

It's good to do this final session, we're six months on from where we should have finished that original walking summit, and the world hasn't really improve as a place because of COVID. So this is the new normal I'm afraid, in terms of online events. So thank you to everybody that joined us in the previous sessions and is joining us today. This is a really important issue for Living Streets in terms of inclusive streets, inclusive design, and how we involve people in practice. At the first session, we kind of covered our initial thoughts on this area, and some of the challenges and talked around that, and in the second session, we heard, specifically about the challenges users actually face from an accessibility point of view, people with visual impairments This last session is slightly different. I'm delighted we've got two speakers to talk a little bit more about practice and where we are with practice.

We'll start with Chris Martin, from Urban Movement, who's going to talk about urban design. Chris is a trustee, and Urban Movement do a lot interesting work, they're quite innovative in terms of their, their approach, it's a multidisciplinary approach to streets, and they've done some good projects in Scotland, so good to hear about them.

Shruti is going to set the scene more about how we can work with communities, and make sure people are engaged. Shruti is actually formerly of Living Streets but now is a public health professional. So she has a wealth of experience in this this area. And so, hopefully we will have an interesting discussion, I'll probably have a few questions for the panellists, then it's over to you, the audience for your questions. And then we should all be wrapped up by before two o'clock. So I'm going to hand over to Chris to kick us off.

Thanks Stuart, I'm just going to share my screen so I can show a few pictures. Right. Um, yes I'm co-founder and director of urban strategy at Urban Movement, and I'm also, as Stuart said, a trustee of Living Streets, and also a member of United Nations Planning and Climate Action Group. And I wanted to, sort of, to raise, to broaden the conversation slightly the beginning and say that when we think about inclusive streets, it's very easy to get straight down and dirty into the details of kerbs, and such. But I think, to think about inclusive streets first, I believe, we have to think about the equal city. And here we unearth the complexity of equality, because quite rightly, no single issue can reign above another. The equal city of course involves removing access to inequality. But here we're talking about the physical access to the picture, but also access to opportunity and social justice. The way that a lot of cities have been organised and designed over the past decades have resulted in environments where access and opportunity is basically predicated on owning a car, in turn increasing transport poverty. Access inequality to me has to mean that we work with the full spectrum of society to design access industry to the micro scale, but also at the macro scale we have to allow people to access opportunity in a way that's healthy, cheap and inclusive. And to me, this means very much delivering on real walking and cycling corridors, on, on key infrastructure routes that connect places where people want to go, but also they connected cheap and reliable public transport systems, at key points. And just to sort of talk about some other ways in which streets can be inclusive, I think we have to talk about climate inequality more and more. We know the planet is burning and sea levels are rising, and this is going to displace millions of people in years to come. And again at the macro scale, as a result of the heat trapping pollution from our activities, rising sea levels could, within three decades, push, chronic floods higher than land currently home to about 300 million people. And then again the micro scale and various aspects of climate inequality affect us here and now, and shade is an equity issue in large parts of the planet in many

cities people who rely on public transit to get are forced to stand in blistering heat waiting for a bus, surrounded by hot dark asphalt. So essentially, one of the things we need to plant trees as strategic transport interventions, because they unlock streetlights, they unlock active travel for people throughout the globe, and will only can continue to do so but more and more people

Equally we've only just started to think about age inequality in our streets, the urban environments we've created are largely unfit for urban childhoods, and the way we've organised cities and design streets is certainly a huge factor in the in the variation in age-related quality of life we see globally. Designing streets that once again allow children to safely roam, play, engage with their community streets and creating places where parents feel confident enough to allow them to do so is key. And if we look at our existing environments, we can see that they have developed in such a way that we have biased them against children because children's perceptual ability is significantly below adult performance levels. Children are unable to really detect vehicles approaching if vehicles are moving above 25 miles an hour in everyday circumstances. And when they do detect vehicles, they're unable to discriminate between cars travelling at 20 miles an hour, and those at 48 miles an hour. Even though a car over 40 has reduced their crossing time by 50%. This inequality in the makeup of our streets and transport systems, has led to the World Health Organization declaring that road traffic accidents are actually the third leading preventable cause of death and disability in children.

We of course cannot rest until we engage with health, or probably more accurately, life inequality. And if I'm being further sort of firmer, unnecessary death. About 1.35 million people die on the road each year, on average, that's over three and a half thousand people every day. And that's before we start talking about the 20 to 50 million people who suffer non-fatal injuries every year, which is a total waste. And, and we know what kills people, and you have to say that, making us entertain the idea that there is a war on cars is one of the greatest propaganda tricks of modern times, because there's an ongoing and worldwide massacre of vulnerable road users. We have to slow speeds, change priorities and design streets for the soft and slow creatures that we are if we're to make cities equitable. And finally, just to touch on the idea of mental health inequality. The places we've created for human beings to live in are not great for our mental health. Over half of Londoners say that they, they feel lonely sometimes, and in other cities, 15% of people say that they feel they feel absolutely no one to rely on. But we know how we can change this, we've known for ages, at least since the 1960s. In his seminal study, which has been subsequently replicated all over the world, Donald Appleyard highlighted the increased social connections we have when our streets and public realm aren't dominated by traffic, aren't a barrier. He showed that if you live on a street with less traffic running down it, you have more friends on that street, stronger social connections, and so improved mental health. Transport investment is truly transformational. Very few of the forms of investment can target such a broad set of outcomes from physical health, mental health community cohesion and other loneliness, through to combating climate change and delivering more money in shopkeepers tills. All these outcomes that it can target are issues pertinent to creating an equitable city. Take the wrong path and we organise a divided city, plot the right path and we make life more equitable. The job of the urban designer, as I see it, is to plot the path through this discussion, that yields the greatest return on investment for the greatest number of people, in a way that benefits society as a whole, for cities a whole, and the environmental climate that our children have to grow up in. And that's what we need to

do, I think. And I'm looking forward to talking to some more detailed questions later on. Thanks very much.

Trying to get my camera back, sorry. Yes, so I'm going to hand over to Shruti now who – I should have mentioned – is also a trustee of Living Streets in my intro. So Shruti, do you have a few thoughts on this, this agenda, you could share with us?

Thanks for the introduction, Stuart. As Stuart said, I am also a trustee of Living Streets, but I work in place and health and planning at Public Health Scotland, where I'm currently working on COVID stuff right now. So I think the first thing I want to say is that every place is different, so what works in our cities may not suit most remote rural communities. Just as the priorities in our towns may not be the same as those on our islands and so a place based approach allows us to identify and respond to inequalities and disadvantage, and implement solutions that are tailored to individual issues and circumstances which face the different places in our country. So the key to tackling inequality is to identify and meet the needs of all users in a place, it's important to gather the individual and the collective experience from how a place is used, and what people have access to. And this helps to inform and influence changes in their environment. We also need to understand the inequalities that exist, and what we can do to stop them from happening in the first place, or widening over time. To communities living in these places face different challenges, there are more vulnerable communities who experience worse experiences, and these include deprived communities, disabled communities. People from some ethnic minority communities and where we need to think about how these groups, how we can meet the needs of these groups and remove some of those barriers. Another important point is that a place is made up of different elements, it includes the physical environment such as buildings streets and spaces, but it also includes many social aspects as well. And this can be the people themselves and the way that maybe the way that they feel about their place, and where they live. Space is complex, and it's interlinked. It cannot just be physical or social, it needs, all of those elements and both of those elements. And because of this, every place is unique.

So some of you may be aware of the Place Standard Tool, which I think gets most of this rights and so I must admit that the Place Standard Tool is something that I work on as part of my role at Public Health Scotland, and a bit it's built around 14 themes which covers the physical and social factors in a place. Just to say a place can be a street, it can be a neighbourhood, it could be a town or a village, or a city, it's how you want to define that area. But this framework helps people to think broadly about their place, and it helps people in a place of a broad range of stakeholders to come together around a common framework and to identify and celebrate what works in a place, as well as areas for improvement. So this can be used to develop and prioritise actions that will improve places, and the lives of people who live within those places and that use them. So this is of course just one methodology and there are of course other processes and tools out there that you can use. So I just want to finish by highlighting a few conditions for success that I've drawn from the work that we've done at the national level on community engagement in place and tackling inequalities and specifically health inequalities. We haven't always got it right and it hasn't always worked, but I think the conditions of success that I'll highlight can be considered more broadly as good practice and working towards tackling inequalities in place all centred around community engagement. So first of all, identifying the right priorities does depend on good engagement, and this requires some key skills within the team. So, good skills in community engagement, good facilitation skills, good project management skills,

and good skills in analysing a broad set of data to research that you'll be gathering. A big challenge is just to ensure that ensuring that those engaged are representative of the whole of the local population, and this is really really challenging. However implementation must ensure all communities include those who are currently most marginalised and underrepresented, and are supported to participate to maximise the potential contribution of any activity in reducing inequality, and this is absolutely fundamental, without doing this we are only going to increase inequalities in a place. Resources is absolutely essential in working to tackle inequalities in a place and you need to have adequate staff and financial resources to plan, implement your engagement, analyse and deliver on these actions. So just note, it's not a one-step process, there's several, there's several steps within that process, and it takes time. So you need to consider time as well. Achieving buy in from decision makers, either owners of a plan that you'd be contributing to is critical, and they need to be engaged from the outset, and I think it's really important to deliver actions to show evidence of listening and impact to those involved in the process and to keep the momentum going. So often this kind of work on working to tackle inequalities in place is often seen as a particularly to community engagement is seen as the starting point for identifying priorities, but it's absolutely essential that action is taken to improve the quality of places and tackle inequalities. We need to move beyond discussion and this is where we often kind of get stuck, and in some of our processes. So there needs to be absolute certainty about who is taking the action forward, and ultimately I think success is going to depend on whether the resources and the commitment are available to deliver the priorities identified.

Great, that's really sets the scene nicely in terms of some of the stuff we've covered in this series, and thanks to Chris for his broader review of where we should – I suppose we should always be thinking about thinking globally and acting locally in all of this agenda.

I think the challenge really is when we start acting locally, who do we include, who do we involve, you know, I think everybody agrees about the big stuff. But then we get into quite heated debates about quite small changes to streets or sometimes that can be quite small changes but quite important to certain groups, and I suppose, on that note, I'm going to kick off, how, in terms of the biggest challenges is actually the physical spaces, we've got to work with and in cities and towns in Scotland, that are the real challenge in getting this right – how constrained are we? Or is more of the constraint actually social factors, in terms of people being able to get involved, provide their views, influence processes? So I'm going to kick off with that broad question, and see what people about that?

I'll happily give some initial thoughts. I think for me it's a double-edged sword in that respect. As a designer I think we can do so much with the design of physical spaces, but I think that's broadly because design isn't a product, it's a process. And through the process I think we can work with the most vulnerable to remove barriers and work towards the equal city. So I think, I think for me it's the, the design, we often we often see the designers as a physical place in the physical object, we're actually the process of design is everything that Shruti started to mention about the thing that takes time, the working with people and doing this sort of stakeholder mapping that you have to do at the beginning of a design process to work out who you need to speak to, why, what they need, and then the design process takes all of that in. So I think it's more complicated than having the two separate things I think the system and design I'm saying.

I'm gonna have a quick follow up on that actually. So, when your clients are commissioning, do you think they're actually realise they're buying a process or do they just want the product at the end of it?

I think I think designs always been a process of it, I think, even in product design there's a process of trial and error and testing. And I think the same is true of the design of a city, although, I mean, only relatively recently we started to do physical trials and it's a different meaning to that now. But the idea of trying ideas and conversation with people has been around for years, and that is just design. Very very, very few people just sort of believe they have the answer, and if they do believe that they're probably wrong because I think it's so much more complicated than that. And in terms of what we need from our streets, I need something different from my street every day at different times of the day. So that means the idea that it's complex enough just for me is testament to the fact that design is always a process and needs to be a process.

Yeah, and Shruti you're talking about some of the sort of social factors in amongst this. If we engage people early enough, can we influence the design process? I think that's what, for me, that's why I say the Place Standard Tool is the start to understanding the landscape a little bit better, before we get to having any hard and fast discussions about design.

Yeah, so I absolutely think that, you know, even after physical barriers have been removed there are going to be social or various behavioural barriers that may exist and that's why it's really important to take early engagement and discussion with a wide range of groups or users that are part of that space or that place. As Chris said you know there are there are things that you can do to, in the planning of our processes, to map out the local area, and the local demographics, and to identify the users, the different groups of users that we should be speaking to. We can talk a little bit, possibly later around how we can begin to bring in some of those most marginalised groups and those voices that that we don't kind of typically include in this kind of process. I think process is one part of it, but I think as part of that process we need to begin to manage expectations in terms of what can be delivered but also what design can deliver as well. And, and I think, again, this goes back to, probably just that point around social and just recognising what we need to do in terms of behavioural change and kind of social change the kind of changing cultural norms there. So there's quite a lot in that really and it isn't it isn't just about design and physical design and the space, and it is about process and thinking about the process and who you engage in that process, but it's also thinking outside of physical design. I think Chris said, tell me if I got it wrong, but 'design can't deliver everything' and it can't. And so it needs to be - I know some people use the phrase 'build it and they will come' when talking about infrastructure and I completely disagree. You can't just chuck loads of money to build new walking or cycling infrastructure, you need to understand how people interact with the space, and the barriers that different groups face before you can truly build an infrastructure or design that that works. But there's also work to be done to increase confidence in some groups who've had concerns and fears for such a long time when using a street or a place, including you know older people who might have felt really unsafe for such a long time, so there's work to do to do that in terms of kind of building up that kind of confidence and that behavioural kind of social aspect. So, so yeah.

Okay. Yeah, I think I'm just moving on to a theme, there is, I think there's a tension in all these processes about it comes down, where the process breaks down it becomes a discussion about different groups competing for space, and contesting space, and I'm

wondering kind of how do we address this really difficult issue - I think one area is actually making sure that there's more space for certain users who really need it and that probably means taking space away from car users. But I think that's a really challenging thing so I don't know if you have any response about space competition.

I think just from my point of view, I think it's just to echo and recognise that a one size fits all approach isn't going to work and that there is diversity in our places. I think it gets problematic when you start saying that a particular group can't use a space, such as teenagers or you're trying to restrict access at night, for example, so we need to make sure we're all aware of this that spaces are designed so that all sections of community can be catered for. And, you know, I don't want to bang on too much around about the Place Standard Tool but you're doing your consultation you have a series of conversations with different groups of people, and you draw out from those conversations the priorities for different groups, and then you then go on and you have further conversations to begin to unpick some of the differences in the priorities that are emerging from the different groups. And what I guess what I'm trying to say there is that it isn't a simple, straightforward process. Often it's a series, and a set of processes. So sometimes it can be a series of discussions and conversations between different groups until you can reach an agreement around what is actually kind of feasible within a space. And it's not an easy process and it's sometimes means that you might have to make difficult decisions, and you will have to manage expectations. But sometimes if you've planned your project that project plan is going to go out the window because something might get thrown up that you weren't expecting, so I guess the point is that you really need to listen to what's being said by the different groups, and you need to kind of unpick some of the priorities that might be emerging and just just to say you know. Yeah, we'll just leave it there.

Yeah. Chris you're at the sharp end of trying to manage this type of stuff, do you have any thoughts on that and then I think we can move on to actually got some good questions coming through. So I'll move on to the question from the audience but yeah final thoughts on competition for space, and between the different people you're trying to design for.

Um, I think for me, Shruti's bang on, and I think a big part of the problem is the sort of the dehumanising of the debate that we do all the time by sort of attaching certain demeanours to groups like 'cyclist', 'pedestrian', 'driver', that is a massive part of the problem. I think we're all just people, and I think we're all, on the whole very courteous. Sometimes we're having a bad day, and sometimes there's tension between pedestrians and cyclists, because that person is having a bad day, not because cyclists are all cyclists. So I think I think that attaching demeanours is dehumanising and it and it's also, it's a big problem in the debate. And I think as you opened, I think the key issue is space. And I think from a design perspective, not taking away from the process side of it, I think when you encounter good infrastructure which is a pleasure to use, I think our behaviours reflect that. And actually, it's a simple measure: if we encounter poor infrastructure, the human body produces cortisol, we all get really stressed and we're certainly not our best selves. So I think the design of good infrastructure actually does invite good behaviour. And I think that the idea of it coming down to space, a lot of the time, the tensions between walking and cycling are because we take cycling infrastructure out of walking space, because it's easier. And I think, I think that clearly isn't the right thing to do. And it just means people walking are further squeezed, and then simply need more room. I think I think bicycles are excellent urban vehicles, so good cycling space should be taken from vehicle space, and made safe

through segregation. I think if we approach it like that, I think we can go a long way to sort of easing the debate.

Yeah, I just wanted to jump back in and just to say that I think, you know, I kind of raised that you know delivering on actions is going to be tricky, and it's going to depend on money and resources and commitment and then we're going to have to manage expectations but I think, really, we need to think about, you know, inequalities and how we're going to tackle those, and really just by implementing grand schemes we really, you know, that might not work for all communities, or members of our communities, we really need to begin to think about how we speak to those most at risk, and to unpick what some of their barriers are, and how they begin to use the spaces and how they want to use the spaces if they're not using the spaces and think about how we can consider sort of tackling some of those first, otherwise we are at great risk. We've seen this through COVID and lockdown, where inequalities are increasing. And I just think that we need to think further about putting the priorities of those groups up there, and I think be quite radical in terms of what we're doing. And I think we know from some of the kind of history in this work that if we if we take back the collection, and we find schemes and solutions that work for those who are most at risk and excluded they often work for everybody. And I just, just think from an inequalities point of view, particularly in Scotland where inequalities are so vast and they are widening and they've widened over the last 10 years and we absolutely need to start thinking about this as a priority.

I had one other sidenote: I think it's an interesting point, I think pedestrians generally on street gone pretty well, as a group, but different groups can mingle and then everybody's kind of going about their business and then it gets more difficult when the spaces get strained. I think it's slightly different, the more you put speed into the mix, I think that's where it becomes challenging, I think Chris makes a good point about segregation. People are trying to do different things with the space when you're when you're when you're going between six and 12 miles an hour and then 12 and 20 miles an hour when you get into vehicles. And another final reflection: the actual 'what happens on street' and 'what happens at consultation events' is not what's reflected on social media at the moment, and I'm quite concerned about some of the behaviours we've seen this week, there's some statements on our blog about some of our colleagues at Sustrans, just last week, got a lot of flack for just doing the job, basically, and it was a blatant attempt to try and exclude people from the debate. And I think we need to be, we need to be vigilant about this and that's why we get to speak up. People need to get involved and we need to keep the keep the debate inclusive and, and probably less online because these are these are complicated issues to discuss.

But we've got some good questions – it's like Living Streets alumni here, our former chair Archie Roberts, I think it would be him, has asked, 'great talks, thank you, if you had one wish that could improve the social environment of cities, what would the change be and where would you have to change it to make it happen?'

I think, a broad term, the answer would be would be quality. And I think to elaborate on that would be, we have now a fundamental shift in government policy in terms of ambition of creating a healthier and more active urban lifestyles.

And I think we've had for many for many years for many generations now we've had well meaning guidance and well meaning instructions to do things and I think the way that's been translated into built schemes have often gone different ways and had varying degrees of success. And I think a mechanism for being able to communicate the ambition, the bold ambition that we're seeing now from communities and from government about the infrastructure we need to create behaviour change and to create these different communities, I think we need a mechanism to translate that into quality on the ground that is futureproofed, that maximises the investment for people in our communities.

Thank you. Shruti, do you have any thoughts on wishes?

I agree with what Chris has said actually and it's just to make sure that whatever we doing is of a good enough quality, and we have that commitment in the kind of policy background and statements that we have via Scottish Government here so we're really fortunate, but in terms of what's written in policy and was delivered on the ground is a very different, different matter. So it's all well and good putting in infrastructure or facilities and services within a place or a neighbourhood but are they are a good enough quality that deliver what people actually want? So I would support what Chris has said there and I've not really got anything else to add.

Great. Okay, I've got a really interesting question from Wendy Shaw, and she said 'best practice changes over time and schemes take so long to implement, how can we ensure that what we are designing and doing it is not obsolete by the time it's unveiled, how do we ensure we're building to last?' which is a as a big, big challenge these things do take a lot of time, including the consultation phase.

This is something that's come up in the work that we've been doing at the national level, and it's been around reframing the work that we've been doing on place and health, and to take into consideration the climate, and the environment. What we've been doing and trying to do is to encourage all conversations to think about futureproofing any kind of scenarios and design so it's not only thinking about communities to have a conversation around what places or their place need now, but to think about what their communities, and places would need to service their community, as they become older as individuals, as families, but also, as our, our space around us changes as our environment around us changes that could be due to the environment, or it could be due to a global kind of crisis as well. So it's to kind of do I suppose a two stage process of, kind of, you know, to think about your community now and the services now but also to kind of do that kind of forward thinking, and that is really difficult but it's, it's, it's about kind of embedding that into the process and trying to encourage them as conversations and early on.

I think interestingly that we have seen recently, the idea that infrastructure doesn't have to take so long. We have seen a sort of before the current pandemic we've seen an increase in the number of schemes which are trialled in a roundabout way and I think this is the sort of headline - in New York in Times Square, there's that kind of the idea of actually, let's let's see what happens and see if people like it, and then we can go about moving on to making that sort of permanent change. But I think in the sort of more of a street level, I think it's about the practical issue of being able to challenge briefs and giving people the power to challenge briefs is always really interesting, because obviously it when people are asking to do something that they are very much focusing on that thing and they're sort of with that project for a long time. And I think the idea of employing a design team and the value that design teams can bring is looking wider at that bigger picture so if we're trying to build a

cycle track between x and x, well, how do we tie in green infrastructure into that how do we actually look at the city of the bigger network and think about the different things that need to be done, and can be done, to actually think, while we're digging the streets up, that could be six months, why don't we actually pack it full of loads of things which are going to help us out in 50 years time, and I think that idea of beginning to challenge briefs and enrich the processes is a powerful one.

And I've got Joe Irvin, I think is the Joe Irvin of Living Streets fame, so I will get to some people who are not Living Streets but it's a good question and I'm going to aim it at Chris. Joe used to be my big boss so I'd better ask this. Chris, you've been working on the avenues project in Glasgow, what have been the biggest challenges and greatest successes and what you learned from that project?

Well it's still going, so greatest so far I'll have to caveat. The greatest challenge I think is almost certainly the scale, Glasgow is in a sort of globally unique position of being able to rethink its a huge number of its city centre streets. I know that the work that some of the council are now doing as well is they're starting to look at the periphery and creating liveable neighbourhoods around those. But the idea of the avenues project is looking, looking wholesale a about 17 key city streets and for those not, it's sort of the level of Oxford Street in London, but 17 times throughout the city centre and they're very principal streets, so the greatest challenges is definitely the complexity, but with that brings the greatest opportunity of the whole project which is deliver it can deliver on these wider city agendas and actually look at a much much larger range of topics. And the greatest success, Sauchiehall Street is complete, and my, I was there last summer, not the summer just gone, all the years are getting mixed up now, I was there last summer and I saw a mother teaching her son to ride a bike and he was about, he was about four years old, and he was learning to ride a bike on Sauchiehall Street, which I, for those of you that knew Sauchiehall Street before, before it was built, wouldn't have happened.

Okay, I'm gonna keep going down through, I've got some comments. So Peter Monk has asked the question, and Chris you might be able to help with this because I believe that cycle infrastructure design guidance has been reissued in England with better guidance on disabled access. How's that going and what – I'm going to paraphrase - what could we be learning from that in Scotland, I suppose.

How's it going, is probably probably a little bit early to say the LCM120 is the technical guidance that sits alongside the government document gear change, which is much more sort of high level policy ask all documents. Both documents, I think, are what we need. They are very welcome and very ambitious, and I think that together with the changes in the highway code which have been, which are being proposed, could form a very interesting policy or guidance triangle. I think one sort of caveat would be it's guidance. It'd be really interesting to start seeing some of this stuff be a bit more firmly applied in policy. And just touching on the England-Scotland divide, I think this guidance very much applies to Scotland. I know it's DFT guidance, but the Institute of Civil Engineers, the body that charters engineers has said that, and states that every professional member of their institution has to stay abreast with current international best practice. And actually, you could then extrapolate that to think that actually they're not, then following international best practice, you could you could follow that through to negligence if they are delivering things which aren't international best practice. So the ICT have come out and said that this is now

best practice, though, members, it should be it should apply to all members. So I think it's very much there to use in Scotland.

I think Peter had a specific question about bus stop bypasses which I wouldn't have say is a favourite topic for Living Streets, it's a tricky topic. How good is the guidance on that, does it answer the questions that need answering? There's been a few temp schemes that have come in for a little bit of flak in Edinburgh, can it help us design schemes that are going to help?

It does, there are even drawings in there, the LTA120 document not the gearchange document, which which lays it out and shows different scenarios which are appropriate for different settings.

Great, ok, that's one to follow up on. A couple of connected questions actually, I've got one question about chicanes on cycle lanes and whether that promotes inclusivity, or is a barrier, which is quite interesting, and a related issue is actually using measures to sort of prevent people, youths, to prevent anti-social behaviour. Any thoughts on these kinds of interventions, in terms of perhaps possibly well intended but not actually going to do what they're supposed to do?

Shruti, do you have anything to come in on?

I think they're probably design questions, Chris.

I think I'm not quite understanding the idea on barriers, if it means barriers then barriers are not a great thing. It does say chicanes in the question I think in terms of, it's all, it's all context specific as Shruti said at the very beginning. And so it's very difficult to answer such a general question, but I think the idea of vertical and horizontal deflection to manage speeds has been around and we certainly used that in sort of controlling vehicle speeds. I think in some instances, especially in looking at some bus stop bypasses for instance there has been common practice is to use some vertical or horizontal deflection to sort of, it's not so much about controlling speed it's about raising awareness that something's about to head something's happening, something's changing, the context is changing so your behaviours should change too. And I think those kind of measures are our right. I'm not quite sure I understand the question about antisocial behaviour.

Yeah, this is from Cynthia Games, I think she's saying that there's certain councils are using interventions in public space to discourage certain groups from using them. And that's.

Oh, got you. Yeah.

I always think, it's a well-used phrase but it's a surrender not a solution when you when you start trying to design out the joy of the space so that a certain group in society don't use it.

There was a really good scheme in Brighton that we advised on, and it was a street, a normal street, they wanted to make into more of an enhanced street, more of a place. They had a problem, or they had an issue with street drinking on that street, and there's about three benches, at the end of the street, and it was, every day, quite, quite convivially, there was a group of street drinkers there who were taking part in activities, and when the street came to be reimagined, obviously the idea was to increase seating and lots of people were worried about this and didn't want to see more street drinking and the solution was rather than put three benches there, rather than put 20 benches there, let's put 100 benches there, and the street drinkers still sit in that little spot, but now they're just surrounded with

everybody else, because if people don't want to sit next to a street drinker, they can sit over there, it gives people more choice, gives society room to thrive. And I think, I think that idea of finding a solution and not surrendering is the only way forward.

So, how would the Place Standard pick up on that Shrutti, is that something that could in terms of, it's a group, an excluded group actually that you do see on street and you know it's a good point, we never really think about them.

That's something that we've done actually so we've just worked to revise the Place Standard and what we've done in there is to support the use of space by different groups, and to encourage the use of space by different groups at different times of day. So, the point of teenagers and them often being seen as trouble, we've, we've tried to incorporate some notes within the tool which will help users to realise that that isn't the case, and that actually they have the rights to own that space and to use the space just as any other group as well. So what we're trying to do there is to kind of train, change, I suppose the thinking around the, you know, how people are thinking through this as they kind of have discussions through the tool. The other thing is around, we've had some feedback that people obviously against like aspects of the nighttime economy, but actually having a vibrant economy at nighttime in certain places can be a very good thing and it can provide lots of great opportunities for people, and obviously the space has been used in different ways so it's again it's just about helping people to understand and raise awareness that actually, and to challenge some of those negative stereotypes that actually, that there can be positives around this too. And there's something around vacant and derelict land as well so sometimes vacant and derelict land or buildings can be seen as a blight in our neighbourhoods or our towns and cities or on our streets, and actually it's about kind of reframing that and asking more opportunities might those present for nature for wildlife or kind of be for communities to be able to kind of come in and take over those buildings and those spaces. So it's about kind of reframing it so things aren't always seen in a negative way but as what are the opportunities for communities to transform some of the use of these spaces. And I guess that's where Chris and kind of the design and the technical aspects would come, is to kind of provide some of those solutions, so that's what we're kind of looking to do so just to kind of change some of the kind of thinking in the conversations, from a negative to seeing the positive and thinking about the opportunities within spaces.

It just makes me think of a little experience I had last week, I went up to the centre of Edinburgh, mainly just for my hobby to take a few photos and there's a temp scheme up there on Waverley Bridge which is a busy junction, and the council closed off, put a few planters down, and nobody was really using the space but last time I was there, there was a group of younger people probably late teens, early 20s just rapping, playing the guitar, slightly louder than some people would like but I thought, actually this is good, you know, it's the city centre, it's vibrant and these guys have found some space and it was a junction full of noisy traffic. So I thought, I put that on Twitter to see what response, and I was pleasantly surprised that people didn't come back and say this shouldn't be happening. And they were socially distancing as well, I should say, although they were as a group.

They were quite socially distanced because the police would probably know they were there the amount of noise they were making.

So yeah, I think it's good to think about other groups, who you don't always see on the street, and they feel welcome to use spaces as well, and we need to processes that draw them in.

Sometimes it may just be about creating that space in a scheme that is filled later on I suppose, even though we don't quite know who's going to use it, something will come along and use it as if it's the right quality of space.

A point from Rod King which I quite like, he's talking about the fact that we're now going to get mandatory speed limiters on vehicles, and how this might affect street design, and he says, Let's free street architects from the tyranny of pandering to drivers insensibilities and instead design streets around people for walking and cycling. So, any thoughts on that, Chris, are you looking forward to that?

I can't really argue with what Rod's saying there. I think the important thing to think about is actually we're designing human habitats we're not designing habitats for cars or, we're trying to create environments where human beings can thrive. And if we are designing for something which isn't a human being, we're going to trip up on that, and we're going to start seeing levels of inactivity which are, which are killing people sort of pollution, which is, which is hurting our health, we're gonna start seeing that because they're not designed for human beings. So, Rod's absolutely on the money there. And the idea of designing for people is the key point.

Okay. Well, our speakers have kindly given up their time so I think they both need to buzz off pretty quickly, it's for me to say a big thank you to them for giving us the insights on this topic, really, really spot on, really interesting. And, you know, I've really enjoyed having a conversation with you, and including everybody else, and thanks for answering the questions in this area. This is kind of an ongoing debate for us, so, we'll probably be asking further questions but that's been really really helpful so thank you for that.

I'm just going to close up things actually, in terms of next stage. So, these events don't sit in isolation, they were kind of backdrop to a paper we've been preparing, which is available, still available on our website so if you want to provide any last minute input on that paper we can still take that on board but we are in the process of finalising it, we've had a number of organisations that have got back to us, including Mobility and Access Committee Scotland so that was appreciated. I don't think we were too far away and what we were saying about inclusive streets but we have been asked to be a little bit more sensitive to issues such as ensuring that we build disabled parking into schemes and how we treat those type of essential car uses and we're happy to reflect on that and how that was set in the paper. So that paper hopefully will be finalised, maybe by end of month so we'll we'll circulate that, and that will set the backdrop to how Living Streets works, but it's a resource for any organisation here that wants to think about how we do this type of stuff better. We've got some - we want to be working with other organisations actually in the near future, just to start doing a little bit more stocktaking in this area we think there's more that could be done in terms of best practice, in terms of how schemes or schemes are considered, and presented. So that's what we're going to try and look at to see, are we actually picking up and engaging the right people with those sorts of things, so there's a small piece of work we're going to do there. Something that struck us as we were doing this, we were talking about the issues of not having enough space and encroachment of vehicles. It's almost

exactly a year since we passed legislation in Scotland on banning footway parking, so, not a lot has happened there. There is a big excuse that the government has in terms of COVID, which we fully accept, but on the other hand, actually COVID and social distancing kind of means we need all the public space we can get so we won't be writing on that level that we would like to see some progress, and some timeline for all the groups that are interested in this area so we'll be reaching out to other organisations that want to join us in that plea. I'm going to close things up we're going to finish on time and we'll be back again with another series probably early in the new year. And I think the focus will be specifically on young people because we do a lot of work in this area. I'm going to summarise the day for people. I think it's been really interesting. I've taken from it that we need to think about these things not about individual schemes or objectives, but as a process and things like the Place Standard, and that stage of the process are very very important I think we possibly underneath underestimate things. We need not to constrain ourselves in terms of the amount of space that we make available to designers. And so, we give them quite a bit, so they don't have to manage as many conflicts, and good infrastructure will help people behave better, and as a nice message. And we can find out what good infrastructure is by actually trialling schemes they don't need to take so long, as another good thing, but I think the flip side of that is if we bring things we'd really need to ask people what their response is. Challenging briefs - Chris's point that they need to be broader in terms of a fully inclusive street. And, and the design guidance is improving, but probably needs to be more firmly applied, and it was interesting to hear about that design guidance, being something that really is becoming more and more important for street designers that is something we all need to check in on that and get up to get up to speed on what that design note says. So that just about closes everything up for me. Thank you for joining us for the series. Dani will be circulating links to this, and the other events, we will send around the finalised paper, and we will send details of future events but don't wait for that if you want to work with Living Streets on this agenda, get in touch, we're always looking for interesting projects.

And even if there isn't funding available we will try and find - the most important for us it says having good partners, have good partners and good concepts we can come up with good, good projects to take to funders that are out there. So, yeah, thanks again to Chris and Shruti, thanks again to Dani who's been in the background today, making sure everything has worked. The technology has held up, we've not tried anything too ambitious in the series, which I think's been good. And thank you to everybody who has joined us. So my last word is stay engaged, stay positive, and stay safe, and we will hopefully see you again. Thank you very much.