

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?

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

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 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 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.

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.