

# The Little Big Blueprints

**37 kids and 1 urbanist  
imagine the future of cities**

**“Designing  
a dream city is  
easy; rebuilding  
a living one takes  
imagination.”**

## From Markus

I founded Bolt when I was 19 years old.

I imagined a future in which people don't waste their time and money driving everywhere. A future in which shared mobility supports public transport to reduce traffic, pollution and accidents. Ultimately – a future in which cities become greener, cleaner, and safer places for everyone to enjoy.

A decade later, Bolt helps 150 million people move around with ride-hailing, car-sharing, scooters, e-bikes, tuk-tuks, boda-bodas and 3-wheelers – and over 40% of our rides start or end near public transport stations.

By 2030, shared mobility will double its share of urban trips. It'll provide 16 million people with earning opportunities and offer significant cost-savings to the average car owner. But most importantly, it could help cities cut car usage and CO2 emissions by up to 20%.

Behind these numbers hides an opportunity. As people leave their personal cars behind, how can businesses, regulators and urbanists work together to make cities better?

The answer is limited only by imagination. Something that we, adults, could use a little help with.

That's why we asked 37 imagination experts to help write this book. The youngest is 5, the oldest is 13 – and they call themselves The Little Big Think Tank.

On the following pages, you'll learn about their visions of tomorrow – while urban expert Lior Steinberg will prove that we can make them a reality, today.

Let's make cities for people, together.

Markus 

Markus Villig is the founder and CEO of Bolt. Bolt is the first European super-app with over 150 million customers in over 45 countries across Europe and Africa. The company seeks to accelerate the transition from owned cars to shared mobility, offering better alternatives

for every use case. Bolt's products include ride-hailing, scooter and e-bike sharing, Bolt Drive, Bolt Business, Bolt Food, and Bolt Market.

Data and predictions from the "Shared Mobility's Global Impact" study by Oliver Wyman (2023).

## From Lior

The process of city-making can be slow, mundane, and often difficult. Budget constraints, legal challenges, and technical obstacles may arise along the way. Yet, my experience has shown that every problem has a solution. There's always a way around.

But the greatest challenge – the one I haven't yet found a solution for – lies in the realm of adult imagination. Or the lack of it. Too often, innovative urban designs are blocked because of fear. Fear of losing a parking spot, fear of change, fear of the unknown. If we can't imagine a better future, we prefer to keep the status quo.

In this book, children call on us to be fearless like they are, dream boundlessly, and infuse colour into the mundane. Through their eyes,

we're reminded of the beauty of imperfection – the freedom to explore uncharted territories without fear of missteps. Just like a child can't learn to cycle without falling, we can't improve our cities without trying.

There's a saying that children can see magic because they look for it. As we read through this book, let's find inspiration in the dreams of children who were kind enough to share their visions. If we all sought to capture the essence of urban magic – the one that each of the children shared with us – our cities could be better places to be in.



Lior

Lior Steinberg is an urban planner and the co-founder of Humankind, a Rotterdam-based agency for urban change. Lior helps cities look beyond functionality and plans urban spaces that make people smile.

All projects he participates in have one thing in common: making people-oriented cities. He was born and raised in Tel Aviv and has lived in Berlin,

Groningen, and Stockholm, where he obtained an MSc in Urban and Regional Planning. Being a Jane Jacobs enthusiast, and a fan of great public spaces, he's keen on making cities better, with an emphasis on local, innovative interventions.

In 2022, Lior published his first children's book: *The Car That Wanted to be a Bike*.

## Co-authors

The editorial team extends its heartfelt gratitude to the contributing imagination experts. Their profound insights, expertise, and dedication have been instrumental in shaping this publication.

We hope they'll enjoy reading it – once they reach the age at which reading becomes enjoyable.

Ms. Emilia, 5 years old

Ms. Neeve, 8 years old

Ms. Arija, 9 years old

Ms. Emily, 10 years old

Ms. Lena, 8 years old

Ms. Dakota, 6 years old

Ms. Hanna, 13 years old

Ms. Maria, 8 years old

Ms. Anastasiya, 7 years old

Ms. Ailana, 10 years old

Ms. Lily, 11 years old

Ms. Maia, 13 years old

Ms. Tamara, 11 years old

Ms. Agne, 13 years old

Ms. Sara, 11 years old

Ms. Francesca, 12 years old

Ms. Ana, 7 years old

Ms. Anna, 9 years old

Mr. Tom, 9 years old

Ms. Daria, 9 years old

Ms. Sofia, 11 years old

Ms. Sandu, 13 years old

Ms. Alice, 10 years old

Ms. Celia, 11 years old

Mr. Achen, 9 years old

Mr. Kareem, 13 years old

Ms. Marta, 13 years old

Ms. Mirte, 13 years old

Ms. Liisa, 13 years old

Ms. Franka, 7 years old

Ms. Maria, 9 years old

Mr. Aziz, 9 years old

Ms. Lula, 7 years old

Ms. Mari-Ann, 13 years old

Ms. Kristiina-Helena, 13 years old

Ms. Eve, 9 years old

Mr. Bastijn, 9 years old

**The following is  
a dialogue between  
37 imagination  
experts and  
an urbanist**

Emily, 10, Denmark



“My dream street is nice and quiet. A place where children can play without being scared and with lots of colourful houses and flowers.”

Lior

Emily’s vision is simple yet powerful. Great streets aren’t anything spectacular. They’re nice, quiet places where people can safely enjoy themselves. But beyond that, she reminds us of an element often forgotten in urban design – the importance of colour.

As we grow older, the colourful palette of childhood toys and drawings seems to fade. Architects create buildings that might have a sleek and futuristic look but often lack the vibrancy and charm that colours can bring.

Colourful designs are considered less serious than those with greys, beiges, and other muted tones.

Emily’s dream for more colour goes beyond looks; colours can have a psychological impact on people, too. They can influence mood, behaviour, and the overall experience of a place. Colours can also contribute to a neighbourhood’s identity, fostering a sense of community pride. After all, why should the joy of colours be limited to children?

The Bo-Kaap neighbourhood is one of the most visited places in Cape Town, thanks to its unique and colourful houses. Initially, the houses were painted white, but when enslaved people were allowed to buy houses, they used different colours to express their freedom. Walking in Bo-Kaap isn’t just a beautiful experience. It’s a reminder that when a community comes together, it can create a better future.



“My dream city is a place where everything is super pretty, bright and colourful. All the houses and flowers and even scooters are in rainbow colours because rainbows are the best things in the world. I tried to draw it all, but it’s even prettier in my head!”

Dakota’s imagination is limitless. When she talks about her dream city being even prettier in her head than on paper, she echoes a challenge that even experienced urban planners and architects face daily. How do we translate the intangible feelings of joy, love, and kindness into our built environment?

The role of an urban designer isn’t limited to planning streets, allocating spaces, or managing traffic. It extends to psychology, culture, and, above all, human aspirations.

How does one design for ‘friendship’ or ‘kindness’? How do you incorporate the abstract concept of ‘love’ into concrete, brick, and metal?

The truth is, it requires a depth of understanding that goes beyond architectural expertise. It mandates a dialogue with residents, young and old, to understand their dreams, hopes, and desires.

We need to embrace new ways to incorporate these abstract concepts into urban planning. Just as Dakota uses hearts to symbolise love, cities can develop symbols, colours, or designs that represent community values.

Maybe we need to change the way we measure our cities? Take Bhutan, for instance. Instead of just GDP, this South Asian country assesses its Gross National Happiness, integrating societal well-being into policy-making.

# From Ber- lin

# to Ber- win

**Question:** what happens when a city optimises for public transport and shared mobility?

**Answer:** a 20% reduction in car usage and CO2 emissions. An independent study showed that an aligned multimodal approach could help Berlin

cut a fifth of its inner-city car trips and avoid almost 2 million tonnes of CO2 emissions – all by 2030.\*

**While we can't predict how much time Berliners would save from being stuck in traffic, some experts say: "Ooof, a lot".**



“I drew a rainbow double-decker train as I would want the trains to be more colourful. And then I thought that dogs have to sit on trains full of people where there is no space for them. That’s why the train has a separate car for dogs and other pets. So they can be left in a safe environment with other small animals. The train rides on magnetic rails and has magnets on the underside of it.”

When I still lived at home, I sometimes cared for my sister’s dog at weekends. Every day, I went to the dog park, sat on a bench, and let Jemma run around freely. Around me, dog owners chatted and laughed with each other.

Once, an older person sat next to me. Within minutes, we were engaged in a deep conversation about his experiences as a child during World War 2. It was touching.

Pets are integral to many people’s lives, offering companionship, comfort, and even health benefits. Yet, most

urban environments, including public transport, don’t adequately cater to their needs. While a separate train car for dogs might not be necessary, we can certainly redesign rail carriages to be more inviting to all beings.

Pet-friendly cities go beyond transport. They encompass parks, walking paths, and pet-friendly establishments. Recognising pets as valuable members of urban communities can lead to more inclusive and compassionate city life and connect us to the animals and each other.

With over 2000 dog-friendly parks, Vienna offers unparalleled green spaces for dogs to play and explore.



“My dream street has lots of kids running around and playing, and they don’t have to be scared to do it because there are no cars on our street. Mummy and Daddy go to work on unicorns, and I bike to the kindergarten. There’s always sun during the day and, of course, also a rainbow.”

Imagine commuting to work on a unicorn – it sounds like a fantasy, right? But consider this: 2 centuries ago, the very idea of metal boxes with miraculous oil-powered engines driving around the city would have been beyond imagination. In a world where a horse-drawn carriage was the most advanced form of personal mobility, a flying unicorn would have seemed just as likely as a private automobile.

Emilia dreams of her parents finding a new way to get to work. She wants to play and run around safely, but she knows that the streets are filled with speeding cars and that it takes a miracle to change it. She hopes for

a green, sustainable, and safe mode of transport. Luckily, she already knows one: she’s happy to cycle to kindergarten. Maybe her parents could also switch to biking?

Creating cities that are welcoming to cyclists is challenging. It requires removing car space, installing safe bicycle facilities, and changing rules and regulations. We need to rethink each and every one of our streets and ensure they prioritise walking, cycling, and public transport first and cars later. Amsterdam and Copenhagen did it, and cities worldwide can follow suit. Sounds like a fantasy? As history has taught us, everything’s possible.

49% of all trips to work or school in Copenhagen are by bike. It’s not a unicorn, but it’s safe, green, and just as fun!

# Destination: public transport

Today, more than 40% of our scooter trips start or end near bus, tram, and metro stations.\* But we can do better than that.

Like when we partnered with the district mayor of Neukölln in Berlin to

help connect 27,000 business park employees to public transport with micromobility solutions.

**Together, we turned first-miles and last-miles into green-miles. Well, kilometres, to be precise.**



“The ideal street of my city is green, bright, and clean. There are a lot of trees, bushes, and plants there. I also dream of a small waterfall. It would be so nice to walk in such a magical place!!!”

Our cities often feel like concrete jungles, so we long for a touch of nature. Being around nature isn't only an aesthetic desire – it's an important influence on our well-being.

Trees, bushes, and plants are like a magic pill that can lift your mental and physical health without you even noticing. They provide shade, mitigate extreme temperatures, and improve air quality. And just like greenery, water's also a powerful natural medicine.

Anastasiya's beautiful waterfall reminds us of the therapeutic effect of flowing water. Water features in cities can serve as focal points of calm and relaxation amidst the hustle and bustle of urban life. The sound of water is known to reduce stress, and its presence can help cool the surroundings, especially during hot summer days.

Paley Park in New York is a small pocket park (390 m<sup>2</sup>) with a backlit waterfall. It demonstrates that even small parks can be rejuvenating for both the mind and soul.



“I love riding my bike; in the future, everyone will too. I hope. The streets will have special bike lanes that are safe and separated from cars. And bikes will be super cool, with lights, sound effects, and maybe even unicorn wings! We’ll be able to ride all over the city and explore new places while getting exercise and having fun.”

Ana’s view of the city of tomorrow is a joy to behold: a future where the noblest of urban creatures – the bicycle – rules the streets. Like the fabled unicorn, bicycles represent freedom, independence, and grace. They carry with them a promise of adventure and exploration, an ability to transcend boundaries and reach new horizons.

However, in many of our cities, this majestic unicorn is threatened by the dragons of modern transport: fast-moving, intimidating automobiles that dominate our streets.

The battles between these two creatures encapsulate the challenges we face in modern urban planning: how do we preserve the gentle, playful nature of our cities while catering to the demands of rapid, efficient transport?

Can this fairy tale have a happy ending? Ana reminds us that with imagination and foresight, unicorns can be fun and efficient. With proper unicorn lanes, many times on behalf of dragon-space, we can explore the entire city quickly and safely.

The city of Seville in Spain, once car-dominated, has seen an 11-fold increase in bicycles within 10 years, thanks to its rapid implementation of an extensive network of segregated cycle lanes.

# Money makes the wheels go round

Today, shared mobility helps more than 9 million people earn an income. By 2030, this number will have grown to 16 million.

In Berlin, ride-hailing drivers earn 37% above minimum wage. In Tallinn, it's 91%. And in South Africa and Nigeria? 130%.\*

**When we say that ride-hailing gets people from A to B, the B stands for bank.**



“My future dream street has just enough room for parking my bike and also my mum’s and my best friend’s bike. And maybe some extra for new friends that I am making at my judo class. And each street has 2 or 3 bikes to borrow, so if yours gets lost or stolen, you still have a bike to ride. Every street also has its own miniature library, filled with books that the people living on that street love the most. This way, everyone in the street has a place to meet and exchange their favourite books.”

When I first settled in the Netherlands, biking became an integral part of my life. I bought an extra bicycle so that whenever someone visited, they could also experience moving on 2 wheels. In my opinion, visiting the Netherlands without cycling is like visiting Egypt without seeing the pyramids: you are missing the heart of the culture.

When my sister came to visit with her children, I rented extra bikes for all of them. During one of the rides in Rotterdam, I asked my nephew what he liked the most about cycling: “I am not allowed to drive, but I can

bike everywhere!” He was only 5 but already captured the essence of mobility freedom.

One day, a friend visited, and we discovered that my extra bike was stolen. I was sad but could also finally declare I had become Dutch: getting your bike stolen occasionally is indeed a shared Dutch experience. My neighbour proposed lending us her extra bike that she keeps for her visitors. That’s when I discovered that, in a way, Bastijn’s dream of communal bikes already exists.

There are around 23 million bicycles in the Netherlands – that’s more bicycles than people! On average, there are 1.3 bicycles per person.



“I imagine a world where technology makes our streets exciting. In the future, we’ll have these interactive pavements that light up when you walk on them or play music when you dance. And how about streetlights that change colours when you clap your hands? We could have a party on the street every night. Technology is going to make our cities way cooler.”

Incorporating technology into our streets, as Agne suggests, can transform mundane routines into memorable moments. Imagine a world where a simple walk home after a long day turns into a spontaneous dance party, thanks to interactive pavements and responsive streetlights.

However, as we move toward this technologically integrated urban future, let’s not forget that it’s only a means, not a goal.

Sometimes, simple solutions aren’t just easier and cheaper; they’re also more inclusive and accessible.

We don’t need new technologies to dance; we just need friends and music. Humans have danced for thousands of years, long before we invented interactive pavements or smart streetlights.

The artist Daan Roosegaarde developed a 600-metre cycle path that contains thousands of twinkling coloured stones. The stones are charged by daylight and display fragments of the famous *Starry Night* painting by Van Gogh. This form of ‘techno poetics’ is the contemporary artist’s ode to the old master.

# The total cost of ridership

An independent study showed that switching to ride-hailing, car-sharing, and scooter or e-bike rentals could help car owners save money.\*

The catch? They'd need to drive less than 15,000 km per year. The truth? They already are – as the average

distance travelled by car in the European Union is just 11,300 km.

**It seems like savings apply to everyone. And with the average annual mileage falling by 1,700 km in the last decade, they're only going to get bigger.**



“My dream street that you can see in the picture is inclusive and suitable for people of all ages. Kids, adults, older people, and pets can enjoy their lives to the fullest here. It is safe, green and playful. There are even some pink candy trees there. But the tree candy is healthier than regular candy sold in the grocery markets.”

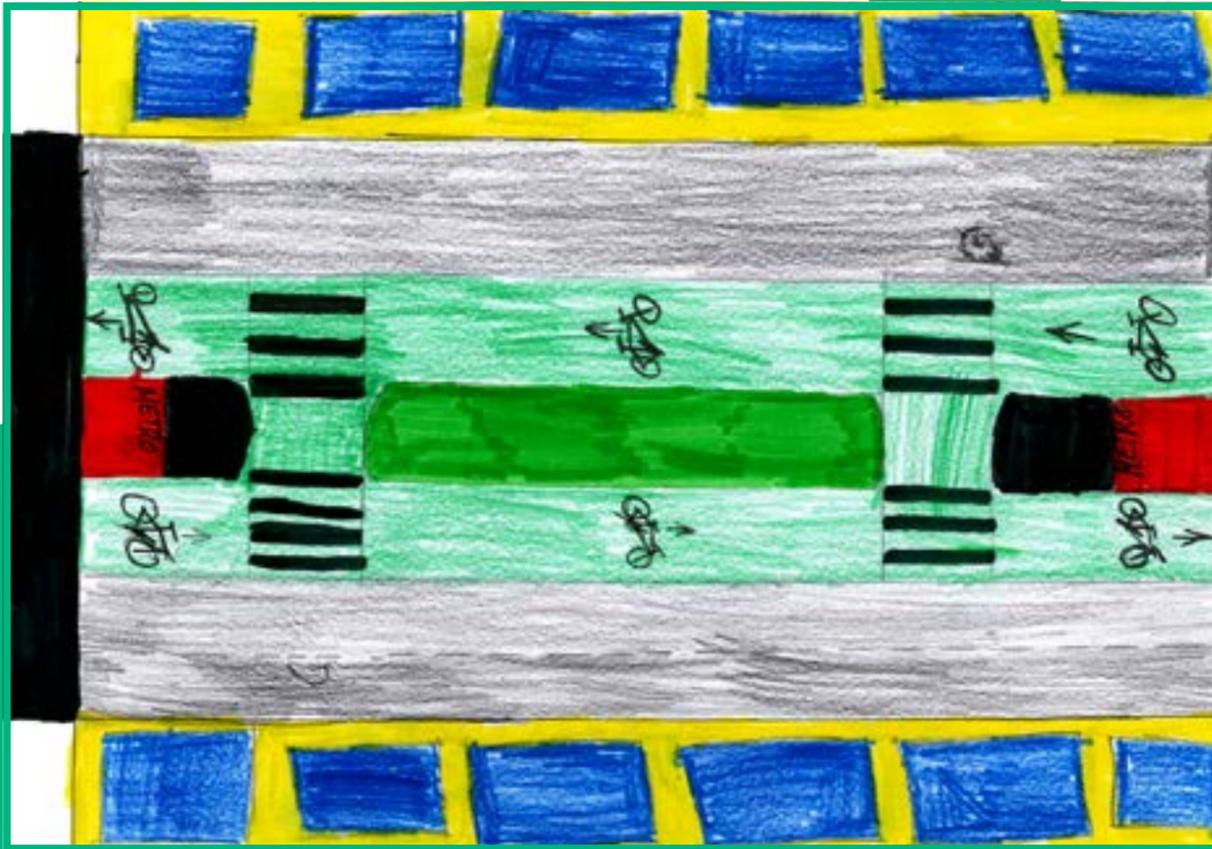
Lily’s healthy pink candy trees raise an important concern in modern urban living: the need for healthier food options in our communities.

Cities worldwide have become ‘food deserts’. Living in a food desert means that affordable and nutritious food is hard and expensive to obtain. This can result in higher rates of obesity and other health problems. In the US, for example, food deserts are especially prevalent in non-walkable, car-dependent neighbourhoods.

Walkable cities, characterised by a mix of uses, promote local businesses, farmers’ markets, and community gardens. Such cities encourage residents to opt for fresh produce over processed food. Local businesses in walkable neighbourhoods often offer fresher and healthier choices because they cater to the immediate community’s needs.

By creating cities that prioritise walking and cycling, we can make a positive impact on what we eat. Now, excuse me, as I want to try the pink candy fruit.

According to the United States Department of Agriculture, about 23.5 million people in the US live in food deserts, and more than half are low-income individuals.



“The ideal street in my city is a playful wonderland where kids can ride bikes and play games all day long. And you can get a new bike every day. A blue one, green one, purple one, even a pink one. And people can change the bikes between themselves. There are trees and bushes everywhere, and a friendly neighbourhood superman keeps everyone safe.”

2 years ago, I bought a drill machine to fix something in my house. Since then, I've used it 5 times, totalling 2 hours. Such purchases make you wonder. Do we really need to accumulate all these possessions? Couldn't I just rent it or borrow it from a neighbour? Perhaps we can establish a system where we access these tools only when needed.

Tom's vision points to a sustainable urban future where individual ownership gives way to communal sharing. Bike-sharing systems, already successful in cities worldwide, allow

users to choose different bikes based on their needs and preferences. These systems reduce the need for personal storage and decrease the number of unused bikes gathering dust.

Beyond bicycles, the potential of the sharing economy is vast. Car-sharing platforms reduce the number of vehicles on the road, tool-sharing libraries ensure resources aren't squandered on rarely-used equipment, and community gardens foster spaces where skills and produce are shared.

Shared cars help remove private vehicles from the road and free up parking spaces. Typically, 1 shared car replaces 4 to 8 private cars.

# Putting the change in climate change

Around 10% of scooter rides directly replace car trips in major European cities.

As a result, they've already replaced up to 120 million car kilometres travelled, helping avoid over 30,000 tonnes of CO2 emissions.\*

**Just modest 2-wheelers, helping turn the carbon footprint into a toep rint.**



“Future streets will be like outdoor classrooms. There’ll be interactive screens to learn about history, science, and more. And the streets will play music to help us learn, like songs about maths or geography. We’ll be able to explore the city and learn new things at the same time. I can’t wait to see what it’s like – school will never be boring again.”

The idea of screens scattered throughout the city takes me back to the era of drive-in cinemas. Those outdoor theatres, popular in the mid-20th century, allowed families, friends, and dates to gather in their cars, under the starlit sky, and enjoy a film. Over the years, drive-ins disappeared and were replaced by indoor theatres and home screens. We replaced one big screen with many small, personal ones.

Interactive screens around the city might indeed be a great way to learn about history, science, and geography. But as we rush to install them in our

streets, we must pause and ask: do we really need all these screens?

To be fair, Francesca’s dream is not really about screens. It’s about a thirst for culture and knowledge. Perhaps there’s an opportunity to design urban landscapes that encourage interpersonal connection and shared learning experiences, without the barriers of digital devices. From communal reading spaces and outdoor history lessons with local guides to public art installations that teach us about the past, our cities can be living museums.

In the 1960s, there were over 4,000 drive-ins in the US. Today, there are less than 400 left.



“When I grow up, I want to live in a city where the air is clean, and the streets are green. In the future, cars will run on electricity or maybe even use special fuels that don’t dirty the air. And there will be lots of trees and plants on the streets to help clean the air even more. That way, we can all breathe easier and help care for the planet.”

Johan Cruyff was born in 1947 in Amsterdam and grew up in Betondorp, a working-class neighbourhood. Johan would play street football in the squares and alleyways of Betondorp. It was on these streets where he gained the skills needed to be one of the world’s greatest players. The tight spaces, quick decision-making, and technical requirements of street football played a significant role in shaping Cruyff’s unique style.

In old video footage from the 1950s, you can see the talented young Johan playing on the streets with friends. There’s no car in sight, and the children don’t seem to worry when the ball

rolls onto the road. Seeing children playing so peacefully next to a road is something you hardly see in cities today. It’s possible that without such safe roads, the world would have missed this sports legend.

As I look at Sara’s drawing, I see a wonderful park where children can play sports freely. These spaces are essential for the development of children, but let’s not forget that not all children’s play should take place in a park. Our streets can be perfect for outdoor activity. All it takes is to make them safer. Hopefully, such a change will create the next football stars.

The Cruyff Foundation has built hundreds of street football courts around the world. They all have a sign with the 14 rules of Johan Cruyff, sharing his philosophy. My favourite: always help each other in the team.

# To buy or

If that is indeed the question, we have the answer.

Up to a quarter of people who've tried ride-hailing and car-sharing say they'll delay buying a car or may get rid of their current one. And 63% of those who've already sold theirs aren't going to replace it.\*

By 2030, the share of urban trips made by private cars will drop from 59% to 43%, while public transport will grow to 26% and shared mobility will more than double to 7%.\*\*

**The future looks shared, light — and bright.**

# not to buy?



“I have a really cool idea about what our streets will look like in the future. Imagine streets with smart robots that help us do everything. They can pick up trash, plant flowers and trees, and even help us cross the street. We will also have flying cars or ziplines in the sky, so the streets will be much less crowded. It’s going to be the best playground.”

Achen’s imagination might sound like a scene from a science fiction movie. But it’s not a film with cold and impersonal machines. Her vision speaks of aspirations that are human in nature. Her robots are agents of assistance and care. They exist to enrich our urban spaces, making them cleaner, greener, and safer.

We always try to make life easier. Every day, we encounter such innovations, from the wheel to the smartphone. Cities, home to over

half of humankind, have always been shaped by cutting-edge technologies: the car, skyscrapers, and bridges, to name a few.

But it’s important to remember that innovation isn’t only about artificial intelligence or sensors. A city is smart when children can walk and cycle freely and safely. Technology is merely a bonus.

The global smart cities market is predicted to reach over \$1.3 trillion by 2030. How will this number make our cities more human-friendly?



“My dream street is a place where you can learn and have fun at the same time. All the buildings would be schools and libraries and art centres, but they’d have the coolest gadgets to teach you stuff. You could learn to code, make music, or even paint in virtual reality! And the street itself would be a giant musical instrument, with interactive art installations that make sounds when you touch or walk on them. It’s like a giant playground for your brain.”

In her legendary book “The Death and Life of Great American Cities”, Jane Jacobs highlighted the vital role of pavements, not just as pedestrian paths, but as arenas of learning, interaction, and safety. She argued – contrary to common belief – that children are safer playing on pavements than in parks because lively streets are constantly observed by passers-by.

Jacobs observed that a vibrant street life, where everyone from the shopkeeper to the passing stranger has an implicit stake in each other’s well-being, nurtures a sense of community. More importantly, children witness these acts of everyday

kindness and responsibility – lessons that are imbibed more effectively through lived experiences than through mere words.

Celia’s dream builds on this idea. Traditionally, education is associated with sitting in a classroom. However, Celia challenges this norm, suggesting that our streets, too, can be sources of knowledge. Children learn a lot from their immediate environment. A diverse urban setting offers opportunities to interact with people from various backgrounds, observe different professions, and understand urban ecology. Such environments stimulate curiosity and promote informal learning.

In the study titled “Parks Are Dangerous and the Sidewalk is Closer”, children expressed that parks can sometimes be scary, and they often perceive pavements and alleys as safer alternatives.

# All it takes is a nudge

Together with the Institute for Transport Economics of Norway, we ran a 6-week experiment across 10 European cities.

It turns out that, if encouraged, up to 60% of users would choose a scooter over a shared ride – especially for shorter distances.

**Because sometimes the fastest car in the city is not a car at all.**



“Being a little girl, my dream city would be a fairy-tale Castle City with cobblestone streets. There would be many places for kids to play, be it in big open parks or running up and down the towers and castle walls. There would be NO cars inside the Castle City, so people would only be allowed to drive outside the castle grounds when they visit other Castle Cities.”

The vision of a ‘Castle City’ touches upon a sentiment that deeply resonates with many. At the core of this dream lies the desire for urban spaces designed on a human scale, where the environment is intimate, engaging, and safe.

Consider Disneyland, for instance. Part of its allure isn’t just the famous characters but also the fact that the park is designed at a human scale. The streets are walkable, the buildings are approachable, and every space

is tailored to facilitate human interaction. There are 2 ways to get around: by foot or the famous colourful rail.

The idea of excluding cars from city centres isn’t a child’s fantasy; it’s a growing movement in urban planning. Car-free zones, free from vehicular traffic, not only reduce pollution and noise but also encourage walking, cycling, and play, making streets livelier and more social.

Ghent in Belgium underwent a bold transformation by introducing its car circulation plan in 2017. The result? More people on the streets, thriving local businesses, and improved air quality.



“When I think about future streets, I imagine a world where there’s music everywhere. There could be street performers playing guitars and singing, or speakers that play music on every corner. Maybe even the traffic lights will make music when it’s time to cross! That would make walking or biking so much more fun. And who knows, maybe we can even learn how to make music from the streets! And my dad can play the guitar all day long for everyone.”

One summer evening in Barcelona, I was walking through the streets of Vila de Gràcia when I heard a beautiful guitar melody around the corner. I followed the sound and stumbled upon a small square, where a young woman was playing classical Spanish songs. Around her, people of all ages had gathered. Some were dancing, and others, like me, were simply lost in the music. The Spanish songs were amazing, but the fact that so many strangers were enjoying it together was even more meaningful.

Ailana’s dream taps into this power of music, painting a future where melodies are heard in our streets, making urban life a rhythmic dance.

Music has the ability to bridge divides and foster connections. It transforms mundane activities, like waiting for the bus, into opportunities for joy and engagement. And while traffic lights that play music might seem a bit weird, it is a metaphor for urban spaces that prioritise experience over traffic.

Incorporating music into urban programming through dedicated spaces for street performers, for example, wouldn’t just make streets lively – it would also foster stronger community ties. People would gather, share, and engage over melodies, just like I did that evening in Barcelona.

Studies have demonstrated that listening to music can reduce anxiety, lower blood pressure, and improve memory, among others.

# 0.0003%

# is

# way too much

99.997% of our scooter trips end without incident.\*

How come?

Our **SafeRide System** recognises tandem riding, skidding, and abrupt braking – so we can detect, warn, and penalise bad riders.

Our **Advanced Micromobility Intelligence System** monitors the condition of our scooters in real time – allowing us to fix issues before they turn into problems.

But with 80% of incidents resulting from poor infrastructure and 75% of collisions involving cars, it's clear that better infrastructure is crucial.\*\*

**We've already gone 99.997% of the way – we need cities to help us get to 100%.**



“Imagine if our streets were full of plants and trees. They would look pretty and be good for the environment. We could have flowers, bushes, and even small gardens on the pavements. There could be benches where we can sit and learn about all the different plants. I bet it would make the grown-ups happy, too.”

I remember walking the streets of Berlin on a sunny spring morning. As I strolled, I noticed a father and his young child ahead of me. The father seemed in a rush, eager to move forward, but the boy was captivated by a hedge along the street.

It appeared to be a plain green fence, but the child was entranced, reaching out and touching it. The father, stressed and eager to continue, picked up the little one, and they continued on their way. I approached the hedge and ran my fingers over it. The texture of the bushes felt delightful. I understood the child's fixation.

Maia's dream of streets filled with plants and trees is not just about aesthetics or environmental benefits. When we incorporate diverse nature into our urban spaces, we're not just beautifying our cities; we're creating multi-sensory places that allow people to look, touch, smell, and listen.

We don't always have time to enjoy these experiences, just like the father in Berlin. But as Maia says, I bet that at another moment, when he's a bit less stressed, he'd also touch that hedge and be fascinated by the feeling, just like his son.

In play experiences, combining the sense of touch with the senses of vision, hearing, taste, and smell helps build cognitive skills.



“What if our streets could teach us stuff while we walk? I’ve got this idea for ‘learning stations’ along the pavements, where we can learn about recycling and stuff. There could be interactive screens that show us how to recycle and help save the planet. We could even have special bins that sort our trash for us. It would be so cool to learn new things while we walk around our neighbourhoods.”

Tamara’s vision of transforming our streets into hubs of knowledge is thought-provoking. Can we intertwine daily living with learning? Curitiba, a city in south Brazil, might have the answer.

Residents in Curitiba could exchange bags of recyclables for waste like transit tickets, food, or school books. For instance, every 4 kilogrammes of recyclables can be traded for 1 kilogram of fresh fruits and vegetables. As a result of the city’s

efforts and programmes like this, Curitibaanos recycle around 70% of their garbage.

The beauty of such initiatives is that participants become ambassadors for sustainable living. When residents actively participate in the programmes, the ripple effect is tremendous. They not only adopt better practices but also inspire those around them. This collective action then transforms neighbourhoods and makes our planet a better place to live in.

The annual global waste produced per person is six times heavier than the weight of an average person.

Is 150  
million  
a lot

If you're asking about the number of people who rely on us to move around every day, the answer is: yes.

But if you're asking about the future, then let's just say that shared mobility is set to double to 7% of all urban trips by 2030.\*

It looks like the journey is just beginning – and thankfully, we are literally in the business of journeys.

or not?



“I imagine a city where kids rule the streets. There’ll be play areas on every corner, with cool slides and swings. The roads will have colourful designs; we can draw on them with special chalk. And the best part is that there’ll be special kid-friendly zones where only bikes, scooters, and skateboards are allowed. We’ll have so much fun exploring the city without any grown-ups telling us what to do.”

Enrique Peñalosa, the Former Mayor of Bogota, said, “Children are a kind of indicator species; if we can build a successful city for children, we will have a successful city for everyone.” Sofia paints a picture of urban spaces designed not just for children but by children. Places where the spontaneity, creativity, and endless energy of youth are embraced and celebrated.

While there’s great value in allowing kids to explore their limits without

adults constantly telling them what to do, for many modern parents, this sounds too scary.

But it doesn’t need to be so. It’s up to us, adults, to create safe environments so children can navigate their neighbourhoods safely. This will foster a sense of independence and responsibility in our future generation. Hopefully, this generation will do a better job than their parents when it comes to urban design.

In 1969, 48% of children aged 5–14 usually walked or cycled to school. By 2009, the number fell to just 13%.



“I love biking. What if there was a street where bikes ruled? There’d be wide, smooth and soft bike lanes everywhere, and you wouldn’t have to worry about cars getting in the way. They’d have these bike repair stations and water fountains for when you get thirsty. And get this: even the traffic lights would be designed for cyclists, so we could always ride through without stopping. It is a bike heaven.”

I still vividly remember the first time I stepped out of the train station in the Dutch city of Groningen. I moved from Sweden to the Netherlands for 1 semester as an exchange student. The sheer sight was overwhelming, almost cinematic. I was greeted by thousands of bikes neatly parked in a huge bicycle garage. The roads didn’t buzz with the noise of car engines. Instead, hundreds of people, young and old, were pedalling gracefully, chatting with friends, or simply enjoying their ride. It felt like a ballet on wheels, organised to welcome first-time visitors like me.

The next morning, there was only 1 thing to do: buy a bike. It wasn’t just about copying the Dutch, but being part of a culture. In Groningen, bikes were a way of life.

I cycled every day and fell in love with the Netherlands. When the exchange programme ended, I contacted my home university in Stockholm and asked if I could stay in Groningen and study remotely. Living in the city of bikes was a dream come true, and I wasn’t ready to let it go. The 6 months of exchange turned into an indefinite stay. I’m here for good, all thanks to the bicycle.

The picture Sandu paints is not just of a cyclist-friendly environment but a whole ecosystem that celebrates biking. Having experienced Groningen, I can assure him that his dream can become a reality. Real-world cycling utopias exist in certain cities.

Groningen, in the Netherlands, has created such a great environment for cycling that over 60% of inner-city trips are made by bike.

2 wheels,  
4 wheels, and  
everything  
in between

We know that every city is different. So, we tailor our solutions to match its needs.

In Malta, we teamed up with Buzzz Electric to deploy a 3-wheel ride-hailing service. In Kenya, we introduced electric tuk-tuks to our food delivery fleet.

If our research shows that unicycles can help people leave their cars at home, we'll consider unicycles (and we'll learn to ride them).



“When I’m a grown-up, I want to ride my bike everywhere. And in the future, there will be even more awesome bikes to choose from. Maybe there will be bikes that can fly, or bikes that go super fast with just a push of a button. And there will be special bike paths that take us on adventures all around the city!”

Aziz shares a desire that has persisted in the human psyche for generations: the wish to fly. Who hasn’t dreamt of flying over their hometown like Superman, witnessing the streets, parks, and buildings from a bird’s eye view?

In today’s technological environment, the dream of flying has evolved. With increasing congestion on our streets, many look to the skies with hope, imagining cars that fly above, freeing the ground below. But is this really

the solution to our mobility problems? Won’t we just be shifting congestion from our roads to our skies?

The true essence of a great city is embracing its streets. Instead of flying away from it all, we should direct our energy and resources toward designing cities that are safe and enjoyable at ground level. This means investing in pedestrian, cycling, and public transit infrastructure and fostering environments where people of all ages and abilities can flourish.

In 1917, 9 years after the introduction of the Model T Ford, Glenn Curtiss introduced the Curtiss Autoplane. It is often regarded as the first attempt to create a flying car.



“This is the Space Street. For transport, people use the moonBolts and spaceships. Once upon a time, there were only spaceships, but now the moonBolts fly without any gas.”

When I lived in Stockholm, I loved climbing up the Vita Bergen Park. Over there, you get a beautiful view of Stockholm. One evening, I hung out there with a friend, lay down, and looked at the stars. It wasn't long before one of us started the discussion: is there life there?

Maria's dream captures humankind's fascination with space. Our curiosity has driven us to send astronauts to the moon. Today, some billionaires promise that we are going to live there. Such visions offer an allure of escapism, especially when our home planet faces

the dire consequences of climate change and pollution.

But the truth is that there's no planet B. We cannot simply abandon Earth in search of another home. We owe it to ourselves and future generations.

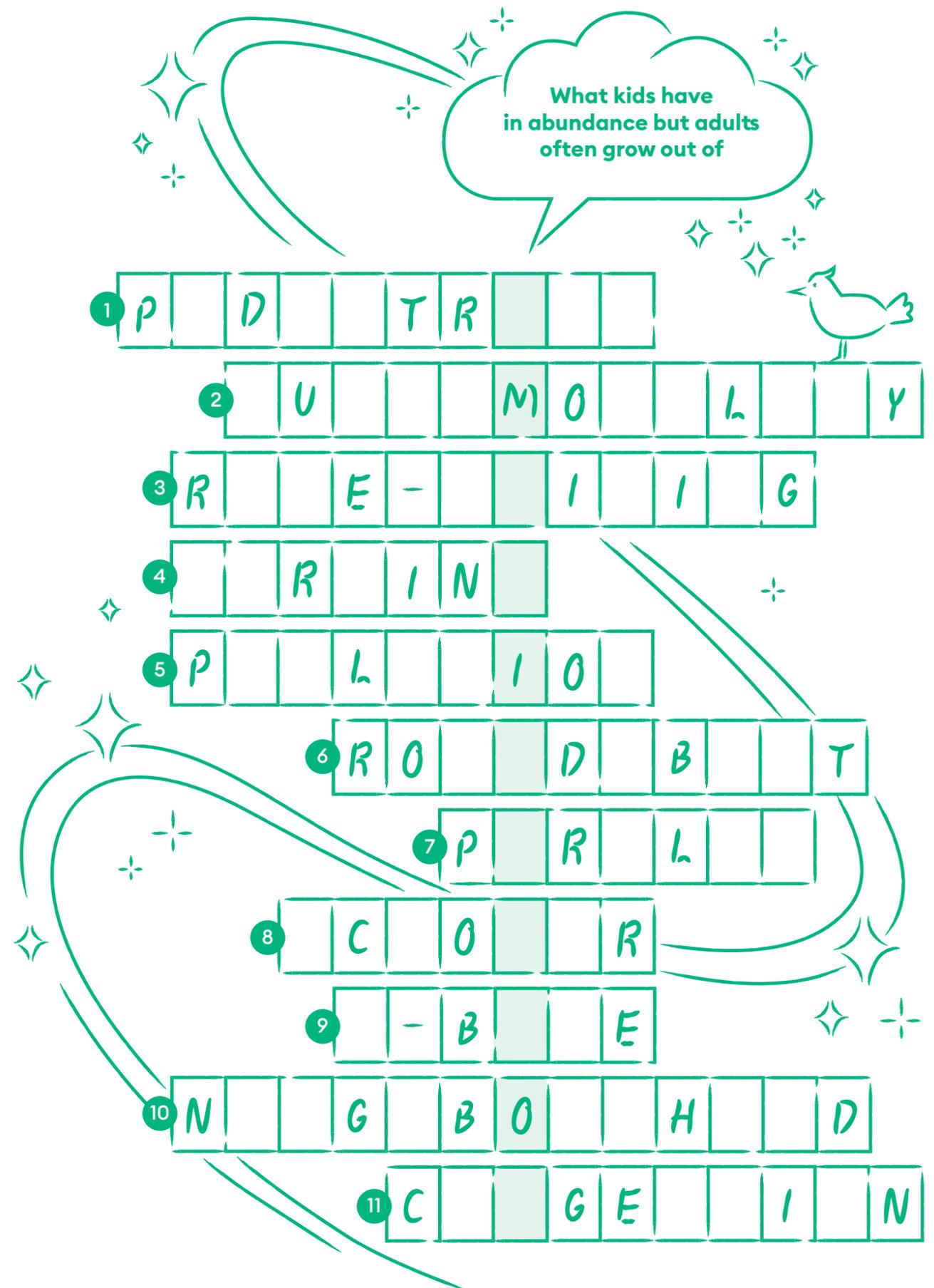
We need cleaner cities where light and air pollution don't obscure our view of the sky. We need more urban havens like Vita Bergen, where people can pause, relax, and reconnect with nature, even if it's simply by gazing at the stars and dreaming of the great beyond.

More than 80% of the world's population live under light-polluted skies. In the United States and Europe, this number increases to about 99% of the population.

# “ERA”, “ARE”, “AREA”, and “ORE” are the most common words used in crossword puzzles. But not in this one.

- 1 an individual travelling on foot, an essential aspect of urban mobility
- 2 the practice of using multiple types of transport for commuting
- 3 a service that allows users to book rides via a mobile app, a gateway to shared mobility
- 4 a designated area for temporarily storing cars, becoming less vital with the rise of shared mobility
- 5 harmful substances released into the air, something that shared mobility aims to reduce
- 6 a circular intersection designed to smooth the flow of traffic

- 7 a small public space created from former parking spots, made possible by shifts towards shared mobility
- 8 a 2-wheeled vehicle used for short-distance travel, often electric and part of shared mobility solutions
- 9 a bicycle equipped with an electric battery, commonly used for last-mile connections to public transport
- 10 a localised community within a city, connected by various public and shared transport forms
- 11 another word for ‘traffic jam’, often leading to slower speeds and increased travel times





“I imagine a street where me and my friends can safely play, with soft grass and cushioned paths. The air is fresh, the trees provide shade, and every corner has a playground with swings and slides. There is also a corn maze where kids can play and solve riddles after school.

There are birds and butterflies flying around.

And you can pet soft kittens.”

Historically, urban development has prioritised hard, durable materials like concrete and asphalt. While these materials have advantages, they can make our cities warmer and often unwelcoming.

However, there’s an alternative. Urban spaces can be soft, both in terms of surfaces and feeling. Soft grassy patches, cushioned paths, and green playgrounds make our surroundings

safer for play and more emotionally comforting. Such environments can reduce injuries, mitigate urban heat islands, and even improve mental well-being.

Engaging with nature, solving riddles, and bonding with animals can contribute to children’s cognitive development and emotional regulation.

Children with access to green spaces are more likely to be physically active and less prone to many health issues.

Mari-Ann and Kristiina Helena, 13, Estonia



“We can’t reduce the number of buildings in the cities. We can’t necessarily move around the building and the streets. But we should have more nature and natural elements in the cities. This means we should have fewer roads, and all surfaces should have more greenery, especially the rooftops. Hopefully, people in the future will be more friendly and welcoming towards urban nature.”

Lior

Mari-Ann and Kristiina Helena touch upon a fundamental challenge of urban design: our limited space and how we choose to use it. As cities grow and evolve, the physical structures often remain constant. The true essence of urban life unfolds in the spaces left between them. This is what Danish architect and urbanist Jan Gehl calls ‘Life Between Buildings’.

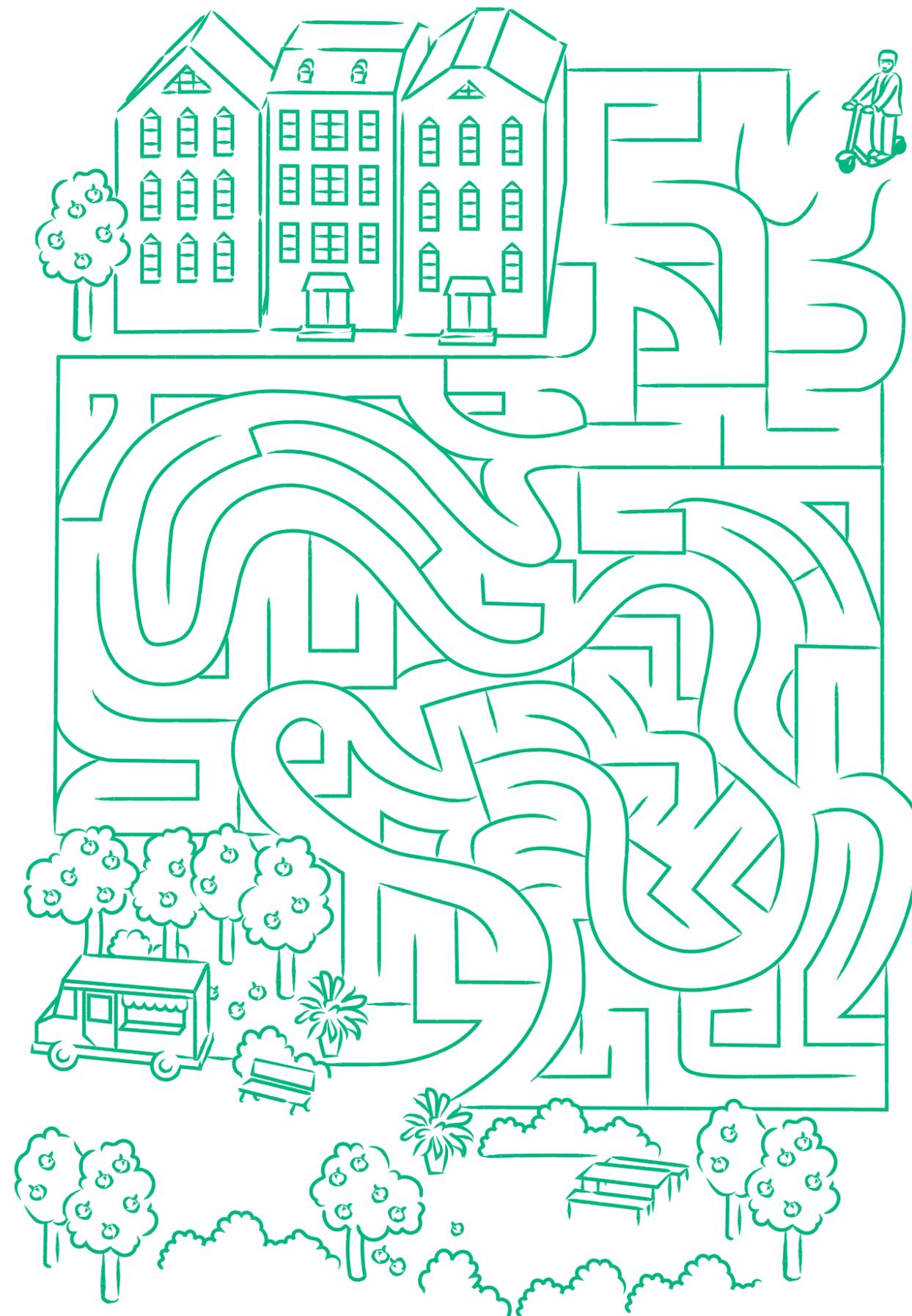
The way we allocate space in our cities reflects our values. We can’t change geometry or create space out of thin

air, but we can change the way we design the space. Prioritising cars, which consume a disproportionate amount of urban real estate, over greenery and pedestrian areas sends a clear message about what we deem important.

But, as the girls suggest, there’s hope for a shift in perspective – a future where urban nature is not just an afterthought but an integral part of city planning and where people recognise and cherish its value.

In Seattle, there are approximately 1.6 million parking spaces – more than double the city’s population, including babies and children who can’t even drive. Is this a smart use of the space?

**Put on your helmet, hop on a scooter, and find out if two wheels are faster than four.**





“My dream street is safe, so I can play there all the time and visit my best friend who lives only 2 minutes from my place. I can go there with my 2-wheeler. And the streets are always filled with the smell of fresh bread. And I wish it could rain rainbow colours, so when it is rainy, I could go out and play in front of my house while jumping through the colourful puddles.”

When I visited Dublin, I found it unusually challenging to cross the road. At first, I assumed it was simply because I wasn't accustomed to the direction of driving in Ireland. However, I quickly realised the real issue was the high traffic volume and the disproportionate space allocated to cars. It made me wonder: if an adult like me found it intimidating, how would children navigate such a city?

In a world that often prioritises cars over people, it's sometimes startling to consider that 2 children who live minutes apart might need an adult to

drive them to see one another. Instead of becoming places to meet each other, streets act as walls for these children.

Eve envisions streets where children are the priority – streets that are safe and welcoming. She also dreams of public spaces filled with the smell of fresh bread and rain that creates colourful puddles, reminding us of the magic children find in everyday mundane things. Children can find joy, play, and experience the wonder of their world, but first, they need to be able to cross the road.

Initiatives like 'Play Streets', where streets are closed to traffic at certain times to allow children to play, have increased physical activity among children.



“This is the street of my dreams. It is full of art and all the people are friendly. My dream streets have familiar places one might have seen in the movies. For example, here in this drawing, you can see Weasley’s; a store that is known from the Harry Potter movies. On my dream streets, you can only commute by foot or with a bike. And the streets are full of greenery, and sometimes you might even see some squirrels there.”

Sitting in a café in Rotterdam, sipping my coffee and overlooking the hustle and bustle of city life outside, Liisa’s vision strikes a chord with me. Cities have always set the stage for stories, both real and fictional. Isn’t it fascinating to walk the streets of Paris, knowing Hemingway or Victor Hugo once strolled along the same pathways? Or to explore London, where Sherlock Holmes supposedly solved his mysteries? Cities and stories are deeply interwoven.

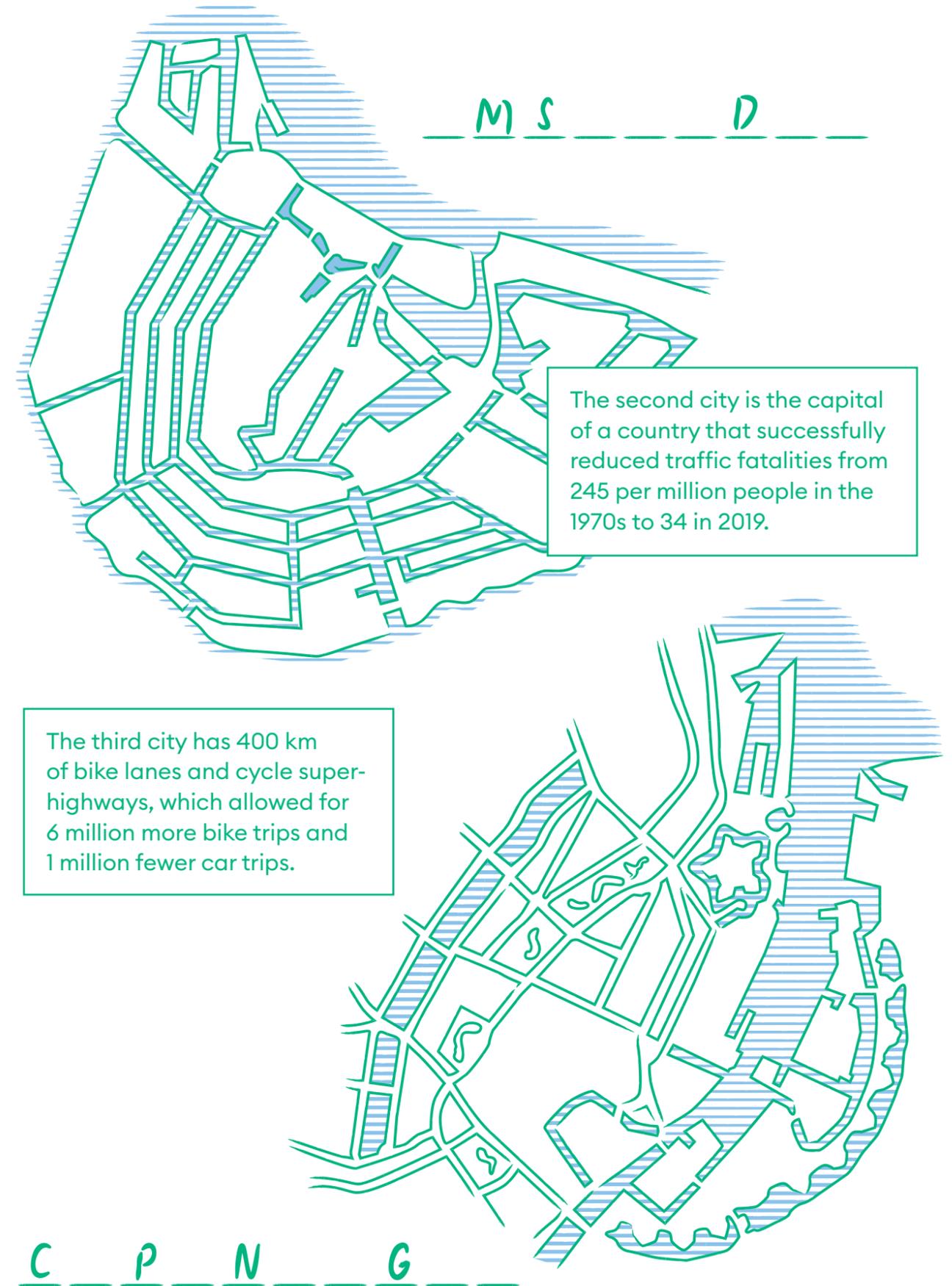
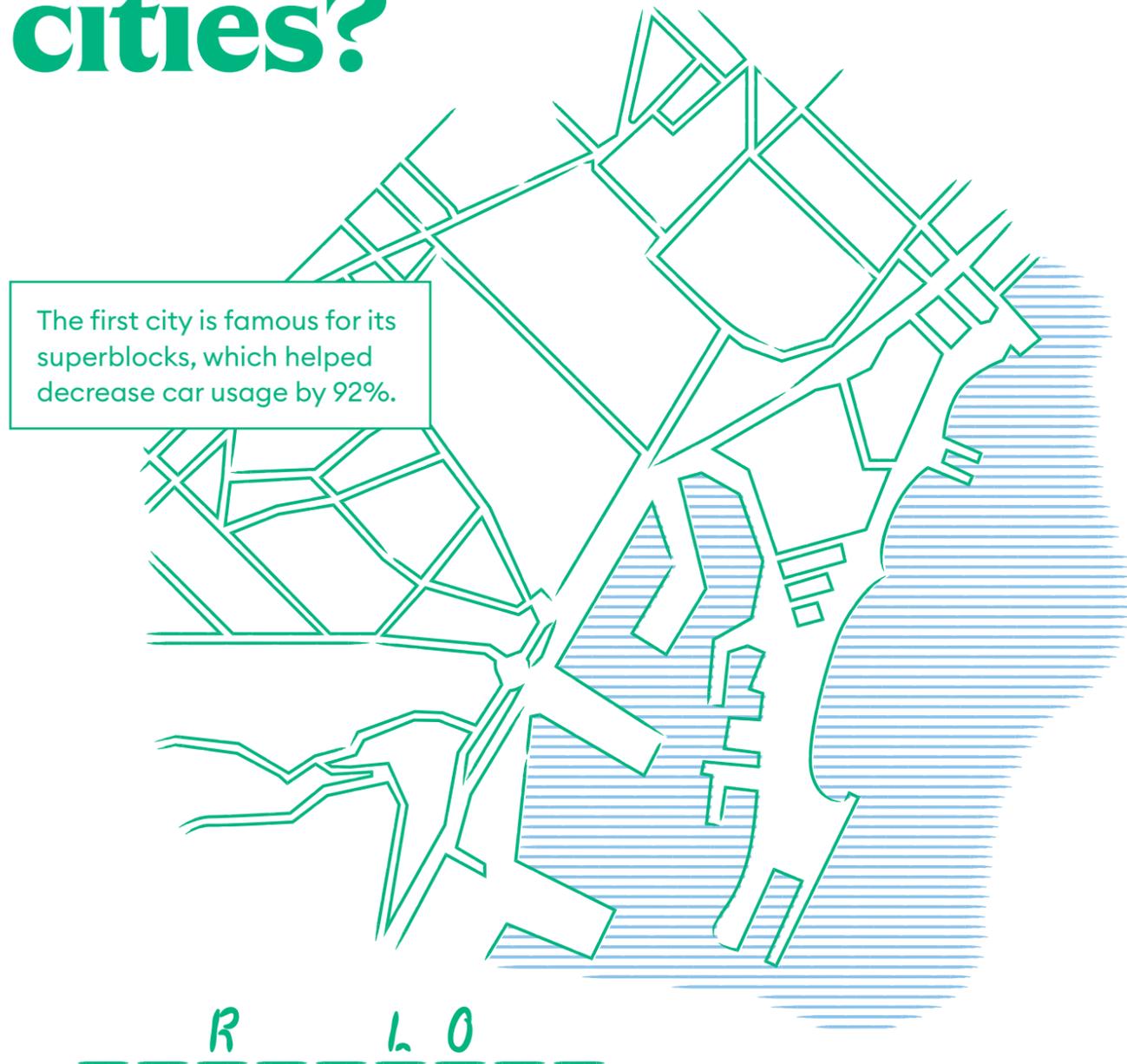
By incorporating familiar sites like Weasley’s store, Liisa combines the magic of fiction with the tangible reality of urban life. It’s a reminder

that cities aren’t just bricks and concrete; they’re living stories where every alleyway, square, and park can be a place to discover. Bookstores scattered throughout cities are a testament to this, where countless tales await eager readers and where new stories are shared every day.

To truly transform our cities, we need more than just practical solutions. We need vision, creativity, and a touch of magic. Green spaces where squirrels run around, pedestrian-only zones where children can play safely, and familiar sites from our favourite tales can come alive.

According to the World Cities Culture Forum, Lisbon is the city with the most bookstores per capita: 36 shops per 100,000 people.

# Can you recognise these people-friendly cities?





“My perfect street is filled with sculptures that children can climb and explore. They are made of wood and recycled plastic. Giant flowers bloom and release bubbles while rainbow birds sing cheerful tunes. You can also play hopscotch. We have rainbow bikes with plush teddies and llamas that look adorable.”

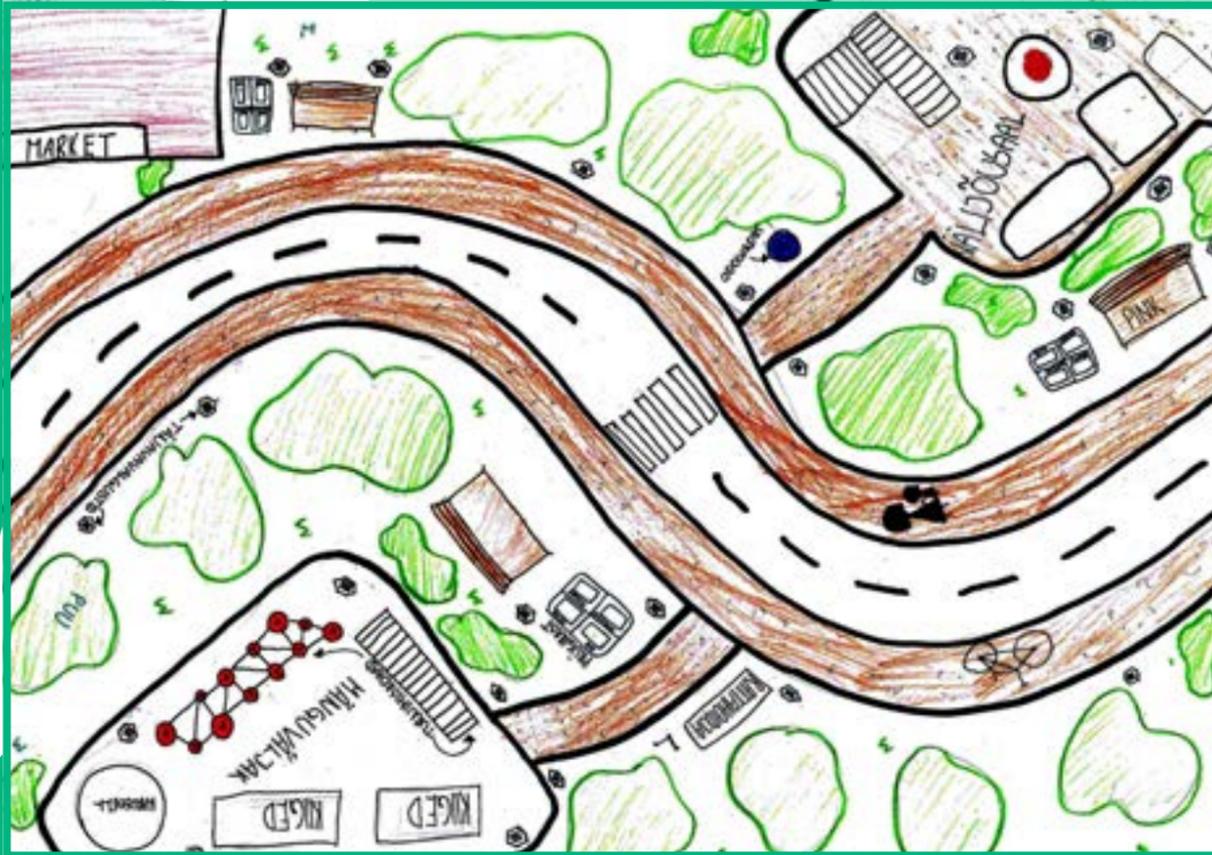
Children have an innate ability to visualise places that bring joy and spark creativity. At the heart of Franka’s perfect street lies the spirit of Johan Huizinga’s observations on play. In his seminal work “Homo Ludens,” Huizinga emphasises the importance of play in human culture.

Play is an essential part of human development; a fundamental aspect of our existence, deeply ingrained in

our cultural and societal identities. Therefore, we should not limit playfulness only to playgrounds.

Our streets shouldn’t just be corridors for movement; they can be venues for creativity, exploration, and imagination. By incorporating interactive art and sculptures, our cities could foster creativity, physical activity, and social interaction among children and adults.

The Crown Fountain in Chicago is a big interactive public art piece that shows 1,000 faces that spout water through their mouths. It’s a favourite place for children to play during the summer.



“What makes our idea special is, first of all, that there are 3 different paths here. This ensures safety for all road users. Secondly, the sorting of rubbish in the bins does not throw everything in 1 bin. In this way, it is better for the state to sort waste. Asphalt has also been used as little as possible to cover the roads. The street lights are powered by solar energy. When the sun is not shining, they are powered by green energy. There is also a playground and an outdoor gym on the street. There is a lot of nature on the street (bushes, grass).”

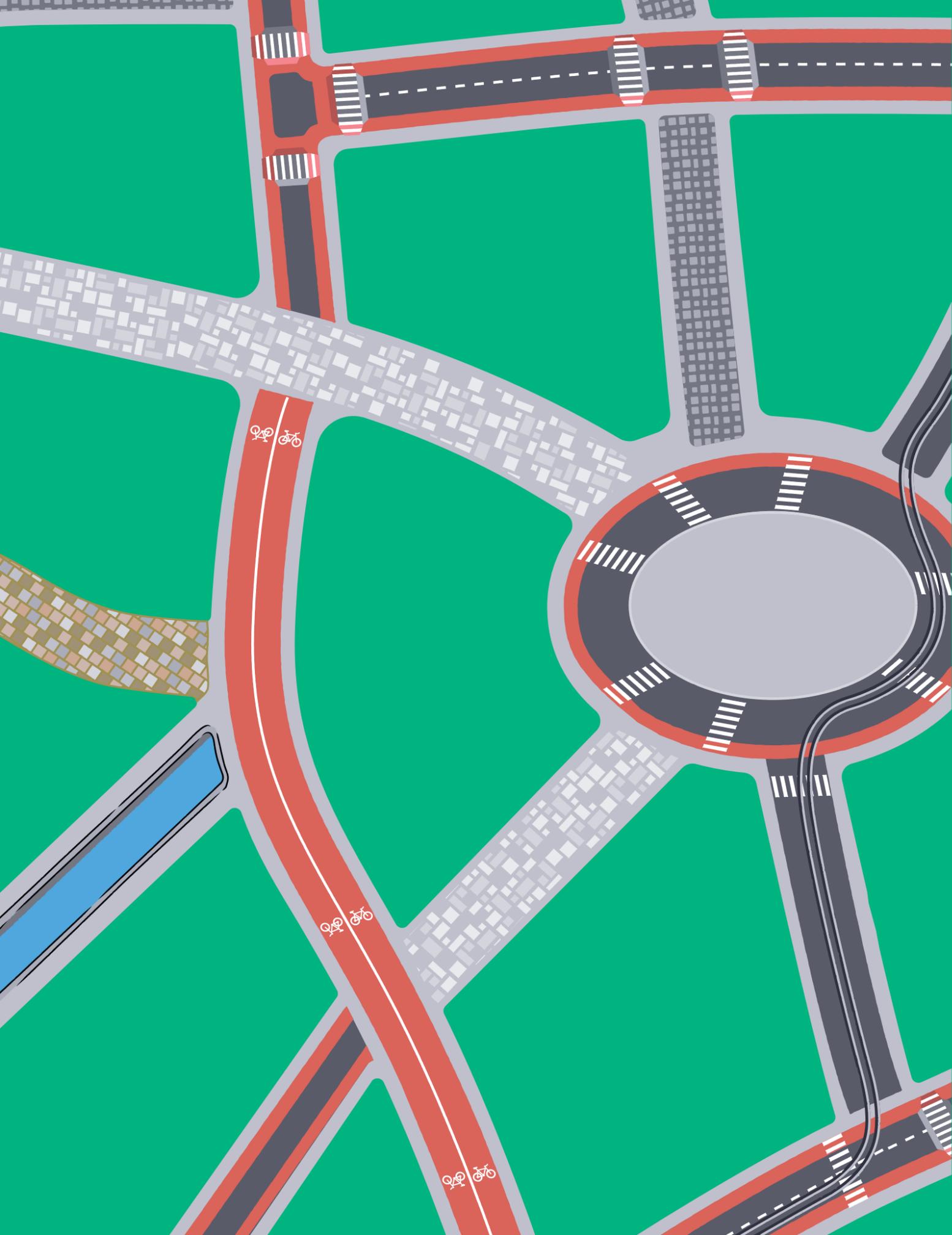
I once led a street design participation meeting in Rotterdam. I proposed creating a pocket park in place of some parking spaces, but was immediately met with resistance from some neighbours: “You can’t take away our parking spaces!”

The response was telling. In our cities, asphalt often takes precedence in a way we seldom challenge. But Marta and Mirte propose a departure from this norm with their emphasis on green spaces and minimal asphalt.

What if we began with the idea that every street is inherently a garden, introducing asphalt only when absolutely necessary? Rather than treating greenery as a luxury or an afterthought, we shift the paradigm. Green is the default.

Adopting this model isn’t just about aesthetics or ecology; it’s about redefining our values and reshaping our perception of what streets, neighbourhoods, or cities should fundamentally represent.

Studies show that proximity to green spaces can significantly increase property values. This suggests that contrary to the fears some might have about reducing asphalt or parking, adding green spaces can have tangible economic benefits.



**When R. Stanton Avery invented the first stickers in 1935, he probably couldn't have imagined them being used 89 years later by an adult to design their dream street. But here we are.**



“I imagine a street that helps the Earth instead of polluting it. It’s all green and full of trees and plants, and they’re not just there for looks, they’re actually cleaning the air! The roads are made of recycled materials, and the cars and motorcycles are electric, so they don’t make any nasty fumes. Plus, there are solar panels everywhere, making energy for the whole neighbourhood. I bet we could even have wind turbines on rooftops. It’s like an eco-paradise.”

“We do not inherit the earth from our ancestors; we borrow it from our children.” In these simple yet profound words lies the responsibility that each generation holds: to care for our planet for the next.

Kareem hits upon an essential aspect of our urban future. Streets that do more than merely exist, but actively contribute to the environment.

Solar panels, recycled roads, and electric vehicles are a great start, but there’s much more to discover and develop.

Cities have always been a place for innovation, and now, as we need to combat a global climate crisis, cities will play a big role. Only in cities can we bring together collective effort, imagination, and ideas from minds young and old.

The World Health Organization reports that 9 out of 10 people breathe air containing high levels of pollutants, and around 7 million people die every year from exposure to polluted air.



“In my dream city, there’s a street with a magical garden where kids can plant their own flowers and vegetables. They learn about nature and the importance of taking care of our planet.”

It was sometime in 2021 – the first days of the corona lockdown. I strolled through my neighbourhood, feeling the dullness of closed stores and cafes. Looking for a change of scenery, I shifted my walking route to some unfamiliar streets. And that’s when I stumbled upon a hidden gem: a park I’d never seen before. It was fenced, but the gates were open.

I walked through the gates and entered a green wonderland. Wild plants and beautiful flowers greeted me at every turn. The sound of

a tinkling miniature waterfall filled the air. Families were lounging on benches, drinking coffee, and watching their children play in a sandbox. It was a scene from a fairy tale, just 5 minutes’ walk from my house.

I later discovered that this place was designed and maintained by volunteers. Regular citizens from the neighbourhood who use their time and energy to give back to the community and the planet. These are some of the unsung heroes of our cities.

Gardening can burn between 150–300 calories an hour, depending on the intensity of the activity.

# A flock of bollards, a parade of benches.

Colour the sheet to bring a people-friendly space to life.





“The perfect street in my city is a magical, green oasis with tall trees, pretty flowers, and cute shrubs. It’s safe and clean so that kids can play and explore without worry. I imagine a fairy-tale castle where princesses and knights can have ice cream parties!”

Several years ago, researchers discovered why the beaks of great tits, a common bird species, are longer in Britain than in mainland Europe. The answer to the mystery? With the growing popularity of backyard bird feeders in the UK, these birds might have adapted to have longer beaks to feed more effectively. This is evolution in action, influenced by a human-made environmental change.

Anna’s dream of a magical, green oasis in the heart of a city brings to mind these great tits (*Parus major*). Cities can evolve, too, not in terms of

genetics, but in design, responding to the needs and dreams of their inhabitants. Children’s desires offer clues to the evolution of how we design our cities.

Unlike birds, humans have control over how the built environment is shaped. Anna, like many of her generation, is asking us to create cities where children can explore without worry. While it takes decades for evolution to change bird beaks, we don’t need to wait that long to make our streets safer.

Research from Denmark showed that children who grow up with more green space have up to a 55% lower risk of developing a mental disorder later in life.

**Daria, 9, Romania**



“In the future, streets will be safe. There will be lights that flash when you need to cross the road, and cars will have special sensors that help them see people and bikes. And animals. And if someone gets hurt, there will be special medical workers and flying helicopter robots that can help them feel better and make them smile.”

**Lior**

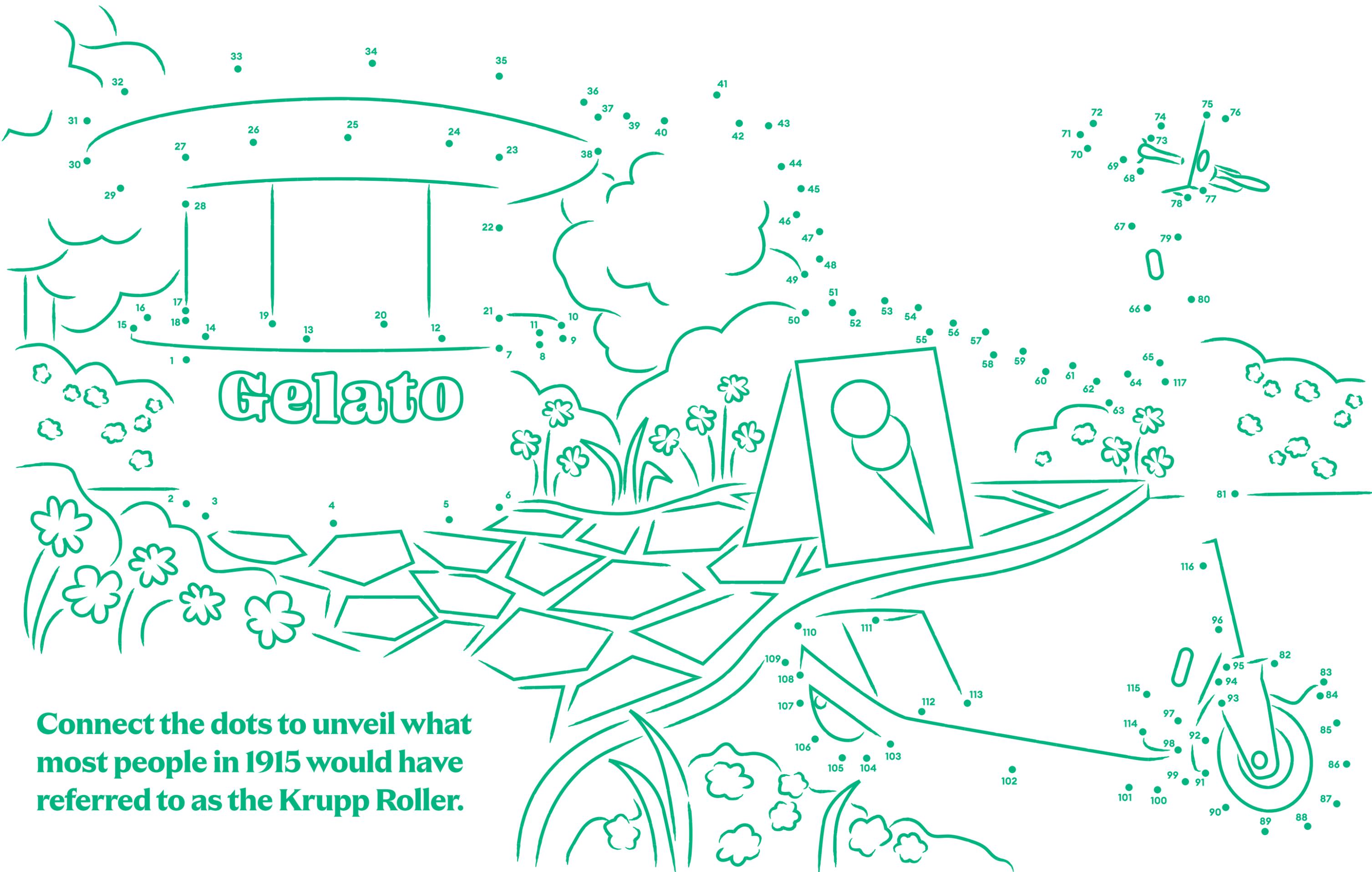
When I was a child and ran on the pavement, I always heard my mom telling me, “Watch out for the cars.” Very quickly, I discovered that the road is dangerous and that streets are not places to play.

Seeing Daria’s dream, I became a little sad. When we ask children to dream about a better street, it’s normal to hear stories about princesses or unique creatures. But Daria’s wish is very earthly – almost too simple.

She just wants safe cities where cars are equipped with sensors that protect pedestrians and cyclists.

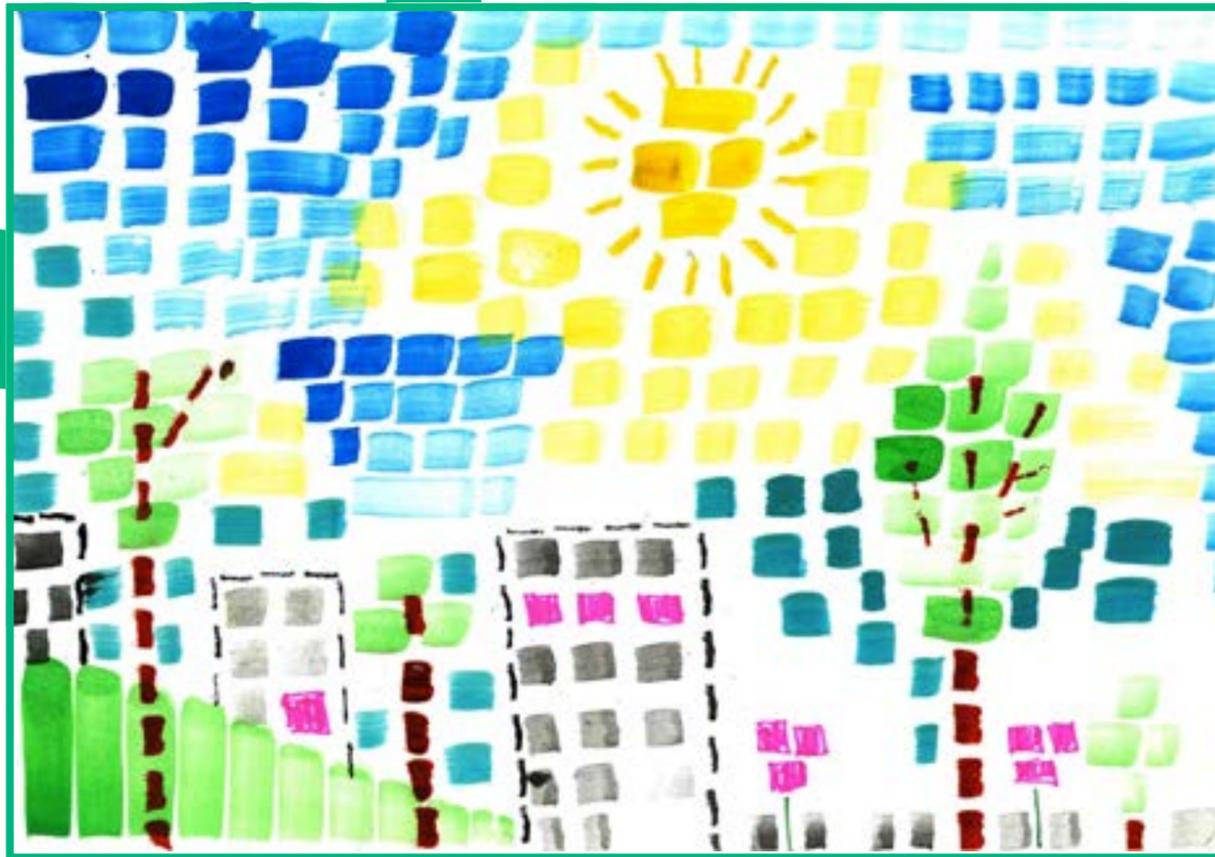
Isn’t it a shame that we’ve created cities so dangerous for children and adults that we need to think of special flying helicopter robots to save us? Why not slow down vehicle speeds, reduce car dependency, and allocate more space for people rather than cars?

The Congestion Charge has led to a dramatic fall in accidents in London: there’s been a 40% drop in traffic accidents since 2003.



**Connect the dots to unveil what most people in 1915 would have referred to as the Krupp Roller.**

Alice, 10, Belgium



“Future streets are going to be green and full of life. Pavements with flowers growing in the cracks, big trees everywhere, and even little gardens with butterflies flying on the roofs of bus stops. It’s going to be like walking through a park, no matter where you are in the city. Plus, all those plants will help clean the air, so we can breathe better and stay healthy.”

Lior

When I moved to the Netherlands, I noticed that many houses had micro gardens along their facades. I found it lovely – turning boring facades into green spaces for people to enjoy. Since then, I have been involved in the installation of many of these facade gardens. This has allowed me to meet new neighbours and city makers, making friends who share my passion for urban change.

During one of these activities, I had the opportunity to meet a biodiversity specialist. She told me about the importance of butterflies in cities.

They serve as vital pollinators, ensuring that plants reproduce and ecosystems remain diverse and robust. Their presence indicates a balance in our urban ecosystems, signalling a city rich in native plants and free from excessive pollutants.

That’s why greening our streets is crucial. Nature has its ways, and when we invite it in, even between the cracks in the pavement, it reciprocates. So the next time you encounter a street without butterflies, perhaps suggest the installation of a tiny garden.

In the UK, 80% of butterfly species have decreased in abundance or distribution.



“It is a street of biodiversity. It is home to many species. In addition, it is good for a person to be there. There is a park with a playground.

You can travel by electric car, your own bicycle, a Bolt scooter and on foot. Pedestrian roads are safely separated by greenery. The street receives electricity from renewable energy sources (sun and wind). The houses have green plants to produce oxygen.”

American economist Edward Glaeser said: “We are a destructive species, and if you love nature, stay away from it”.

This provocation sounds like a contradiction. But in his research, he shows that moving out of the city to rural areas ruins nature. His studies show that city living, although often filled with noise and air pollution, is the greenest, most sustainable way to live.

If everyone in the city were to move to the countryside, we might be left with no untouched nature.

But this doesn't mean we can't bring greenery into cities. Hanna's dream street shows how humans can live in harmony with nature. Instead of polluting it, we can look after nature, and benefit from the endless energy it delivers.

Paraguay closed its last thermal power plant in December 2021 and, mainly thanks to hydropower, is now the only country in the world with a 100% renewable electricity supply.



“The street of my dreams is a peaceful life, a happy childhood, lots of friends, and fun. People walk on this street, smiling, and not hearing sirens and explosions. I dream of going to school on this street again and visiting sports clubs. I really want to play with my friends again and enjoy the blooming streets.”

Maria dreams about a life that every child deserves, full of smiles and friends. Her yearning is a distressing reminder that millions of children worldwide live in war zones.

There’s nothing more normal than playing with your friends in the streets. This is how future communities grow stronger: children get to know each other, parents chat with other

caregivers, friendships are formed, and communities recuperate.

History has shown us that, even in the worst of situations, strong communities can be a glimpse of hope. It’s where people know each other and are willing to risk their lives for their neighbours. And in post-conflict zones, these communities are there to rebuild and recover.

According to UNICEF, more than 100 million children and young people are out of school in countries affected by war or natural disasters.

# B

## Bicycle

A 2-wheeled, pedal-powered freedom machine that makes you believe you're a majestic unicorn galloping through the city.

Except unicorns don't sweat, huff and puff, or accidentally run into potholes.

# C

## Colourful puddles

The magical result of when the sky has a little too much fun and decides to rain rainbow coloured candy instead of water.

Perfect for dreamy streets where unicorns probably park their unicycles.

Just don't drink from them. They're still puddles, and even rainbows have their off days.

## Community superhero

The local champion who's got an eye on the neighbourhood, ensuring youngsters can trade bicycles and toys peacefully.

Don't mistake him for those big-time movie-star superheroes; our guy's special powers are more along the lines of finding lost keys and helping carry groceries.

# D

## Dragons of modern transportation

These are the growling, honking, always-in-a-hurry automobiles that treat city streets like their personal racetracks.

While unicorns (also known as bicycles, pedestrians, public and shared transport) gracefully prance around, these dragons belch smoke and think of traffic lights as mere suggestions.

Unlike their mythical counterparts that hoard gold, these dragons hoard road space and make unicorns feel like they're in the wrong fairy tale.

## Dragon space

The place where you stick all the things that just aren't as cool as unicorns. It's like the junk drawer of mythical places. While unicorns get their own lanes to trot around the city, dragons are in the "dragon space," probably arguing over who gets to hoard the last piece of treasure or playing rock-paper-firebreath to pass the time.

# F

## Flying helicopter robots

A fleet of drones went to a rave and then decided they wanted to be healthcare professionals.

Voilà, you get these flashy, hovering gadgets that not only look like they're from a sci-fi movie, but can also actually help you out if you're in a pinch.

Sure, they might distract you with their LED light show as they're trying to administer first aid, but hey, at least you'll go to the ER with a smile.

## Food deserts

No, we're not talking about a sand dune made of cheeseburgers or an oasis of soda. In real talk, food deserts are places where finding an apple to buy is harder than finding a needle in a haystack.

It's like the universe went, "Veggies? Nah, have a bag of chips instead."

# M

## Magic pill

A term often used to describe something with seemingly miraculous powers to instantly fix a problem. In this context, trees, bushes, and plants are the 'magic pills' that make you feel good.

Side effects may include spontaneous happiness and a sudden urge to hug a tree. Not approved by the pharmacist, but highly endorsed by birds, bees, and sometimes city dwellers.

## moonBolt

The eco-friendly cousin of the spaceship, for folks who like to zip around Space Street without leaving a cloud of space smog. Imagine a Bolt car but with wings and the ability to defy gravity.

Does it make any noise? Nope. Will it get you places? Absolutely.

# U

## Unicorn

These majestic creatures aren't just galloping around in enchanted forests anymore; they've gone urban. Flying around in people-friendly cities, they're the neighbours you wish you had.

Instead of saddles, they've got unicycles. Shared uniscoots are their go-to for the daily commute, because even mythical creatures care about reducing their carbon hoofprint.

Just don't challenge them to a race. They've got a turbo mode you wouldn't believe.

**Imagination can  
show us better  
cities. Shared  
mobility can get  
us there faster.**



