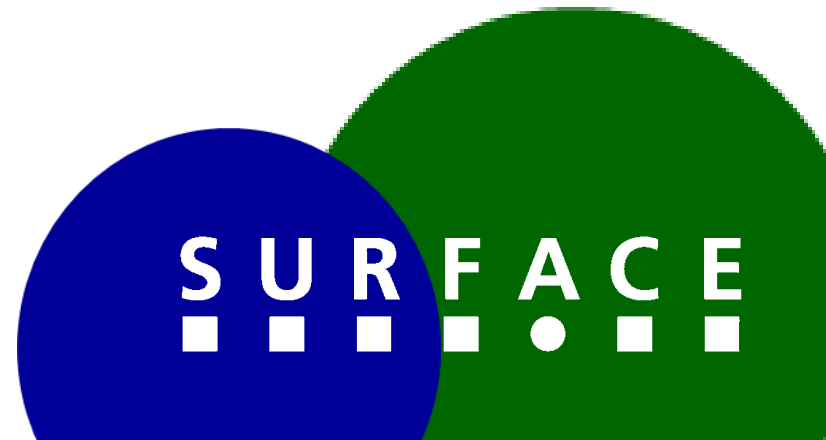


Ageing, transport and mobility: Getting out and about

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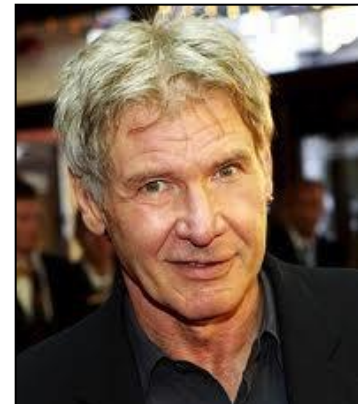
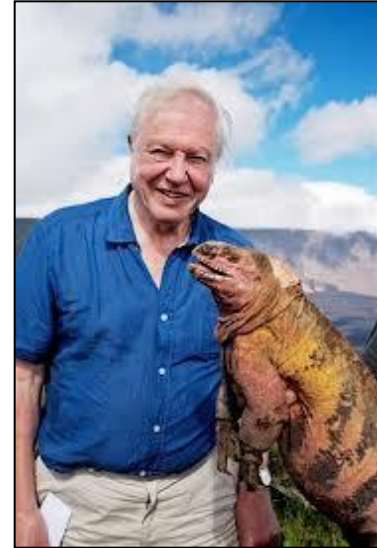
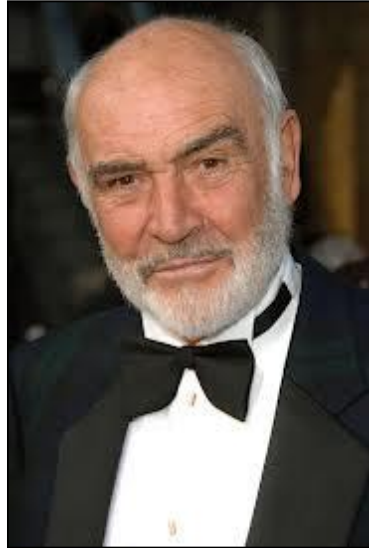
Welcome to older age



But is it all bad?

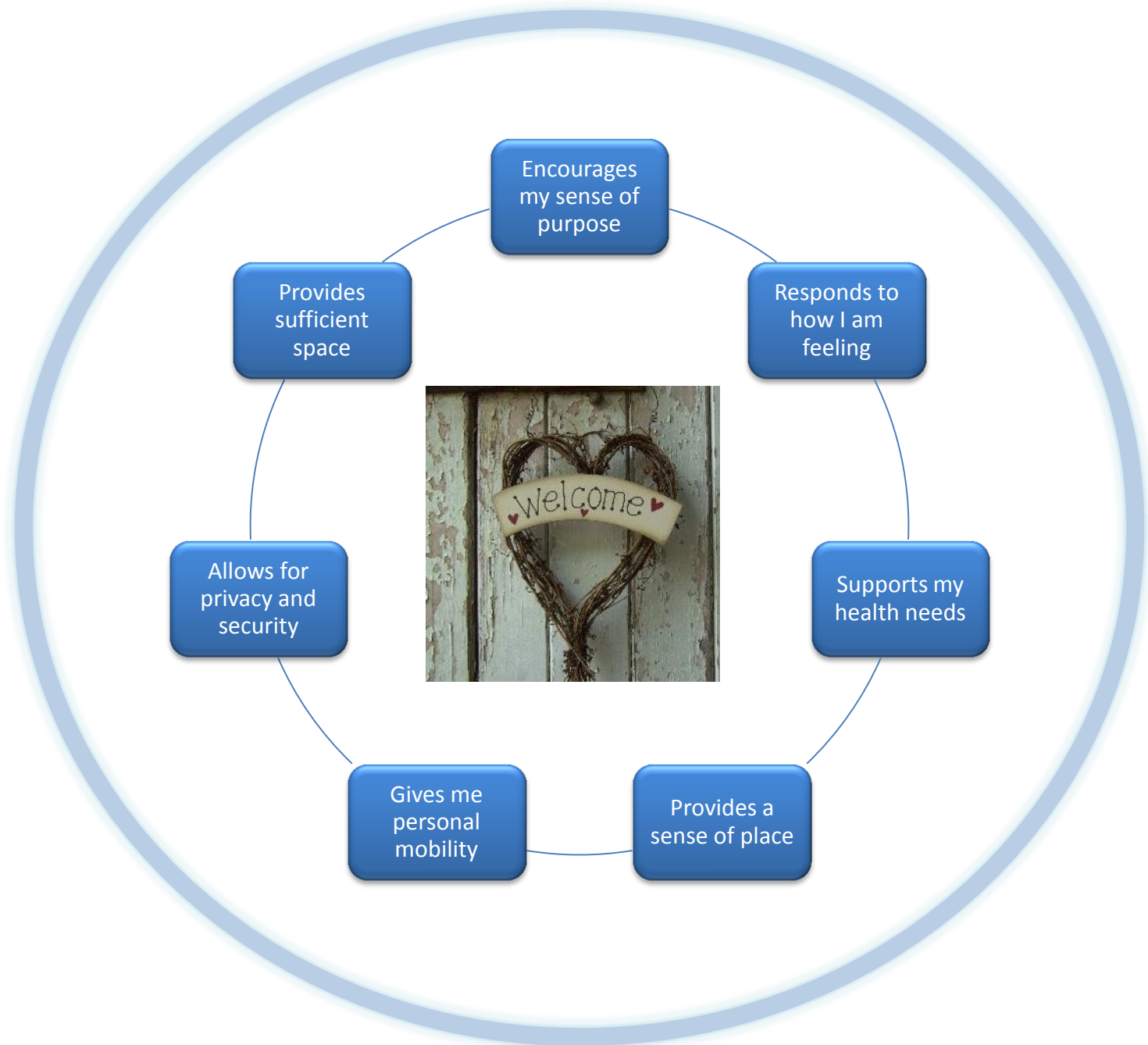


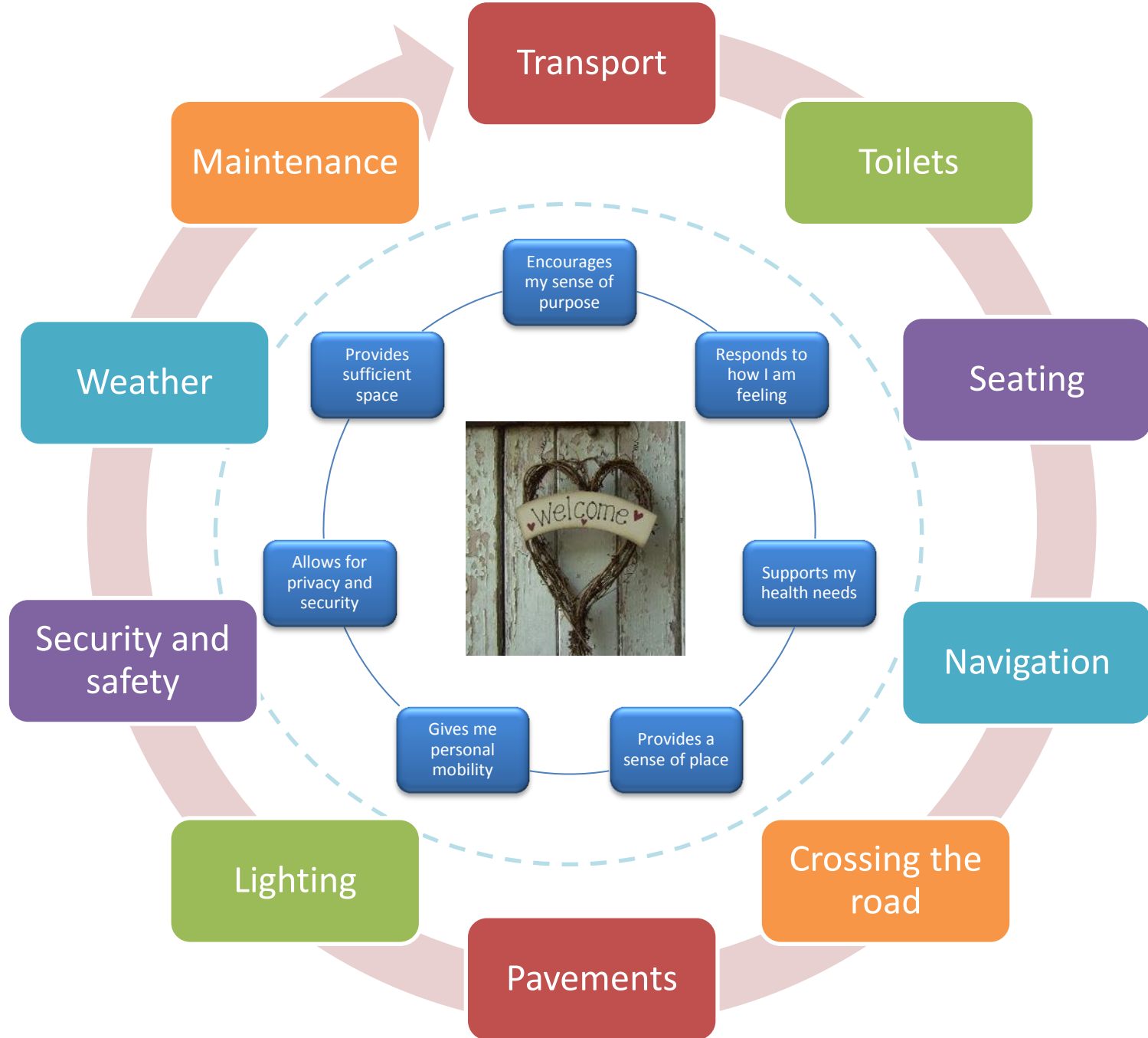
We could look like this



A word cloud of positive attributes arranged in a circular pattern. The words are: Healthy, Social, Engaged, Integrated, Independent, Included, Safe, In-Control, Active, Happy, and Secure. The words are in various sizes and orientations, creating a dynamic and balanced composition.

Healthy Social Engaged
Active Happy Integrated
In-Control Safe Independent
Included









I'DGO used a rich variety of research methods to inform our understanding:

- interviews in older people's homes;
- interviews with people on the street;
- on-site measurement of street features;
- testing of pavement slip potential;
- 'pedestrian watching;'
- questionnaires of pedestrians;
- laboratory analysis of variations in walking on different surfaces;
- etc, etc.



The desire to get out and about does not diminish in older age, nor does the variety of activities people like to do outdoors.



If older people live in an environment that makes it easy and enjoyable for them to go outdoors, they are more likely to be physically active and satisfied with life and twice as likely to achieve the recommended levels of healthy walking.

The same is true for those who live within ten minutes' walk of a park.



Some older residents responded positively to measures aimed at reducing the dominance of cars.

They felt they had become more active and that their street was easier to walk on, especially after dark.



Image courtesy of Sustrans

For others, not being able to park outside their house, for example, was a disincentive to going out at all and limited social contact.

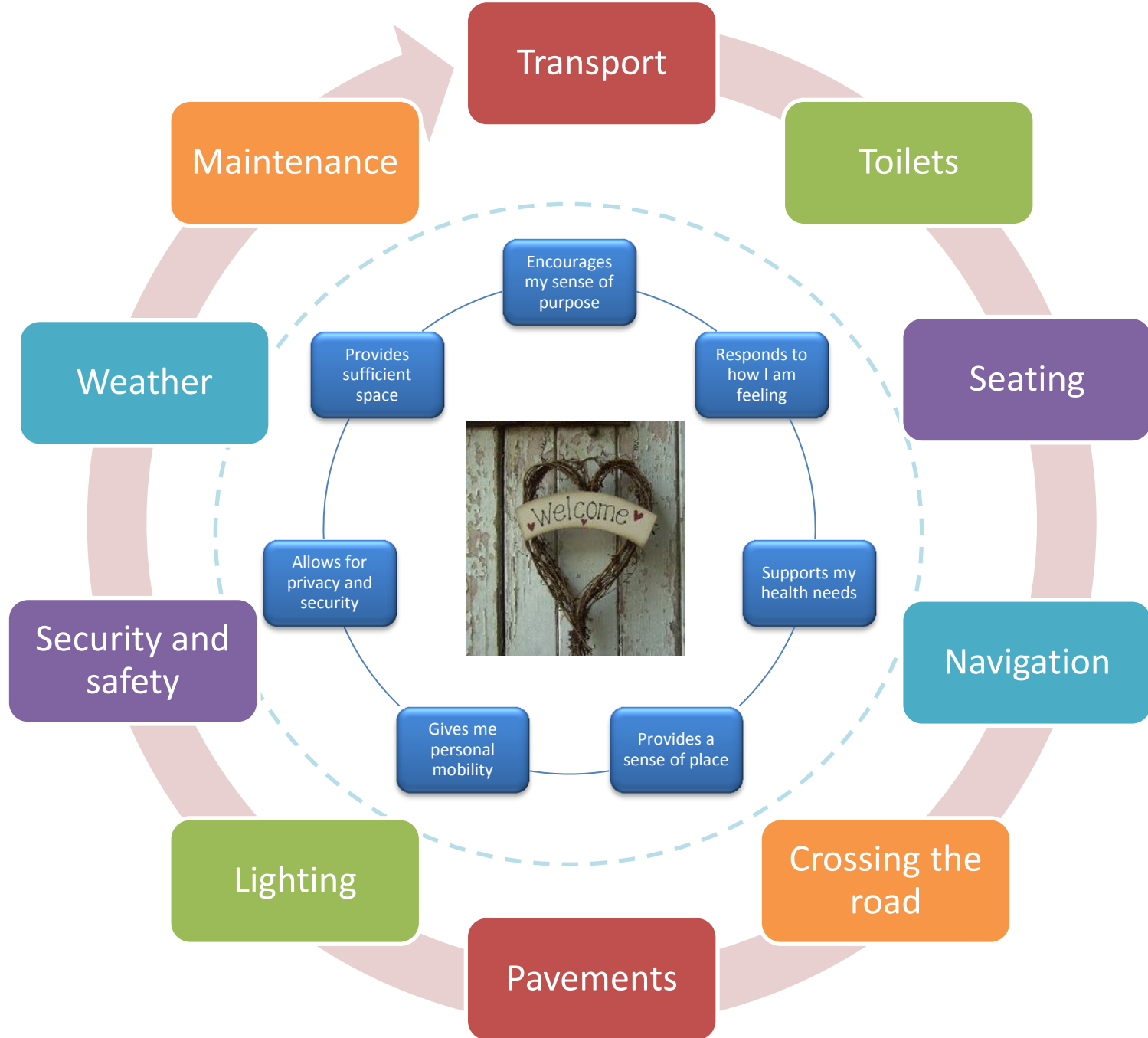
Getting out of the house at all, for whatever reason, and even if people used a car or public transport to do so, was key to greater levels of activity.



The pedestrian experience is vitally important to older people, who are most often on foot when out and about.

For the many who find it difficult to get around, it is often due to the poor design, provision, installation or upkeep of neighbourhood features.





What does a supportive external built environment look like?



Pavements which are

well-maintained, firm, flat, wide and
surfaced with tarmac;

not shared with cyclists... or even, in some
cases, mobility scooters!



Supportive seating

ideally with both back and arm rests –
preferably made of wood;
placed at regular intervals along the street –
taking the whole journey into account



A lack of purpose-built seating (resting points between a and b) prompted people to adopt an “anything is welcome” attitude.





Public toilets...

sufficient in number, open and well-maintained, with a good level of personal safety.



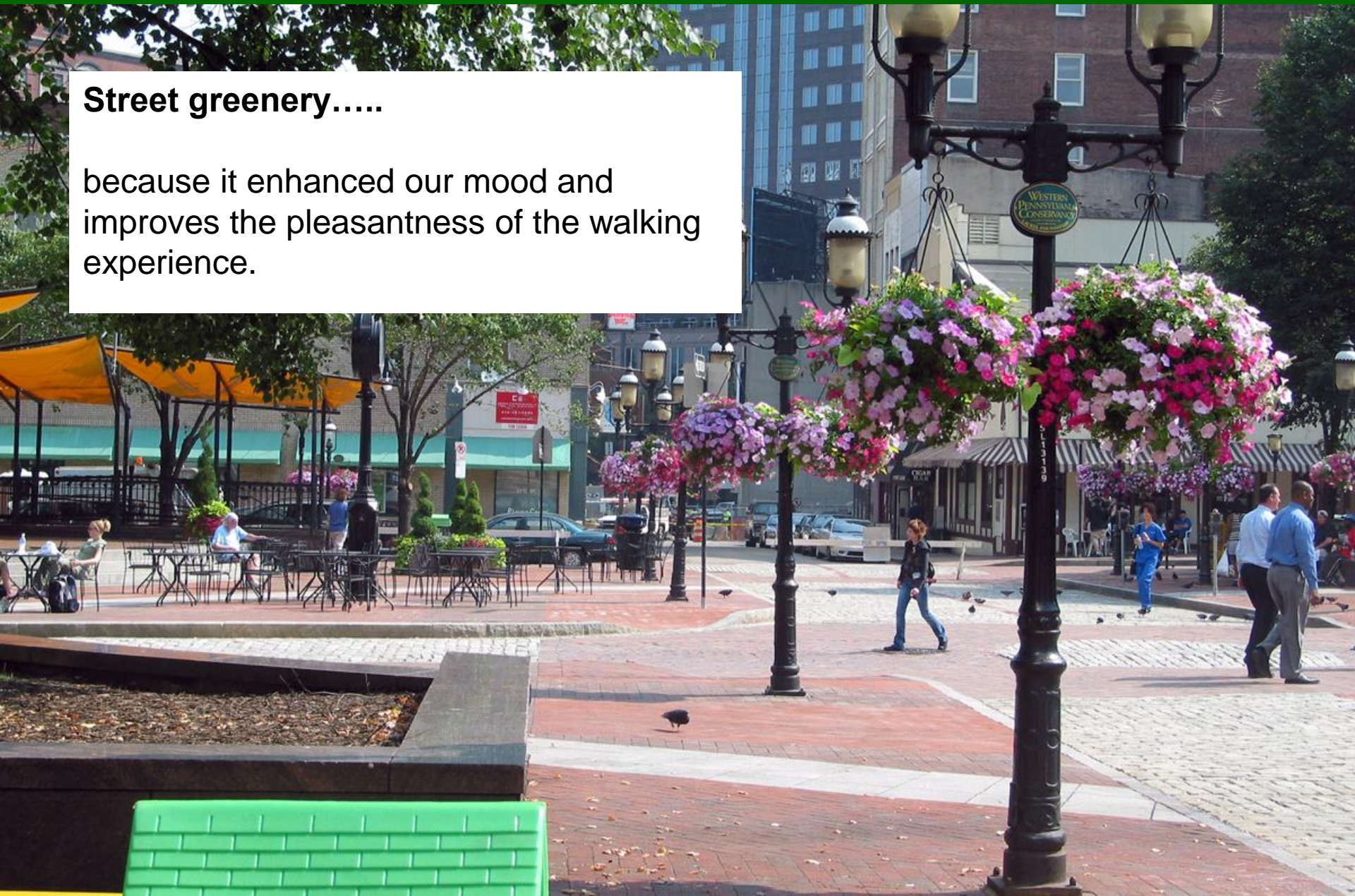
Signage

simple, easily visible and understandable,
street names on both sides of the road and
direction 'pointers'.



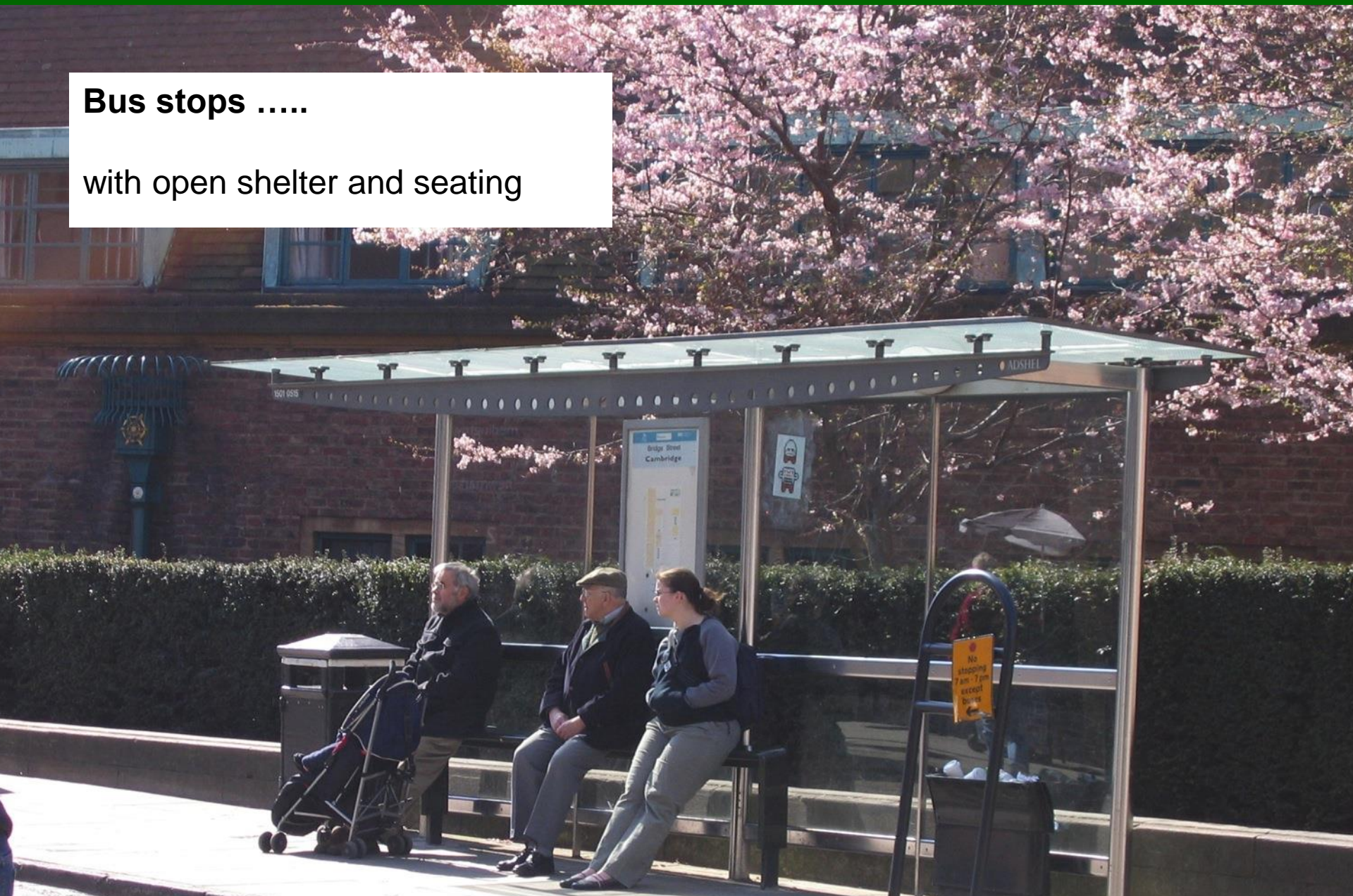
Street greenery.....

because it enhanced our mood and improves the pleasantness of the walking experience.



Bus stops

with open shelter and seating



Enclosed shelters were considered difficult to enter by wheelchair users and sometimes intimidating to use... by man or beast!



Participants told us that they know how to cross the road, but they need to know when to cross the road safely.



For crossing the road participants preferred controlled crossings such as a **pelican crossing**

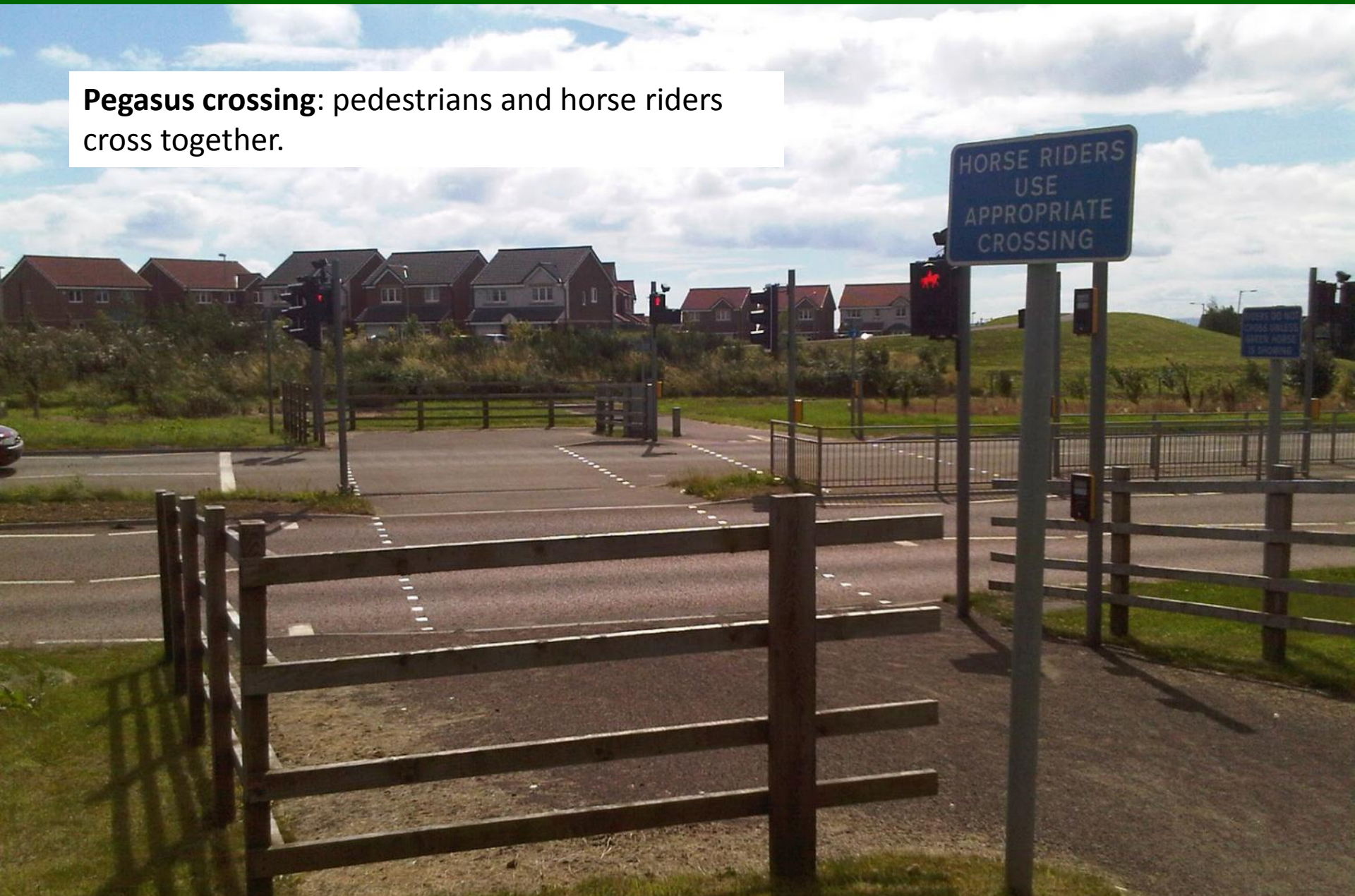
Pedestrians take their cues from the 'red' or 'green man' on the opposite side of the street.



Toucan crossing: pedestrians and cyclists cross together.



Pegasus crossing: pedestrians and horse riders cross together.



Zebra crossings were considered to be acceptable on roads with limited amounts of traffic though...
“I’ m never sure what to do – do I step out and hope the cars will stop?”



Informal crossings, with an island, were appreciated, though often regarded as not wide enough for mobility scooter users, and not sufficiently visible by motorists



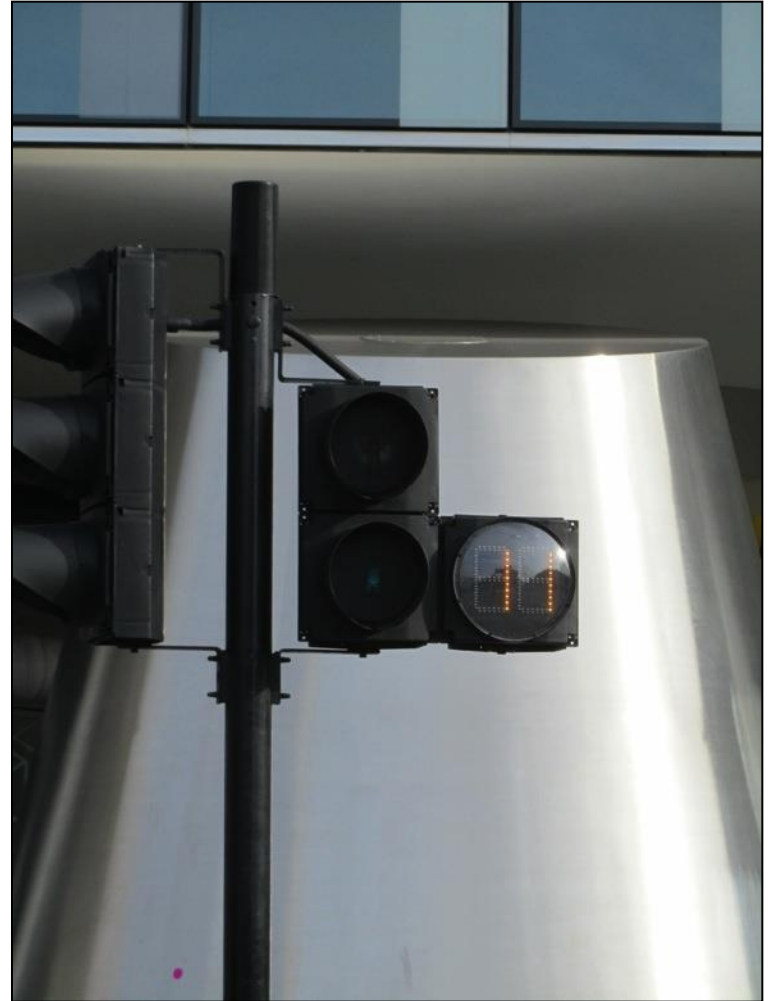
Puffin crossing: the lamps are on the near side of the crossing.



4 significant predictors which helps us feel safe when crossing the road

- the less traffic there is on the road
- the shorter the waiting time to cross
- the longer the duration of the green man
- the better the level of information and signage







Tactile paving

- it can be uncomfortable for some pedestrians;
- the 7 different types are confusing for everyone;
- certain health conditions affect how safe we feel walking across tactile paving – arthritis in lower limbs, reduced mobility, fear of falling, balance problems;
- there is poor colour contrast with the surrounding paving



poor colour contrast with the surrounding paving

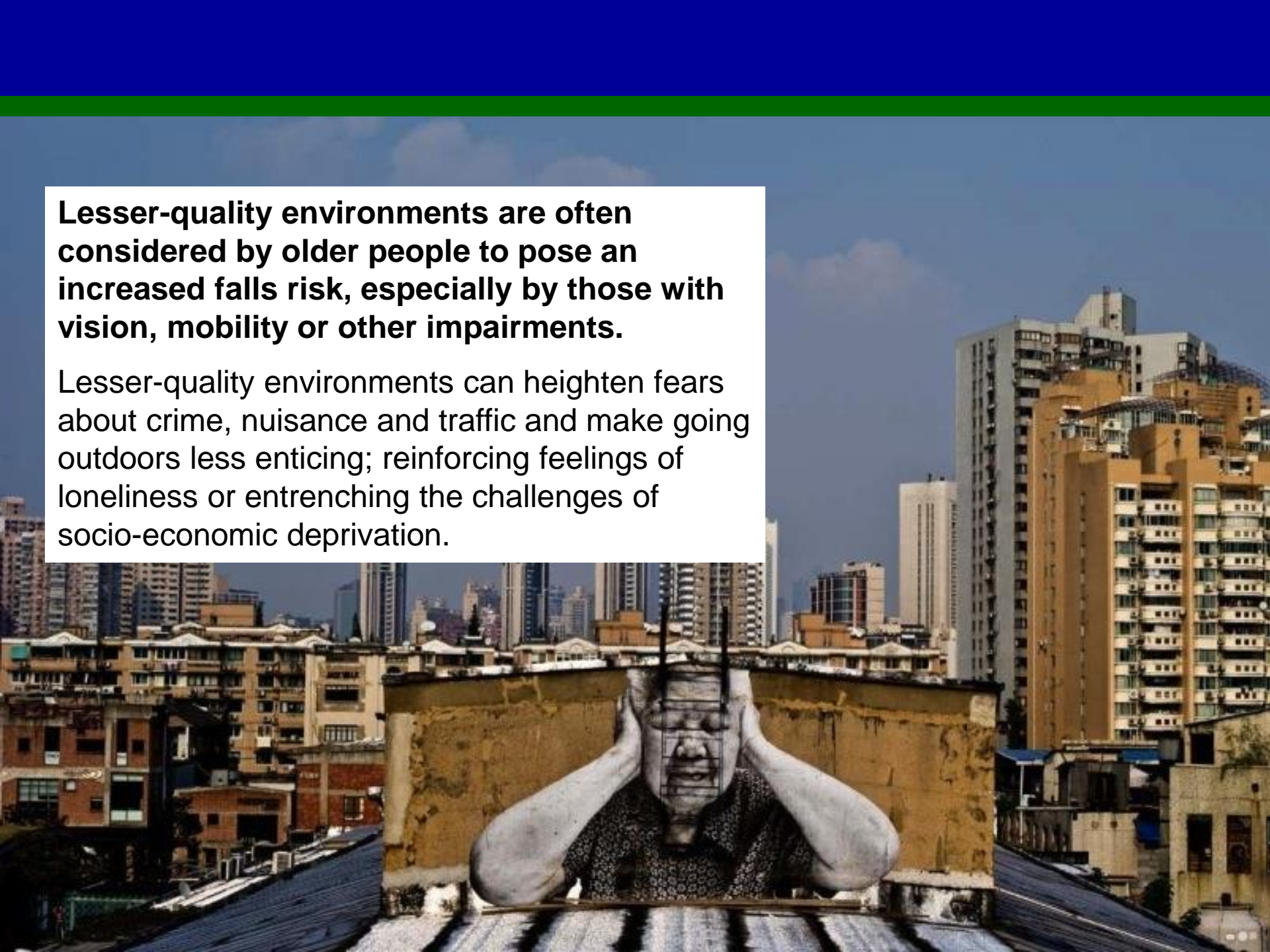


Why is getting out of the house important?



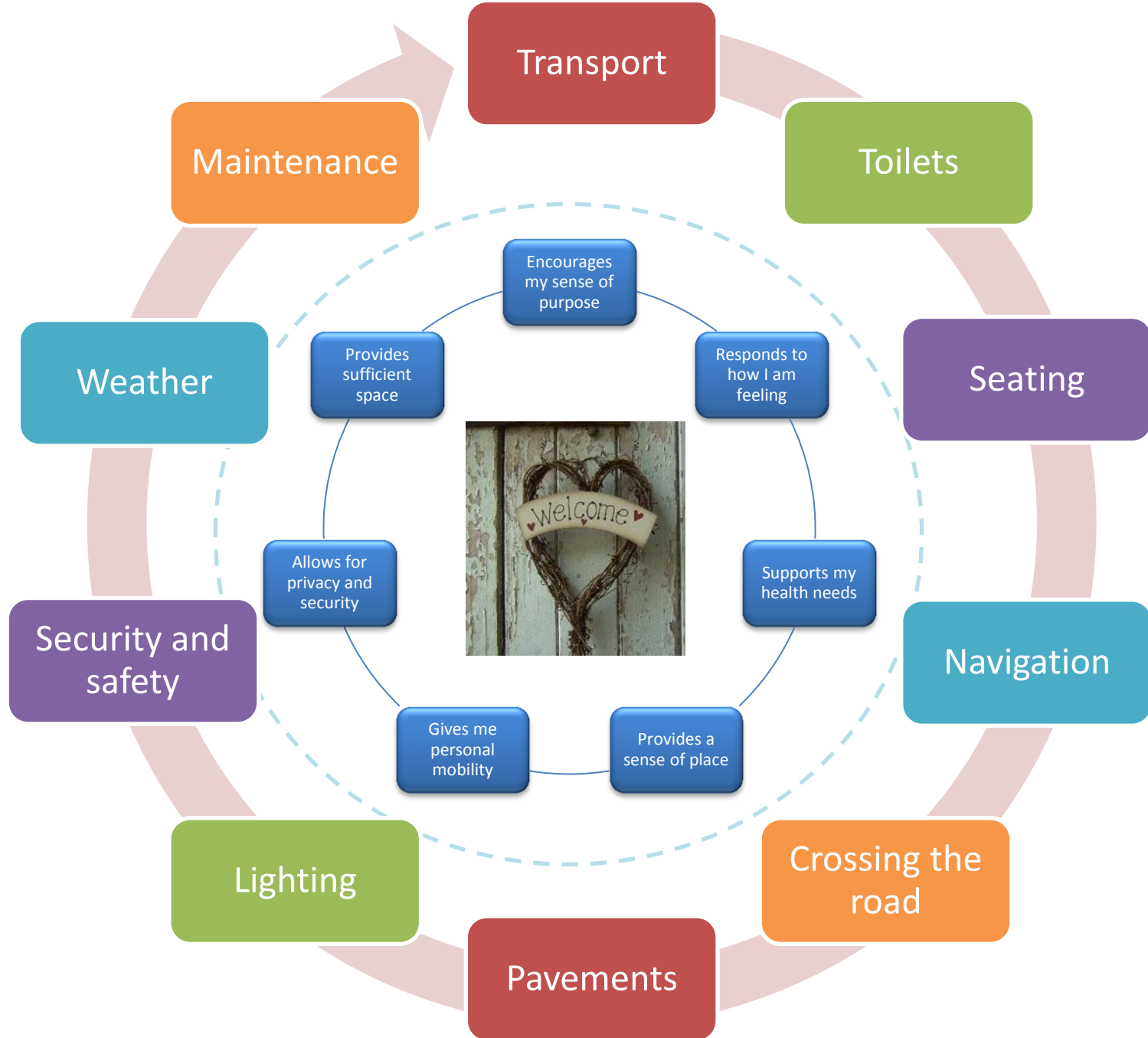
Lesser-quality environments are often considered by older people to pose an increased falls risk, especially by those with vision, mobility or other impairments.

Lesser-quality environments can heighten fears about crime, nuisance and traffic and make going outdoors less enticing; reinforcing feelings of loneliness or entrenching the challenges of socio-economic deprivation.



Looking deeper into getting out of the house...

- Many older people are dissatisfied, depressed, socially isolated, and lonely
- 40% of older people attending GP surgeries, and 60% of those living in residential institutions have 'poor mental health'.
- 3 hours per week of targeted exercise...
 - Heart attack – 3 x less likely
 - Osteoporosis – 2 x less likely
 - Hip fracture – 2 x less likely
 - Also reduces risk of high blood pressure, obesity, stroke and diabetes
- 3 hours per week on our feet reduces risk of falls and fractures



We have 'translated' our findings into guidance for all those who plan, design and maintain the public realm.

The Design of Streets with Older People in Mind is currently available in electronic form on www.idgo.ac.uk

Further information on our work
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The Design of Streets with Older People in Mind

This I'DGO design guidance sheet relates to older people's needs and preferences for the width of footways and footpaths. It is part of The Design of Streets with Older People in Mind; a 12-part toolkit for all those who plan, design and maintain the public realm. It can be used by older people and service providers as an aid to assessing the 'walkability' of local neighbourhoods, particularly with regards to pedestrian safety from traffic. It takes into account all factors which affect, and are affected by, footway width, including: pedestrian congestion; positioning of trees and street furniture; and the widespread use of mobility aids, including scooters.

Design Guide 01

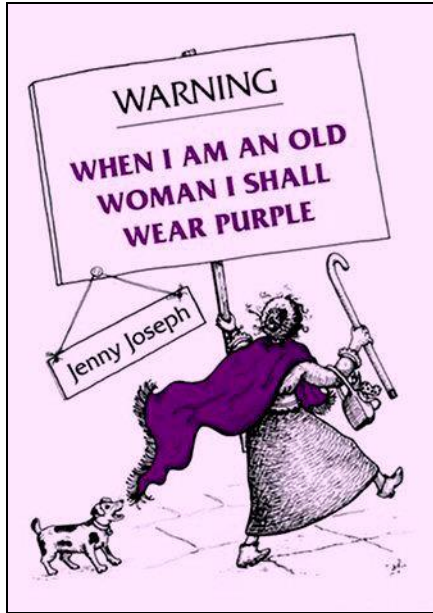
This guidance is based on evidence from a four-year research project, Inclusive Design for Getting Outdoors (I'DGO), and has been cited by the World Health Organization as being of global importance in creating Age-Friendly Cities. The research was undertaken by the SURFACE Inclusive Design Research Centre at the University of Salford and represents the views of 200 older people in the UK.

IDGO

www.idgo.ac.uk

Widths of Footways and Footpaths

DSOPM001



Jenny Joseph 1961
Oxford Book of
Twentieth Century
Verse;
Artwork Elizabeth
Lucas Designs

When I am an old woman I shall wear purple,
With a red hat which doesn't go and doesn't suit me.
And I shall spend my pension on brandy and summer
gloves,
And satin sandals, and say we've no money for butter.
I shall sit down on the pavement when I'm tired,
And gobble up samples in shops and press alarm bells,
And run my stick along the public railings,
And make up for the sobriety of my youth.
I shall go out in my slippers in the rain,
And pick the flowers in other people's gardens
But maybe I ought to practice a little now?
So people who know me are not too shocked and
surprised,
When suddenly I am old, and start to wear purple.