

INTERNATIONAL FOCUS GROUP

ROOM 1, SESSION 1

Moderator

I think this as a safe space where you can also disagree especially when you want to bring out an aspect that is different for different groups, so no need to find a perfect consensus in the upcoming hour. Let's start with the discussion question, what are the needs of different road user groups? And why street design and uses are creating social injustices? From your viewpoint.

Member of the European Cyclist Federation (ECF)

I mean at the end of the day it's about fighting over resources and space on the roads between different road user groups, so at the very deepest philosophical end, it's about how we divvy up road space and what space between individuals are often competing for that space, which is why we often find fights between pedestrians and cyclists and cyclists and drivers, and this sort of thing.

It's a classic economic argument about fight over space and where the priorities lie for that space and since the 70s the priorities for that space has tended to be with the motorized vehicle sector, in some countries, for example, the Netherlands, which is actively pushed against that from the 1970s, but for most countries it's the rise of the private motor car, which was originally seen as a medium to a long-distance vehicle now is used for pretty much every journey that we make.

Moderator

I'm quite interested on the opinion of the BACC association member, because the member of the ECF is talking from the European's perspective and you're more of a local actor, do you agree?

Member of the BACC association

Yes, in fact the troubles that we found are the same, the difference is how you focus on them I mean, when you are from an European perspective, I guess you interact a lot with different administrations and different interest groups and when working locally, you work more with local activist with local people and you try to do some small things, the administration contact that we have is less fluid than that, so we are more of an activist people than an administrative.

Moderator

Do you agree that it's the problem is the car?

Member of the BACC association

The problem is always the car, the problem is always the big means of transport, the car, a truck or even a motorbike, Barcelona is a city full of motorbikes, so for us the motorbike is a problem as important as the car.

The problem is the lack of sensitivity or empathy for people that doesn't drive the same means of transport as you, the problem is dedicating so much space to motor mobility instead of people who live in the city, if you go from up to down, at the end also bikes could be a problem if we don't respect pedestrians.

So I think our focus point is to be able to share space and respect diversity of uses of space respect the people and of course put our efforts in the mobility that is more sustainable and secure and safe for all of us, even if that means impacting people that want to go fast.

Moderator

Right, I can't help myself from pointing fingers, but I want to hear the perspective of the member of the Street for Kids campaign. So please do.

Member of the Streets for Kids Campaign

Yes, I think it's also a question of justice and democracy. So, democracy of space and justice of space. I would see it as a question of the justice of the people, to put the people in the center of the city and not the way the people move, but the people and then consider justice and democracy of space.

Justice is to put more effort to help the people with more needs, and then the people with the more abilities or more possibilities and the democracy means that everybody should have the same amount of space, so, every way of transport, but also every way of using the street as was said, is a question of perspective, democracy and justice, as far as I see it.

PhD candidate on urban mobility

Building on what they already said about car and distribution of space, one of the things that I'm encountering now when talking to families that are close to starting cycling, they find quite easier to cycle on their towns, usually in Spain you have your town and it's not in the city and those towns they have way less cars and they have way less speed, maybe more social cohesion, so, if you're going with the car you know whose kid is that one in the street.

I think that it is indeed the cars and then also maybe on procedural justice, who decided to put or allocate, reallocate the space in the streets? No, because it wasn't the kids, children used to be way

more independent and right now, they are not the ones who decided this, but they are really suffering the consequences because they have limited mobility and autonomy than their parents or grandparents.

Moderator

Yeah, Interesting. I'm quite keen to hear from the member of Autism Europe, how do you see this is the core the problem for autistic people or what are the main aspects of distributional justice and how street space is distributed?

Member of Autism Europe

I would say, I don't think from our perspective we are informed enough to be able to say there's one actor versus the other. [What is important, as I said before, is a form of accessibility and that means that maybe indeed can go against those actors in the street that render the street more inaccessible](#) and that are possibly faster and this I would be possibly able to say, but I'm not able because I don't think I want to say one or the other.

Certainly accessibility in streets and urban spaces for autistic people means something very diverse given the diverse spectrum, but there are certain things that all autistic people can agree and it is that they need to make streets more accessible, and that's probably related mostly with sensory issues, because this is one of the main issues that autistic people have given that it's a disability that changes the way inputs are received and that means anything from social communication to noise, and as a result of this specific behaviors and interests and focuses as well as triggering anxieties and so as a result for this what autistic people need in streets and urban spaces are sensory friendly or sensory sensitive environments, that means less noise or less noise pollution for sure, but also less visual pollution.

For these kinds of things there are individualized solutions such as noise cancelling headphones, and ear plugs, but there are also solutions that have to be done when it comes to the infrastructure of the streets and other urban spaces. In order to facilitate a proper social communication and communication as a whole, there should be clear sized communication tools and languages that should be signage to not be confusing and that are clear as well as possible ways of guiding autistic people to venues or to where they need to go on the streets.

There should be some kind of way to see the street before and so we all are aware of the idea of virtual tours like [Google's Street View but in the end, it's also usually not up to date and it's not really reflecting the actual reality](#) because for GDPR reasons a lot of things have to be blurred and so you're always wondering, at least I am, as an autistic individual speaking, I'm sometimes

wondering if I find useful such tools, because when I'm going places and it looks different in person I'm wondering how this can actually be of help.

I think we can discuss this in the next there are some ideas of how you can make an even urban spaces autism friendly and I'm happy to share.

Moderator

Yeah, that's definitely the focus of the next one. So, the procedures. I'm interested to hear based on what has been said. What the other have in mind, how do you guys deal with the different groups in your advocacy work, I mean, is disabled people a part of your agenda?

Member of the European Cyclist Federation (ECF)

It hasn't been no, but in our last conference we had quite a few disabled cyclists who use the hand bikes, they began to speak up, so we are now starting to include disabled cyclists into our work to see what sort of the vehicles they require, the standards and technical requirements around those vehicles and that sort of thing. For us, it's a new space and it's something that we're moving into, it's something that's been missing in our work.

Member of Autism Europe

I must also say it works the other way for us around as well. This is not a topic and so that's why I'm kind of developing based on pre-existing ideas on accessibility, I'm trying to kind of develop this because we also don't hardly work in this kind of field and so that's why it's also welcome for us to see how it actually affects us and what are the needs in the streets.

Member of the BACC association

Inside our organization we are not so proud to be taking into account these differences, but what we do is that we are in contact and we coordinate and align with different entities and associations, all related more or less, with mobility that can be pedestrians or public transport entities, but also with disabled people or disabled focus groups and we have something in common that is trying to have a better space in the city or a better space in our local communities to work on safety and inclusion.

With that in mind, what we try is to have conversations, try to see how they see bikes, for instance, what they are working, if it's for some disability groups, for instance, when bikes go in the pavement and not in the road it can be a problem for them as well because it's an obstacle or we are too fast for them. So, we try to make our proposals, taking into account all their opinions, but

it was interesting what the member of Autism Europe said, that we are not aware that we put more effort into disabilities that are visible or that are easy to identify than invisible disabilities because it's more difficult for us to put ourselves in the other.

I can see that if I go with my bike between people who are working with grain or something, I can be a problem for them, but if I don't realize a group of people is autistic, I'm going to be a nuisance for them, so, from the organization point of view, we still lack the visibility of different groups of people.

ROOM 1, SESSION 2

Moderator

The broad discussion point for the second part is on how to incorporate the needs of different street users into design and planning and perhaps what those insights are currently missing. I'm really interested to hear how those narratives can be challenged through more just procedures.

Member of Autism Europe

Just to complete what I said in the earlier section, of course autistic people using streets are not just passive recipients, who are overcome by the streets, autistic people can be drivers in cars can be cyclists, can be pedestrians, can be passengers in individual transport as much as in collective transport, and so this also has a lot to do with the individual needs, and this is why, for example, it's so relevant that we can't really say this against is given especially for the current infrastructures in urban spaces and the very individual support needs that are not met in public transport and still many autistic families, for example, school children that need to go to schools, resort to individual modes of transport, because this is for the individual autistic student, the most accessible, that's why I think we are not really in the position at Autism Europe to play out one against the other.

If more accessible streets as infrastructure and urban spaces are there, certainly we would always up for the individual one but given that autism is such a huge spectrum, we always argue for individualized and tailor made individual forms of accessibility when it comes, for example, now to streets as much as to any way of supporting autistic people, and so, I just wanted to make this as an example, make this a bit clearer, whether I'm not sure if this was picked up earlier.

PhD candidate on urban mobility

Okay, so one thing I've found to be really useful to families was to actually have close by space that is totally protected and totally safe, being close to a park or sometimes just to have high quality

cycling infrastructure, having that was really important in order to practice and get confident enough to then go further, parks or squares were a really important part of the infrastructure that we saw.

Moderator

All of pockets of safety that are more ambitious in terms of safety and care and accessibility than the general network of mobility.

Member of the Streets for Kids Campaign

Yes, I would say redesigning streets to include all the needs of the more needed people part of the cities. This means reducing the space for cars and motorized traffic, but it doesn't mean completely close the cities, especially when we speak of big cities, but it's just giving different perspective and different percentage of views of the street, [this means that the street should be first of all for pedestrian and for more needing pedestrians, then, for all the other users and public transport and bicycles other two wheels and use, then for bigger transport to reduce the speed in all cities.](#)

I think this is the thing that is more important, reducing the speed to 30 k/h, but even less than 30 where there are bigger part of the city with a larger populations and larger population in need, kids, hospitals, places for older people should be places where the speed is very much lowered. The dimension of the cars or trucks or whatever is moving in the city and transporting things or people should be not so big, because even the dimension of the motorized transporter can be very damaging, if a big truck is going 20 k/h in the street they have problems to see that there kids in the street, It's very difficult that a small kid would be seen by a big truck or a big bus or whatever is big in the city.

I think then even at 10 k/h it is very difficult that a kid that sees a ball running in the streets and going after a ball is not going to be killed, so even by a big cargo bike if it's going fast on that street so this should be taken into consideration. The city should be accessible, the whole city to kids and older people and people with special needs, you cannot close the whole city, you cannot pedestrianize the whole city, so you need to find ways in which all people are not in danger when they move, they play or they do whatever they do in a city.

Moderator

Do you think that speed is the main means to do that?

Member of the BACC association

Yeah, a little bit following, we are also committed to consider a vision of the city as a whole. What we found is that when you talk with administrations, they put some patches or they solve problems in a very local and specific way, for example, next to the school, maybe the street is closed or maybe they have an area for low transit or an area for pacification, for having the kids just a little bit, 2 or 3 or 5 meters for playing, but it's not enough, kids don't deserve to have five meters, kids deserve the whole city, and this also happens with transit specifications or with the limits of velocity.

I talk from Barcelona, but I think that applies to a lot of cities, especially big cities, that you get those streets with the transit, which is lower than 20 or 30 kilometers. Also pacify the street, but you also get a lot of streets that are like roadways in the middle of the city, and that's also part of the city and citizens and people who live there or have to work there, are impacted by contamination in a security in an inclusiveness point of view.

We cannot close the whole city for sure and we don't know what to close, but we want to have the view of the whole city and try to put measures that can be introduced in the whole city, if the city has to be 20 k/h, it has to be the whole city, it cannot be streets that go 50 next to a school or two streets from a school because somebody that has to go to the school will have to pass this streets.

Member of the Associació de Familiars d'Alumnes (AFA)

Two very short comments, I think for me it's a bit difficult to look through distributional aspect or dimension in an isolated way because I think the procedures are connected, I think it's sometimes difficult to separate these two areas is also difficult to separate between inclusion and exclusion, so, looking through narrow sometimes mirror our attention to differences and aspects. It's difficult to see in that way right and also here I think there are different perspective someone's look mobility through a transport perspective and others look at mobility through culture, let's say no and so it's also the ways and I say all of that because I see all the parents we are framing here.

It depends how we look at the problems and the way we see the problems, for example, we see that in Barcelona, most of the research about mobility is about statistics. So, there is no way to understand the experience of different people, so, if we look into JUST STREETS we need to recognize the diversity of experiences and capacities to move through the city. Sometimes the way we see things makes it more difficult to understand what we are talking about and the solutions we are looking for now.

If you are talking about the distribution of solutions, how for example, projects like yours can look to solutions within the policy side, but maybe not distributed solutions to people who daily confront with the problems of mobility, for example, in the case of the association that I am a part of, we are dealing everyday with fear crossing the streets with kids because the regulation of 30 kilometers per hour is not respected so far you know. So yeah, there are more people going fast in the streets.

I think we need to look for not just in terms of transport completely but also try to open the view if we want to understand the diversity in our full dimension, we need to try to break down the frontiers as researchers or practitioners we set up sometimes and think outside the box. For example, this is an exercise we are trying to do with children's, to understand from their perspective how does it feel to walk in the streets and what kind of, you know, not just fighting with the Council doing lobby to change something that they might be changed or not, in this exercise, I think it's important to look outside the box a bit.

Moderator

Definitely. So, if it's not only about the right solutions, but also about the right problems and asking the right questions.

Member of the European Cyclist Federation (ECF)

Talking about infrastructure, I think we sort of know what works for the most part in terms of, I mean I can speak for cycling, it's not just about road safety, but it's also about coherence, so that routes are continuous and the destinations that origins are linked up, so people to where people want to go, directness, avoiding detours, attractiveness, so it looks nice, the surfaces are nice.

We have social safety, so there's lighting around bike parking so people feel safe in that security, not just safety and comfort, minimizing nuisance and vibrations on the floor and this sort of thing. We know this things but at the end of the day, it comes down to provide space, and you have a lot of cities that say we need to give, we're going to promote cycling and walking and we're going to have lots of cycling infrastructure, and then a year later, there's cycle lanes all over the pedestrian pavement and infrastructure, and the road space has remained exactly the same, they've just squeezed pedestrians and cyclists together, which creates lots of problems. The fact is unfortunately, that we have to take away space from very large vehicles and by very large vehicles, I mean private cars, a 70 or 80 kilogram human being driven by a 2 ton, 200 horsepower vehicle for a 5 minute journey or for a 5 kilometer journey is over crazy, it can't be used in our cities anymore, especially cities that are getting larger and larger.

I think we need to push back on this idea a little bit that all road users are equal and that we have to treat each individual user group user as an individual where we're not all equal, we have a very large vehicle which is inherently unsafe, 99% of pedestrian fatalities come about in crashes with a motorized vehicle and about 85% of cyclist fatalities come about in crashes with motorized vehicles, so we're not equal.

We need to really look at the cost benefits of the different modes of transport that we have, pedestrians and cyclists have very high benefits, very low costs, and we have very high costs and very low benefits of motorized transport.

So, when it comes to planning our cities, we have to look at efficiency, safety and how we're going to plan our cities according to those costs and benefits, which is better for the social good in terms of the urban planning, as well as the "15 minute city" this newish concept, but lots of cities are beginning to use it like the super block in Barcelona, for example, cities around Belgium are using them as well, sectioning off parts of the city traffic filtering and so, they're not allowed to pass around the city, they have to go outside the city to come back into another part of the city but allowing pedestrians and cyclists anywhere in the city.

Pedestrianizing city centers is really important as well and of course, speed control is absolutely crucial where you can't separate and I'd also mentioned large vehicles as well, vehicles are getting larger and larger, it is a big issue for us at the European level because it's the EU that deals with vehicle regulation. So, we're seeing how we can reduce size, but it can be done at a local level as well in terms of parking and providing charges for larger vehicles, there's lots to be done, but I think at the end of the day we have to be brave and our authority

Public authorities have to be brave, and they have to start talking about who they want to prioritize on our roads, and it has to be those at the top of that transport mobility pyramid, which is pedestrians and cyclists and public transport.

Moderator

Are you saying that for the procedural justice, we need this kind of concepts like 15 minutes city or superblocks or permeability or filtering of traffic like we need ideas that about what streets are for that people can understand easily and that are relatable and that go viral even, for example, in the case of the 15 minute city, is that what you're saying?

Member of the European Cyclist Federation (ECF)

I'm not a communications expert, for me, they're either for some people, their tools, for other people they're targets and goals, but they're useful concepts that we can use, that we want to use

as urban planners, you know, it's a goal. How do we want our city to look for an engineer at all? The traffic filtering is at all to get to those ends. So, I don't care how we see them.

ROOM 1, SESSION 3

Member of the Associació de Familiars d'Alumnes (AFA)

I think one of the things about the 15 minutes city. I mean one of the problems we have right now on the way we try to see in the solutions and the problems is thinking about universalistic solutions, and it doesn't exist, I mean if you are European project and you for example have a city called Braga in Portugal, we have horrible streets materials compared to Barcelona, so it has two different spaces, completely different and also Europe is very geographically diversified and the labor regions we have at the moment and work and personal life resins also vary according to the urban form and the labor structure that we have in our city.

So I think solutions like that are quite difficult to implement and sometimes are very easy to implement in a middle class or high class neighborhoods, or the ones best connected in the city or the ones who can afford it, right? So I think again, we are living inside of regions of visibility that avoid us looking in specific ways and we need to recognize and we need to be attentive to different ways.

So, coming back to my argument before, most of the research about mobility in Barcelona, for example, is about statistics, and if we understand gender differences about the statistics, it's just provided a very specific reality. No, we modify reality with science, and so we need more information about experiences of people, for example, the first survey that Barcelona did about sexual harassment in public transport was in 2021, before, that did not exist at all, just in the newspaper, but it was not a big issue, it was something atmospheric. Recognition comes from the idea of distributing the solution and specify procedure to recognize a problem which is linked to a community in particular, I think we need to change the way we know things.

This is one of the main problems we have for the moment is the science problem, the way we sense things that we are following, the political ideas of having data that politicians can bite and change something, and it doesn't work all the time. If we are in Barcelona in the neighborhood where is my school, is a small neighborhood with all the streets changed to 30 k/h, if I present you statistics or numbers you will see that all this went down to 30, that's perfect it's all sort out, but this is not the solution, the problem is still there, because cars don't respect the bikes, do not respect neither the motorcycles because they have the capacity to go faster than children's and so the children's and parents are facing fear every day.

Of course, in the streets there are deaths or injuries. Right? So, I think we need to go into that idea of seeing what we know and how we can know differently in order to recognize a problem. That's for me the main challenge we are dealing with at the bottom and at the research policy making areas.

Moderator

Right input, thanks so much. I think it's interesting how you frame the emotions that are not in the statistics, fear is a form of recognition of injustice.

Member of the Associació de Familiars d'Alumnes (AFA)

Yeah, but in this point, please don't try to treat emotions as something individual, and sometimes there is some research saying that there is something that happened in your body, but we need to look at the collective aspect of these issues. Why? Because we are talking about collectivities, right. So fear is something that is on the air, it's not on the bodies, it's not an individual issue, it's something that we can know about that and we can act on that.

To provide a streets that are safer for cyclists or walkers whatsoever, [we need to look at what makes streets feel scary for people and then we could create different spaces based on that following the effect of fear, we can have different information about what make people collectives different when they walk through the city or bike through the city](#), so, if you look in there, all people, it's completely different from other people that have other capacities. Normally when we talk about cyclists, we talk about young and fit men and women, white and when we do renders, we provide pictures of these people, this is the image we are sending too.

Moderator

Yeah. It's not great, when you cannot contain the effect and emotions in individual bodies, then you can also not responsabilize those individuals about their emotions. That's what I'm hearing, we need to look at the collective processes, how certain emotions are triggered.

Member of Autism Europe

Yeah. I just wanted to add that many of the things that were especially earlier said by everyone, these speak very much to us and to the autistic community, and when it comes to certain safe spaces, these kinds of spaces, for example, quiet rooms or other exist built in infrastructure more and more, although they should still be more, but it's true that in open spaces there are much less considered and so that's why these kinds of ideas that were earlier mentioned especially if there

are sensory friendly or autism friendly, I just wanted to point to a project where we were involved even though it was indeed just on closed spaces, was autism friendly spaces where we worked with associations in Malta mostly, but also in with one in North Macedonia and us in Brussels, but also in certifying certain spaces as autism friendly and I think there's more need for these kinds of spaces in open spaces.

On the other hand, it also speaks especially to make them safe, spoke very much to me what it was earlier said especially when it comes to children and days, they are such issues, for example, when it comes to spatial awareness, it's something that is quite difficult for many autistic people and then getting lost they are distracted by something and then you have these cases where autistic children especially, but not only, also adults, are just wondering around and then get lost and this happens in public spaces mostly including on streets and something is needed to make it possible to either find them or to guide them back.

There are certainly also things very relevant when it comes to accessibility and different cultures of and individual but also individual needs.

Moderator

I love how you guys are framing now the effective and sensory environment of the city as an issue of justice. Really interesting stuff.

Member of the Streets For Kids Campaign

I wanted to say about what was said about closing the center of the cities and pedestrianizing the center of the cities, I don't think that this is any more the solution because the cities are big and they have many different centers and all the different parts of the city should be at the same level of possibilities.

As far as I've seen in many cities right now, this has become the solution where all that part of the city is now not leaving anymore because it's full of Airbnb and only tourists are all stuck there and now the rest of the city is the city where people live, so I don't think that works anymore.

I agree totally that you cannot say 30 k/h and then it's done because it's not done, you need to do a lot of communication, and work on changing the behavior of the people because this is more important than the infrastructures, I think infrastructures are good when they're done in the correct way, but they're not enough because I'm living in Rome, so I know what I'm talking about because people here, you don't convince them just with an infrastructure, you should really make them change their way of thinking of the way they live the city. So and this is really difficult, I mean it's much more difficult than changing streets.

On the other side what I wanted to say is also that sometimes solutions are much easier and less expensive than what we think, because sometimes it's enough to use a small element to change the traffic on another broad or even to stop people from passing by that street or to close the street, it doesn't have to be difficult or not necessarily, I mean, sometimes even with a small and clever idea, you can change the city because sometimes we are stuck, we hear all the problems and then we say that there's no solution because there are too many problems, too many different needs and there's no solution, no, solutions are there and we need to experiment a lot and I agreed that they are different city by city and not only city but street by street because all streets are different, all cities are different, but I want also to say that many solutions are very easy and sometimes we just need to copy and paste, adapting it to another city.

Member of the Associació de Familiars d'Alumnes (AFA)

Yes, I just want to remark that one of the ideas about multiplicity and so in the cities, we need to think cities as a multiplicity, the cities need space for everyone, need to happen things for everyone.

Sometimes if you impose a transport system in one place then there is not you cut off the possibilities of this space to be otherwise and this is one of the ideas that thinking otherwise in cities as trying to look of a multiplicity of spaces and experiences and ways of inhabiting the city. Not a single solution for all the city like the 15 minute city framework is not going to work, it says that curtain for politicians to you know to offer promises that they never feel, but thinking of this idea of multiplicity is a very interesting way to think about on the diversity of cities. So, I think this is a very good point of view.

Moderator

We cannot rely just on universal designs, we need pluriversal designs.

Member of the European Cyclist Federation (ECF)

Just to come back on the pedestrianization thing, I think there are problems with pedestrianization, I think that you're right, but I don't think they're necessarily mobility policy problems. I mean, the reason why we have gentrification and Airbnbs in the middle of cities after they become pedestrianized is because they become really nice places to live and to be. So I don't think being a nice place to live and to be and work and these sorts should be the factor that stops us from pedestrianizing.

There are other policy levers that can stop these, the rise of the Airbnb and the over tourism and the gentrification. There are other levers that cities have, I think the mobility issue is something but not necessarily the only cause, the reason for that cause it makes this part of the city a nice place to live, which we should promote.

I think we've got you're speaking about statistics, I mean, for us the statistics are important, exposure data is really important for cyclists, particularly because we just don't know across the EU how many, we know absolute numbers of people being killed, pedestrians and cyclists being killed, but we have no idea of the risk because we don't know how many people are cycling and walking, it's a very basic statistic which Member States across the EU don't collect.

Single bicycle crashes and I'd say pedestrian crashes or falls and slips are really important, they're not included in the statistics and data, so there's a real black hole there that's very underreported, elderly cyclists and electric bicycles, I think, is quite an important issue, we're seeing a rise in crashes amongst in the Netherlands with elderly cyclists and riding e-bikes.

Distraction, I think, is becoming a real problem in cars, it's been swept under the carpet, it became a big issue a little while ago and people stopped using their phones. I think now everyone just uses their phones and they have all the entertainment systems in the car, that's a real issue for road safety, and larger vehicles are becoming larger and larger, there needs to be some more research on this.

But if we were to talk about statistics, I don't think there's any data or statistics that are missing, that does not mean that we can't or shouldn't start to implement change, we often talk about that we need statistics and research, but I'm not sure if there's anything missing that we really need that's holding us back. I can think of the things that I've mentioned, but why can't we start to implement this change in our cities now straight away? I can't think of any data or statistics or research that we really need that we don't already have, we can start moving now.

Moderator

Exactly. I love how you frame the care sensory cause if one of the conclusions of this focus group is the sensory and effective environments are an issue of justice then sort of alienating sensory environment of the car is another viewpoint too. It's that you're not engaged in your environment, hence you're not as attuned, responsible, etc. on how you treat others in those spaces.

Member of the European Cyclist Federation (ECF)

I think for the new cars as well, especially with the suspension and the sounds that you hear nothing around the car, you can be travelling at 90 or 100 kilometers per hour, and it feels like it's 20-30 in these new cars.

Moderator

Yeah, exactly, very interesting.

Member of the Streets For Kids Campaign

I just wanted to specify that I'm totally up for pedestrianizing, but I would like the city to be pedestrianized, I mean, in the whole town and not just in the center, so, not just centers but many different centers all over the cities where people can really relax from traffic for a while.

Moderator

Exactly, really great stuff. I wonder if anyone has a comment still on the knowledge aspect like what kind of knowledge is missing? What kind of knowledge is too prevalent?

Member of the Associació de Familiars d'Alumnes (AFA)

Again, it depends on the problem we want to frame, there are many missing gaps on the statistic size if we see upside the European statistics, but at some municipal level always there is problems with that and as I told you, for example, issues like sexual harassment are poorly tracked in cities with service and so on.

All the reasons that are related to different ways of exclusion, or problems in the spaces are not considered, it depends if we want to point out the visibility is a big issue of sensor reality, then we need to think through the perspective of a person who cannot see or person who cannot hear, or a person who is a small size like a child, how they see the space is completely different, this is something we are trying to deal with in the streets running the school, the visual field of a child is very limited compared to adults and cities are prepared to tall people, people who see properly and hear properly, so depends on the problem we might think on different kind of quantitative data that we might collect.

Different kinds of mappings that we could do of the city cartographies to understand different realities. So, I think there is not in my opinion a knowledge gaps, there is probably a way of seeing things, depends what you want to see, you might think about different data to look into the problem.

ROOM 2, SESSION 1

Moderator

I will ask you now if you want to go on the question that we have. What are the needs of different street user groups? and why do you think street designers are creating social injustice?

Also, if you want to start from the experience that your group and your organization are leading every day in their work, it would be great.

Member of Mobiel 21

That's a very broad question, of course, to give a concise answer to, last year we did very interesting research based on the methodology, which is called customer journey mapping and with this methodology, we followed mothers cycling to school with their children in the morning. So it was a trip that we followed them, we observed them, we cycled behind them and after that, we did an in-depth interview with these mothers, only the mothers, not the children, to learn how they experienced it, combined with the observation that we did and where they felt unsafe or unpleasant, there came a lot of new insights out of it and one of the main insights that's maybe of importance here, what is the need of the different suite users groups?

We have eight policy advices that we developed, but one of the important things there was that they really need tolerance towards their children that are learning how to cycle, they need patience from the other road users, because if you want to have children learn how to cycle, then you have to give them the space to do so.

That was one of the most important things that we learned there, but also that infrastructure and road signatures are very unclear and really difficult to make use in how to say how they need to cycle your children, if it's a priority to ride or not, what do you have to say at that specific point? Please, you have to stop here, and you have to give priority to ride, it's very complex, so clear signatures, clear rules, so it will be easy to communicate to the children and patience and the place to learn how to cycle, that are the two quite important needs of the groups of mothers cycling with their children and that's maybe quite a specific answer to this question, because we have a lot of other answers to these question.

On the second question that you're asking there, why street design and users are creating social injustices? Well, we have this mantra here at Mobile 21 that we say if streets and neighbourhoods are designed for children, then it's good for everyone, if the children are happy and they can feel safe, then it's good for everyone.

Maybe I have to say that we don't include people with disabilities in this child perspective, maybe the people with an inability or something with different challenges than children do have but I think if you go across all ages, that it's focusing on the needs of children, that you can include a lot of needs of a special or different groups of people in a neighbourhood or street.

Member of the Environment Commission of the Institut Escola Projecta

I'm speaking from a street user perspective, as I said, I'm representing a school, so, I'm a parent of children in this school and this commission is formed by parents and teachers as well.

I was listening to what has been said and I feel that in our context we cannot even start this discussion of what we need because it's still so rare that people bike to school or walk maybe not that much in our school for example because it's a public school and so many people live close by so they tend to walk to school but as I was saying, San Diego has a lot of private schools and the users are taking the car to school, so, I would say that we need to create the infrastructure for that to make it possible.

I tried the other day to bike to school with my two children and we did it, but we couldn't have a bike lane all the time, there was a lot of steep hills so we had to take the bike and walk a little bit, then there were lots of people on the sidewalks so we were also disturbing them a little bit, and then some parts we had to go against the traffic direction, it was a little bit chaotic and I do that because I'm really motivated and I have lived in other cities where I move around all the time by bike and I wish we could have that in Barcelona as well, in our neighbourhoods.

I feel that we are very far away from even being able to ask the question of what would you do, so I guess that we really need a very different mindset and simultaneous changes on many levels, like the infrastructures, but also the habits and mindsets of people who still see that biking with children is insane and they're putting their children at risk.

Member of Mobiel 21

Just a quick reply to what you have been talking about, we use this vicious circle about it's too dangerous to cycle, so I don't cycle to school, it's this vicious circle where you need to break out of, which is the foremost and most important and difficult challenge that there is, but maybe it's good that you have to think about infrastructure, but also behaviour in the other road users and in the parents and in the teachers and in the neighbourhoods of the school to make it possible to even think about, well today we're going to cycle to school and I also put a link in the chat to our child perspective approach, we have a different approaches to work together with the children to build on their school environments.

It's really a citizen science approach where children also are collecting data, traffic data, mobility data, and use this data to build the perfect school environment, to think about safe school routes together with the children, so from the point of view of the children, because children do want to cycle to school.

You have a lot of designs at making this clear that children sitting in the back of the car, how they see the surroundings and children cycling towards school, how they see the surroundings, completely different points of view on the world, children want to cycle and walk to school or go with a scooter or whatever, but in an active way, if they are able to do so. This child perspective approach that we are doing in several schools, primary schools in Belgium it's a good way to start to think of rethinking the infrastructure, the routes, but also the general environment, maybe there needs to be indeed a place or spots that they can meet with other friends that are cycling independently to school, because that's the way that we want that, that they are able to even cycle independently to school and that they feel safe to do so, that they can stop, meet, play a bit, go further and so on.

Member of the Environment Commission of the Institut Escola Projecta

One of the things we want to do at the Environment Commission is to map how everyone is going to school, what are their itineraries, so that we know where we are starting from. So I think that the tools that you were mentioning could be very useful to involve everyone.

Member of the European Network of Independent Living (ENIL)

From the disabled people perspective, the first need is of course freedom of movement because the lack of accessibility is the primary issue, I am thinking about street infrastructure, transport, and not only about the lack of physical accessibility, for example for wheelchair users, but sometimes we forget to consider other kinds of accessibility, for example for people with a sensory or intellectual disabilities.

Another need is, of course, as mentioned also in the presentation before safety and again, in the case of women with disabilities experience very high rates of harassment and sexual harassment in the streets. So, this is of course an important need and one last point, I would say the need for large and easy to move spaces because disabled people, but more in general, marginalized groups have internalized the idea that they have to occupy less space. So, this is something that women or disabled people think, for example.

Member of Pedestrian Space

It's really interesting to sit and listen to everyone at Pedestrian Space, my platform and NGO, I often say that I represent walkability holistically, that I'm an advocate for walkability, for access to the city for all people, because the city is for all people, but that doesn't always end up being the case, the city ends up being restricted, if you're interested in the right to the city concept, there's many barriers, right? To me, when I say that I represent everyone, it's a tall order and for me, it means being dedicated to actually for the rest of my career being open to learning from other people because I know I myself will never be an expert on disabled issues.

I will never be an expert on issues of homelessness or specifically women or men, I want to be able to understand what all people need and that means being dedicated to ongoing learning and listening to people with whom, being able to share key insights on disabilities and/or with homeless people, something that I've actually thought very little about it could be because where I'm living there's so few homeless people, but where I come from, the United States, it's a massive issue concerning public health.

I'll jump to street design and uses are creating social injustices, for me, it was a very personal story becoming a mother that began to wake me up to injustice of cities and movement and mobility it was that very personal experience of having a baby and using a stroller and realizing, if this particular situation is sort of inaccessible to me, a so-called healthy person, I can walk, I can move, I can lift the stroller if I need to, I prefer not to do it with an infant in it, but if I come across a situation that's inaccessible to me, a broken elevator to the tube, I know it's totally off limits to somebody in a wheelchair, they cannot lift themselves down there. I really began to wake up to mobility injustices through personal experience and then learning how rippled out it is I did want to bring up one group, specifically elderly, which I feel gets often very overlooked.

Sadly, it seems that so many groups get overlooked and that's the reason we're all here I'm working on two papers on toilet access and of course, we all have to go, right? But understanding that lack of access to toilets disproportionately affects the mobility of a lot of groups, including some elderly, they're not a monolith I don't want to say all elders, I have some elderly friends that would not like it if I say that, because they're very active but as we know, there's research that shows that there is a great proportion of elderly individuals living in urban environments that often don't leave their homes on certain days if they know their path has no toilet next to it. This is maybe not explicitly street design, but it does relate to mobility, access to the city, why a person might literally stay cooped up at home instead of going to get groceries or else.

ROOM 2, SESSION 2

Moderator

Hello, welcome back.

So if you want, as we didn't finish before, we can restart from where we were I don't know, if you want to finish what you were saying.

Member of Pedestrian Space

I'll close on that thought I had about street design connecting to these other, you know, multiple amenities that we all know are important too, so I think this is really interesting thinking of street design within the context of the rights of the city and sustainable cities, livable urbanism, and getting to that point of, urban environments that are open to all generations and types of users.

Member of the European Federation of National Organization working with the homeless

I'm also going to bring in the perspective of homelessness regarding the needs and then I think actually the second part of the questions about street design is a perfect like transformation to what we are going to discuss now about the planning and the design.

When it comes to what are the needs of different street user groups in the case of homelessness, it's basically very much about having public spaces created in a way that it actually accommodates all citizens and not only the ones that are seen as desired, which is often then the ones that consume, that also maybe don't spend too much time in a certain space, so that have like a place to go and what is needed for homeless people is to be able to perform acts of basic survival.

We are talking about sleeping, about eating, about even things like standing or sitting and when it comes to street designs and how they are creating spatial injustice, one big concept is actually the concept of hostile or sometimes also called defensive architecture, which is an urban design strategy aimed to shape the built environment in a way that it guides behavior, so, that brings us back to also what I just said about the unwanted behavior and more behavior that gets more rewarded.

I think that actually hostile architecture is something that we've all seen in the cities before maybe we haven't noticed this as such, but it is things like for example spikes under a bridge or also I think one of the most classic examples is benches that instead of having one single seat to sit down are divided into different individual seats, which is mainly aimed to prevent homeless people from sleeping there and often it's also designed in a way that other people perceive it as something neutral, they don't perceive it as something that is hostile, that's targeting specific population groups.

Staying with the example of the single use benches, I think especially maybe in societies in which it is more common to maybe keep a bit of a distance to other people, keep a bit of a distance to neighbors, it might be first perceived as something nice, it means I don't have to sit too close to my neighbor, I don't have to interact with them, but at the end of the day, that's what's behind it, the idea of preventing people from sleeping there.

I also mentioned this aspect of intersectionality, so first of all, I want to bring in, since we also have somebody working in the youth field here, the example of hostile architecture targeting different population groups, for example, using different elements to prevent youth from gathering in certain places, I don't know exactly in which cities, but in some places in the US and I also know in Sweden, it has happened that in order to prevent youth from gathering in certain places there were loudspeakers somehow incorporated and they would play a certain sound that older people wouldn't be able to hear anymore, but if you're young you would hear it and then perceive it as something that would bother you a lot, so it wouldn't want to hang out there.

This whole idea of hostile architecture can also lead to basically excluding everyone from spaces, for example, there's also another concept is the one of ghost amenities, in the end, spaces are just left empty, there's no places cover from the sun, no places that provide shade, no benches, no public toilets just to avoid groups like homeless people from gathering there but in the end of the day, nobody is actually able to use these spaces anymore and meet, for example, during the day, bring their children there.

This can really take extreme forms and there's also some examples talking about what is needed from urban design is also, of course, to avoid, especially having empty spaces, avoid hostile architecture, and find maybe alternatives because at the end of the day, it is a fact that homelessness is a problem and by creating these hostile architecture concepts, it is not going away, so at the end of the day, it has to be also incorporated in the idea of street design.

Member of Youth for Road Safety (YOURS)

From the beginning of the session today, policy advice and policy change has been mentioned a lot and I want to bring the perspective that today's world, the transportation system is being designed in a way that is traditional, it's harming the environment, it's causing a lot of health and well-being challenges, and it's also killing a lot of young people on a daily basis and today, the world population, around 17% of it is under the age of 24 years old, so we have around 1.8 billion young people and they are being seen as victims to climate change, as victims to transport systems and we want to change this narrative to make them seen as active citizens and contributors to policy making processes, you know, and decision making processes.

Our organization calls for meaningful youth participation where young people are being included in all decision making processes from design to implementation to accountability even, we believe that it's not about seeing, okay, we want to design a street that is youth friendly or that is child friendly but about including them throughout this process.

We make them like active participants and active contributors in this process so they can bring their unique perspective, especially in terms of innovation, in terms of technology, because this age group are natives to the digital age, they are very good with data analysis, they're very good with using social media as a mode of activism, modern activism, which can be also related to campaigning and mobilizing and also lobbying. This group should be integrated throughout all the processes, so we make them inherit not problems and not burdens, but opportunities because the transportation system and the street environment and cities are very related to the economic status of youth.

Right now, the highest proportion of unemployment is impacting young people in the active age, between 25 to 35 years old and most of these economic challenges are related to transport system, so if we invest more in walkable cities, in cycling friendly and pedestrian friendly cities, we will be able to empower local economies and grassroots projects, which will benefit first young people and this will also be reflected on the entire economic situation of the cities and of the neighborhoods because there is now a huge shift towards remote working, towards digitalization of everything, so people are relying more on doing things online rather than in their cities or in their neighborhoods, which makes them feel isolated and this is reflected on the social connectedness in the cities.

I believe that it might be a complex issue, but by involving all the relevant stakeholders and by thinking throughout a holistic framework, we will be able to solve multiple challenges because transportation and just streets and road safety is at the heart of sustainable development and there are many interlinked issues related to economy, accessibility, safety and security. If we solve this, I believe that the impact will be reflected on multiple development goals.

Moderator

Thank you, I will now pass on to the next topics that are really related and also some of your interventions already touched these points.

We want also to focus on how we can incorporate the needs of different street users into design and planning, so skipping from recognition of the needs on how to include them in formal procedure to design and planning our cities and our streets. So I don't know if you have some

ideas, some suggestions, also as usual you can start from the perspective of your group and your organization.

The question is, how can we incorporate the needs of different street user into design and planning? If there are strategies that are already used to include this diversity of perspectives into a formal design plan of city planning.

Member of the European Network of Independent Living (ENIL)

I don't know if I understood what the question but for example in my organization and in general in the independent living movement we talk a lot about co-production which actually brings two different with our co-design and co-decision making and this is a process where professionals and citizens share power, not only in the co-design and co-decision making, but also in the co-delivery of services and in the co-evaluation phase, So there's a very equal share of power.

For example, in our case, it's really important to invite an organization of disabled people, disabled people in consultation and especially when we consider a specific group, for example, disabled people, we should consider also the [intersectional identities](#). So for example, [not only disabled people with intersecting identities, but also people with different kinds of disabilities, physical and invisible, so talk to them and create together basically from the direct experience of citizens, it doesn't matter if they are professionals, it matters more like the direct experience.](#)

Moderator

I think that you get precisely the point, and then the defense. I mean, the reflection would be a little bit related also to what is missing from the current street design and planning process, are these different perspectives and points of view already included in the process of designing and planning? Or and eventually what can we do to improve this.

Member of Pedestrian Space

Well, I think it's really great you're asking this question. One of the things that motivated me to start pedestrian space was to document not only barriers, of which we all know there are so many, but also best practices because I feel like I don't know if it's just a human tendency but oftentimes, there's a lot of criticism, a lot of identifying the problem, but a complete lack of showing that there are solutions, that actually some places have managed to find solutions, even if it might be in just one neighborhood and not at a city-wide scale.

Learning from places and communities that have developed solutions rather than ignoring the fact that we have people who, a lot of these problems that we're identifying, they're not rocket

science, it's absurd and kind of sad that we're even still dealing with this in the 21st century. Then also I think what's really interesting, especially with the internationalism of, for example, this focus group is remembering the different cultural contexts. I'm glad it was brought up hostile architecture, I remember for a while I often post pictures from parks and so forth and often there was a period of time with my media that any time I posted a picture of a bench, no matter if it was a quite a large bench or a small bench or this or that, people would actually attack me and say that bench is not fit for sleeping, that bench is not fit for homeless people, regardless of the fact that that's not my role to design benches.

Sometimes these commenters, of course, it's just the toxic nature of social media, they don't know that I'm posting from Krakow, which has a very small homeless population, this is not what the concern should be and allowing people to sleep overnight in certain communities means that you're dealing with dead people in the morning.

Not all cultural, not all geographic climate environments are conducive, so we need to find ways to find people shelter, not saying, why isn't the bench big enough? I am totally against hostile architecture, and I come from a country where the homelessness issue is absolutely devastating, my heart breaks. So, just really understanding too that solutions can really differ based on different cultural, societal, climactic, and geographic contexts and I think that's what makes focus groups like this so interesting is that we're all coming in and we've all seen different solutions and how they don't work maybe in certain scenarios but do in others.

Member of the Environment Commission of the Institut Escola Projecta

I would say that at least in the school environment and families who are very aware of the mobility issues, we feel that it's always the same people who show up in participatory design sessions. So I think there, it would be an interesting to also find a way to involve even like those people whose opinion we don't want to hear like the ones who want to enter into the classroom with the car, I think that it's important that they are part of the conversation because otherwise they never they will criticize the mayor because it's the bike lanes mayor or whatever but they will never feel they are part of this solution and I think that we should even if I'm the first one of being against this car-centered view of transportation, I think that we should make efforts to include also these people into the meeting, because otherwise it always remains like a leftist bobo solution.

ROOM 2, SESSION 3

Moderator

I think that we start from where we left. So, in the beginning, we the recognition of different needs and how to include these different needs and perspectives in planning of streets and cities and here there is the third and last question that is related to me but also to knowledge.

So, we are interested in what kind of knowledge and tools we can use to support a more just and inclusive planning and design. So I don't know if you have some experience, or some best practices.

Member of Pedestrian Space

I think this has already been highlighted by numerous people, but the idea to include diverse groups, I mean, literally every group that's represented by all the people here and more, we don't have everybody represented but I think this is not a novel concept, the idea of participatory planning, inclusive planning, seems to be picking up more and more as the trend across Europe, at least where we all are, is towards inclusive planning, just streets.

There's no end to such projects, which is really great to see because there's so much work to be done, as we all know. The fact that there's people, for example, here who are very specifically working on issues with disabled people or issues with homeless people or issues with elderly people or issues with young people, all of it, I feel like all of that knowledge is in fact what we need. We need all of these specializations, people who are dedicated to these different focus groups themselves and bringing it to the table. To me, this is an example of a best practice, this focus group that you're holding and as we all know, this is happening all over Europe with many different types of projects and at more micro levels, for my dissertation fieldwork last year, I held 20 workshops on my own.

One of my favorites was with the elderly people, I needed a translator, but it was about 15-minute cities, and they didn't know what a 15-minute city was, this was a group of elderly Polish people and I said, do you know about 15-minute cities? No, why would they know about that, right? They're busy with their lives and having fun and enjoying retirement and I explained it and they said, oh, yeah, that's what we experience in our daily lives. So, I thought, what a perfect focus group to share a positive residential narrative about the benefits these elderly people experience with proximity, kind of combating some of the nonsense conspiracies about the 15-minute city.

I feel we need to be able to have diverse people who are comfortable reaching out to different groups and saying, this is why it's important we plan for elderly, this is why it's important we plan for toddlers, for young people, everybody and it's complicated as we all know, so, I think we're all on the right path being sitting here today and just doing all the work we're doing and continuing to.

Member of the European Federation of National Organizations working with the homeless

I think what you brought up earlier when talking about hostile architecture and how that can also differ from context to context, is also a very good example of how important it is to bring together all these different perspectives as we're doing now. Also given that sometimes they are clashing, I'm thinking again from the homelessness perspective, for example, if you then compare it with approaches to having a more gendered city, more gender-friendly city, for example, in terms of fear and needing more light versus the idea that homeless people would maybe prefer spaces in which there's less light. So that's why it is really important to have this participatory plan, I'm also a big advocate for this, to bring in all these different voices.

Having also, as you also mentioned, different people who know how to deal with different groups in the population, for example, having social workers on the table who can then connect with homeless people and I think if we use a participatory planning approach, it would also be a great opportunity to actually use this also for educational purposes.

So, for example, showing that often it can happen that homeless people living on the streets create a certain fear within other citizens that are using the same space, but also showing that is often the other way around, homeless people are the most vulnerable and way more often victims of crimes. Trying to also bring together these different perspectives and showing that there is middle ways, that there is a way to actually all be able to access the city and use it and make it user-friendly for different groups within the population. So that would be a part of knowledge from an educational perspective.

Member of Pedestrian Space

It's nice to have a little conversation, going off what you said, I agree with everything and also what you brought up with the tensions, that's also really interesting and I feel like also part of the knowledge that is needed are people who maybe can be skilled at handling. So thinking of a panel, if we're all on a panel and tensions come up or we have some more people or people who don't understand hostile architecture, they just think homeless camps are ruining their city or people who don't understand the gendered perspective, right? I think the knowledge that's needed is people who can navigate those tensions. 15 Minute City is one of my topics, I don't know if any of you followed all the conspiracies around that, it can really put a lot of people off.

Nobody wants to be doxed or have threats of violence because they're working towards more sustainable cities, I think all of us here are reasonable people who want healthy communities,

imagine being threatened because you're fighting for the rights of homeless or you're fighting for the rights of young, not just young mothers, new mothers or babies, imagine being threatened for standing up for sustainable cities as we know has happened. I feel like having actors within our spaces too that can kind of navigate all these points of view and the tensions is critical because we've experienced it, I haven't had any personal threats of violence, but I've seen, I've had some lash back with the whole 15 minutes city concept. Luckily, I don't care, it's not personal but it could be enough to scare people out of action, especially if you're using your own public platforms.

Moderator

Do you think that there are some blind spots or like major issues, main problem in the current planning process? And eventually, do we have in mind some possible solution to deal with this problem and blind spot? Also concerning how data are collected to inform planning process.

Member of Youth for Road Safety (YOURS)

I want to add just a small thing, through our organization, when we engage with decision makers, I think the biggest challenge is to convince them to invest and prioritize just and inclusive planning, because the argument is always that we cannot afford this or it's not a priority for the government and they always perceive this as something that needs a lot of investment. Although we always present inclusive methodologies and cost-effective solutions.

I would say that we need to invest in creating evidence through research that shows governments how much money needs to be invested to make cities and countries more inclusive and more just and what would be the return to this investment, I know that there are many studies around the world done by the World Bank and other leading organizations in this spectrum, but it's always generic and it's not tailored to the local contexts.

Maybe if we share these insights with local organizations, with research centers, with the academia and work closely with them to have this evidence to be able to mobilize decision makers to be on board, at the end of the day all of this starts with political will, and it's very important to bring the governments on board with us.

Member of the Environment Commission of the Institut Escola Projecta

Maybe. I don't know the solution for that, but I think in language, what I was saying before, this participatory processes usually have often the same people, so the usual suspects. I think that we should look at the knowledge that is needed, but also at the way or the format of these processes so that it's realistic for people to participate because in the end, unless you are not working, or it

tends to happen, either students or the elderly who are motivated end up participating, or people who work but who are very motivated participate in these processes, but then the majority of the population who is going to be the majority of people concerned by the urban design are really not part of the conversation. So maybe look at improving the format of these sessions and I don't have the answer for that, unfortunately.

Moderator

Thank you, do you have some idea on how to create a more inclusive and participatory process? Or have you had some good experience in that in your context or with your organization for example?

Member of the Environment Commission of the Institut Escola Projecta

The city of Barcelona has this platform called Decidim. I can type it in the chat, and I think it's quite good, it's very accessible, like it's very easy to make proposals and I think it's quite intuitive and more people, not only activist but more regular people use it. I think that's a good example, it still has faults, and it can be disappointing that sometimes things are decided but then they are changed and, in the end, the resulting project is not what was initially meant but I think that's a good example.

Member of Pedestrian Space

I'm sorry if this was already said, but I also think considering curriculum and training of planners, training of designers, I know when I did my spatial planning masters, like 20 years ago or something, we didn't talk about walkability and it was strangely in a city that was very walkable, but I remember in our curriculum at master's level for spatial planning, we looked at highway design, but we didn't look at public transportation, cycling or walkability. I think that's changed a lot because now I see entire master's programs devoted to sustainable mobility and sustainable cities, that's another example of something that we can look at and say, that's great that that's happening.

We need that and more throughout, I did my first neighborhood mobility workshop to a group of six-year-olds recently, it was amazing, I loved it and when I talked about the elderly earlier in that workshop I gave, it wasn't meant to make fun of them but it is the responsibility of those of us in this room who are working with these issues to be up on it, not the average citizen, the average citizen just wants to live their life, probably they would like to have a nice quality of life, but it's

not really their job to fix the city, that's the jobs of people like all of us who are working with issues of quality of life, urbanism, etc.

So really being mindful that the average citizen really might not have ever heard of walkability, they don't know what you're talking about when you say "just streets" and that's okay because everybody's living their life and just wants to survive and hopefully thrive but if we can bring that into more public awareness and help people understand the jobs, the work we're doing too, and why it's important, why walkability should benefit all people, not just the privileged few, and why we talk about these things. I think it's really exciting to engage with the public, those of you who do community engagement know that.

Regarding the university programs, I think it's great to see those more lifelong learning programs, getting through 12 educations with this stuff, it's pretty exciting, I think.

Moderator

I have another questions, how do you think that your organization could become more active in the field of urban mobility? and in case what we could do or how we could help as JUST STREETS, for example?

How could your organization become more active in the field of urban mobility and participate, for example, in this learning process? And in this case how could we help with these or support these in JUST STREETS?

I don't know if your organizations are already participating in the planning process, for example, or if you want to or would like to in the future and if we can help in some way.

Member of the European Federation of National Organizations working with the homeless

I think for us, one important aspect is already receiving invitations, such as the one we received from your side to these workshops because I feel like homeless people are often overlooked when it comes to urban planning, so I think that's a very good first step. I would say when it comes to street designs, my organization is not necessarily actively focusing on street design, but rather on, for example, the rights of homeless people talking about the criminalization of homelessness, it would actually be very interesting to continue being involved in this project and also from the side of JUST STREETS to be able to bring in these perspectives of homeless people.

Member of Youth for Road Safety (YOURS)

Our organization has recently developed what we call the SAM strategy, Sustainable and Active Mobility Strategy, to engage more with organizations working at the intersection between mobility, climate and sustainability and we are organizing the World Youth Assembly, which is an official side event to the Ministerial Conference on Road Safety, happening early next year in Marrakesh, Morocco.

We would like to build more collaborations with expert organizations in this field in order to build the capacity of young people in these topics, especially around tactical urbanism, because we provide annual grants to young people to implement youth-led interventions and we would like them to prioritize just streets and sustainable mobility as a priority theme for their interventions.

Member of the Environment Commission of the Institut Escola Projecta

Yeah, actually what was said before about how regular citizens read on the need to be involved in these participatory processes, because they are already professionals of that I understand this point, I think that we need to find a way that all the regular citizens can provide their inputs, even if they are not trained for that or they don't have the time for that.

That made me think that maybe an organization such as ours, which is a civil society organization, we are a group of families and teachers from a school, maybe we could be more active in making sure that we include the voices of all these regular citizens, so the other families who don't care and don't attend all the meetings and don't care about trying to reach the city council or anything of the sort, but maybe that could be our way of being more active.

ROOM 3, SESSION 1

Moderator

This session is about distribution of the justice, in this session we will focus on how street space is organized, in the other session we will have time to discuss about procedures and recognition aspects. In terms of distributional justice, what do you think are the main issues creating or spatial organization of the streets creating injustices and what are different street users' needs in terms of space?

Member of the International Federation of Pedestrian (IFP)

For us, when we talk mainly about the distribution of space, spatial justice, I mean there are different aspects important but for one another reason we as pedestrians, are so tolerant for all kind of things around us, I often compare it with the Stockholm syndrome that we nearly say, but

those people have to park, or those people have to drink, or those people have to, I mean just the example we did see about Parklets earlier today.

I was a bit amazed about that example because you had a park with which you indeed took some parking spaces, but you saw also that half of the sidewalk was taken with also chairs from people from that deli, eating or drinking something commercial from that deli. So, it was already difficult for people with wheelchairs or a stroller and a child by their hand to walk by there, but the strange thing is that we seem to accept that. I mean, and that's my main issue around there, so kind of document for everyone, both for ourselves as pedestrians, as for the shop owner there or for the municipality, these kinds of things are absolutely not acceptable, it's not because we are used to it that they are acceptable.

I mean that's one of the reasons that we did another project at the International Federation of Pedestrians. We have developed a sidewalk scanner, we also will be using it in this project, which is basically a lidar system that we make a 3D model of the space and then basically you see how you have to kind of maneuver there with your stroller and your child or I mean those kind of things, I mean to visualize it and to really make understand from why do we accept that? These are important user needs which we ourselves seem even to neglect.

Moderator

OK, so it's both a matter of allocation of road space, but also how it is used, we experienced it every day.

Member of the International Federation of Pedestrian (IFP)

Yes, the devil is in the detail, I mean on the plans you basically see that sidewalk was probably 1 1/2 meters. So what are your bloody complaining about? Well, we are complaining about it because the reality is that the usable space was only maybe 70 or 80 centimeters and on top of that it was kind of zigzagging between. So why do cars always get 3 1/2 meter nice straight lines, cyclists two meters and maybe a little bit, and then the pedestrians get kind of the leftover space, at least if we don't need it for other users.

Benches are very important as it was mentioned, benches are very important also for elderly, for people sojourning in space. So not only using the street to go from A to B, but just to be there to enjoy and things like that, is important that we have them, but we have to be careful that it is not only for this deli that has commercial activity that those chairs are only available if you buy a latte, but also kind of a chair for the elderly person who goes to the bakery shop but has to rest

somewhere halfway. I mean my father-in-law is a typical example and he sits on the kind of under the window, so a private place, he goes sits there because he has no bench halfway him and the bakery shop, these are important elements to go there.

Member of Revolta Scholar

I think the use of the space is very important also the sharing of the space has to be fair because more and more we have to share space with cars and motorbikes as it is, unfortunately, it's not really fair because there is no respect like it's not a single person on a bike or in front of a SUV, it has not the same change, no? So if there is no respect and unfortunately nowadays for the culture change hasn't been made.

I don't feel safe sharing the streets with cars as a pedestrian or even as a biker and this is a problem also because if the space is shared, there has to be a respect, if not, the space ideally would be exclusively pedestrians, but in most cases we have to share it, and this is a real problem because if you share it you have to be absolutely certain there will be respect and in most cases in our experience it's not the case.

About the injustice of the shared space, it's really evident, at least here in Barcelona, the comparison between the volume of people moving by public transport, walking or by bicycle, compared to the volume of people moving by private vehicle is a lot bigger, but the space they use is not balanced, is absolutely uncompensated, and this is because there is not only the traffic lanes but also the parking spaces and even the sidewalk space is occupied in most cases when it's wide, motor bikes are allowed to park on the sidewalks, so they occupy like half or more in many cases, so, the sharing of the space is really an issue and we'll be working on it for many years.

Also when we start to share space, there is the problem as I said before that it's a security issue at the velocity has to be really reduced, but also we have to make sure the speed limit is respected and not only that, but there has to be a real cultural conscience from the drivers that is lacking because nowadays they just feel that they're losing something. It's becoming a war between drivers and pedestrians, and it's a real problem, this is beyond the street design.

Moderator

It is actually beyond the strict design, it's more about dominating users and users of the space and it's good that you mentioned shared space, in that case it's evident that the issue is the harmfulness of some dominate user.

Member of Inclusion Europe

I think allocations are really important issues, I live in Brussels, and I think one big issue here is the rental scooters being left in the streets, this is a huge issue for blocking pedestrian access. I think that an area that really needs to be focused on in creating this kind of part or places and areas where scooters can be left is kind of implementing consequences for these big organizations that own and rent these scooter companies, and I think at the moment it's often so hard to know where to leave these scooters.

They're still not strict rules, but that's something that really needs focused on, and making sure that these companies are really held to responsible, I know a lot of it is to do with respect and if it's your personal belongings but in terms of the rental scooters there needs to be a much stricter process on where people can leave them, because they're still just left on the street every day and it's really horrendous. Taking these organizations and these big businesses to account as a really important issue.

Member of HOGAR SÍ

I'd like going back to, how to make cities more inclusive, I think we should try to eliminate all the discriminatory elements that are right now in our cities and in our towns, because unfortunately there's a lot of people that spent a lot of time in the streets not because they want, but because they are forced to because they don't have anywhere else to go.

All the elements that are being implemented in the streets such as spikes, individual benches or individual chess that are divided so people cannot lay down all those elements, their only purpose is to target homeless people. Obviously we should work so nobody sleeps on the street and nobody spends more time on the street that they want, but as that situation is not happening we should not implement discriminatory measures, such as hostile architecture, we should try to make cities where you can rest independently if you're a spirit person in situation of homelessness or not, you are just spending time on the street, you should have spaces to rest, just to lay down, depending of your situation.

Member of Revolta Scholar

This is true also I think for what was said in terms of having space to be on the street not only to walk to go from A to B, but to be on the street.

It has occurred to me that we were trying to make a new public space with benches and you're removing parking spaces to make a public agora very little and the argument against it was that there would be the space to be used for drug use or whatever or to sit on the benches and drink alcohol and that was there because if there is a public space it will automatically be used for wrong

doing, and this is a problem, of course, the objective is that there is nobody sleeping on the street, but also we need the space for whatever use of the street you're doing.

If you can only park your car and be walking on the street and not stopping and not doing anything else, it's another use of the street you're doing, it's not what we want, we want streets that you could be and have community activities and make the community stronger and it also makes the streets more secure because some come and many more families and people stay and other activities on the street, the more secure they become the better.

Member of The Global Alliance of NGOs for Road Safety

First of all, thank you for it's good to hear homeless perspective, hostile architecture is a concept new actually because it normally happens that you have infrastructure for street use, but then it's used for the wrong reason. So that brings the idea of equity. I think that's what we look at equity, how do you make sure there are no homeless people so that there's nobody coming to invade the benches.

I wanted just to mention about the need for different road users, in road safety we talk about VRUs, Vulnerable Road Users and these is a concept that it's being challenged by different schools of thought, because we make, by being vulnerable, it means somebody had made you vulnerable because of lack of planning and equity, so, calling people vulnerable road users like the pedestrians is unfair. Who are the drivers? They seem to be on the senior level. So again this is a concept you're working and good to see you guys I know we have interacted up there some places. So equity and then terminology, just like we used to use accident now we use crashes because the terminology can also give out of injustice.

Member of HOGAR SÍ

When we're listening to these conversations about how when planning something from a city and they go to ban certain attitudes or certain groups of people, I think we should try to change the conversations from banning people to try to talk about the rights of every citizen in the town, if we transform it from vulnerable people, drug abuse, blah blah blah to the right of people to be in the city, I think that's like a mental shift that will also enable us to try to understand what there are certain issues such as homelessness and trying to go to the solution rather than just banning certain attitudes. Shifting from banning to the rights of the people.

Member of the International Federation of Pedestrian (IFP)

I think inviting is the word there.

Moderator

Yes, and this links very well with the next sessions which are about procedures and recognitional justice because from what you all said it's more than evident that the political recognition of this street justice issues is very important. So oppositions to this street opening to diverse uses, saying that there would be used in proper ways, but this is pretty a political issue as well.

ROOM 3, SESSION 2**Moderator**

So in this session we will focus on how can we incorporate the needs of different strict users into design and planning?

We mentioned some needs and some injustices in roads, space and location, and induces and now we will focus on how we can address this, and especially how these issues can be addressed in in urban and mobility planning, but I will also add policies not only planning.

Some possible questions are: how different groups interest, needs and experience are acknowledged in current planning practices?

Member of The Global Alliance of NGOs for Road Safety

I have to start because you just mentioned policy and that's where advocacy comes in very strong, we are not expecting the actual designing and we work with partners who design the streets, but in terms of policy, the procedure that we use for advocacy is basically trying to look at what is on the ground, the real issues, and this is by simply collect the observation of data that tells us an intersection that has conflict, how does it look like and then when we do the assessment of the crowd, then we do assessment on the policy gaps that may be affecting how the implementation is happening on the ground, so that process of assessment, knowing the gaps on the ground, the community demands, community needs and then the policy gaps, once that is done, we normally move on to the next step, which is looking at what the government needs to do when we know what the government needs to do is through a lot of evidence and research data that we come up with, and from that we design what we call the talking points.

How can you compel persuade the government to be able to make commitments to make this implementation of evidence based actions, and once they make that commitment, then you have to track are they doing it, what is happening, and are they translating from policy to what is happening on the street level so that framework is what helps us in advocating, we do campaigns

that bring community awareness, but mostly for sustainability, we now target governments as the people who are the ultimate responsibility of making the streets distributed for all road users, safer and healthier is in the government.

All the other actors are supporters of government, so we need to make government aware of what are the needs, what are the gaps and then support that government and then persuade and compel them and also make it a human right to have safer streets.

Moderator

So you are saying that there's a huge amount of missing knowledge in planning processes. So plans are developing without acknowledging also without knowing a diverse set of road users needs.

Member of The Global Alliance of NGOs for Road Safety

Correct. Actually the needs of the people should be identified accurately by continuously updating data not using old data because we keep evolving, so, continuously addressing the needs by having recent accurate data that helps us in designing, otherwise you have designs that are not responding to the new challenges.

Member of Inclusion Europe

I would say in terms of the design planning process, there needs to be a lot more of these focus groups, I think this focus group is really good, hearing from the organization perspectives, but there needs to be a lot more specific focus groups from street users to actually hear the lived experiences and then I think it'll be much easier to understand the missing data once you actually hear it from the perspective of the people who are affected by this the most.

More focus groups and I know at the beginning they were talking about practice runs or something, I didn't quite understand how that would look in reality but I think having some kind of practice to see the specific issues that can be addressed.

Moderator

I definitely agree. We have many more focus group, but what's important is also that these focus groups actually reach the main actor dictating street uses.

Member of the International Federation of Pedestrian (IFP)

Yes, I mean, we talk often about knowledge, there is a lack of knowledge, I think everyone knows what needs to be done and how much more space needs to be given, but we come back to the

Stockholm syndrome kind of oh, I mean two meter of usable space we cannot give because our sidewalks are typically only so much and we have all this kind of stuff already on there. So I mean there is a strong reluctance in adapting the rules and regulations towards what is needed.

I was in a Dutch city where they were talking about, the minimum space that should be available on the sidewalk is 80 centimeters. Kind of saying for my goodness, I mean, are you serious about it? But they built against the words that also with respect to zebra crossings and things like that. Many of the engineers are hiding behind the rules and the rules are very often built in the 50's 60's 70's or still inherit that stuff from when we were really focusing on cars at the moment, so we have to be blunt, we have to be straightforward, we need some political courage and we have to basically force that political courage.

Moderator

Yes, political courage and rules are two very important issues. Thank you for pointing this out.

Member of Revolta Scholar

I'm totally agreeing, there are already on some participatory process in the existing that are ongoing and that it does exist, there is a platform, I'm talking about Barcelona and I there is an online platform where proposals can be made and everything, but when we ask specifically about accessibility and air quality levels, because we're quite above the air quality particles and nitrogen levels that are affecting health in Barcelona and when we are asking about it and I was working on if it's in the plans they say that everybody is like throwing the ball to another party.

Air quality is this is not mobility matter, it's air quality matter. Of course it's important to us, but it's not in their policy, accessibility then said of course is this public transport matter, they have to make it accessible so that everybody is trained about in some other part and so I think there has to be a political courage and evidence, and for that we can just push and push because there is nothing more, and vote.

Why do we do that? We need to insist that they really implement the policy in the actions in the plans they're making because most of the time is a comment and not an action.

Member of HOGAR SÍ

I agree it completely would have what has already been said about more focused groups, more participatory measures, inviting all the stakeholders that are experiencing the city to design new policies and the European design and I will add and I go back again to my topic, a political commitment to not pass any law or any bill that discriminates people because, for example, in

Spain we are seeing that different towns and cities are passing bills that basically what they do is they criminalize people that are spending their nights in the streets or they spend a lot of time in the streets.

So there has to be a political commitment to not pass those laws and those bills, because basically they are discriminating against people that do not have access to a house, obviously participation is important, but also not criminalizing people that don't have any other option.

Moderator

And how to push for this political commitment?

Member of HOGAR SÍ

Well, from the organizations we are doing a lot of advocacy work, but obviously it has to come from, well, first try to explain what why the reasons why these people unfortunately, spend the night in the streets. So first is information to the political parties to the different stakeholders and then, try to make them understand that this is a way of criminalizing and not solving the problem so, it's information and obviously a common sense, if you have the key to try to reach the political commitment, please let me know because that's what we are trying and unfortunately not in every city we are succeeding.

Moderator

You have no keys actually, but I think that focusing on who are the main actors dictating street users and design may provide some answers to your question because we tend to think that the actors dictating street users and design are just planners or public administration but there's lots of actors playing at their part.

Member of the International Federation of Pedestrian (IFP)

I mean, we talk a lot about participatory processes and they're extremely important, but on the other hand, they're also very dangerous, I mean, if you ask a broad group from, oh, shall we have all those homeless people sleep on our street? Oh, no, we don't want to have that. So we have all those migrants. Oh, no, we don't want to have it, we even had in one project.

We're asking the kids: around your school, what do you think is dangerous? What should be happening? And things like that, and their two main comments were, oh, there's not enough parking spaces for daddy to drop me off here and the other thing is, oh, and in that street is not

wide enough so cars cannot cross each other, so there should be more space for cars. These kinds of things you also get into these participatory processes.

In Brussels we have all this anti good move for the moment that I mean, very much excitement against those Bobo's on their bicycles, they take over the city. And this guy? I mean, if those kinds of feelings are kind of propagating, we have to be very careful with that. So I mean, I just want to mention that.

We should get the input of a broad range of people, but it's still our political people that need to take bold decisions with some vision there, I mean it you don't need an agreement from everyone in the street to take away a parking spot? I mean, you have to be careful with that.

Member of Revolta Scholar

Yes, I think there is also a consciousness to be made to the users to participate in those processes, I mean, It's important that everybody participates, but I think that nowadays there is a lack of participation because people say, I vote for the mayor for whoever is doing it, I don't have time, I don't have enough interest, I don't think it would change anything in my life, so making people conscious that they're needed in the participation process, that actually can change things in their everyday life and their city has actually be improved if they participate, this is important because what we encounter in the activism, in the organizations is that it's really hard to have people participating, even if their opinion is important and it is the only important opinion that their voice to be heard, they have to participate and they have to give their opinion or they have to be in the process

Well, there will be every kind of opinion, but this is also important that every opinion is represented. I mean, we don't have the only truth and everybody should have a voice but I think that most people that just don't participate because they don't think it's important or because they don't think they will make any difference and there's something also that we're trying to improve no, [the knowledge in the sense that people know that their participation is important and they should participate to this processes.](#)

Moderator

Thank you. I'm pleasure to agree and you also mentioned something which I found very important, which is the power of people as voters because we tend to ignore this power, but yes, car drivers are voters, but also, for instance, pedestrians are bothered and almost all of us are pedestrians, maybe not for long working distances, but anyway, this is something.

Member of The Global Alliance of NGOs for Road Safety

Thank you. I was just sharing those, I mean this can be a lot of information, it's very exciting, but basically because I heard about you know we were talking about different pulls and push from different levels, and I was trying to put this in the context of SDGS. That's very important that nowadays now things are almost we need to put the SDGS in a manner that they are not competing but rather complementing and from our work we have found that it works well when we used to think about just one aspect of road safety, but then we have climate, we have all these things, but you see now working in synergy with our all sectors is something that we need to pursue for these procedures.

If we were to make our streets just then, in terms of the actual implementation, the coordination that each country may have a different way of coordinating what is happening and again, these departments, if they work in silos, that's what brings the issue. But if, for example, housing departments, you know the whole urban planning aspect, that it is coordinated, then we as advocates, when you advocate you understand the coordination mechanism, who sees who, who sees what and who has the last word then, and what policy guides what, that also has helped in terms of making things more equitable.

But what I got and you are thinking about pedestrian is very close to my heart is intersection, places of conflict, shining the light there and not accepting because for example I would say I know we did a lot of what we call mobility snapshots and it was showing that although we were expecting the low and medium income countries to have a lot of problems at intersections, we found places large and poor everywhere there was actually priority on motorization and pedestrians where have you know as you're saying now I can get it from you that it is true, but it's just allocated to us narrow streets because after all I think we need to be driving or public transport.

ROOM 3, SESSION 3

Moderator

What knowledge is needed we touched upon that also in the previous session, but now I would like us to focus on what was mentioned about blind spots of mobility policy and planning in terms of knowledge, missing knowledge, missing data, wrong ways of collecting data. User groups or people that are not considered or street uses that are not considered when collecting data but also more in general knowledge that is key to improve search justice.

In your opinion, what kind of data, what types of data currently explain injustices? Or what kind of data could reveal injustices, but they are not collected, they are not considered? I mentioned statistics and we know that this kind of data is very often ignored.

Member of Revolta Scholar

I think there's data, for example that I think my colleague from the Bicycle Association from Catalunya will talk about in the other work groups surely, she's also part of the Revolta Scholar. The bike users in Barcelona are quite widely criminalized as it's dangerous, the right on the sidewalks, people afraid of bikes, etc. Because there is a lack of bike infrastructure mainly so, especially with kids, you can't even go on the bike lanes because they're very narrow, so on many places you can't go with kids or you have to go on the sidewalk.

When you look at the statistics, evidently the accident or crashes, there is a lot more of pace and serious accidents with motorbikes and with cars and the accidents and implicate bikes are the bikers in most cases the victim and not the cause of the accident, but even if we have these statistics in every graphic you can have, the main idea and discourse and social media on every debate you go to is always that bikes are the problem and not the solution.

So, knowledge is there but sometimes knowledge is not enough to just change the mindset of the general opinion when it has been said for such a long time and it's maintained also by even the administration.

Moderator

Yes, knowledge is there, but it also depends on which type of knowledge is there, is this knowledge acknowledging the diversity of street users? Is this knowledge taking into consideration conflicts that occur on road interactions? For instance, if I think about statistics about accidents, they may tell us something, but there is also something that it is not considered. For instance, [maybe that road that has a few accidents, is not used by some user groups because it's too dangerous, it's perceived as too dangerous. So a positive indicator may be a negative one.](#)

Member of the International Federation of Pedestrian (IFP)

You know when you're talking about data holders, the different groups, I mean, kind of bringing justice to even the vulnerable within the questions and cyclist group and things like that. I think the problem is that there is not enough data about the general groups about the cyclists and the pedestrians. The cyclists really is there is some data on pedestrians who are generally spoken very limited data and I mean I find myself so often in public consultations and things like that, where if they analysed all the traffic flows from the cars and where they are totally blind for the fact that

on a certain spot there might be twice as many pedestrians, as cars, as drivers, so I mean all these kind of things.

So yes, data is extremely important but it's also wanting to see what to mine out of those data, I mean, are the data complete? Indeed, is the first case, but also what do you want to see out of it? And it brings again this thing of, these are the rules and the policies and things like that versus the concept, how can you make an inviting street? I mean that that's I'm repeating that word more and more because that conveys the message much more, it gives those street planners sometimes a little bit of a discomfortable feeling from do we really have to do that, but they understand it and they kind of continue on it.

Moderator

Yes, putting 3000 inviting space, it is actually a very good point and also I think we should think about we are focusing on data, we are measuring data lots of time and when we think about data we are thinking about flows, accidents and so on and so forth, hard data most of the times, but I would like to talk about knowledge, more in general. So, for instance, in this focus group today we gain lots of knowledge but there there's lots more and how do you think it will be possible to gain this knowledge through focus groups? There should be many more of these focus groups, but how?

Member of The Global Alliance of NGOs for Road Safety

From the experience that we've been having is the knowledge sharing can have different platforms of course from our work because we're having all these groups of civil society groups, we look at areas or topics or issues, then we have what you call like peer-to-peer learning networks where you exchange information and for particular purposes not just for the sake of having a good meeting so, targeting specific issues or areas of what we call interventions, then you're able to compare what we call good practices, best practices, emerging practices.

Peer-to-peer workshops where people are able to really sort of compare and contrast their environments and be able to bring out what therefore is this knowledge? How? How have you applied this? How it is not working in my place? How do we transfer? or what you have as a best practice to be domiciled or to be adapted to make context. So this normally brings out of also new knowledge as you continue to share what comes from different areas.

Member of the International Federation of Pedestrian (IFP)

Yes, they were also talking a bit about the quality of the knowledge I think, I mean there are beautiful models that model traffic flows and all kind of waiting times and reaction times and all

kinds of things like that, but there is not very much knowledge about what is things which are very important for cyclists and pedestrians.

For example, we are a small NGO we're in Brussels here, we're now working on a project to see how can we nudge the 30 k/h default because people are saying, OK we should be narrowing the streets a little bit or we should be speed questions and things like that or and cans and then the street builders build it according to certain rules and regulations, and they find out that it still doesn't work, and they're kind of wondering how come that it works so especially around this kind of 30 k/h or even 20 k/h, there's extremely little knowledge from what we can do to make you and me when we drive a car, respect those 20 or those 30 and not being kind of under 40 is good enough, that kind of stuff and I mean we're doing some work there at this very moment to dive deeper into that knowledge and those kind of things are very important.

Moderator

I would like to hear about in terms of if you feel that some kind of knowledge from your perspective is missing in data collection, knowledge collection processes and what type of knowledge?

Member of Inclusion Europe

I guess in terms of data and knowledge, I think they go side by side because I think from a disability perspective, I think it's pretty common that people with both the physical and intellectual disabilities will kind of avoid using streets, especially in Brussels anyway, because there's such a lack of accessibility.

I think there's the knowledge that people aren't using the streets because they're so inaccessible, but I think that coincides with the data, but I think a bit like what Geert said earlier, there is the knowledge of what needs to be done, it just actually happen and I think right now in Brussels, it's doesn't feel like it's anywhere near that because it's like really bad at the moment with everything that's going on, but I think at the moment it's the knowledge is there.

You're just speaking directly to the street users and not just people that speak up all the time, but speaking to groups that might be forgotten about, especially people with intellectual disabilities because it's so much more complex than just more streets but a lot of it is about awareness and understanding about what these other issues might be, I guess it's pretty complicated, I don't think there's too much data there.

Member of HOGAR SÍ

Regarding homelessness topic, it's an issue as well because there's not all the cities and not a lot of countries measure the same issues in the same way, so, it is very difficult to have harmonized data about different issues they face people in situation of homelessness in the streets or in the cities, that's a big challenge and of our knowledge in general terms, I think that's the key, to try to make administrations understand that people in situations of homelessness are not the issue, that they are in this situation, and they do not pose a danger to anyone. On the contrary, people who live in the streets are the ones who received most of the attacks or those are the people that are not safe.

So, it's again about knowledge, making administrations and decision makers to understand the situation in the sense as I said earlier, it's like giving a lot of information about the situation and make them aware of what is the real problem and that the real problem is that not the cities, not that somebody's living on the street, the problem is that somebody has to live on the street because has no other option.

Moderator

Yes, that's very clear and in my impression in your case it's more about what we talk about in the first session, so distributional justice and you mentioned the term hostile architecture, this is very important also for JUST STREETS, for our projects which is something that we would for sure stress but also the approach to the issue, as you mentioned right now.

Member of HOGAR SÍ

Exactly. It's just that there's no specific data about like in this quarter, there's spikes, it's not just that it's about like the general knowledge of how to approach the city and like the different experiences of people that are unfortunately living on the street, so it's like an approach of how to design the city.

Moderator

Yes, it is very important and what was mentioned about forgotten people or people that do not actually use the street because they don't feel safe or because they feel uncomfortable. So these are not actually taken into consideration or measured.

Member of the International Federation of Pedestrian (IFP)

About forgotten people, I mean the concept of road safety is built on middle-aged men with normal intellectual capacities and everything like that, just as an example, I mean one of the

activities we're doing currently with the United Nation, UNECE the working party one global forum for road safety, there are some kind of rules and regulations about how autonomous cars will function, and there are kind of building that at this moment and there were some ideas from home, maybe should discourse it kind of tells to the pedestrian or I'm yielding for you and those kind of things and they were thinking about all kind of different lights and signals that the car could communicate to the pedestrian and we said, no way.

This kind of cognitive overload which you have in very simple road situation that could maybe be valuable for but if you have kind of people with less intellectual capabilities or elderly people or even children kind of not analyzing all those different things, the cognitive overload you would get out of that is horrible, even though this might be initially a good idea for communication and this and that, we say is a very bad idea and I mean we got a point across there now and then more people within the UNECE are kind of understanding that is not a good idea, these are important things.

Moderator

I'm trying to wrap up but I still feel a bit missing, is about knowledge creation processes and how to scale them up. I mean we are producing knowledge right now, you, all of us is all of you mainly rather than myself, are producing knowledge on street users' needs how to scale up this knowledge, how to share this knowledge, how to make it enter governance structures and policy and planning processes in your view.

Member of Revolta Scholar

Yes, in our case, we are scaling up while we're collecting data and producing knowledge with our organization, for example we're participating this year, is a program with another organization called "Ecologistas en acción" for collecting air quality analysis data, air quality sensors in front of schools because data wherever you collect it has a different meaning.

So we're just interested in collecting how the air in front of the school door is where they enter and go out of school, what is the air quality the children are breathing so, what we do with that? When we escalated directly to the administration, we made a press release to make it public and say we did this study where we recollected it that it's official, it's been analyzed, we have a brief about it, we send it to an administration and we talk about it, we'll make noise.

In the press and making, well, actions and manifestations and what we always do. It's just making it public and making sure it arrives, and they acknowledge it on the administration part is that you received it you have it, and now what are you going to do about it?

Moderator

Yes, maybe also make sure that they actually make use of this data.

Member of Revolta Scholar

Yeah, one of the ways to do that is to publicly ask like social media is a way to do it, answer me, now you you've been asked publicly asked now what are you publicly answering to that.

Member of HOGAR SÍ

Very similar to what Clementine said, like we've done also like manifesto, so people could sign it and then to pass it to the public administrations, for example to end hostile architecture in different cities and also a whole lot of meetings with town halls, politicians to try to explain them the problem, the ways to create a solution, but as I said earlier, there has to be also a political will, not just to listen to us but also to implement changes and transformations.

Moderator

So make that a publicly available and publicly ask the administration to make use of this data. This is something that has to be done and what about knowledge that you cannot collect through measurements?

Member of HOGAR SÍ

I say or see for example, what we've done is that people that have been in an experience of homelessness situation, we have brought them to the meetings with administrations so they could explain in first person all the problems, the situation and what they have experienced by living in the street, and that has been very powerful that a person that has experienced that came to town hall, came to the administration and they could tell it their own experience and to do so, what we've done also is a project to give communication skills and tools so these people could talk in public meetings with the administrations so they could have all the skills to communicate their experience and that has been like a very positive experience.