ha moltíssimes ciutats al món on no pots caminar perquè l'espai està ocupat per cotxes o no hi ha il·luminació a la nit. Són ciutats que demostren un classisme. Aquí en general vivim a ciutats en què l'espai públic s'ha cuidat però ara la reivindicació és qui fa ús de l'espai públic: els cotxes? les bicis? els vianants? L'espai públic és l'espai democràtic essencial de la ciutat.

Rosa Suriñach
i Josep Oliver
3 de maig, 2022



YOUNG
POLLUTED
MISGUIDED
JOVE
CONZAMINADA
DESORIENTADA



LUCA TELLOLI



“

Barcelona in three words is: Young, Polluted and Misguided. I would like to live in a world where there is no need to fight to breathe.

Luca Telloli is a member of Eixample Respira -meaning *Eixample Breathes* in Catalan- a neighbourhood association which is born out of the residents' of the Eixample districts' concern regarding the unacceptable levels of air and noise pollution that they are subject on a daily basis as well as the domination by private cars of public spaces. Eixample Respira works closely with other civil society organisations among which the Bicicleta Club de Catalunya and Bicibús Eixample. Moreover, they are part of the School Revol: a movement demanding safer and less polluted environments for schools to protect children's health.

“

Barcelona en tres paraules és: Jove, Contaminada i Desorientada. M'agradaria viure en un món en què respirar no fos una reclamació.

En Luca Telloli és membre d'Eixample Respira: una plataforma veïnal del districte de l'Eixample de Barcelona que esorgeix a partir de la gran preocupació dels residents del districte pels nivells de contaminació que sofreixen dia a dia: la baixa qualitat de l'aire, els alts nivells de soroll i la desmesurada dominació de l'espai públic per part del vehicle privat. Eixample Respira col·labora amb altres organitzacions civils a favor de la ciutat sostenible com el Bicibús Eixample i el -BACC- Bicicleta Club de Catalunya. A més a més, participen amb la Revolta Escolar: un moviment popular que reclama entorns més segurs i menys contaminats a les escoles per a protegir la salut dels infants.

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What is Eixample Respira? We are a neighborhood platform of residents living in the Eixample district that seeks a change in the city around our three central pillars: air pollution, noise pollution and the chronic lack of green space within the city. Lately we have also become increasingly vocal about road safety issues, working closely with other projects such as the Bicibús, for instance, a platform created in parallel to Eixample Respira and which has merged a bit with our entity because many of the people who manage it are involved with us as well. **What kind of functions do you carry out?** We started off as observers -without proposing solutions because this is a problem that is up to the technicians to handle- but over time we have realized that the management of the city is not a rational path, but is, instead, distorted by political discourse so it does not always follow the most logical path. So we began to support a number of initiatives such as the School Revolt, the Bicibús, the "Sant Jordi without cars" or the "Neighbourhood Revolt" where stopped traffic down Aragó Street once a month... We also take part in the City Council's collaborative projects so now we are participating in the drafting of five new "eco-chamfers" -*chamfers* are the clipped corners that give the Eixample's city blocks their iconic octogonal shape- on Aragó St. The idea is to turn five of the intersections on this urban highway into greener spaces with playgrounds for children... Oftentimes, parents do not take seriously the negative effects of pollution for themselves but they do for their children. **What makes you call Aragó St. an urban highway?** There are a number of streets that we call "urban

highways" because they have a traffic load equivalent to -or higher than- a motorway and are not on the outskirts of the city, they are right in the center so there are people who have their houses directly above these highways. 90,000 vehicles cross Aragó St. every day. We estimate that 14,000 people live facing this street, breathing in smoke and being forced to shout to the person who is next to them when they walk down the street because of all the noise... **What should the future Barcelona look like?** We, as our platform, do not discuss the concept of sustainability because it is very technical. The Eixample of the future must be different from the current Eixample. The data tells us that we are far from what should consider normal: air pollution is constantly above the acceptable levels set by WHO, and scientists say that breaching these limits has dangerous consequences for the people exposed: it negatively impacts the development of children and increases the risk of suffering certain pathologies such as asthma or Alzheimer's disease... What is more, estimates say that there are at least a thousand deaths a year in Barcelona that are thought to be caused by the poor air quality. On top of that we have the noise pollution: a City Council report states that 75% of the city's population is exposed to noise levels above the established limits and, of those, 25% are exposed to levels "well above" the recommended limit. All this noise can lead to causing more stress and even other mental illnesses. If you add to this the lack of green space -data from the City Council says that the Eixample is the district with the least amount of green space per inhabitant- you end up with pretty



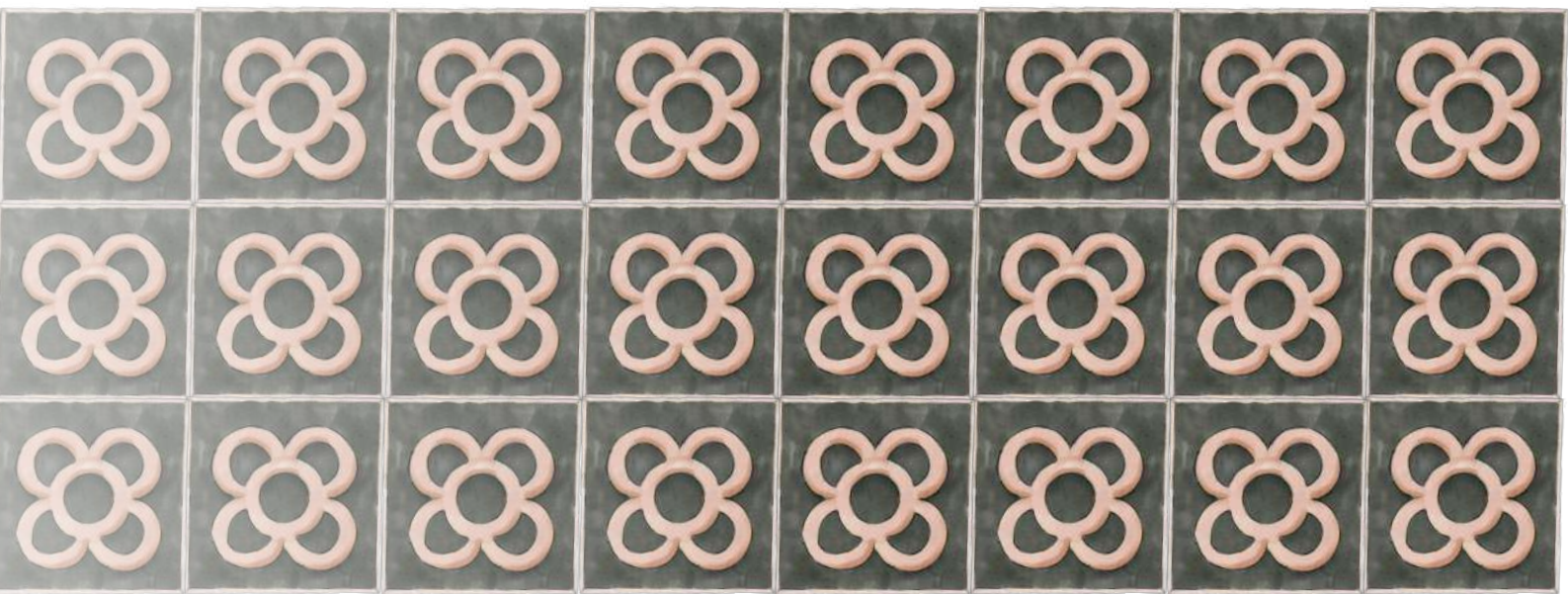
• CAZ/ESP

Què és Eixample Respira? Somos una plataforma vecinal de vecinos del distrito del Eixample que buscamos el cambio en la ciudad cambie en torno a tres focos principales: la contaminación atmosférica, la contaminación acústica y la falta crónica de espacio verde dentro de la ciudad. Últimamente también estamos cada vez más involucrados en temas de seguridad vial con proyectos como el Bicibús, por ejemplo, que nace en paralelo a Eixample Respira y que se ha fusionado un poco con nuestra entidad porque mucha de la gente que lo gestiona está involucrada en ambas plataformas. **Quin tipus d'accions duem a terme?** Nosotros, originalmente teníamos una actitud más fiscalizadora pero sin proponer soluciones -porque este es un problema que deben gestionar los técnicos- pero con el tiempo nos hemos dado cuenta de que la gestión de la ciudad no es un camino racional, sino que está lleno de discursos políticos y no siempre hacen lo que tiene más sentido. Entonces hemos empezado a apoyar una serie de iniciativas como la Revolta Escolar, el Bicibus, el "Sant Jordi sin coches" o la "Revolta Veïnal" -*revuelta vecinal*- donde se cortaba una vez al mes la calle Aragó... También colaboramos con los proyectos participativos del Ayuntamiento y ahora estamos participando en la redacción de cinco "eco-xamfrans" situados en la calle Aragó, donde la idea es convertir cinco de los cruces de esta autopista urbana en espacios más verdes y con juegos para los niños... Los padres no consideran tanto las consecuencias de la contaminación para sí mismos pero sí para sus hijos. **Llavors, el carrer d'Aragó és una autopista urbana?**

Hay una serie de viales a los que llamamos "autopistas urbanas" porque tienen una circulación equivalente a una autopista o mayor y no están en los alrededores están en el centro o sea que hay gente que vive encima de estas autopistas. La calle Aragó la cruzan 90.000 vehículos a diario. Hemos calculado que 14.000 personas viven de cara a esta calle y respiran humos, tienen que gritar con la persona que tienen al lado cuando caminan por la calle por el ruido...

Com ha de ser la Barcelona de demà?

Desde la entidad no debatimos el tema de la sostenibilidad porque es muy técnico. El Eixample del futuro tiene que ser diferente del Eixample actual. Los datos nos dicen que hay unas desviaciones sobre lo que debería ser lo normal: la contaminación del aire está constantemente por encima de los niveles aceptables marcados por la OMS y la ciencia dice que incumplir estos límites tiene consecuencias bastante duras para las personas que están expuestas: impacta el desarrollo infantil, incrementa el riesgo de padecer ciertas patologías como asma o el Alzheimer... y se calcula que se producen unas mil muertes al año por contaminación atmosférica en Barcelona. Sumémosle la contaminación acústica: un informe del Ayuntamiento señala que el 75% de la población de la ciudad está expuesta a niveles de ruido superiores a los límites establecidos y, de estos, hay un 25% que está expuesto a niveles "muy por encima" de lo establecido. Todo este ruido conlleva más estrés y otras patologías mentales. Si a esto le añades la falta de espacio verde -los datos del Ayuntamiento dicen que el Eixample es el distrito con la menor cantidad de verde por residente-



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grim picture for the city of today so the Barcelona of tomorrow should be a more committed Barcelona that tries to tackle these problems. **What is your take on the methods employed by the City Council in an attempt to make a more sustainable city out of Barcelona? For example, their use of what is known as tactical urbanism.** "Tactical urbanism" is a tool for architects to experiment with the city without it having to cost millions. Its implementation has been widely criticized because it has too often been somewhat obscure. People wonder why one part of the street has been painted one colour and yet another part has is a different colour. But this is a communication problem, not with the tool itself. Therefore, we are not necessarily opposed to tactical urbanism because we believe that the city is a space which is constantly evolving and we must experiment with it. **And how do you view Superblocks?** Their aim is to calm the streets by reducing the amount of space for cars so that other types of activities can take place. At Eixample Respira we agree with this goal. However, you are still left with the problem of traffic on the streets that surround the superblock. I still have trouble understanding "traffic evaporation" as a concept. **What about green axes?** The original concept of superblocks has nothing to do with what the City Council is doing now with their plan called "Superilla Barcelona": it is too limited in scope, does not have a clearly-stated objectives and adds, while it adds more green space, it does not reduce the levels of air and noise pollution. There is no discussion regarding mobility when it comes to the "green axes".

Now the City Council is fixated on passing off anything as "Superilla Barcelona" when the goal should be to reduce the number of vehicles that cross the city each day. Our institutions have the sword of Damocles hanging over their heads because the city has already been called out for surpassing the established air pollution limits but they are lacking a more holistic vision. **What is the root of the problem?** There has been a lack of boldness. Sure, we have more bike lanes but is that enough to push more people to hop on a bike? No, because we need to be making safer bike lanes that are better connected. We must encourage a different type of mobility. **Would you agree that the pandemic has allowed us to see the city with new eyes?** During the lockdown we got the chance to experience silence and cleaner air and we learnt the importance of connecting with the people around us. Nevertheless, we are right back to where we were before. Often, modern does not give us enough time to see things from a different perspective. It has also been a sign that we should not be putting all our eggs in one basket because a pandemic can, one day, come out of the blue and collapse the economy -tourism- in Barcelona. Life first, economy second.

**Luca Telloi
and Josep Oliver
5 May 2022**



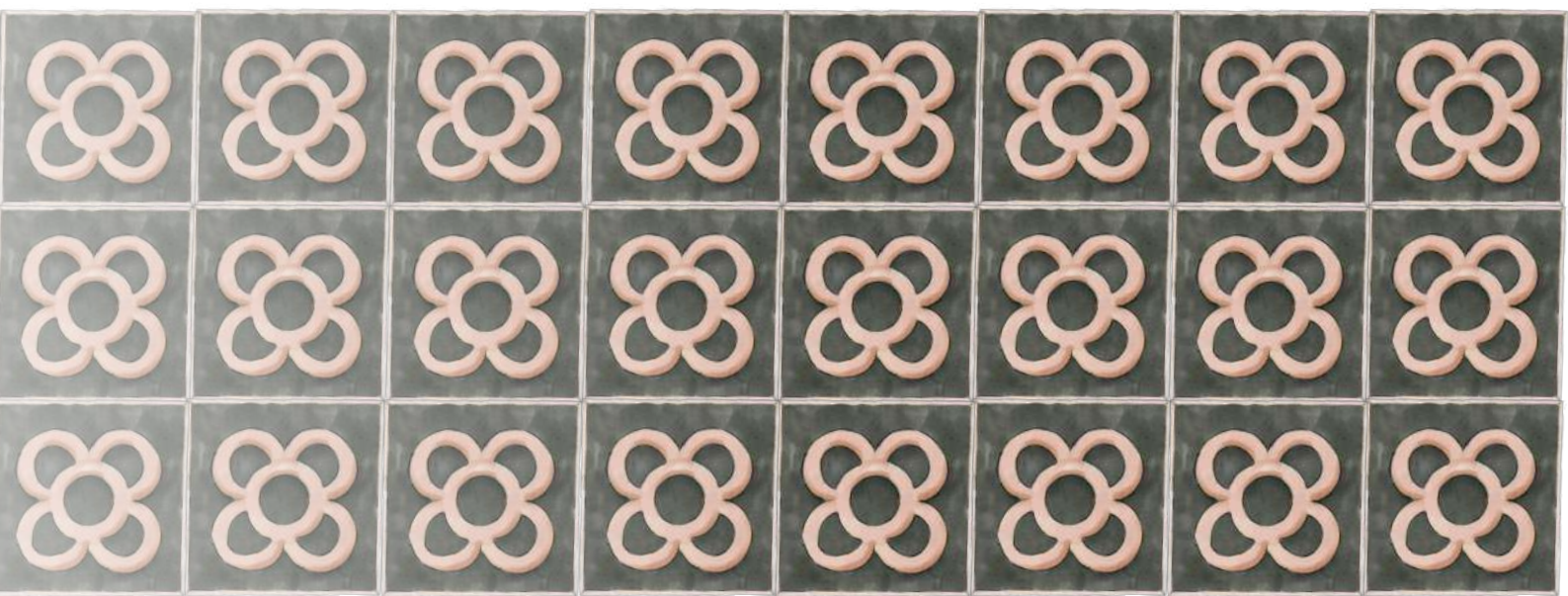
• CAZ/ESP

nos encontramos con que la imagen de la ciudad de hoy es una imagen complicada y que la Barcelona de mañana debería ser una Barcelona más involucrada que intente resolver estos problemas. **Què penseu de les accions de l'Ajuntament que miren de fer una Barcelona més sostenible? Per exemple, l'anomenat urbanisme tàctic.** El "urbanismo táctico" es una herramienta de los arquitectos para experimentar sin gastar millones. Ha sido extremadamente criticado porque, a veces, su implementación ha sido excesivamente oscura. La gente se pregunta por qué se ha pintado un trozo de carril de este color y este otro de otro color. Pero esto es un problema de comunicación. No estamos en contra del urbanismo táctico porque consideramos que la ciudad es un espacio que está en constante evolución y hay que experimentar con ella. **I les Superilles?** Su objetivo es pacificar quitando espacio al tráfico para que se pueda llevar a cabo otro tipo de actividades. Desde Eixample respira estamos muy de acuerdo con este objetivo. Aun así, tienes un problema en los bordes de la superilla, donde sigue habiendo tráfico -me cuesta entender el concepto de la "evaporación del tráfico"-.

Els eixos verds? El concepto original de las superilles no tiene nada que ver con lo que está haciendo ahora el Ayuntamiento con el plan llamado "Superilla Barcelona": es demasiado limitado, no tiene una serie de objetivos claros y añade verde pero no contribuye a reducir la contaminación del aire ni la acústica. No existe un discurso entorno a la movilidad cuando se habla de los "ejes verdes". Ahora se llama "Superilla Barcelona" a cualquier actuación que se

hace desde el Ayuntamiento cuando el objetivo debería ser reducir el número de vehículos que cruzan la ciudad cada día. Entonces, las instituciones tienen encima la espada de Damocles porque la ciudad ya ha sido denunciada por el incumplimiento de los niveles de contaminación del aire pero les falta una visión holística. **Quin ha estat el problema?** Ha habido demasiada timidez. Vale, sí, es cierto que hay más carriles bicis pero, esto es suficiente para que haya más gente yendo en bici? No, porque hay que hacer carriles bici más seguros y mejor conectados. Hay que fomentar otro tipo de movilidad. **Creu que la pandèmia ens ha ajudat a veure la ciutat des d'un altre punt de vista?** La vida moderna, muchas veces, no nos da tiempo para ver las cosas desde otra perspectiva. Durante la cuarentena tuvimos la oportunidad de experimentar el silencio y un aire más limpio en la ciudad y nos enseñó la necesidad de conectar de con las personas que nos rodean. A día de hoy ya volvemos a estar exactamente donde estábamos antes. También ha sido la señal de que no deberíamos apostar todo en el mismo caballo porque de repente un día llega una pandemia y la economía se te desploma: en el caso de Barcelona, es el turismo. La vida, lo primero, y la economía después.

**Luca Telloli
i Josep Oliver
5 de maig, 2022**



CIVIZAS BARCINO

**Journalistic product for the
Undergraduate Dissertation for the Double Degree
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Urban Sustainability in International Relations:
City Diplomacy, Green Cities and Human Rights
&

Analysis of media coverage on ecological transition in
Barcelona, Paris and London in the Spanish, French
and British press in 2017 and 2021: analysing ABC,
elDiario.es, El Mundo, El País, La Vanguardia, La
Tribune, Le Figaro, Le Progrès, Les Échos, Daily Mirror,
The Daily Telegraph, The Guardian and The Times

**Dissertation by Josep Oliver Juan
Directed by Prof. M^a Elena Gómez Sánchez**

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