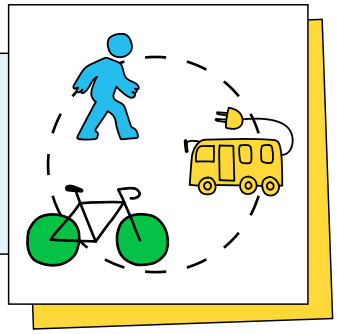
C40 GREEN AND HEALTHY STREETS ACCELERATOR



How cities are transforming urban transport by 2030

SIGNATORY CITIES

Amsterdam, Auckland, Austin, Barcelona, Berlin, Bogotá, Cape Town, Copenhagen, Heidelberg, Jakarta, London, Los Angeles, Madrid, Medellín, Mexico City, Milan, Oslo, Paris, Quito, Rio de Janeiro, Rome, Rotterdam, Santiago, Seattle, Seoul, Tokyo, Vancouver, Warsaw. Non-C40 cities: Birmingham, Greater Manchester, Honolulu, Liverpool, Oxford, Santa Monica, West Hollywood

COMMITMENTS

1. Procure, with partners, only zero emission buses from 2025
2. Ensure a major area of the city is zero emission by 2030

SUMMARY

The urban transportation sector is the fastest-growing source of carbon dioxide (CO_2) emissions, and the leading cause of urban air pollution globally. Policies that address transportation emissions, including expanding public transit, introducing low emission zones or clean air zones, and developing walking and cycling infrastructure, can cut emissions, boost public health, and improve economic productivity. Transport is vital for cities, especially to address the climate crisis.

The C40 Green and Healthy Streets Accelerator is designed to reduce urban transport emissions, and was launched in 2017 as C40's first groundbreaking Accelerator. Since its introduction, it has driven high-impact action to decarbonise transport in cities, now uniting **35 signatory cities** spanning five regions worldwide, made up of 28 C40 cities and 7 cities outside of the C40 network.

The target deadline for the commitment to procure exclusively zero emission buses is this year, 2025. Cities have made significant strides to transition their municipal bus fleets from dirty fossil fuel-powered buses to cleaner zero emission technologies. As of September 2025, 16 signatory cities are now procuring exclusively zero emission buses, with many making significant strides towards the target. Since joining the Accelerator, signatory cities have collectively deployed more than 12,700 zero emission buses to serve their residents, and zero emission buses comprise more than 13% of the total fleet of signatory cities, with some cities operating as many as 80% of the fleet as zero emission. Despite the progress that cities have made, cities must continue to be supported to accelerate the transition to zero emission buses and not return to procuring polluting diesel or compressed natural gas (CNG) buses.

Signatory cities also have just five years left until the 2030 Accelerator commitment to ensure a major area of the city is zero emission. As of 2025, no city in the world has introduced a full zero emission area. However, there have been notable milestones in 2024 and 2025 as cities continue to introduce the necessary stepping stone policies towards this ambitious commitment, including clean air zones, low emission zones, limited traffic zones, zero emission zones for freight, large-scale pedestrianisation, and school streets. In the Netherlands, **Amsterdam** and **Rotterdam** have operated a zero emission zone for vans and trucks since 1 January 2025, made possible by ambitious national legislation. In **Madrid**, the city's low emission zone expanded city-wide in 2025, covering all vehicles operating in the city and bringing cleaner air to residents. Meanwhile, **Jakarta** is incorporating learnings from the Kota Tua LEZ pilot into its development of an expanded emission-free zone through its Breathe Jakarta programme. This includes traffic regulation based on emission category, spatial redesign, and targeted restrictions in heritage zones and commercial districts.

Mayors continue to lead the way by implementing bold action towards the C40 Green and Healthy Streets Accelerator commitments, transforming their streets into greener, healthier and more livable places for all.

IMPACT

ZERO EMISSION BUSES

57%
of signatory cities are procuring only zero emission buses and therefore meeting commitment 1.

More than 12,700
zero emission buses have been deployed across signatory cities since joining the Accelerator.

This includes more than 12,400 battery electric buses and 300 hydrogen buses.

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ZERO EMISSION AREAS

50%
of signatory cities have a low emission zone in operation, regulating the access of high-polluting vehicles to specific areas of the city, up from 27% in 2022.

79%
of signatory cities are reallocating road space from cars to active and sustainable modes on a permanent basis, up from 35% in 2022.

86%
of signatory cities are implementing measures to improve the public transport network, including network coverage, speed, frequency, reliability, accessibility, resilience, safety, affordability, comfort and convenience, up from 45% in 2022.

25%
of signatory cities are introducing the key measures to promote transport electrification, with 68% progressing towards this goal.

46%
of signatory cities are procuring only zero emission vehicles for the municipal fleet and specifying zero emission vehicles in municipal procurements, with 14% progressing towards this goal.

68%
of signatory cities are implementing a programme of action to reduce road danger, in order to ensure people walking, cycling and using public transport are safe and feel safe, with 29% progressing towards that goal.

TURNING COMMITMENT INTO ACTION

Commitment 1: Procure, with partners, only zero emission buses from 2025

Berlin has already achieved its goal to procure exclusively zero emission buses ahead of the 2025 target. Between 2019 and 2024, the number of electric buses in the fleet increased to 228, representing 14.5% of the fleet of 1,565 buses. The city aims to increase this proportion to 22% by 2026 (347 electric buses in absolute terms), while simultaneously expanding electric vehicle infrastructure, with the first all-electric bus workshop coming into operation at the end of 2024 and two new all-electric bus depots will be completed in 2025. Berlin aims to have a completely emission-free bus fleet by 2030.

Mexico City has made significant strides to electrify the urban bus fleet. The city has electrified lines 3 and 4 of the BRT Metrobus system, deploying a total of 149 electric buses to service these lines. In 2025, the construction of two new lines was also announced. For the Red de Transporte de Pasajero (RTP) system, 50 electric buses have been acquired and new charging stations are under construction. Furthermore, the city has transformed the trolleybus system by replacing the old trolleybus units, as well as constructing the first elevated trolleybus line in the world. Several line expansions were also carried out to provide greater service coverage.

Oslo's public transport agency, Ruter, has procured only zero emission buses since 2022. In 2018, they set a target to reach a fully zero emission fleet by 2028. By setting a clear goal at an early stage and giving incentives for bus operators to offer zero emission buses in public tenders, most bus contracts in the city transitioned to zero emission by the end of 2023. As of 2025, more than 80% of the city's buses are zero emission (487 of 544 buses).

Santiago has incorporated more than 2,500 electric buses into its Red mobility system – making it the largest zero emission bus fleet outside of China. By the end of 2025, more than 70% of the city bus fleet will be zero emission. This significant transition has improved air quality, reduced local emissions, and raised service quality with modern, accessible, and quiet vehicles.

Commitment 2: Ensure a major area of the city is zero emission by 2030

CLEAN AIR ZONES

Auckland's Access for Everyone (A4E) programme is working to limit motorised through-traffic; prioritise access to city centre destinations; create new spaces; improve access for servicing, freight and delivery; and favour public transport, walking and cycling. A4E has also created separate networks for private vehicles, essential services, public transport, and walking and cycling, all within the same collection of streets.

Proposed changes to the network reduce emissions in the city centre, particularly through the Queen Street Valley, by reducing general traffic volumes.

Copenhagen's Low Emission Zone expanded on 1 March 2025 to the municipal border Tårnby. Vehicle restrictions apply to diesel-powered passenger cars, lorries, buses, vans and minibuses, requiring them to have a particulate filter or be at least Euro 5 standard (Euro 6 for lorries and buses). In December 2024, the Danish Government introduced national legislation that permits municipalities to establish zero emission zones from 2025. In response to this new legislation, the City of Copenhagen is working to select a zero emission zone. The zone is expected to be ready in 2027/28 and will apply to buses, passenger cars and commercial vehicles.

In 2021, **Rio de Janeiro's** Low Emission District was established by the Reviver Centro Programme, with the aim of implementing actions to reduce GHG emissions in the city. In 2024, the city joined the global Breathe Cities programme, supporting the preparation of studies for urban requalification and active mobility in the Low Emission District area, electrification of the city's bus fleet and improved air quality monitoring. For the Low Emission District, an avenue project will be drawn up, taking into account active mobility, green infrastructure and an Active Mobility Implementation Plan for the whole area. New low-cost sensors will also be installed to monitor air quality. The city will work to expand the cycling infrastructure; develop the Active Mobility Implementation Plan and draw up an executive project for Chile Avenue; as well as implement the pilot project for the Laneshift Zero Emissions Freight Transport Station.

WALKING AND CYCLING

Seoul continues to promote a range of policies to promote walking and cycling and build a pedestrian-friendly city. The city is implementing road space reallocation projects to secure safe and pleasant pedestrian areas and build bike lanes that allow for safe cycling. As a result, the city's bicycle lane network has been extended to more than 1,300 kilometres (16% of the total general road length). The city is converting car-centred roads – particularly major arterial roads – into spaces that prioritise sustainable transport modes, while also designating key neighbourhood roads as 'pedestrian environment improvement zones' where the city installs or widens sidewalks, removes obstacles to walking, and improves overall accessibility. As of May 2025, the city has completed road space reallocation projects along 9 routes totaling 11.36km, and designated 75 areas as pedestrian environment improvement zones. To support short-distance travel, the city's bike-sharing system – Ddareungi – provides 45,000 public bicycles across Seoul at approximately 2,700 rental stations.

In **Vancouver,** pedestrianisation efforts are underway in the historic neighbourhood of Gastown. Water Street is a one-way commercial street in downtown that runs through this area and sees high volumes of vehicles. The long-term design is being informed by seasonal pilots. In Summer 2024, the street was substantially closed to motor vehicles and was transformed into a bike-permeable public space with art installations, patios and public seating. In Summer 2025, the pilot includes new public spaces, car-free Sundays, and a counterflow bike lane to close a major gap in the cycling network.

Austin's Living Streets programme is a low-cost initiative created to make neighbourhood streets around Austin safer for families to walk, bike and connect with their neighbours. The programme offers residents a set of options for activating neighbourhood streets to create opportunities for safe, community-building throughout the city. To qualify for the programme, a street must meet certain criteria, like an incomplete sidewalk and the need for safe recreational space. The programme also requires 60% of neighbours to agree to implementation. If approved, no construction is necessary. The Austin Transportation Department sets up construction cones and barrels with signs limiting vehicle traffic. There are three versions of street closures available to neighbourhoods: Neighbourhood Block Parties, Healthy Streets, and Play Streets. In 2025, there were 37 participating streets in the programme.

ZERO EMISSION FREIGHT

Urban freight transport in **Warsaw** has a huge impact on congestion, pollution and illegal parking. To address these challenges, the city is working with the private sector through research projects to understand their priorities and needs. In 2024 and 2025, the city conducted a pilot study, Warsaw Zero-Emission Freight Transport: Development of Efficient, Zero-Emission Urban Logistics, to explore and propose zero-emission delivery solutions for the New Centrer of Warsaw. At the end of 2025, there were more than 2,000 electric trucks registered in the city.

ZERO EMISSION VEHICLES

Los Angeles continues to facilitate the transition to zero emission vehicles. The city's network of commercial and public electric vehicle (EV) chargers increased from 30,000 in 2023 to 37,500 at the end of 2024. Over the course of 2024, the number of EVs registered in the city increased by nearly 50,000, from 164,000 to 212,000. EV drivers continue to utilise the city's curbside EV chargers too, with weekly per charger utilisation increasing by 71% in 2024, with total weekly kWh consumption up by 82%.

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INSPIRATION

Milan has taken inspiration from international best practices through participating in C40's Urban Logistics Technical Working Group, aimed at guiding the development of a strategic and operational plan to transition toward more sustainable freight distribution. In particular, Milan has learned from Brussels' stakeholder engagement processes, about the creation of micro-hubs for load consolidation and the use of cargo bikes from **London** and **Paris**, how to manage loading and unloading zones from **Barcelona,** exploring pricing policies from **Oslo** and **New York,** night-time deliveries from **Stockholm,** and the implementation of limited traffic zones (LTZs) and zero emission zones from **Rotterdam.**

Bogotá's Clean Air for Urban Areas (ZUMA) programme has been inspired by **London's** Ultra Low Emission Zone (ULEZ). Taking lessons from London's ULEZ, Bogotá developed the ZUMA programme, with the aim of reducing toxic emissions in highly polluted areas, especially where marginalised communities live. Although Bogotá's approach is more localised than London's, the city adopted key elements such as the environmental vehicle labelling system, adapting it to their local context.

COLLABORATION

Seattle has partnered extensively with community groups including Lake City Collective, Duwamish Valley Sustainability Association, and Capitol Hill EcoDistrict on initiatives like Healthy Streets and Home Zones that advance the Low-Pollution Neighborhoods programme. At Pike Place Market, the city collaborated with the Preservation and Development Authority and local businesses to pilot improved delivery and vehicle access management, enhancing experiences for businesses and pedestrians. Additionally, the city has hosted two youth summits in the past two years to engage young people in co-creating solutions for transportation-related climate challenges.

Rotterdam has engaged extensively with the private sector on both zero emission city logistics and the sustainable mobility climate alliance.

ZERO EMISSION CITY LOGISTICS: The municipality works together with the logistics sector through the community Logistiek 010. There are more than 3,300 member organisations. This began in 2020, when the municipality entered into a covenant with 76 parties to work together towards zero emission city logistics. All parties have outlined actions as part of this covenant. This covenant has supported the city to successfully roll out its zero emission zone for logistics in January 2025.

SUSTAINABLE MOBILITY CLIMATE ALLIANCE: More than 150 large employers in Rotterdam have now joined the Sustainable Mobility Climate Alliance, representing more than 150,000 employees. They aim to reduce CO_2 emissions by 50% by reducing vehicle kilometres travelled in their business operations and employee commutes, encouraging more cycling, walking and use of zero emission vehicles. Participating businesses also offer a generous mobility package for employees to encourage more sustainable travel.

Medellín has strengthened strategic alliances with multilateral entities, development banks, research centres and international organisations such as C40 Cities, ICLEI and UN Environment. These alliances have facilitated the transfer of technical knowledge, access to green finance and the adoption of best practices for the energy transition of public transport.

Tokyo established a 'Cooperative Council for the Promotion of Charging Equipment in Apartment Buildings', consisting of charging service providers, EV sales companies, and other related parties. The council aims to promote the adoption of charging equipment in existing apartment buildings, which are considered to have particularly significant challenges, by sharing case studies and expertise. It also identifies the needs and challenges associated with installing charging equipment in Tokyo apartment buildings, and facilitates matching based on individual circumstances.

EQUITY AND INCLUSION

Bogota's Urban Zones for a Better Air (ZUMA) initiative involves citizen participation and community governance, and ensures that clean air and other social and economic benefits are monitored and fairly distributed to support healthier and thriving communities. In its initial stages, the city developed and used a socioeconomic equity index to identify and prioritise areas for its implementation. The index included metrics across health, population, service delivery, and land and housing, as well as the integration of the multidimensional poverty index. The index helped the city identify and prioritise the site of Bosa-Apogeo for the first ZUMA, which was designed using social characterisation and mapping activities in order to identify citizens' perceptions of the main problems and possible solutions related to air quality in the territory. These actions have allowed a contextualised approach to local realities and have strengthened the link with the community.

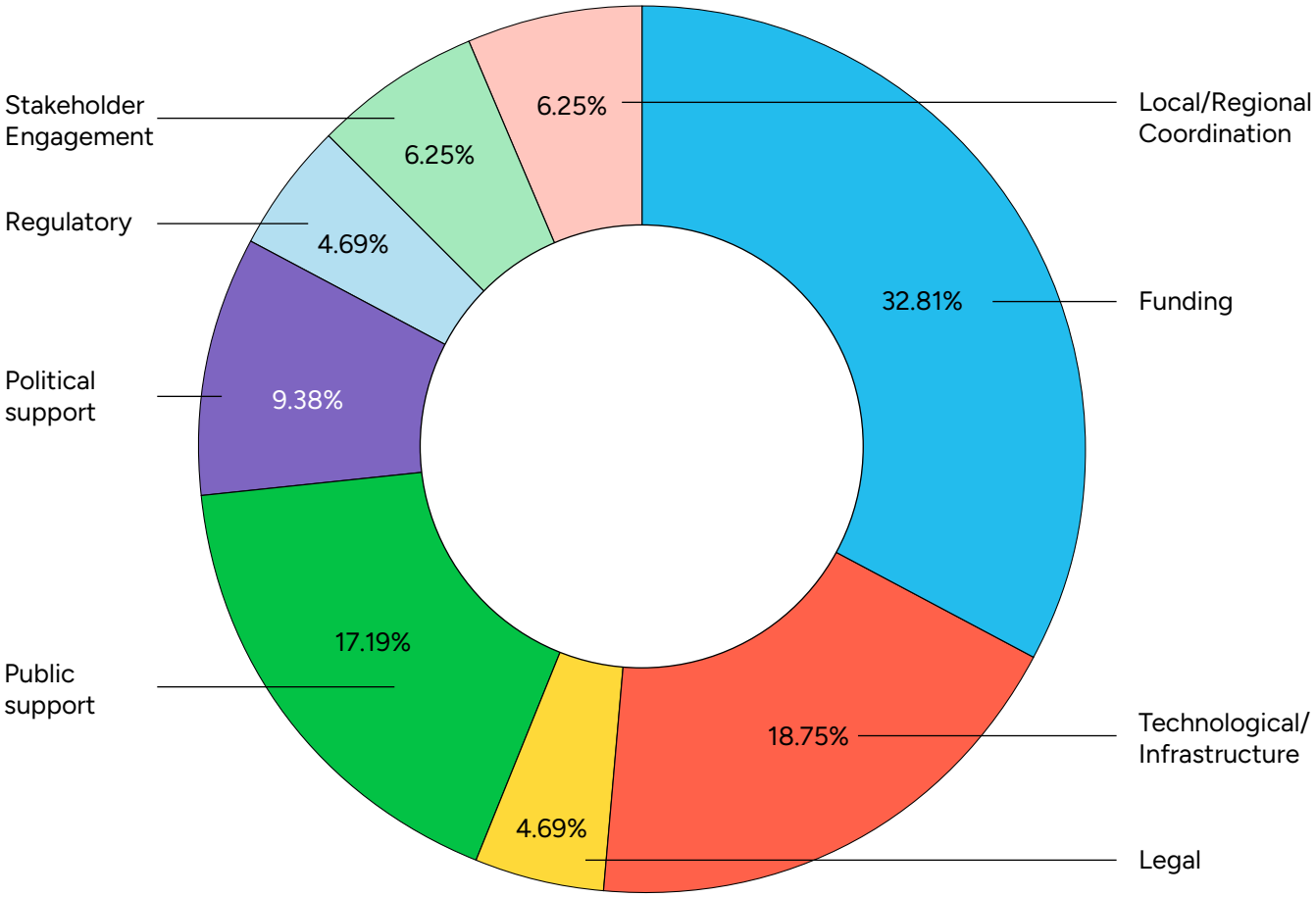
Having successfully delivered the first ZUMA, the city is developing a baseline and monitoring of indicators that include metrics related to citizen perception and variables with a focus on equity, thus allowing for a more accurate assessment of the social impact of the actions implemented.

Jakarta has an air quality monitoring network (SPKU) with 111 stations, used to map exposure levels in vulnerable neighbourhoods. The city is carrying out exposure and social vulnerability mapping efforts using air quality and social data, to understand which neighbourhoods are most affected by pollution, and who might be most impacted by any new policies and regulations. To design and implement an inclusive and fair transition to low emission vehicles and zones, the city is involving local communities and small business owners in planning discussions – especially students, women, the elderly, and residents of outer districts who rely more on non-motorised transport. Jakarta has prioritised infrastructure improvements in areas with high pedestrian activity, poor air quality, and limited access to public transport; implemented inclusive design including tactile guides, ramps, and curb cuts to support people with disabilities and elderly residents; and consulted the community for planning processes such as sidewalk and bike lane projects, especially in dense kampung neighbourhoods and areas near schools and markets.

Jakarta uses SPKU air quality data to track pedestrian pollution exposure. Surveys and walking audits (often done with school children and residents) help assess safety and accessibility. Pilot projects also use Jakarta Mobility Index and transport equity mapping developed with support from local NGOs and academic partners.

CHALLENGES

Summary of the different challenges faced by cities and associated % of cities that mentioned it



Despite cities' progress, distinct challenges to meeting the commitments remain. Funding and technological/ infrastructure challenges, including the deployment of charging infrastructure, remain key barriers to zero emission bus deployment and supply. The fossil fuel lobby is a powerful force, and pressures cities to adopt gas as a transition fuel.

Cities are also navigating a complex and unstable economic and political landscape, which sees car reduction policies attracting growing scrutiny and becoming susceptible to the rise of misinformation and disinformation. There is a well organised and well funded opposition working to destabilise cities' ambition. To counteract this, cities must win the public argument and demonstrate the wide-ranging and equitable benefits to city centres with fewer cars and a more sustainable urban transport system, for all communities and businesses.

This is particularly important as cities look to scale and expand existing policies, which is critical for meeting 2030 targets and signalling the end of fossil-fuel transport in our cities.

HOW CITIES ARE STEPPING UP THEIR ACTION

In addition to their Accelerator commitments, 12 signatory cities have a target for a 100% zero emission bus fleet in or before 2030. C40's goal is to collaborate with cities, funders and wider stakeholders through programmes such as the Zero Emission Bus Rapid-deployment Accelerator (ZEBRA), to support cities on their transition to a zero emission bus fleet by 2030.

There are five years left for signatory cities to take the transformative action necessary to ensure that a major area of the city is zero emission. Many cities are introducing stepping stone policies to disincentivise private vehicle use, facilitate the transition of high mileage vehicles to zero emission, and make streets more people-friendly.

Across the world, cities are adapting their ZEA policies through a broader Clean Air Zone approach suitable for their local context. Cities are also continuing to expand their protected walking and cycling networks, making it easier and safer for people to choose active travel. Despite the funding shortfalls since COVID-19, public transport ridership levels are slowly returning to pre-pandemic levels as cities continue to invest in improving and expanding bus, metro, rail and tram services.

At the same time, cities must encourage the uptake of electric vehicles by providing accessible and convenient electric vehicle charging infrastructure, while recognising that simply switching to EVs is not a silver bullet and comes with associated impacts, including road danger and non-exhaust and embedded emissions.

FUTURE ACTION

Paris' long term objective is to reduce the number of vehicles circulating in the city. By 2026, the city aims to halve the number of on-street parking spaces in the city, which is currently around 60,000 spaces. Since 2020, more than 18,500 on-street parking spaces have been removed, rebalancing public space in favour of walking, cycling and public transport.

Rome is working to transform its public transport network. The renewal of the bus fleet is underway and to date, 110 of 411 twelve-metre electric buses are in circulation, with delivery of the remaining electric buses expected to be completed in 2026. By 2026, the entire fleet will have been renewed with a minimum emissions standard of Euro 6. The city is aiming for a 100% zero emission fleet by 2035. In addition to the city's bus fleet, the city has expanded the metro C line with two new stops in Autumn 2025, with a further four new tram lines also under construction or in the process of being opened. To further modernise the network, 121 new trams have been purchased and will arrive in 2026.

Cape Town is pursuing its transition to electric buses, despite the challenges. The city has awarded a tender for the supply and delivery of 12 meter low entry battery electric buses. The contract was activated in July 2025 and is awarded for 36 months, with delivery of 30 battery electric buses expected between January and March 2027.