



SAFER STREETS FOR CLIMATE NEUTRAL CITIES

BEST PRACTICES, CHALLENGES AND EXPERT RECOMMENDATIONS FROM THE
REALLOCATE, ELABORATOR, AMIGOS AND JUST STREETS PROJECTS



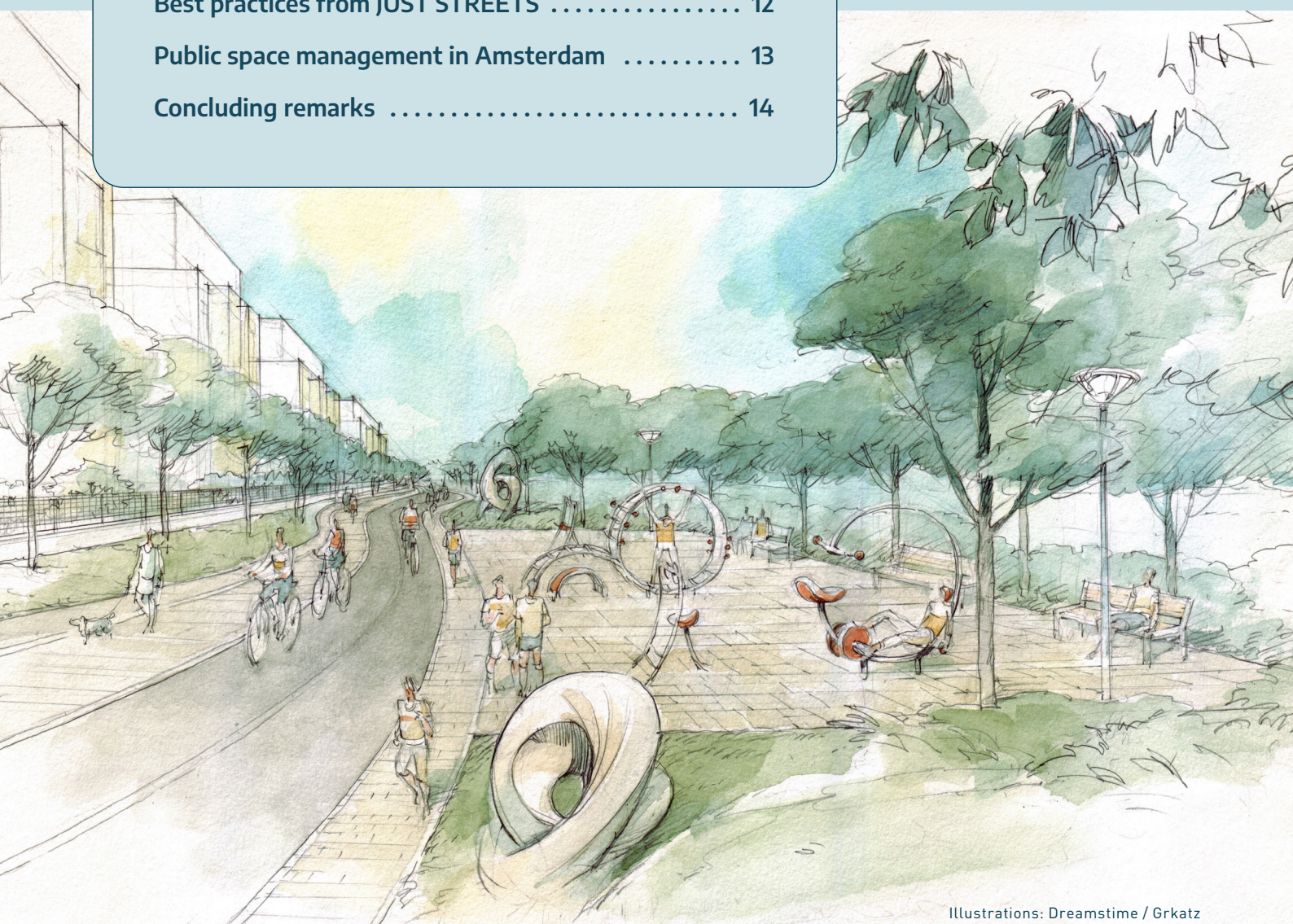
AMIGOS



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INTRODUCTION

The REALLOCATE project, in collaboration with ICLEI Europe, organised the 48th Breakfast at Sustainability (B@S) event titled “**Safer Streets & Climate-Neutral Cities: Achieving Climate Goals while Ensuring Safety for All**”. The Breakfast at Sustainability (B@S) is a series of meetings hosted by local, regional and national governments represented in Brussels and organised by ICLEI Europe Brussels Office.

The event, which took place on 2 December 2025 in Brussels, aimed to facilitate the exchange of practices and discuss successful policies among Mission Cities committed to climate neutrality, improving urban liveability and safety enhancement. This edition of B@S addressed relevant measures, best practices, strategies, as well as policy recommendations regarding space reallocation and safety enhancement. These were implemented in co-creation with different societal groups and vulnerable road users, such as children, older people, gender-related groups and people with reduced mobility and disabilities.

B@S drew on experiences from the Mission Cities and projects within the CIVITAS Initiative, specifically the [REALLOCATE](#), [JUST STREETS](#), [ELABORATOR](#) and [AMIGOS](#) projects. Cities’ representatives from **Warsaw**, **Helsinki**, **Reykjavik** and **Amsterdam** presented their respective perspectives on the topic, setting the

stage for the second half of the event - an interactive stakeholder workshop. The cities incorporated their reflections, success and failure stories into a dialogue with the other participants, including experts from the transport, mobility, safety and accessibility domains.

The discussion and outputs were in line with the [EU Road Safety Policy 2021-2030](#) and the [Vision Zero](#) initiative, a long-term goal to significantly reduce the number of serious injuries and fatalities on EU roads by 2050 - acknowledging the need for joint action and efforts at the EU, national, regional and local levels.

Hosted by the Helsinki EU Office, the event tied naturally to the city’s recent push for Vision Zero, aiming for zero road accidents in a year. Office Director Janne Leino spoke proudly about this initiative during his opening remarks.

THE TOPIC

The B@S event emphasised the crucial role of road safety in achieving climate goals, especially the 2030 climate-neutrality target of 112 Mission Cities. Despite its importance, safety is still often overlooked in mobility planning. The event offered an opportunity to highlight best practices, exchange insights, and strengthen the discussion on safety measures and policies in urban Europe.

All four projects, including their pilots and measures, place a strong emphasis on vulnerable road users (VRUs). These include pedestrians, cyclists and users of personal mobility devices, with particular attention to children, people with reduced mobility, and individuals with disabilities. This focus highlights the importance of prioritising the safety and accessibility of the most at-risk road users in urban mobility planning.

THE STRUCTURE

This publication starts with a brief overview of the four projects, followed by detailed sections on REALLOCATE, AMIGOS, ELABORATOR, and JUST STREETS, highlighting best practices in safety measures and policies, and with a particular focus on one city per project, their best practices and interventions, remaining challenges and expert recommendations gathered during the workshop.



THE PROJECTS

REALLOCATE, AMIGOS, ELABORATOR and JUST STREETS are CIVITAS projects working, to various extents, on the topic of street safety. Their participation at the event provided key insights into mobility initiatives and innovative approaches to street safety across European cities.

REALLOCATE

REALLOCATE is a four-year project (May 2023–April 2027), coordinated by University College Dublin and bringing together 37 partners. The project aims to transform streets into inclusive, green, safe and future-proof urban spaces by enabling close collaboration between researchers, mobility experts, urban planners and local communities. Street safety is a key pillar of 15 REALLOCATE Mobility Labs, embedded within broader efforts to reimagine urban mobility and reallocate space to support liveability, accessibility and climate goals.



AMIGOS

AMIGOS is a four-year project running from June 2023 to May 2027, coordinated by the City of Hamburg and bringing together 28 partners from 16 European Union and Associated countries. AMIGOS (Active Mobility Innovations for Green and Safe Solutions) strongly embeds street safety within its core mission by addressing mobility challenges through co-creation processes and innovative digital tools. The project develops and tests inclusive co-creation methodologies, optimising public space in 5 Living Labs and 10 Safety Improvement Areas, all whilst improving safety and quality of life, particularly for vulnerable road users.



ELABORATOR

ELABORATOR is a 42-month project (2023–2026) coordinated by the Institute of Communication & Computer Systems (ICCS) and involving 39 partners. Street safety is a central focus of ELABORATOR, which directly targets safer urban environments by piloting innovative tools and street redesign measures to reduce risks for vulnerable road users and enhance overall urban safety. Key interventions in 12 Living Labs include smart enforcement tools, dynamic space allocation and redesign, shared services and the integration of active and green transport modes.



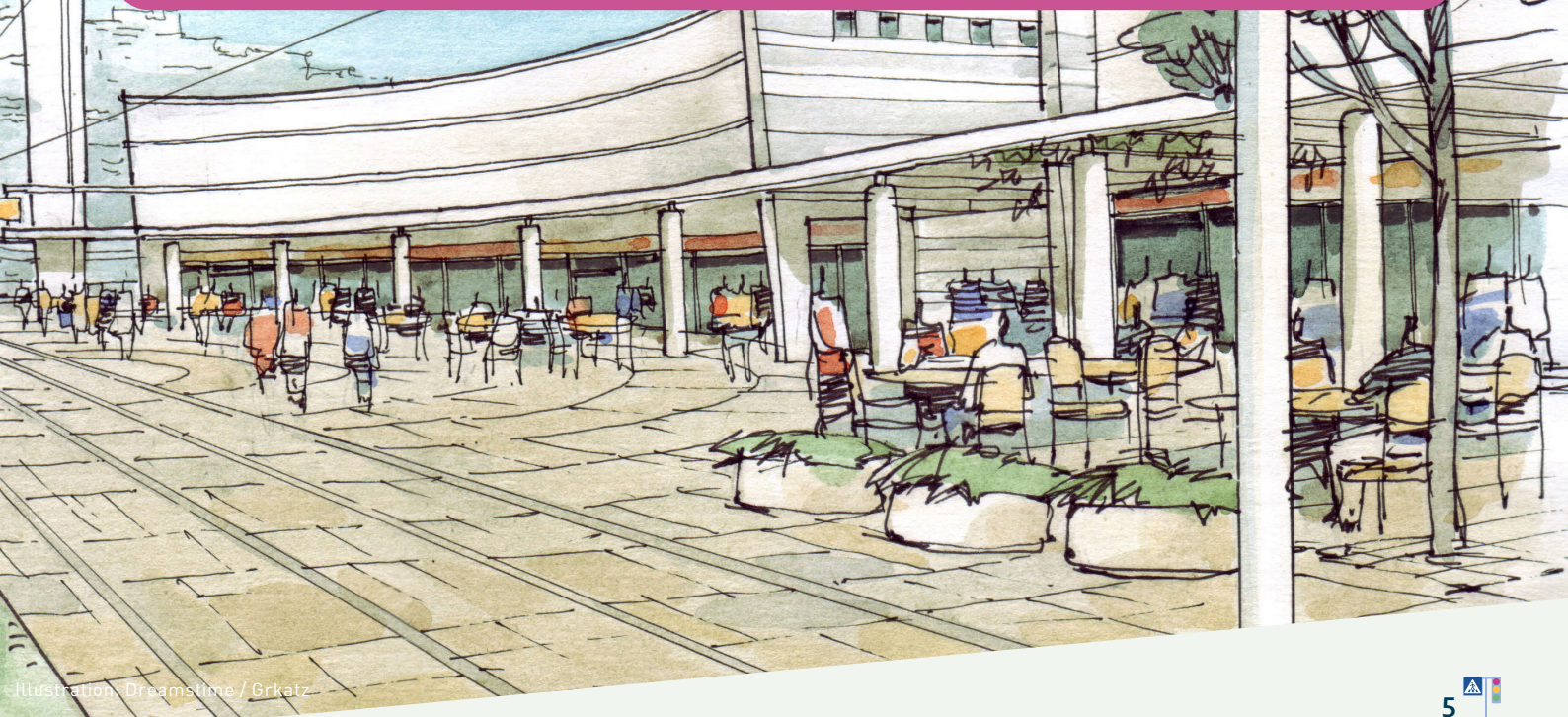
JUST STREETS

JUST STREETS, running from January 2024 to June 2027, is coordinated by the Links Foundation and brings together 32 international partners. The project focuses on redeveloping streets as safe, inclusive and sustainable public spaces shaped by active mobility and social justice. Through collaboration with 12 cities, JUST STREETS empowers local authorities to transform existing streets into human-centred environments that prioritise safety, accessibility and equity for all users.



**JUST
STREETS**

MOBILITY JUSTICE FOR ALL:
FRAMING SAFER, HEALTHIER
AND HAPPIER STREETS.



BEST PRACTICES FROM REALLOCATE

Safe & Sustainable School Districts

Lyon (France)

Lyon is detecting road safety hazards caused by car users and the growing number of cyclists and e-scooter users.

Bologna (Italy)

Bologna is implementing a safe and sustainable school district to foster secure, child-friendly and autonomous home-to-school mobility.

Warsaw (Poland)

Warsaw is co-designing and co-developing safe, attractive and green solutions around a primary school area including pedestrian crossing safety audits, citizen science initiatives and a gamified participatory process.

Hi-Tech for Safety and Accessibility

Tampere (Finland)

Tampere is demonstrating the use of artificial intelligence (AI) for urban road safety and accident prevention, employing parametric design to deliver user-centred space reallocation.

Lyon (France)

Lyon is detecting road safety hazards caused by car users, as well as by the growing number of cyclists and e-scooter users. The city is using a Digital Twin to simulate street user interactions and is developing new methods for road safety data collection and evaluation.



Coordinated by
University College Dublin

 [linkedin.com/company/reallocate-project](https://www.linkedin.com/company/reallocate-project)

 reallocatemobility.eu



SAFE WAY TO AN “A” IN WARSAW

Measure in focus

Warsaw (Poland) is implementing its city-wide “Safe way to an A” school street programme (in Polish “Droga na 6-tkę” - signifying the highest school grade), aiming at improving road safety around primary schools and supporting active mobility among children and teenagers.

Successes

The programme is based on a collaboration between municipal units and school communities, including:

- ✦ Collaborative co-creation process with a diverse range of stakeholders (e.g. experts, parents, children, design students, the local community) through workshops and field observations to redesign and plan the streets together.
- ✦ Data from surveys, traffic and speed measurements and other publicly available data.
- ✦ Prototyping of spaces and interventions encompassing parking space removal, installation of street furniture, nature-based solutions and street painting.
- ✦ Installing bollards to prevent entry onto the service road from one side, eliminating illegal parking in this area.

“We embrace the uniqueness of each school and apply the best practices to improve safety.”

Warsaw Roads Authority

Remaining challenges

- ✦ Conflicts around parking and the need for staff and teachers to park in front of the school, and transport educational materials.
- ✦ Ongoing discussions with the public transport authority to narrow a street in front of the school and create a cycling lane.
- ✦ Uncertainty about the temporary solutions to be adopted until the final works with new furniture can be installed.
- ✦ Local politicians have become divided between supporters and opponents.

Expert recommendations

- ✦ A drop-off zone for loading and unloading school materials.
- ✦ Car-sharing schemes and a reward system for teachers coming to school by public transport (mobility management plan).
- ✦ Planting edible plants with the help of school children and the community to build the sense that the space belongs to them.
- ✦ Communicate with the public transport company that fewer cars will mean less traffic congestion and more efficient driving for buses.
- ✦ Engage with politicians, offering them the opportunity to visit the school community and showcase the acceptance of the measures and actual improvements in public space.



BEST PRACTICES FROM AMIGOS

Hamburg (Germany)

Closing down a street with modal filters in front of a primary school. Reducing car traffic while promoting more sustainable and active mobility alternatives in the district of Hamburg-Lohbrügge.

Gabrovo (Bulgaria)

Improving multimodal mobility, promoting active travel and enhancing safety around schools by encouraging families to use fewer cars and choose public transport, cycling and walking.

Lappeenranta (Finland)

Improving school and kindergarten integration with local infrastructure (e.g. roads, parking and public transport connections) to address gaps in mobility planning and optimise traffic in the school district.

Istanbul (Turkey)

After Maltepe's 2022 pedestrianisation, the area was selected as Istanbul's AMIGOS pilot. Air quality, noise and changes in traffic flow are being measured to quantify the act's impacts.

Las Rozas (Spain)

A new multimodal area in the Las Rozas Innova car park is improving safety by reducing car-pedestrian conflicts, and providing alternatives for more sustainable school trips.



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CONSTRUCTION SITE SAFETY IN REYKJAVIK

Measure in focus

Reykjavik (Iceland) is experimenting with tactical urbanism measures around a central construction site to improve the perception of safety of passers-by.

Successes

Reykjavik has been testing playful, tactical urbanism solutions around a long-term construction site:

- ✳ Installing colourful grids around building sites has been one solution tested in order to guide passers-by on where to go, prevent falling over the concrete blocks, make fences more visible in the dark, keep fences stable and make long-term construction sites more pleasant to pass by. The grids include bright colours, playful elements and can also be combined with benches.
- ✳ Mobility cameras monitor how people interact with the new grids, and perceived safety questionnaires measure the changes before and after the implementation. Early data points to improved perceived safety in these locations.

Remaining challenges

- ✳ The difficulty of balancing visibility, attractiveness and safety.
- ✳ Playful elements risk drawing children to stay longer at the construction site.

- ✳ Regulatory uncertainty and no clear guidance on required fence height, climbing risks, or minimum safety standards for child-safe construction barriers.
- ✳ Low engagement from construction companies.
- ✳ So far only prototypes have been tested, but an upscaling project is being planned.

Expert recommendations

- ✳ Continuity of the co-creation activities: workshops included disability groups, police, businesses, engineers and workers. A follow-up workshop is recommended to rebuild momentum and refine the design.
- ✳ Political interest focuses on results and data, not processes, therefore, pre/post measurement are relevant to demonstrate effectiveness and secure support.
- ✳ Better disruption management and public communication are needed: signage, lighting, clear temporary pathways and basic information boards are missing.
- ✳ Strengthening the engagement and communication with the construction actors, e.g. engineers and construction company, as well as integrating requirements into procurement.



BEST PRACTICES FROM ELABORATOR

Copenhagen (Denmark)

Copenhagen is reallocating car parking, freeing up space and reducing car dominance in the city centre. The measure provides enhanced bicycle parking, with additional racks to improve safety for pedestrians and cyclists, as well as the monitoring of near-collision incidents to enhance cyclist safety.

Split (Croatia)

Split is focusing on pedestrian and public transport access improvements, such as keeping crossings and bus stops unobstructed. The intervention is supported by video enforcement (i.e. cameras at high-risk corridors reducing illegal parking) and driver safety awareness, supporting safer behaviour with data monitoring.

Milan (Italy)

Milan has redesigned key routes and intersections for the 2026 Winter Olympics, providing safer and more accessible crossings for pedestrians and cyclists. Measures include tactical street interventions with temporary space reallocation to calm traffic and prioritize active modes. The city also uses decision-support tools, leveraging data to plan safer corridors and guide safety investments.

Issy-les-Moulineaux (France)

Issy-les-Moulineaux has invested in light-emitting markings to improve cyclist visibility at high-risk junctions. The measure comprises data-driven identification of dangerous sites and the GECCO AIR App to encourage safer and cleaner routing choices.

Lund (Sweden)

Lund is implementing a temporary street redesign aiming for a safer and more inclusive configuration of Östra Mårtensgatan street. The measure is supported by sensor & AI monitoring on tracking traffic, near misses, noise and air quality. Such interventions aim for a low-traffic city centre, rebalancing space toward active mobility.

Trikala (Greece)

Trikala is working on smart and safer school crossings through sensor-based crossings to slow traffic and protect children. Complementary interventions entail park-and-ride with bikes to reduce central car pressure, and safer cycling network using sensor data to reduce conflicts.



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SAFETY OF VULNERABLE ROAD USERS IN HELSINKI

Measure in focus

Helsinki (Finland) has focused on safety measures targeting various vulnerable road user (VRU) groups, taking into account the fact that VRU accidents are underreported in official accident data and that there are conflicting interests among VRU groups.

Successes

- ✱ Collection of data on safety-critical hotspots, including crashes, falls, near-accidents and locations perceived to be dangerous. Data is gathered through a map-based survey, aided by 40 e-scooters equipped with sensors.
- ✱ Improvement of street space usage by reorganising e-scooter parking, aiming to reduce the risk of potential hazard for visually impaired people, inconvenience for pedestrians and the concentration of e-scooters near transit stations and main points of interest.
- ✱ Warning system set up at an intersection between light rail and VRUs, especially cyclists, e-scooter riders and the visually impaired people.
- ✱ A key strategy to achieve Vision Zero: in Finland, when a severe road incident occurs, the authorities convene an interdisciplinary panel of experts to conduct a comprehensive analysis. The team examines the multifactorial causes of the accident and formulates evidence-based preventive measures to reduce the likelihood of similar incidents.

Remaining challenges

- ✱ Unclear traffic signs and markings around tram lines, making it difficult for users to understand street space allocation, particularly during winter conditions such as rain, snow and reduced visibility.

- ✱ Efforts to increase tram speeds in Helsinki to make public transport competitive with car travel times also raise potential safety risks for pedestrians and cyclists.
- ✱ E-scooters present additional challenges in the organisation of public space, causing inconvenience for pedestrians - especially visually impaired people - as well as safety, behavioural and parking issues, with high concentrations around transit stations and popular activity areas.

Expert recommendations

- ✱ Better signs and markings adapted to reduced visibility and snowy conditions, as well as smart solutions such as adjustments in signals, traffic lights when users are circulating in the area and around the tram stops.
- ✱ Setting geofenced areas with speed limits allows e-scooter speeds to be automatically reduced or restricted in high-traffic zones or areas with a high potential for conflicts with other VRUs. Other solutions considered include requiring e-scooter users to follow dedicated navigation guidance, introducing licensing or training requirements for use and/or rental and complementing these measures with awareness-raising campaigns on safe traffic behaviour. Alternatively, some cities have chosen not to allow shared e-scooters, permitting only privately owned ones.



BEST PRACTICES FROM JUST STREETS

Riga (Latvia)

Riga is making a key intersection area in the Agenskalns neighbourhood safer and more accessible to its citizens and visitors. One of the most important parts of the interventions will be removing car parking spaces, effectively creating new public space. It will be used not only to improve the physical environment but also to strengthen social ties between users.

Cugir (Romania)

Cugir faces severe road safety challenges due to the heavy and growing use of private cars. Its layout makes it well-suited for the 15-Minute-City concept. The city is working to shift citizens' mobility habits and improve public spaces. Initiatives include promoting versatile use of public areas, providing free public transport one day each month and hosting events that engage diverse groups of residents.

Braga (Portugal)

Braga is creating safer and healthier conditions for children to move independently in the immediate vicinity of their school. With the help of a group of pioneers, more and more stakeholders are to be involved in collaboratively working on a vision: an improved distribution of road space to meet the needs of all groups of people, and to deliver an open, inclusive space in the proximity of the school to encourage social activities.

Kozani (Greece)

Kozani is developing the innovative concept of 'school buffer zones', which extends beyond traditional school streets designated for safety and car-free interventions. This approach envisions a broader area around schools that is redesigned to enhance safety and inclusivity. While pedestrianisation and road closures will occur directly in front of schools, the entire surrounding area will be reimaged to create safe and accessible pathways. These pathways will encourage active mobility choices, promoting walking and cycling as viable options for students and families.

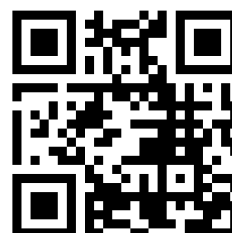


JUST STREETS

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PUBLIC SPACE MANAGEMENT IN AMSTERDAM

Measure in focus

Amsterdam (Netherlands), like many Dutch cities, has already reduced car traffic and lowered speed limits, leaving less room for quick wins. The city is gradually removing car parking and replacing it with wider sidewalks, bike parking and green spaces, improving safety and overall urban quality.

Successes

- ✳ Rather than introducing entirely new policies for new challenges, the city experiments with the use of existing frameworks - such as those for reducing car parking - allowing measures to be implemented more efficiently. By avoiding the politicisation of planning processes, Amsterdam has streamlined decision-making and prevented unnecessary delays.
- ✳ Strong engagement with local communities has further supported acceptance and co-creation, while a well-established legal framework for road maintenance has been strategically leveraged to implement broader changes, including the reallocation of space away from car parking.
- ✳ Different forms of co-creation that take place on the streets and public spaces are a strong point of the interventions in the neighbourhoods.
- ✳ An important starting point was that the works remain within the category of 'major maintenance' rather than 'redevelopment', allowing car parking spaces to be removed as a reprioritisation of scarce urban space.

Remaining challenges

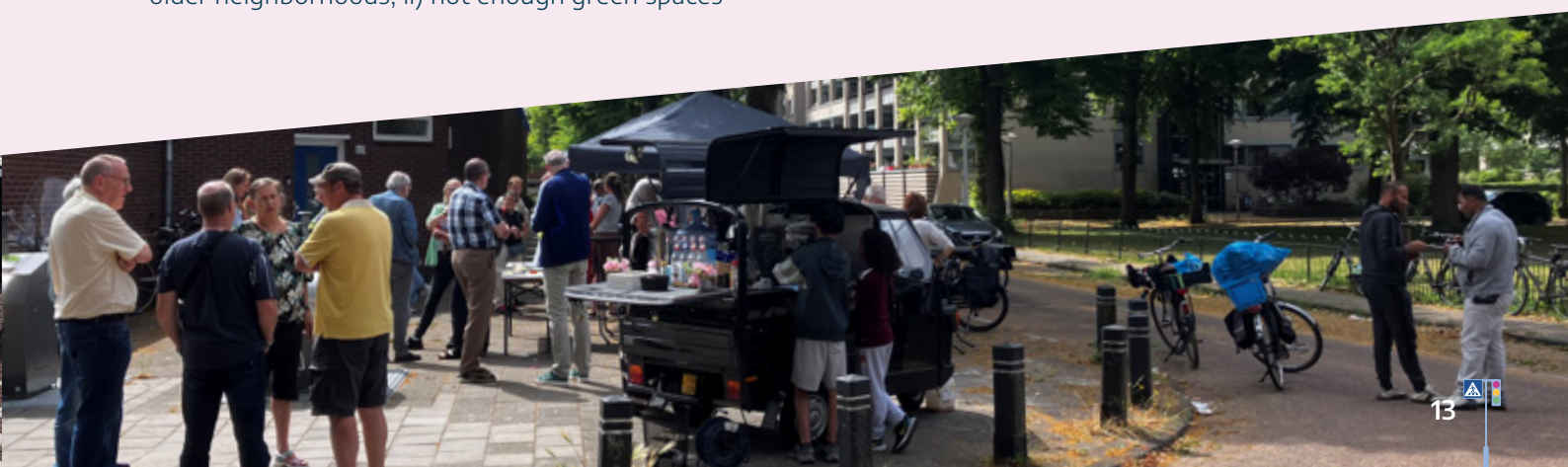
- ✳ Public space management: i) narrow sidewalks in older neighborhoods, ii) not enough green spaces

contributing to a higher flood risk and heat stress, iii) reduced car parking increases bike parking and green space.

- ✳ A lot of work and time to follow decision-making procedures, compromising the effectiveness of processes.
- ✳ An efficient maintenance program (from identifying that maintenance is needed through to the start of the works) is difficult to combine with implementing improvements in the public space, whilst also involving residents.
- ✳ E-bikes are useful for some social groups (e.g. elderly or spatially segregated communities), but introduce a new safety risk.
- ✳ Conflicts between micromobility users and pedestrians.
- ✳ Dealing with i) different interests - removing parking spaces for traffic safety can lead to a decline in social safety, ii) different realities - administrative and political perspectives do not always align with neighbourhood-level needs, which can lead to tensions or low trust.

Expert recommendations

- ✳ Solutions proposed include educational campaigns aimed at improving cycling behaviour.
- ✳ "Education by enforcement", which refers to the strategic use of regulatory measures and penalties to guide individuals toward safer travel behaviour, encourage voluntary compliance and long-term behaviour change.
- ✳ Alternatively, the introduction of an income-based fine system has been proposed as a way to ensure that penalties are proportionate and equitable across different socioeconomic groups.



CONCLUDING REMARKS

STAKEHOLDER INVOLVEMENT AND CO-CREATION PROCESSES ARE A CORE ELEMENT

The example pilots demonstrate that co-creation processes are central to successful urban mobility interventions. By using diverse methods and workshop designs, the projects actively involve a wide range of stakeholders and engage local communities, including children, parents, school staff, people with special needs and other residents. This approach ensures that solutions are inclusive, context-specific and widely supported.

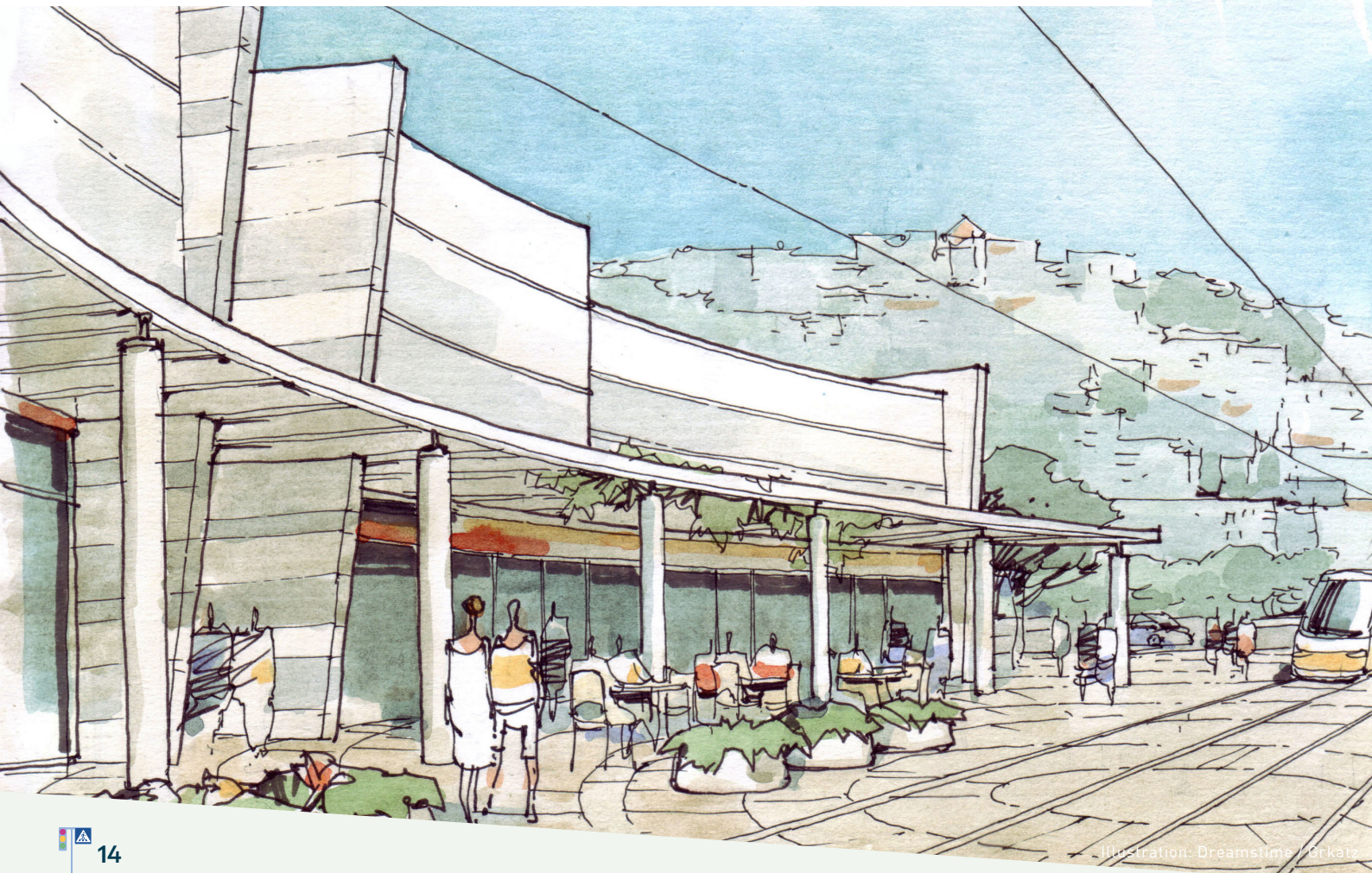
INNOVATION, CREATIVITY AND PLAYFULNESS ARE POWERFUL ALLIES

The pilots show that creative, playful and well-designed spaces can enhance safety and usability, even in challenging contexts like construction sites, as seen in Reykjavik. Co-creation with stakeholders ensures

interventions can be adjusted and improved in practice. Initiatives such as school streets in Lyon, Warsaw and Riga further demonstrate how artistic and nature-based solutions around schools can make public spaces more engaging, safe and child-friendly.

REGULATION, EDUCATIONAL CAMPAIGNS, AND EDUCATION BY ENFORCEMENT

Effective e-scooter management relies on a combination of regulation, education and enforcement. Key measures include defining allowed areas, setting speed limits, providing designated parking and requiring licenses or training to rent e-scooters. Educational campaigns on safe cycling behaviour, supported by targeted enforcement when necessary, further enhance safety. Regular review and adjustment of existing policies ensure that e-scooter use remains safe, sustainable and well-integrated into urban mobility systems.



LEARNING FROM FAILURES AND ADOPTING INTERDISCIPLINARY APPROACHES

A key takeaway for achieving Vision Zero is the importance of learning from accidents through interdisciplinary collaboration. In Finland, severe road accidents are investigated by teams of specialists who analyse the causes in depth and identify preventive measures. This approach ensures that lessons from failures directly inform strategies to improve road safety and prevent similar incidents in the future.

MORE ACCURATE DATA FOR PLANNING AND IMPLEMENTATION OF INTERVENTIONS

Collecting accurate data on safety and critical hotspots - such as crashes, falls, near misses and locations perceived as dangerous - enables early identification of barriers and supports the design of effective preventive measures. Reliable data is therefore essential for planning, implementing and evaluating interventions that improve urban safety.



SAFER STREETS FOR CLIMATE NEUTRAL CITIES

Best practices, challenges and expert recommendations from the REALLOCATE, ELABORATOR, AMIGOS and JUST STREETs projects

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Funded by
the European Union



This project has received funding from the European Unions Horizon Europe programme under grant agreement No. 101103924. Views and opinions expressed are however those of the author(s) only and do not necessarily reflect those of the European Union or the European Commission. Neither the European Union nor the granting authority can be held responsible for them.