

Yeah. Yeah. So you can hear me then.

Yeah.

You still have to. I'm just let me know and I'll. I'll see what else we can do.

But not the.

Our line.

You know.

So much at least.

That's why already many heat where you've been here test to see as you get the presentation. It's the unusual. Can you all hear me OK?

Alright, so I'm Charles Musselwhite. I've got a chair in psychology at Aberystwyth University. One of my areas of interest is.

Transport and health and relating that to an aging population. So I thought I'd take you through today. Some of the things that I found that most interesting in the stuff that I've done throughout the last sort of 1520 years of examining that I know I don't look that old, but it is not 20 years of stuff.

So first of all, it's really important just to note and this is, you know, right from the start, I'm probably preaching to the converted a lot here, but I often have to deal with the Department for Transport, so bear with me. I mean, some of the things that I say that might appear quite normal to you, OK. So the desire to get out and about doesn't diminish in older age, nor does the variety of activities people like to do outdoors.

So transport mobility is about people at the end of the day, not just machines, infrastructure and technology that comes out time and time again with research I do about giving up, driving about different types of transport beyond beyond the car and lead to like just as an example, moving on from walking and.

Umm, we looked at what issues people had with public buses. If you're lucky enough to have a public bus that comes along #1 issue that came out all the time was driver awareness of older people's needs. There were so many stories of older people saying the driver drove off before they D sat down. And although some most of them probably didn't fall, they'd had stories of people who had and had to go to hospital or they were anxious about falling and it put them off. And not just that, it's not just about that. It's also.

Drivers being surly or difficult, or tutting if you're having trouble showing it in the past, or you put the past in the wrong place, drivers under a lot of pressure themselves of course, but it made a huge difference between making or breaking a journey at the end of the day, whether the driver was positive or negative at the end of the day, and even the other elements I'll come on to those later on like service difficulties, difficulties in the bus stops, not being in the right places or being poorly sighted or suddenly buses no longer running all the buses themselves, being poor quality, all of those.

Come down to to people issues that I'll mention in a minute outdoor environment.

I like to think we can move from just creating a space that's accessible and safe, which again is the bare minimum with benches and toilets. Well that it maintained proper crossings, though you don't have to March or run across the road and clear safe space from traffic that's dedicated for walking. But it shouldn't just be about that. Again, in talking talk to people and getting them to codesign local areas, how would you change it? How would you improve these spaces? We've got to start making spaces more attractive and more desirable for going out and about. So moving from these kind of pictures.

To more like these kind of things, I know you kind of a fountain in every town that's that exciting or interesting, unusual places to walk between us got there in Bristol, but we've just got to be a bit more creative about how we develop our spaces. So they don't look like the ones at the top. So people feel like they can go out and about and be part of it. And these are the things that older people tell me they want when they're walking in an environment, they want spaces to pause, might be with a bench, might be not, but somewhere where they feel legitimate to be able to stop from their walking from time to time.

Oasis for social interaction should they want it that even if it's just stopping and watching other people, we all love to people watch and see what other people are UK to. Even if we pretend we don't spaces for happenstance. So you might bump into someone else you know you might bump into somebody to just smile to and say hello to Peter spaces. People which I say speaks to watch the world go by from that's what people wanted for this space is but it's too often we're not designing spaces like that. This was just an interesting project just before I finish.

Or come to a conclusion, because this was done with people living with dementia, about how they navigate or negotiate their local area and how they did it connect. But they talked about how they connected to the things in their local area through meaningful social interactions they had in that place in the past. They'd anchor to things that had happened in the past in the area. So in Swansea, for example, where we did some of this, they talked about, they would turn right or turn left or they knew there was a good cafe right next to the.

Woolworth's building and been worth since when? 2000 and 345. Something like that, but still calling it that when there's a map. Still have Woolworths written on it? Or when does a map even have the name of a building on it? People don't navigate by name of roads. Not always or not. First and foremost, people who also navigate by events that have happened in a place, sometimes those very subjective events and that helped them anchor where they were or where they needed to go. Somebody told me that they always knew they were near where they needed to go because.

Of the cinema that was nearby, where they'd had their first kiss with who ended up being their husband. So you know, little events like that. And again, you can't really put that on a map unless you had a, you know, personalized map of your own. But they are the things that people are navigating by, especially when they're losing some of their navigation skills with in early stages of dementia.

So again, I think you can design places with even for people who have cognitive difficulties have memory problems if you just design them a little bit more cleverly around things that are important to the people themselves. Help them identify things with names of buildings and places like that.

And that gives them a sense of hope.

So really what comes out from lots of the work I do with older people is that they want more involvement in the transport side of things. At the end of the day, they want to be listened to. They've got lots of important local information, so to need to make a change, they want to make a change from themselves and want to be listened to. At the moment, we don't have a huge amount of democracy in our transport planning system. There's often a consultation, but it can be a tick box exercise that in there at least, that's what it feels like.

So we need to mobilize older people to have a voice. There are some good examples of it. There was this great group in Manchester called the graffiti grannies. They called themselves that I didn't call them.

And they start off just by auditing. Actually they auditing graffiti. Then they moved to dog poo, and now they've moved to poor pavements in the area. And first of all, they just highlighted where they were. Now the Council have given them an app to be able to identify where these things are so they can then report straight to the Council where there's issues in their local area. And getting people to design solutions and and getting involved in the government's policy and practice, giving people a voice at the end of the day in order to help shape those local areas. Too often we hear stories of local councils or the Department of Transport designing areas really badly, and they're often areas they know nothing about themselves, let alone an area that's really important to locals or really important to older people. Within those, we've just got to involve. Older people more in the design of things, so just to finish up.

Transport is partly about getting from A to B. You can't deny that, but it's a social endeavor, and it involves those affective or psychosocial aspects of mobility. We can't pretend otherwise, even if some people do so, our solutions need to involve those aspects of mobility as well. We can't just provide a minibus to get people to a hospital. That's not what older people want. They want something that also looks after their affective needs to get out and about. We've got to remember that happiness.

If the road, perhaps what isn't just functional, making spaces and services fun, you improve the functionality. If you make those places desirable and places people want to go, they will go to those kind of places. It's often overlooked. We need to involve more people in design of those spaces and really just to remember quotes like these sometimes the most scenic roads in life are the detours. You didn't mean to take and we need to build some of that back into how we create transport environments beyond the car.

For people in later life, but where I finish. Thank you everyone.