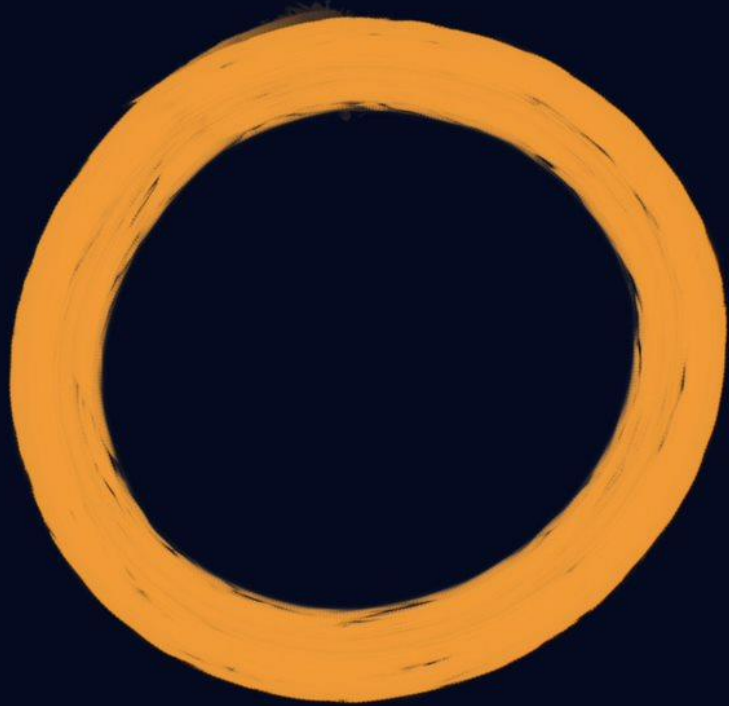


# La Città Dei Bambini



## **S1E5:** La Citta Dei Bambini

**Description:** Exploring stories and barriers around young people with disabilities and active travel. The episode begins in conversation with student, Angie Morley, and is followed by a discussion with Dr Lorraine Darcy from TU Dublin, about universal design and streets for everyone.

**Guests:** Angie Morley, Reddy Morley and Dr Lorraine Darcy

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Hello and welcome to All Aboard TII's accessibility podcast this is a podcast about accessibility and sustainable public transport brought to you by Transport Infrastructure Ireland I'm Claire Scott and I'm joined by our All Aboard podcast host Sarah O'Donnell throughout the series we'll be hearing first-hand accounts from people who use and design public transport systems and specifically the role accessibility plays in these experiences and who is this podcast for in the first instance we hope to connect with people with disabilities who use our services but also it's for anyone who is drawn to human interest stories and has a curiosity to learn more and of course we hope to attract listeners who are designers and decision makers for Transport Systems who through the podcast might get a better understanding of some of the problems and potential solutions that are out there so without further Ado let's give this a go and get all aboard TII's accessibility podcast

Hi Sarah what's the theme of this episode hi Claire so the title of this episode is La Chita de Bambini which translates from Italian as the city of children La Chita de Bambini is part of a UNICEF program which argues that a city designed for children is a city for everyone in many ways it's similar in concept to Universal Design so we begin the program by talking to Angie Morley although Angie is now a young woman and no longer una Bambina she tells us about her experiences as a child growing up with cerebral palsy and of her life as a student and then later in the program we chat to the esteemed Dr Lorraine Darcy from TU Dublin about walking Place making and creating inclusive streets and spaces for children and for everyone enjoy [Music]

So we're joined by Reddy and Andrew Morley you're very welcome to All Aboard TII's accessibility podcast and Reddy your TII's safety officer said I'm head of safety occupation and railroad safety so I would know you very well we've worked together for a long time but I think maybe we start with Angie you're very welcome Angie thank you at your Reddy's daughter and you're here just to chat about yourself your disability your wonderful ability by the sounds of things and just from chatting to you and from chatting to Reddy I can already hear about all the Fantastic things you're involved in so maybe just tell us a little bit about yourself to start so my name is Angie I'm 20 years old and recently I like I've done a degree in Irish and sociology at Maynooth and my disability is cerebral palsy very good and you're in third year in Maynooth yeah I just finished my final year there two weeks ago the exams two weeks ago anyway I hope all went well there thank you yeah and that's your end of year exams yeah so just for people who don't know tell us a little bit about cerebral palsy and how that impacts on your life so cerebral palsy is quite a wide spectrum like you can line up five different people and you wouldn't think that it's the same condition but it affects me in like my legs on my arms so my tone and my legs on my arms is quite high and my bones grow quicker than my muscle so my muscles have to catch up with them to an extent that's probably the easiest way I can explain sure and so I mean when you came in this morning you used a walker yeah and does that is that your usual way of traveling around or yeah so I've always used a walker it's always kind of been something like common if you want but I use a manual chair sometimes for places that you wouldn't get a power chair into but recently after my leaving cert I got a power chair for college because I went to

Maynooth University which is very accessible but two very huge campuses they're split into two so you have the North and the South but the distance between building and see what and get what me personally I wouldn't get around in the walker I wouldn't have the energy levels to walk from that type of canteen to the main building because it's quite a bit of a stretch so the power chair in that regard is very easy to get a get around and of course moving from lecture to lecture and there's an awful lot of traveling between but it's good to hear that Maynooth University is kind of geared up for that and yeah definitely like and my lecturers work very good in my tutorials in the place where I could get to like there was one I think one morning they had to move it and I had to go to another tutorial because I couldn't get into it because it was an old building and what they had no problem and like facilitating them so those yeah it's very easy as a access student it's quite easy to get around Maynooth like there's no pressure that's really good and good that even that short notice that your lecturers can kind of you know make the changes that are needed and is there a good kind of Collegiate atmosphere out in Maynooth so you enjoyed the three years that you were there definitely yeah like the minute I walked in I've seen in from different years a few girls and power chairs and a few different disabilities but what's great about Maynooth is we have what's called like Maynooth access program ambassadors yeah so we have our own orientation program for students with disabilities from the here scheme plcs matures like all the type anyone that didn't come through like direct leaving cert route we have our own orientation and you get to meet different students with different disabilities

So you're welcome to Open Arms which is yeah that's fantastic and like I said loads of kind of diverse interactions and that you know definitely yeah brilliant sounds very social and really good and in terms of getting to and from Maynooth are you do would you travel by train or bus or so the first kind of interaction I had but we have a disability well I had a disability advisor and the first thing they said was they were organized and transport for me so I got a taxi in first year until the lockdown and then they re kind of distributed the service out and then I end up having a few different taximen I remember I had I really got that I'm consistent one so it was all funded by the university and it was great for Independence as well excellent Reddy proud dad so I remember when we were out on site one time telling me about Angie and it was clear that you were very proud of her and so is Angie you're only daughter so just growing when Angie was small and in the early days did did you and Mary require was there a lot of adjustment needed at home did you adopt the house or was there accommodation needed or not really no yeah it is that we're sort of lucky to have a sort of a nice wide or a nice spacious house yeah so it was one or two steps and that we had to modify for that that was nowhere where a walker couldn't get around yeah and yeah I said and Angie came home that she spent because everyone at the time in hospital after she was born and is when she came home it was just it was just a pleasure from day one to now and it hasn't really been difficult or anything like that you're just yeah if a joy from day one Angie it's always nice to hear and I remember the day we were chatting you mentioned about the film that Andrew was in.

So Angie tell us about that it sounds fantastic and making the grade is it I did piano for the guts of I want to say 10 years I'm not particularly and yeah definitely Dad and I had a great piano teacher Amanda Herkin who I've had like from the first ever piano lesson than I did I had her straight up and we've always had like a really good

bond from then on and since I've stopped a piano and moved on there's still friendship which is great and one day the principal of the piano school he was looking for I think two Partnerships to put in and he asked to put me and Amanda forward and obviously mum and dad said yes to that which was really fun and we started to we had to do an interview at home and then I kind of it was all about learning piano and how different kids of different ages like the grades and the exam system kind of learned piano and we had to do kind of film a lesson of how we normally do it and at the time I stopped doing exams because after I think it's grade two you have to use the pedal and my kind of legs wouldn't have the strength to use the pedal and play at the same time it's just the way my cerebral palsy kind of works yeah and like we had I think Stay With Me Sam Smith was one of the songs we played I don't know the other two I keep trying to remember those you've blocked them out I just can't remember yeah and I had started like freestyle and like rapping over piano chords at the time now very badly yeah I will give myself that and I just was constantly doing it with Amanda every week I'd come in with something new and she still says it to this day because I don't know how you how you did that and how you still do it and we had played all the songs and the cameraman Ken and Steve they were lovely like it was very relaxed and yeah we had done everything that we needed to do and the cameras are off and I turned to him and then like where I what do we do now because we have everything done and she's like you can rap like do it and I was like okay had absolutely nothing prepared go off the top of my head not my best work at all some people may disagree with that before like it wasn't but completely ad-lib when you just took off

Did you know that they were filming yeah Amanda says to me to this day like you were like she was looking around the two large Jaws were dropped well and I obviously didn't see that and I wasn't sure like what they'd put into the film or whatever yeah and they put that in I'm like oh okay I was only recently showing my one of my college best friends she was up for a weekend yeah I was only showing her there a few weeks ago and obviously mum and dad had brought it up to her and I usually don't because it's it is something I'm proud of but my ability now has gone a lot up since and she was like wow like this is so good I'm like you haven't that's only the start of it yeah that's phenomenal and Reddy you were saying that the first time you saw that was when you actually went to the screening of making the grade and that you had and realized that I was sitting in the cinema and sitting beside her and it was very proud to see your daughter open the big screen but when she started rapping I just couldn't believe it I just yeah I was so proud it's not something like I like there's I even write more songs I think I've only showed you once already so you were saying that you're going to you're doing a music course so you finished your degree and you're going to start a master's the year after next yeah and so this year you're going to be signed up to a music course which is amazing yeah so like as you were saying the kind of progression from age 14 with your music you've been working on it very hard and like definitely developing yeah it's for something when I was younger I never really had like I think only I think within the lockdown I kind of gained more confidence because I never really had confidence in myself like I'd always be that person I would put up a video on Instagram and then delete it an hour later because I didn't like it and do the same and the same and the same again but I then I think in March I did like an Instagram competition just was over the same beat and everyone just did the same thing and I met a lot of great people from that and wider people from the music scene in Dublin who like gave me a lot of

confidence and then I just wanted to start production I'm one of them people that have been especially in music like I want to do yeah everything and anything like it's in you like if I think if you feel that compulsion to do it it's because you have the talent it's because you know you need to do it on most yeah and so the course would be great from that point of view and that you'll have musicians of all definitely yeah backgrounds and abilities and kind of instruments or whatever yeah because BIM is a music college in itself and you can do diplomas degrees and Masters in either a production music business music marketing and then you have piano drums bass guitar and vocals I think I know a few people who did vocals and guitars is the degree yeah because and what are you thinking of doing the Masters in or have you decided yet well my original I was thinking of Primary School teaching which I still brilliant yeah still a goal but because of the math requirement I couldn't apply this year yeah so I'm going to have to obviously take the year out and then do the maths and then apply for January 2020 and you'd be all the better a teacher having done all the music and everything like that you know to be it'll be really good I'd say you'd make a brilliant teacher yeah fantastic gosh yes it's really it's it was a rapping that really took me being very surprised because our house would have been a very 1970s music yeah nothing wrong with 1970s music I don't know so is that is when I heard her laughing I was I was I was amazed because I did because not really something you'd expect or an or a me thing anyway you're living in Meath and everything so I know that the buses and the train Services have improved drastically and I know from even kind of meetings that I attend that they've they're trying their best with the train to reduce the Advanced booking down to four hours and all of that but it's still it's still not the easiest is it no.

I've never actually tried like I've had a few experiences I was on public transport and stuff but it's more difficult like you have to plan ahead I just had for like a few hours in advance you can you can't really like show up well you could but it would be a bit I'd say stressful to do so yeah and like it's more easier to get in the car with a power chair and just drive but I have two friends Tracy and Yvonne and Tracy has a assistance dog the same as myself and they train everywhere like train bus Luas like Tracy's in the power chair as well so they've been trying to convince me for the last two years if even more to try the train with them so in a few weeks I think I'm going to try that one just to see how it actually works and yeah and I mean I suppose it'd be it's really good that you have friends who kind of feel confident you know using those Services as well so that that's really good that it's kind of you know it'll be when you're going out with them it'll be kind of a day for a fun day anyway and but also that you'll have the confidence that they are used to the system as well so definitely good and you have an assistance dog yeah so I got my assistant dog facts in 20 2014/2013 so he helps me with walking on my disabilities over here going into like a big crowd it's easier to bring him into a big crowd and a wheelchair of any kind or a walker because people kind of Step so he's trained to kind of just clear a path maybe and just make a bit of space around you and you know yeah so he's from dogs for the disabled down in Cork so we were on the list for I'd say about three or so years of I could be wrong on that well we were and we went down for to obviously be matched with him and for the training week so the minute we got down there we were going to the shopping centres and practiced them with one of the trainers Jenny Dowler she's a really good trainer so we were going to shopping centres dog parks going through supermarkets with loads of places like we were there for I think Monday to Friday but every day we were doing

something yeah we weren't yeah it was just practice constantly and network just come and it was the dog a pup at that stage so facts was two when we got him so he when they go to socializers for about 18 months so we had a lovely socialiser over in Drogheda which we've only realized afterwards but they go to them for 18 months and they bring them out into different situations and environments and then facts went to Wicklow for I don't know how long that was but and then he came back to the headquarters in Cork and then Jenny trained him up and matched him with me and that's and he's going to get more or less grown up together that's it is he a Labrador yeah there's a picture of me on this year's calendar about 12. like I've changed a lot since then yeah gosh and you were saying that you go horse riding yeah so I did horse riding when I was younger but I don't know when I stopped it but I did it for a good while I was like I was really fun it was really going for like balance and everything that I went to bachelor's Lodge first when I was younger and they would usually have leaders and stuff like that yeah and then I went to Maria Dunne over in Carlyinstown and stuff meant I had a leader the first day and the first day she's like nope like you're not having leaders so it gave you confidence and you had to keep yourself upright and stuff like that so it was I'm always amazed I mean I've only been horse riding once or twice myself and I'm nervous wreck but I'm always amazed at how they kind of just leave you off and you know they're all very confident themselves they you know I would be quite nervous now my best friend her whole family are horses and like current horses and they have all their own horses and they go racing and everything she has to be trying to convince me to get back up on one and I'm like no we're okay yeah and with the horse riding that you did was did the school have to have a particular training to nope they just get on the horse and I think it was a two o'clock lesson yeah and anyone who was signed up for the two lesson and just went in the first year trotted around the field, trotted around the indoor arena and then they had an outdoor arena and like the teacher Maria would be sat in the middle and she'd be telling you it's like what to do yeah so there was no like real exceptions no I don't remember any exceptions were made anyway yeah and it's brilliant to have that have that skill you know like it's great to be able to come back to whenever you want to you know yeah it's fantastic so Angie so you're good to go out with your pals and maybe navigate the trains and the hopefully the Luas as well yeah I've been on the lowest once or twice I was in the Bord Gais Energy theatre they're starting to see her with my same two friends and we had went we went to as far as one of the Luas stops to get to Connolly I think it was yeah and it was like my friend Yvonne she's brilliant she had me and Tracy both in our pair of chairs and she was just helping us to get on stuff it was quite easy to do yeah particularly if it's not crowded I think that's the big thing isn't it that you're the inside was a was busy but like the queue of people getting on wasn't so bad so it was quite like less not much actually stress involved to actually get home so which is good to know yeah and in terms of going to kind of concerts and gigs and everything like that if you're into yeah if you're into the music you're going to be yeah I have about like six or seven this month which is mental but that's brilliant yeah the three Arena was actually one of the first things I went to and they were brilliant like you get in you like you don't have to go into any of the queues yeah they bring you straight in like someone brings it up to the lift someone needed to bring out your seats in the same back and I've been to some like the smaller like smaller venues like the workman's Club cellar there yeah last Saturday and obviously there was like a few steps and everything but everyone was there just to

help yeah which was a great look there's never we've never had an issue where it's like stuff you've had to turn away or whatever yeah that's amazing and hopefully you yourself will be on one of those stages yeah that's the plan like I'm going to be looking out for you that's brilliant and so Angie just I suppose you demonstrated like what a fantastic full life I you have and really delighted to be chatting to you today thank you Reddy thank you very much it's been a great pleasure yeah an absolute pleasure

So we're really pleased to welcome today Dr Lorraine Darcy welcome Lorraine we're really pleased to have you and there's going to be plenty to talk about Lorraine you are sustainable sustainability action research and Innovation lead at Technical University Dublin Tu Dublin and you've previously were a senior lecturer in the school of transport and engineering and also co-chair of a masters in transport and Mobility so you know yeah plenty going on but maybe if you explain to us in your own words just about yourself and your background and yeah no I am I often describe myself as someone who has a bit of a portfolio career so I am a civil engineer and transport planner and some people are surprised to know that I've a research Masters in Asphalt technology as well but I worked in transportation planning but I concurrently was working in children's sport and as a result of that I ended up working in the Irish Sports Council and kind of becoming more aware of the determinants of physical activity physical activity and health and that side of the house and so ended up doing a PhD in exercise and environmental psychology which essentially going what are the determinants of individuals Behaviour particularly around physical activity but in general and how does the environment around them influence those decisions and so I looked at it through the lens of walking and walkability and from there yeah I've worked in health policy I've worked in lots of different you know facets of the transportation industry as well as the health and well-being side of things and then culminated into a lecturing position where you know which led to us developing the MSC in sustainable transport Mobility which has a personal focus and you know taking an outward view of how do we holistically provide good Transport Systems you know with the person at the centre yeah and so that's you know and it's the first course accredited for its transport planning professional chartership in Ireland

So it's a bit different to what has been there previously yeah move away from just kind of a narrow engineering Viewpoint or you know narrow Behavioural Science it's merging everything it's environmental everything yeah and just on walkability I mean probably when you know initially maybe people think that that's so Niche or whatever but it probably must it opened up a whole new world of you know how everything really in society is connected to how people get around yeah so there was kind of two key quotes that were my takeaways from my research and one was walkability means different things to different people but also different things to the same person in different contexts so like you know enable body person walking solo through the city you know doesn't mind cobbles doesn't mind narrow streets you know it's probably more interested in the Ambiance of the space but if that same person is suddenly pushing a buggy or has someone with reduced Mobility all of a sudden their needs are very different in that time and space so you know walkability is very contextual so we can you know so the ultimate in relation to walk for walkability is a Universal Design approach but interestingly when people talk about the importance of atmosphere and what we call the genius Loci which is like the



sense of place that people then tend to kind of pick locations like let's take one from in Dublin Camden Street which from a functional walkability perspective the footpaths are narrow and you know there's you know traffic there but it has this sense of community and environment that people love.

So in an ideal scenario we want to capture both of those we want a good functional space but also that lovely atmosphere and community yeah that's so interesting and just in terms of walking and children in particular I mean it's a huge everybody can see with their own eyes it's been a massive reduction of kids playing on the streets traveling independently to school Etc and that's kind of a I mean it's car dominance in planning yeah no absolutely and you know we often call children the indicator species yeah that if we do see children particularly children moving independently in a space do you know that that's a safe and successful place so when we're designed for walking comfort and safety are the two main determinants of whether someone is going to walk you know and there's obviously the functional needs as well but like you know that when if you're designing for children you need to feel comfortable and that if you feel like you can let their hand go that is that is the key indication and you know it's designed for throughout the life course so we have to think about like you know whether it's when we're pushing that buggy when you know that toddler and I think actually for me as a mom it was the it we lived in a junction a really a bad junction with no pedestrian crossings on it when I was pushing the buggy I felt I felt relatively okay because I could you know kind of Judge the traffic and whatever but it was when I was then teaching my children to cross the road and we lived right across the road from a shop like they should have been able to cross the road to the shop yeah and all of a sudden having that realization going there is no safe way for me to teach them to cross this road yeah and interestingly and I'm going to do a little bit of a jump on this that one of the most fascinating presentations that I've ever I had the pleasure of being in the audience for was actually this he was a psychologist who was speaking about how you know risk is a really important part of a child's developmental learning and that we as children those of us that would have walked to school or gotten the bus to school and then walked a section of it or even just arrived early for training and had a little bit of time we made decisions based on you know who are we going to play with or not what direction are we going to go are we going to go and hang out with people hanging out outside the chipper on our way home or not so that independent Mobility it was a really important part of our social learning and sociological and psychological development and particularly around risk that as a result of us now not having Safe Streets parents are now driving their kids door-to-door and in a kind of a similar parallel way around kind of mainly driven from a child protection issue around sport we now have you know parents have to drop the children at the door there is like supervised everything is supervised from the minute they arrive they're told what groups to be in and they are collected all well-meaning decisions but some from the travel perspective from they're really coming from a safety Traffic Safety perspective so we have designed out that risk and all of those opportunities for all those opportunities and I went to speak with a group of transition year students in the school and I want like I won't do any naming names and this is a pretty affluent school and I wanted to just chat to them about the environment around where they were living and walking and other places you'll be safe

I was just trying to draw what are the things that inform their decisions it really took a very long time for anyone to say anything and they started telling ghost stories and I thought this was really bizarre and I was like okay am I just not reading the room right and then I asked them and it turned out none of them walk anywhere yeah and as a result they actually they had no spatial geography yeah they didn't know who lived near them they didn't know like if they had to walk somewhere they had no idea how they were going to do that and I think I think that we have a real problem that you know and this is something that and a lot of determinants are health we see a socioeconomic a lot of the deficiencies that we see in health often come from lower socioeconomic areas for various different reasons but here is something that we're now going to see on the flip side of where she's coming from like you know higher socioeconomic areas and I think it's something we need to be really mindful of absolutely and it's just that everyone kind of channelled into kind of silos people you know only associating with people of their own age or their own kind of you know people from their own school and just you know very narrow as opposed to you know incidental meetings on the street with older people or with people of different ages or with neighbours or you know yeah it's a incredible to think of all that's lost with that yeah and in you know coming back to that piece about the like you know the engineering design and like you know that has been a determinant of all of this that you know we have designed around they're keeping people safe in cars yeah so our like when we've talked about traffic safety over the years it's always been about the safety of the person in the vehicle has been Paramount and that is how most of our road safety strategies have been written and you know so really another really interesting slide recently now and you know this was a hypothesis rather than a study you know to be very clear about that but you know it was formed on very Sound Logic and it was basically linking the introduction of seat belts to an increase in non-communal diseases so being like inflammatory diseases such as cancers and heart disease.

I like of course when he said I first everyone was like what do you want what do you mean yeah but I was seat belts did was that it gave drivers a greater sense of security and therefore drove more you know they weren't exerting as much care because they felt safer in their cars yeah so they drove faster probably took Corners Tighter and that as a result has actually had less people walking on the streets that decrease in physical activity has led to an increase in inflammatory disease so yeah amazing yeah the kind of sets of invulnerability but the cost of that then you know yeah and like for people that kind of car dominance again probably or clearly has a knock-on effect then in that people who don't have a car or maybe don't have access to a car are particularly penalized and that could be people with mobility issues yes or you know sometimes for people with disabilities who might be relying on carers and all of that you know that that they the it's just another blockage to traveling independently no absolutely and it's an interesting narrative and one that we do need to research more we need to be more informed in the discussion around this because there's there are absolutely two sides to this there are people who do need their vehicle for their independent movement yeah and there are those people that cannot drive who are dependent on other people to drive them and they're therefore putting a caring burden on others and you know when we think of like this is Amplified them when we actually widen our lens and not just talk to the individual users who generally we do our consultation with adults we don't talk about the children yeah or the elderly who when we think about it everyone I keep

talking about like everyone has a Universal Design moment in their lives right so and that came from Ludo Campbell region in the Auckland design Champion.

I just I just loved it because you know we talk about people with disabilities as like almost like this minority group that we have to consider in our design but the simple fact of the matter is it affects everybody it affects everybody I know when I broke my leg you know I relied on you know like I had those limitations to my Mobility which I then had to really think about how do I get around and there was that burden of having to pay for taxis that I didn't have to before and even you know there's an increasing number of people telling us you know people with disabilities saying well look actually you know especially arthritic conditions and arthritis Ireland are now prescribing physical activity as an anti-inflammatory like so you know this Encounter of what we were always told before you should like you know you should be resting and not moving or actually going well actually physical activity is an anti-inflammatory and so people with knee and hip issues in particular are saying well actually cycling is so much easier for me than walking yeah so here's this increase in people who want to cycle but yet there's a narrative saying what people with disabilities need their cars and so we need to we need to be a broader ranging in the narratives that we that we bring to public consultation around projects absolutely and I suppose it's a case of you know it's all the just in terms of kind of maybe reduction in car use and all of that it's all the lower hanging fruit you know that and that you the residual kind of need is there so there will there will always be people who rely on you know maybe being dropped a bit closer but it's the massive kind of unnecessary Journeys that are kind of clogging that up yeah and but also yeah it's interesting just different stages in your in people's lives as well you know that people might kind of find that they're looking after an elderly parent and it's a huge eye-opener then in terms of moving around and that comes back to like the default and for anyone who has read invisible women I actually had to like Caroline Perez I can't remember her name now but the it's such an insightful book and the transport chapter I actually had to listen to an audiobook and go for a walk an angry walk I couldn't sit and read it was so but it was so insightful and I can understand how the systems came to be the way they are as she describes it that it was really that our plans and our infrastructure was basically designed and built around what she calls the default male because just by the very nature of it was the men who were sitting in traffic commuting every day to work at a time when there weren't as many women in the industry in the transport industry.

I remember when I decided I'd be an engineer one of my grandaunts gone I should give you a job in the office don't you guys yeah you know it was it like that was just that was just the assumption question and it was the social context at that point in time so of course when you arrive into work and you have to solve a problem you're going to think about the problem that you encountered that day because like you you're going to have this inherent bias and at that point in time we didn't do consultation we didn't do user audits the way we do now so we have these systems that are built around that commute and again the data we collected we collected like it's a wonderful data set the census travel to work in school what it only talks about the people who are there already yeah it doesn't talk about that trip training and your wonderful report here in TII traveling in a women's shoes highlighted that that the care burden and the transport elements of caring like it really does put a place a burden on people and you know it's those short trips that we have designed out of

our system with default designed for the longer trips so again like it was great to highlight that you know not all trips or commute trips yeah you know exactly that probably the proportion is nearly in the other direction you know but also yeah so you if you think about it there's like barriers as in you know massive Junctions that you talk about maybe wide roads that are but there's also opportunities I mean beautiful opportunities for kind of social engagement and just you know quality of life issues that come with improving walking.

I've two favourite stories to tell on this one and it relating to where like where we chose to live as a family and it's quite funny because we live in the outer city in what we call a filtered permeability area so there's bollards to stop traffic going through certain areas we're very privileged to live there it cost us the bloody fortune in rent but you know doing what I do this was the decision that we made and it's just been really interesting the two kind of stories it's an older area and there's an older population there and I went to our local residence committee and it was actually around the Bus connects Project I went down to kind of hear what was going on and I got outed at the meeting as being a transport expert when it was actually a local representative was getting all those questions and I was like oh and you should be asking her not me and so when they were like turning to me to speak I was like well actually you know you know public transport is really great an increase in public transport provision is really great because actually what's going to happen is there's going to be more people passing your door yeah so there's going to be more opportunities for socialization that you know people are going to be healthier in your neighbourhood the air is going to be cleaner and so you know I kind of talked about it in that context but then there was two stories that I brought to that group and one to the group and one that came away from the group and there was is this there was an older lady in the neighbourhood who used to come out to her gate twice a day Peak commute times essentially yeah so these were the only she didn't have the mobility to go any further but she'd come to her gate to meet people and say hello on their way to the bus and on their way home and that was such an important part of her day yeah right and then the others also when I started telling the group and this the residence committee was so funny they used to run a raffle to get all the older people to the meeting which is very ingenious I then spoke about how like high walkable areas which this is this area is there's there is an eight year delay in the onset of dementia there is you're much more likely to live to 100. so like for older people there's a longevity piece to this and so when I explained it like the bollards that you have here are a massive asset because they've you know of all these reasons and this woman stood up and she goes well all I can say is God bless those bollards I'm walking home this guy like I was welcome with Sarah laughing and he was like he goes I was the chairman of the residence committee when those bollards were going in and she would definitely go against him so I was saying sometimes we need to go back without like you know we can have this really negative narrative around projects yeah and it can be really difficult to describe like you can bring all of these other studies and all these other case studies to a consultation and say look these are the benefits and I get a lot of aw sure all fine and well for you wherever you know people don't even you know they don't see the relevance and they're scared to change and there's always there's that's always an important thing to recognize that people fear change.

I think it's really important for us to go back and collect the positive stories yeah and see the really good examples out there and just yeah absolutely yeah there's just here about the lady when you think of like older people they literally can only go a couple of meters sometimes or you know people with mobility issues and just what the choices just stay indoors you know it's a it's huge we were chatting earlier just about like incidental play areas so for example for people with kids walking you know it's not always a question of like big playgrounds and expensive infrastructure and kind of having a really difficult walk to the playground it's about just kind of a walking environment where there's a low wall or whether the where there's you know incidental play areas and seating yeah and resting areas along the Route and this was actually I think it was it was the same it was the same conference it may have been the same speaker that gave this example he put up a photograph of this path and it had an old style beside it as well where they hadn't taken out the old step two Style on this like this recreational walking path yeah and he like he was there basically going look you know this is what children want like they want the things to climb and you was telling us everybody tell me a very similar story earlier about a low wall like we can all relate to this as children the places we wanted to climb up and jump off and a progression in our I'm now big enough to do it yeah I can do it myself independently and that comes back to that risk piece which is really important but he basically was saying look children want to climb over this die and then he goes and how many of you want to climb over so true yeah so even as adults yeah and like we do like and I think this is why and actually playground design is another really interesting space and actually we have a PhD student in TU Dublin looking at this because there isn't really design standards based in a scientific you know studies as to what is good or are not good for in your playground what is generally acknowledged is there's places where people have an in a freedom to decide how they use the equipment or how they use the space and operate in an opportunity to be adventurous yeah they are the better place bases and that is true of no matter what age you are yeah so if a truly walkable area is one that you could go off and explore any different direction and feel safe yeah and feel like you know it doesn't matter which way I go it's permeable so I'll come back on my side yeah and I'll cut through this lovely residential street or I'll walk down Camden Street or I'll do the back roads or you know that yeah and people just go and actually that's been a really interesting piece in walkability research when they've looked at the purpose of someone's walk they you know when you're in a hurry and you're on your way to work you don't actually really care so much about the like the design of the streets you just want to get that quickly and so but not everyone is going to feel as safe in that space but for the most part people will like take that direct route but people also want the opportunity to meander and like you know they called it the Sunday walk to get the paper yeah they want an alternative route so like when we describe our ideal walkable area it is that there's a various different routes within the neighbourhood to serve for different purposes because you know this is also this perception that to walk you need to have a park whereas our streets can be Parks yeah you know and they should be parks and we should have invitation to play in a residential streets really should be spaces where you know kids are out and actually that's another side like thing with this filter permeability we have what you'll see around our neighbourhood is gold posts and basketball rings at the side of the road yeah because the traffic is so low it's only local people accessing that you actually see kids playing on the street which is a

forgotten art it really is I was just chatting to someone the other day and they were talking about listening to Wimbledon on the radio while they were out just hitting a wall on the street and it's like you know lovely memory yeah you know come June or whatever this everyone else having a go yeah and you know streets are a leveller yeah you know they're a social leveller and you know it's really important that we all get to know our neighbours and then that's an opportunity for help for helping others socialization and look this is so important for new moms older people with reduced Mobility so to have to know your neighbours and who you can call upon if you need you need help absolutely and again in contrast to if you're commuting to work in a car you're like a to b as fast as you can or as you know efficiently as you can and that's kind of your purpose you know it's like just get from get my journey done where they're sitting into a car to do go to access what you know we could potentially have on our streets yeah very good and you were the leader organizer for the walk 21 conference yeah do you want to chat about that I was at it and it was absolutely amazing but yeah maybe chat through that and particularly talk about the Youth Forum.

Yeah so the walk 21 conference so walk 21 are an international charity that an advocacy group like and there's so like you know they work with cities and countries all over the world to create walking policies and they're involved in like you know high level like U.N Road Safety committees and so they're brilliant Advocates out and about but they have this annual conference on walking in liveable communities it's been running for over 21 years but it's been a bit of a passion project of mine to bring it to Ireland after you know attending it in numerous times and what I loved about what I love about this conference in particular is that it's a mixed mixture of academics and Advocates and people that are working in the implementation so that this cost specialization and policymakers are there as well and so yeah so it was like it was it was brilliant it's all a little blurry now because it was such a busy time but the Youth Forum that was something we were particularly that we were particularly focused and interested in doing because you we need to have everyone's voice yeah you know we really do and like our conference theme was a decade to change and you know kind of recognizing the urgency and what we need to change and really these are the people that we were we are changing the world for in our streets first so it was really important to have their voices part of it and you know they thoroughly enjoyed it and it was so informative I just well every consultation ever I'm I always learned something new but just the perspectives and the outstanding one for me and well there was two the first one was actually we had listed up like as an icebreaker we were like how many of these places can you walk because does one of the tools we use for a measure walkability and it's like 13 different places going can you if you if you needed to could you walk to one of these places from which of these could you walk to from your home and it's kind of a general indicator yeah and there was a few students kind of kicked up a little bit kind of going this isn't relevant to us but I can walk to the canal like because they were rural dwellers they were like but we can walk to the GAA pitch we can walk down we're like oh sorry we didn't have them on the list you know yeah that we had a very Urban perspective.

It was great to get them to kind of keep us in check kind of going look you know rural areas can be walkable too you know and the second one was actually the dominance in the conversation from the female participants especially the teenage

female it was like educate your sons and it was down to harassment and it was this really clear you know tell guys it's not okay for them to be wolf whistling at us or to be saying these things that are really they probably are don't mean it and that like they don't realize how it's having a negative effect in Us and how anxious it's making us and how we don't want to walk because we can hear this and it was so it was so strong yeah it was and I was like okay well look here this is something we need to be going out and shouting from the rooftops because it is that education piece you know to go back and kind of say guys you probably don't realize you know yeah but this is really impacting on people's decisions yeah amazing yeah and there was a really big focus on accessibility for people with mobility issues people who are blind at that conference as well yeah no it was like we were very aware and it was a key Focus because like there was venues that we just had to not like that we would have liked to have used that we just had to totally discount because if they weren't accessible we weren't using them yeah and even in our social venues we made sure that everybody could participate at any yeah at any event and you got good feedback from people of kind of divisibility yeah about that was that one of the things that comes up at our user group meetings is I suppose for people who are blind or maybe a bit unsteady on their feet they're just the absolute fear of the e-scooters and all of that and they and I suppose it's how to how to kind of capitalize on the benefits of all of that kind of more sustainable Mobility it's better than driving obviously yeah but how to also really take seriously the kind of how that's a barrier to people walking they're afraid they're kind of even the fur of the electric engine or whatever can put people off balance or just make them afraid to go out yeah and I think this is where the benefit of consultation where we capture you know people's like views and opinions and experiences yeah and being able to feed them into consultation and it like I think the e-mobility conversation has really just I suppose started.

Like if I feel like it has been the can do by which we've had much greater conversations around public space yeah that we actually held we hosted it for on behalf of the transport planning Society kind of a panel event up at TU Dublin and we had like where the topic was e-mobility but really the conversation was around the sharing of Road space yeah so what we have now is this new a new technology a new vehicle a new mode and it's trying to find where do they fit yeah you know and because there are challenges and barriers but we also have to recognize that they as an entry level they like they're cheap yeah you know particularly so we're seeing it with a student cohorts because there's no legislation around them right now we can't be seen to promote them but however we're seeing loads of students coming in with them and storage is an issue and whatever but would any Vehicles like whether it is a bicycle whether it is scooter what it all comes down to is fundamentally respect for Road users yeah like no matter what you're like and you know that dominance and like I know I'm not being a whole other kind of worms here but it's just the dominant narratives and I have a PhD student who's been doing the most wonderful work she's nearly finished and once this information gets out there I'm so excited for it that she is basically applying social dominance Theory like no if that was right where she came to yeah in relation to narratives around first of all car advertising and even the conversations she analysed she's from a media background when she analysed you know narratives on TV programs and the dichotomy that's been put out there against cyclists versus cars and yeah you know e-scooters versus and trying to polarize the conversation it doesn't need to be

polarized yeah what's needed is for everyone to have respect for each other on the road yeah but the more the people tried to polarize it and I get it I have friends who are journalists they're under ferocious pressure to get those clicks you know the goodies and bodies there's goodies and bodies and that's part of what they have to work with within you know their profession right now so like it is a really complex whole systems problem yeah but I think look e-scooters they have a lot of benefits in many ways from a Mobility perspective for some people with limited Mobility does allow them to go further distances there are challenges because of the you know the small wheels a small pothole can have a massive impact on somebody versus a cycling wheel like you know so there are a whole lot of factor of things to be considered and so interesting the way you put it there just you know in the past we would have looked at a plaza space and it would have been a kind of an almost stylistic assessment or you know Urban Design assessment whereas now it's social assessment it's about how people navigate how people work with each other and trying to find trying to find Solutions and again a lot of your work is to do with behavioural attitudes.

Yeah and I think like you know interestingly you know I kind of make coming back to kind to the covid response in Ireland I think one of the most fascinating parts of it was actually the approach that the Irish government took in relation to addressing the behavioural like elements of it so when they started to introduced the lockdowns they put a really strong emphasis on that community and the sense of community helping each other you know the purpose behind it you know I know things changed as time went on but that really strong you know that communication around we are collectively doing this for everybody we understand that you're going to face challenges and yourselves and there's going to be limitations and you'll be frustrated by those limitations but please think about the you know the other impacts of that and I think there's a lot of learning that we could use that in lots of different ways actually the first module that people take on our sustainable transport Mobility course is behaviour change yeah it's understanding like how people think and how we can communication and again moving away from a kind of a polarization of people like the pitting one against the other but like coming together in good faith yeah try to find out you know Solutions and possibilities and opportunities no that's absolutely it and I suppose kind of looping that back to work 21 that we had an amazing steering committee and advisory committee where we brought together all the different agencies we had representation from like the National disability Authority and then we had presentations from different minority groups and as well I was really proud that Pavee Point came and presented and like and you know they were so proud that they got this like this opportunity but like you know they are absolutely part of the conversation yeah why shouldn't they be and the NCBI ran a really inclusive Workshop around you know in Heuston do you have people blindfolded with canes out walking around the place and I just really felt that like yeah that normalization of the conversation about both actually The Pavee Point presentation and the NCBI one I'd be really interested to hear about those so Pavee Point did a piece about basically did a walkability audit around one of the halting sites yeah you know and for me it was you know there was like you know any group can go out and do walkability audit and feedback and that's really important but I think it was empowering them yeah to feel like their voices were equal because they are like you know to have their voices equally recognized and the challenges that they faced yeah you know and bringing that into the public



exactly that it's a community but part of the community and on the NCBI added the work that was done how did that go that was you know we got we got amazing feedback from that one and actually we got picked up by the national press as well which is always a good thing it's always good to promote these things so Chantal Smith up there she came down they're very close to us in TU Dublin it's only up the road so they came down in the basically blindfolded people and you know people worked in pairs so like the person that was blindfolded also had a cane and basically just like they simply walked around the neighbourhood yeah and like so these people that were partaking in it were there were practitioners they were designers they were lecturers so and so people from the community so it was really brilliant for them to get to experience yeah what it was like to be a cane user and some of the examples were you know where people were saying where they had to walk out between cars and how vulnerable they felt yeah you know this you know here was a part like the placement of parking was having a massive detrimental effect and this on this visibility or just sense of safety yeah and even pavement I like and they oxymoron that.

I'm always fascinated by it's one of something I've learned through my involvement with the Irish pedestrian network is the tactile paving yeah we've put in to kind of for people with site impairments to help them cross the roads that actually cane users you're now getting repetitive strain injuries in their risk because when they're running their cane over those bumps it's causing a like a vibration in their wrist and again these are things that like a well-meaning designer yeah came up with the tactile paving and that idea like you know you know and we've rolled them out everywhere that was something we weren't aware of and now we need to consider yeah going forward yeah absolutely and just I saw just from reading about you that you had done a lot of work on apps and ways of kind of mapping your walking route and all of that how are they working and do you it must be it must be a really good way of collecting feedback just on local neighbourhood areas and a useful tool for people yeah so the tool is called the walkability app and we've actually we developed it with like the key people are working on are based out in Chile and it's with walk 21 but we also had we also developed a good network of like it was people from 32 countries yeah who are all doing different type of app based auditing tools but the essentially the idea behind this is this this open source tool where anyone can use it but that on the back end when I talk about the back end that's the interface at which we can then basically produce maps for local authorities yeah look these are the places you know based on like and it's a traffic light system and actually the original project that this came from was actually it was originally run in Medellin in Colombia where they went out with lollipops kind of large lollipops with the with the red orange and green yeah and asking the children to say do you think this is good button and that was mapped so it was actually it came from like a physical project into this app and to produce the mapping but we've added another layer of where people you know you can just do the traffic lights on the app but you can also go in a step further and say is it because it's safety from traffic and you know yeah but more detail so that is you know that's one of those ongoing projects that hopefully will have up and running very soon that sounds fantastic that it's not just it's not just kind of this is terrible but it's parts of your work that are beautiful that are working well that's really great yeah because again to inform design because and look you know we're like you know this in some sectors we think okay we need to take out the trees for there's various different reasons why for trips and falls of

the broken pavement and you know sometimes we're like okay well the solution is to cut out the tree whereas if we collect the data and you know we see okay well actually trees are really important to know there's like you know getting technical about it there are so many other benefits Way Beyond everything as especially as our climate heats up lose heat effects etc but you know and the greenery and actually the massive mental health benefits of being exposed to green and trees so we have to kind of make informed decisions about what do we do it's no longer a case of people are tripping over the route of that tree we need to address this yeah instead of just taking it out we actually have to balance that with all of everything else so when we collect this data and people are saying well actually a positive to this street is the beautiful tree yeah that helps us exactly that it's not just a oh it's a trip Hazard take it out you know you're kind of thinking of it in the round and you know yeah brilliant.

Just to summarize how would you say for young people and particularly young people mobility issues and trying to access public transport to access all of the social aspects of their lives you know how would you sum up what designers and decision makers need to start doing I know we've covered a lot yeah no I think I think I think it fundamentally comes back to that functional environment and because our footpaths because every trip regardless of what the trip is involves a walking trip and when I talk about walking I talk about run push roll you know that like the you know the full Suite of movement in space we just you know we just use walking for convenience as a term but the you know having a continuous route our path that is free of obstacles yeah you know to any space so that permeability piece and look that means you know enforcement around people parking on Pavements and broken Pavements are coming from Vehicles parking on them it's not because the Pavements Break Free but yeah you know so and but and good public transport doesn't work without good walkability yeah because everybody needs to feel safe and secure approaching that stop and safe and secure space but then obviously they're getting on and off of public transport so and being able to like it was core to walkability like we say a walkable place is somewhere you can access all your needs within a 10-minute walk from your home exactly so you know you know like yeah the 15-minute City kind of badges gaining traction these days but it's fundamentally that it's a traditional Villages that we've always lived in whether they be in an urban or a rural context so that anybody can access whatever they need yeah so we need to like basically retrospectively look at all our places and spaces do we have that good permeability and the answer in quite a lot of particularly Suburban areas are places that have been built since the 1960s but particularly since the 1990s we have these long cul-de-sac Estates they are not permeable like it's take the school could be over the wall yeah but it might you might have to go two kilometres to get to that school but you know if you can't drive or if you can only walk a certain distance yeah you know suddenly you're excluded from being able to go and socialize after school or walk independently with your friends and which we as I mentioned earlier has social and psychological effects in the long term so good permeability a good functional space places to congregate actually yeah congregation is a really interesting one that they need to be overlooked so teenagers want to hang out yeah right both people feel threatened by groups of teenagers hanging out and they call it anti-social Behaviour which I like I really am not comfortable with the term because some of the most social behaviour that you can see and it's a really important and you often get that like with we can't put a tree

or a bench in there because it'll encourage anti-social Behaviour like what could be more social than a tree and a bench and people Gathering on it yeah and I know people might be getting involved in so yeah well you know and so often what we find is the places that you'll see graffiti and the broken glass where there's evidently been some drinking or whatever happening you know there are places that are not overlooked so when there are what we call eyes in the street or where there's a like a good flow of people through an area that's when you won't see as much of that you know whether it be criminal or you know more destructive behaviour let's just say socially destructive Behaviour but it's important that we do provide places for people to congregate and to sit older people need places to sit on their walks yeah and there was a wonderful walkability audit study that was done by I think it was agent opportunity and I'm sorry if I've gotten that wrong I think I'm pretty sure that was the group they did it and they took planning students it was during the recession when planning students didn't have there was no work available for them and they basically brought them on internships and worked with different disability and older age groups in different towns and they wrote up permeability reports and submitted it to local authorities it was a wonderful project but I remember hearing feedback on one and it was it was a town in Kildare where one of the ladies that was on the walk she just turned and she looked at this little window that had one of those railings you know the oh yeah railings yeah and she goes well they obviously don't want me to sit and rest did for her she was looking she needed to stop every few hundred metres even like you know then she was looking for any opportunity to sit right and I used to love again we had a low wall outside the last house I lived in and I loved it when people came in this sat in the wall and you could see these little conversations popping up and but everywhere I kind of waved out people were like oh I'll go and I'm like no no they thought you were shaking your first and again people just like I suppose like it's a really complex it's really complex but this feeling people some people like you know it's dispensable space yeah and they don't want people encroaching on their space and generally we find that more so in areas where there's low social cohesion so essentially where people don't know their neighbours and it becomes a self-fulfilling prophecy and particularly in Suburban areas and there's lots of people who do select to live in Suburban areas because of that uniformity and that you know I have my front garden and I can get into my car and I can drive where I need to go and maybe they like you know they fear the socialization of it yeah but that does have Health impacts like it really does Lorraine thank you so much for talking to us that was absolutely enlightening and interesting and it was great to hear your unique take on all of these things so thank you you're very welcome thanks for having me

So that's it for this episode we hope you enjoyed hearing from Angie and her experience of student life and Lorraine and her work of place making and inclusive design further information on Lorraine's work can be find on our website [Music] Thank you to our host Sarah O'Donnell to Trevor Cudden on sound to our production team Kathleen Jacoby Rachel Cahill and Claire Scott to Sinead Foley from TU Dublin who designed our fantastic graphics and to everyone else who helped make this podcast please send us your comments and feedback to [allaboard@tii.ie](mailto:allaboard@tii.ie) for more episodes from All Aboard please go to Spotify iTunes or wherever you get your podcasts until next time...