Being Age Friendly in the Public Realm

Guidelines and Good Practice

Age Friendly
IRELAND

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Hosted by Dublin City Council on behalf of the local government network, Age Friendly Ireland is governed by a Board and advised by a National Implementation and Integration Group comprising senior representatives from Government Departments and agencies, and from the local authority, HSE, third-level education, not-for-profit and business sectors.

Foreword

The design and maintenance of a community's built environment and public realm can make the difference between a healthy and active lifestyle, or one characterised by limited mobility and high levels of social isolation. The way an area looks and how safe it feels has a big impact on older people's confidence and motivation. When the environment is attractive and accessible, people of all ages can be supported to enjoy more active and connected lives.

We have set ourselves the goal to make our outdoor spaces and public realm pleasant, clean, accessible and safe for older people, creating walkable communities and age-friendly spaces. This resource publication brings together many of the key learnings gathered in this area and will be a valuable source of information in pointing the way forward.

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As people age they spend more time in and close to their own homes. This means that older people's quality of life, and thus their health, can depend on how age aware or age attuned our public realm is in supporting people of all ages to participate more fully in the social, economic, cultural and public life of their communities. The Age Friendly Towns programme, which has supported change at the level of the town, village and neighbourhood, has shown how very practical and low cost and at times 'no-cost' interventions, in the area of the public realm, can make a big difference to the lives of older people.

I welcome this practical resource document and the associated programme of training on 'age friendly housing and the public realm' developed by Age Friendly Ireland. It is through this kind of practical planning that we will be better placed to meet the challenges that lie ahead for our older citizens.

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Acknowledgements

Introduction

" Age Friendliness openly accounts for older people's experience of urban space through ideas of participation in urban life, through notions of spatial justice[1] **"**

Our aim is to have the emerging field of Age Friendliness fully embraced by architects and designers and to create urban, age-friendly design practitioners[2]. As age friendly is a relatively new discipline the consistent application of age friendly design has yet to be fully embedded in the thinking of those various stakeholders responsible for the design and maintenance of our public realm. Now, as our knowledge and evidence base expands, planners, designers and developers have an opportunity to embrace, encourage and support age friendly policy and design, similar to the current level of engagement with the statutory design codes and policy documents. It will be easier to be age friendly, and universally designed if we consider the needs of older people from an initial planning perspective.

Prescriptive, well written and researched documents such as Universal Design Guidelines cover the intricacies of detailed design and can inform the reader of the technicalities of design. This document, based on the lived experience of older people, signposts the reader to the fundamentals of age friendly design.

This document aims to share the learnings arising from the Age Friendly Towns programme which supported a range of positive and practical changes to the public realm, informed by older people. When the public realm is attractive and accessible, older people and indeed people of all ages can enjoy more active and connected lives. Practical changes and age friendly led design thinking can help to create environments which provide enhanced access for all.

1 AN ALTERNATIVE AGE-FRIENDLY © HANDBOOK, Handler S, 2014, Pg. 23
2 AN ALTERNATIVE AGE-FRIENDLY © HANDBOOK, Handler S, 2014 Pg. 15

FIGURE 1 | A seat with a view, Dun Laoghaire Rathdown

FIGURE 2 | A pleasant microclimate, good view, greenery, suitable seat and well maintained bin.

Why be Age Friendly in the Public Realm?

The ultimate aim of the Age Friendly Programme is to make Ireland a country in which:

- older people exercise autonomy in relation to the systems, services and decisions which affect them
- there is real respect for older people, and their contribution to Ireland, and to the communities in which they live, is fully valued
- older people feel positive, and in control of their own lives
- older people participate fully in community life, and social isolation is rare
- prejudice and discrimination against older people does not exist
- older people are supported to live independently for as long as they wish to
- older people experience excellent quality of life
- better integration of services reduces dependency and avoidable duplication of costs
- people of all ages feel part of an inclusive, equitable society.

By making our outdoor spaces and public realm pleasant, clean, accessible and safe for older people we can create inclusive communities and age-friendly spaces.

This document can support experts and practitioners responsible for the design and maintenance of a community's built environment and public realm. Design and maintenance in the context of the public realm can make the difference between a healthy and active lifestyle, or one characterised by limited mobility and high levels of social isolation.

Being age friendly in the public realm generally does not bring with it additional cost, but deliberate design changes made with the needs and wants of older people in mind can greatly improve older people's lives, keep older people active and help older people to get out and about.

Being Age Friendly in the public realm is about small design considerations that greatly improve an area for older people. By designing for the old, we include the young which means that by focusing on older people we planning for the needs associated with a changing demographic. The Canadian planner Glenn Millar put it simply:

> " If you design for the young you exclude the old, but if you design for the old you include everyone[3] "

The Age Friendly Towns Programme which was introduced across 22 towns in Ireland in 2013 and 2014, highlighted a number of public realm issues that impact the lives of older people which are addressed in this document. Similar issues were found across all the towns, irrespective of population size or location. It was clear that many of the same problems exist for older people in Kinsale as they do in Crumlin.

It was also clear that the interventions needed could be relatively standardised and if early intervention was possible, practical and cost effective changes to the public realm could benefit all ages, especially older people over 55. The Age Friendly Towns Programme has demonstrated how participating stakeholders, and particularly local authorities charged with managing the design and maintenance of the public realm, have welcomed and, wherever possible, acted upon the very often practical and pragmatic, older adult informed change related recommendations. The evidence informed recommendations, provided by older adults through walkability audits and other methodologies, have helped those responsible for the design and maintenance of the public realm to prioritise development and maintenance works within existing budgets.

By being age friendly in the public realm, older people are supported to participate within social places, to walk their town, village or city, to access their park and through this activity to continue to engage with local shops and

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businesses and contribute to the local economy. The physical and environmental barriers experienced by older adults are not always immediately obvious to younger people and can indeed often be introduced as a well-intentioned but not always effective action.

This document aims to share the 'on the ground' learnings of the Age Friendly Towns Programme, which has shown how very practical changes to our public realm can significantly enhance the quality of life experienced by older adults.

How do we know the public realm needs to be Age Friendly?

Because we asked!

Focused consultation with older people, older peoples groups and stakeholders managing the design and maintenance of the public realm facilitated the identification of relevant priorities. Participants were asked

- What works?
- What doesn't work?
- Why does it not work
- What would you suggest to change this area so that it will work for you?

A number of methodologies, including one-on-one interviews, focus group workshops, walkability audits and stakeholder interviews were employed across the participating towns to gather the required information from local older people.
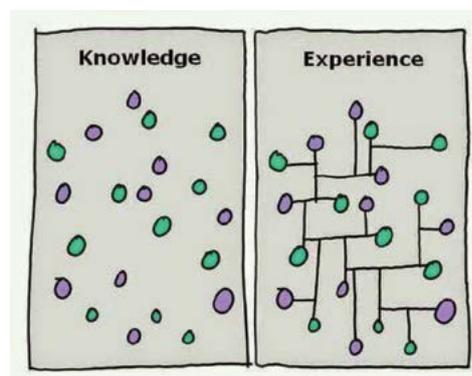

FIGURE 3 | Joining the dots

This image demonstrates how the lived experience can join up the dots in applying our knowledge in a way that maximises the positive impact on older people.

Background

Age Friendly Ireland

Who Are We & What Does Age Friendly Mean?

" Making cities and counties age-friendly is one of the most effective policy approaches for responding to demographic ageing[4] "

In the past, policy relating to older people dealt almost exclusively with health and social care issues, focusing on burden and costs. In recent years, there has been a trend towards seeking to change the world view of ageing and older people. Instead of seeing older people from the point of view of their care and health needs, people are increasingly seeing the potential of the diversity of older people, and highlighting their social, economic and cultural contributions to the community.

The concept of an Age-Friendly City and County comes from an initiative started in 2006 by the WHO, called the Global Age-friendly Cities project. This project started in recognition of the fact that the world was gradually becoming older and more urbanised. The WHO brought together representatives of 33 cities in 22 countries, including Ireland (where Dundalk was the Irish participant). It highlighted the need to maximise the health and well-being of the older population in urban environments.

The WHO definition of an Age-Friendly city describes a society in which "service providers, public officials, community leaders, faith leaders, business people and citizens recognize the great diversity among older persons, promote their inclusion and contribution in all areas of community life, respect their decisions and lifestyle choices, and anticipate and respond flexibly to ageing-related needs and preferences" (WHO 2002 – Policy Framework on Active Ageing)

Including Universal Design early in the design process is more cost-effective than making alterations retrospectively. By involving citizens and, where possible, older people in relevant design and planning related decision making processes development works will be better placed to take account of the needs associated with an ageing population before construction. When senior decision-makers in those agencies responsible for the design and maintenance of our public realm base their work on the concepts of age-friendliness and universal design we will be better

Universal Design makes things safer, easier and more convenient for everyone.

'Universal Design is the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability.' (Centre for Excellence in Universal Design at the National Disability Authority)

Universal Design evolved from Accessible Design, a design process that addresses the needs of people with disabilities. Universal Design goes further by recognising that there is a wide spectrum of human abilities. Everyone, even the most able-bodied person, passes through childhood, periods of temporary illness, injury and old age. By designing for this human diversity, we can create things that will be easier for all people to use.

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4 World Health Organisation (2002) 'Policy Framework on Active Ageing'

placed to support the creation of environments which are cost effective, attractive, accessible and where people of all ages will enjoy more active and connected lives.

In Ireland the Centre for Excellence in Universal Design (CEUD) have published a range of technical documents, standards and guidelines to support planners and engineers in responding to the needs of a diverse community profile.

The application of the technical guidance provided as part of these resources (**http://www.universaldesign.ie/useandapply**) will help in creating built environments which suit all needs and which enable older people to stay independent for as long as possible. In effective age friendly environments local elected representatives and senior decision-makers in service providing organisations will base their work on these concepts of universal design and will ensure that Local Area Plans and other local authority development plans incorporate universal design concepts.

These publications, along with the Technical Guidance Documents that are published, to accompany each

part of the Building Regulations, by the Department of Housing, Planning, Community and Local Government (DHPCLG), form the backbone of the design of our public realm and contribute to and enhance all our lives enormously. The constant strive for excellence through universal design, coupled with the application of the Building Regulations has encouraged, supported and constantly improved design of the public realm and the built environment. The authors wish to acknowledge the high level of relevant and high quality technical guidance that currently exists, whilst also highlighting the range of practical changes that, when introduced, can make a significant difference to the quality of life enjoyed by older people.

Throughout this document, we will also be encouraging you to link with your local Age Friendly City & County Programme office to explore together innovative solutions which complement planning and engineering interventions.

Structure of this Publication

This publication is divided into a number of different chapters, starting with a chapter on walkability, which is a highly practical and important component of the age-friendliness of an area. Design considerations relating to other more specific aspects of the public realm are then addressed as part of subsequent chapters.

These subsequent chapters focus on issues that older people identify as challenges, such as pavements, lack of public seating toilets and others. Each topic area provides a snapshot of the issue and sets out the reasons as to why, when the element or feature is poorly designed or maintained, it can be disabling for the older adult. Relevant age-friendly solutions are then put forward.

Who can use this Publication?

The objective of this publication is to increase awareness of the specific spatial needs of older people and promote age friendly design in order to create more walkable communities and age-friendly spaces, from an early planning stage in a development, to an analysis of an area for re-generation or re-development.

It is anticipated that these evidence based learnings can help inform urban designers, architects, engineers, planners, local authority officials, community groups and developers who may be involved, in the design and maintenance of our public realm.

It is hoped that the narrative, bullet points and photograph examples can be a quick reference guide to the reader's specific interest area.

It is expected that this guide will be particularly valuable for developers at the pre-planning stage while also acting as a useful in-house resource for various practitioners across the local authority structure

Walkability

" The independence to walk, even short distances, is paramount to feeling involved in a community[5] "

What is Walkability for older people?

Burden (2010) defined walkability as "The extent to which the built environment is friendly to the presence of people walking, living, shopping, visiting, engaging or spending time in an area"[6]

The key word in this definition is "friendly" and it is the subjective nature of the readers understanding of "friendly" which is important to the understanding of walkability for older people.

Walkability in the context of Age Friendly design refers to the ease at which older people can move around an area, building or space. Regardless of age, the walkability of an area affects all persons, however older people tend to be more aware of and may be challenged by the barriers to walkability.

Recent studies conducted by Age Friendly Ireland highlighted a number of common issues that reduce the walkability of an area and have a negative impact on the lives of older people. The studies highlighted the subtle differences between an 'accessible' area and a 'walkable' area for older people.

For example, since the early 2000's many local authorities have undertaken valuable work making areas and buildings more accessible in line with the Part M building regulations.

However the Age Friendly Towns Programmes showed that while areas may be technically accessible, design elements such as proximity of bins to seats (at least 10 metres), appropriate distance between seats (every 100 metres), more appropriate age friendly seat design (with handles to assist in both sitting and rising from a seated position), longer pedestrian crossing times at larger road junctions or the pleasant microclimate of an area all contribute to the positive walkability of an area and generally don't negatively impact the accessibility of an area.

4 Design Considerations for improving Age Friendly Walkability

1   Conduct an Age Friendly Walkability Audit. A walkability Audit toolkit can be downloaded from www.agefriendlyireland.ie/ walkabilityaudit.

2   Increase the number of age friendly seats available at key points along popular walking routes.

3   Strategically place age friendly parking at locations near popular age friendly destinations – for example near post offices or shopping centres. This will encourage older people to walk, even part of the journey, as they will know that these key services are easily accessible.

4   Consult with utility companies, on the location of service boxes within public areas as these can, unbeknownst to the utility companies, pose accessibility issues for older people.

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5 Walkability Participant, DCU walkability Audi
6 'Creating Walkable Communities', Dan Burden; 2010
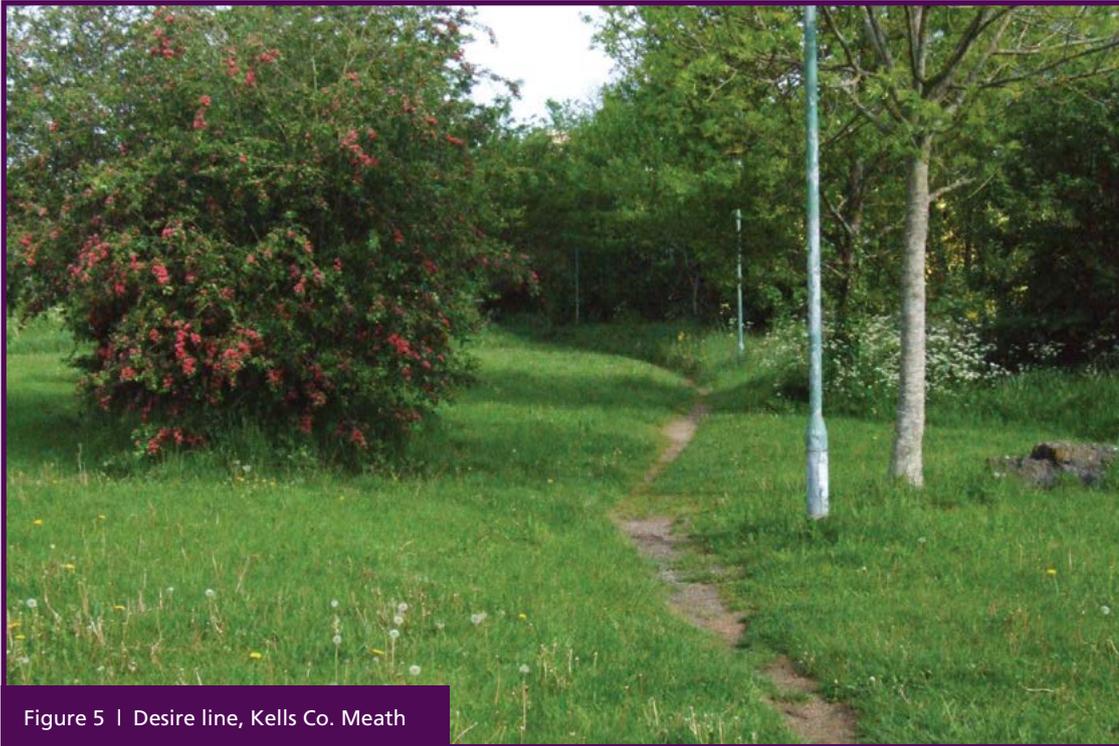
Figure 5 | Desire line, Kells Co. Meath

Thoughtful forward planning and careful consideration in relation to spatial location can greatly enhance the walkability of an area and small changes can mean big differences to older people.

These interventions can be the catalyst for change, some examples follow which highlight these changes.

Kells, Co. Meath. Observational planning and walkability audits will assist in identifying desire lines, which will allow planners to better understand peoples travel and route preferences, with people of all ages benefitting from any changes that may be made.
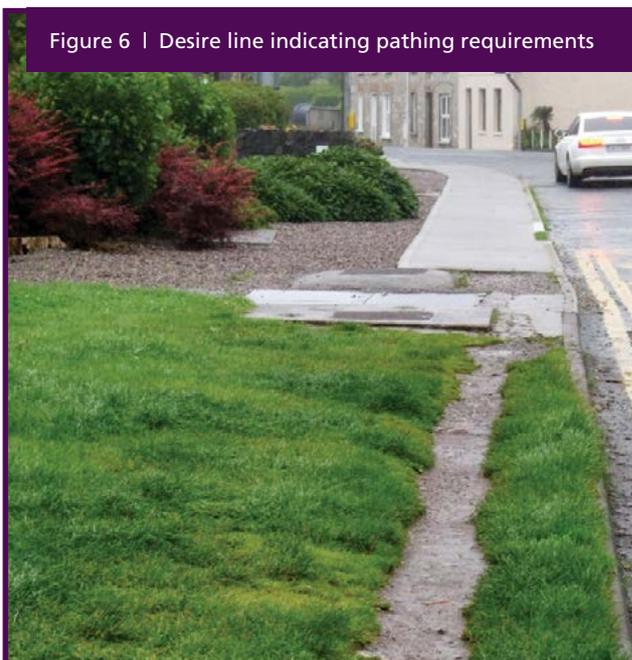
Figure 6 | Desire line indicating pathing requirements

This type of surface can present big challenges for older people. Considering that this pavement is within 100 metres of the village centre, it is clear that a need for a path exists. Desire lines like this provide a strong indication of routes the public use, however this finish will discourage older people from getting out and about and participating in their wider community.

A perfect example of an accessible but an un-walkable area. The walkability audit will highlight walkability problems. Tokenistic footpaths with a combination of bollards and a visually contrasting pavement, which may satisfy building and accessibility regulations, is not really walkable for older people. In particular people with a disability or dementia would also clearly have a problem.

Figure 7 | Restricted walkable area, Carlow Town, Co Carlow

WALKABILITY CASE STUDY
Carlow Town

Carlow Town undertook its first Walkability Audit in July 2014. In its simplest form a walkability audit is a leisurely walk, along popular routes, with participants of varying ages, including; young children in buggies, toddlers and mums, older people and also people with physical and visual disabilities. Carlow Town carried out five different walkability routes with five different groups, each member in each group representing a different age profile and ability. There were between five and seven participants in each group.

The participants fully collaborated and engaged with the audit by walking and taking notes and photographs of problem areas and also highlighting positive aspects of the route which could be replicated to improve walkability elsewhere.

In Carlow an informal de-brief, over lunch in the local town hall proved to be successful in allowing the participants claim a sense of ownership and responsibility for improving walkability in their town. While many negative elements relating to the routes were highlighted, an equal number of positive interventions and examples of areas were identified.

The results were formally presented to the local authority, which helped inform the key stakeholders responsible for the design and maintenance of the public realm, of specific problems and barriers that they encountered during the walkability audit. This exchange of findings helped in reaffirming the important role of the public realm in supporting healthy and active lifestyles among people of all ages.

One particular positive example of improvements to walkability in the town is where the local authority has now agreed to reinstate public seating, in locations where the seating was previously removed, as the impact on older people was not recognised.

Another positive example was around pedestrian crossing timings. Inadequate crossing times at pedestrian lights can cause older people to avoid walking in areas that require them to cross the road. This, in turn, may lead to fewer social interactions, reduce physical activity and poorer quality of life. Prompted by the findings from the walkability audit carried out, the local authority agreed to change the duration of a number of pedestrian light signals at various crossing points' in order to provide sufficient time for older people to cross the road safely.

Following implementation of the various changes carried out following the 2014 'walkability audit', the Carlow Age Friendly Alliance undertook a further walkability audit in 2015. Pleasingly the 2015 audit produced a much improved walkability rating of the town.

Age Friendly Ireland has developed a very comprehensive 'Walkability Audit Toolkit' which can be accessed from the Age Friendly Ireland website.

Figure 8 | Good walkable area, Carlow Town, Co Carlow

Walkable area with the provision of seating, good traffic segregation and wide, relatively level pavements.

The walkability audit can support meaningful engagement with key user groups and, most importantly, can offer very practical, evidence informed feedback for those various stakeholders responsible for the design and maintenance of our public realm.

Figure 9 | Walkable Area, Town Park, Carlow Town, Co Carlow

Figure 10 | Steep gradient deterrent for older people Carlow Town

Sometimes walkable areas can feature elements which may limit mobility. Here we can see a steep ramp in the park, near a visually pleasing area that older people like to visit; however, this ramp is too steep for the majority of older people and the walkability audit confirmed how older people will in the main avoid the area as a result. Just to the right of this photo is a pedestrian bridge linking the park to the town centre. The steep ramp, however, prevents many older adults from accessing this otherwise convenient and useful pedestrian route in and out of the town centre.
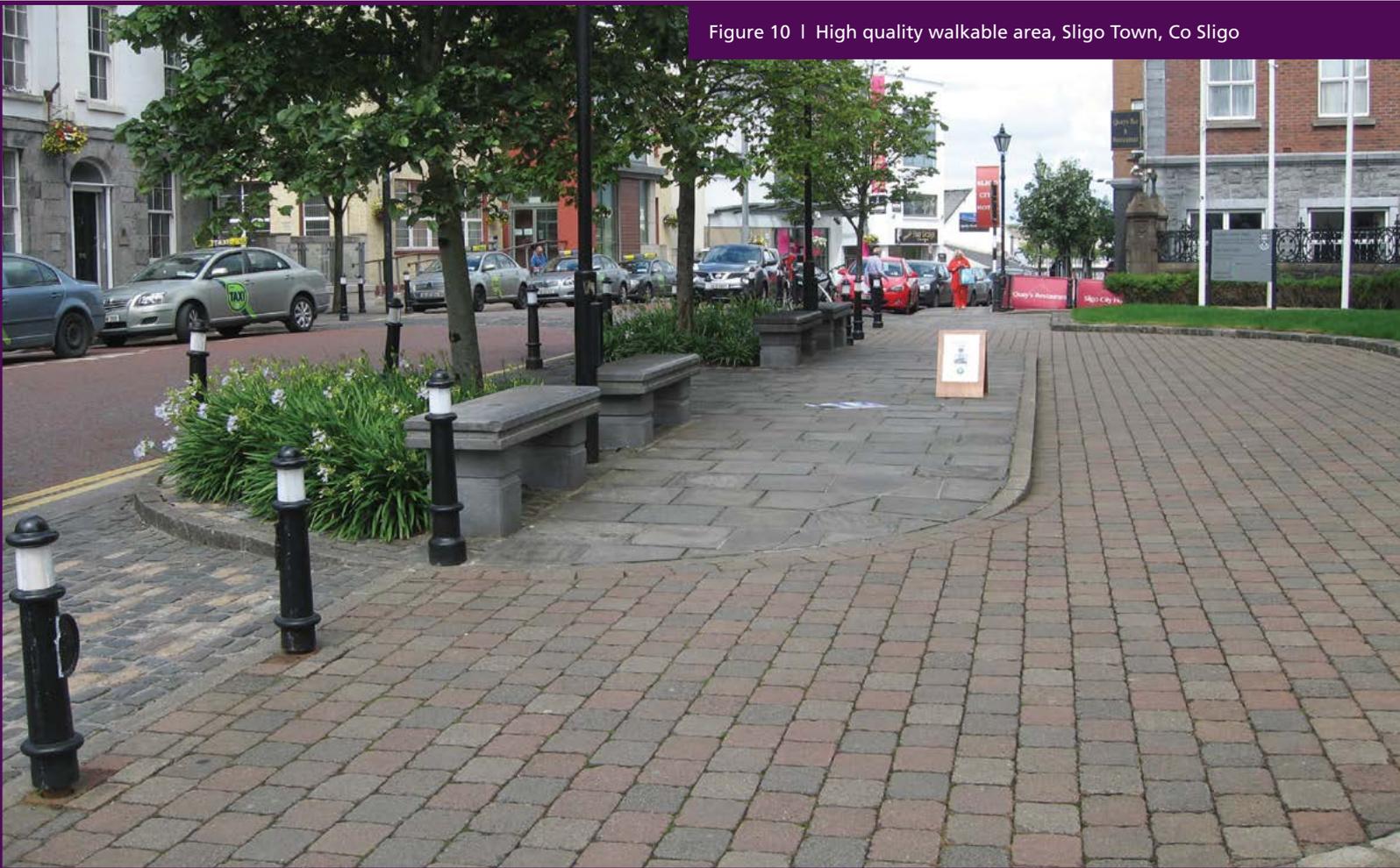

Figure 10 | High quality walkable area, Sligo Town, Co Sligo

Photographic examples above and below of high quality walkable areas in Sligo and Dublin. These areas have a number of good design elements such as wide, clear pavements, ample seating, good visual perspective and green sheltered areas.

Figure 12 | High Quality Walkable Area, Dublin Quay, Dublin City

Planning regulations (exempt) allow for the installation of service boxes and pillars in public areas, older people and several innovative local authorities have identified a potential secondary use for them as a seat or rest stop.

Sometimes an area can be accessible but un-walkable. Figure 13 shows us how an older person uses a disused utility box as a resting point. These utility boxes exist in every city, town and village. This public plaza has many of the services and shops regularly used by older people. It has wide spacious footpaths, and is clean and well maintained however seating has historically been poor and its absence has limited some older people from making regular use of these essential services.

Figure 13 | Any seat will do - utility box, Crumlin High Street, Dublin City
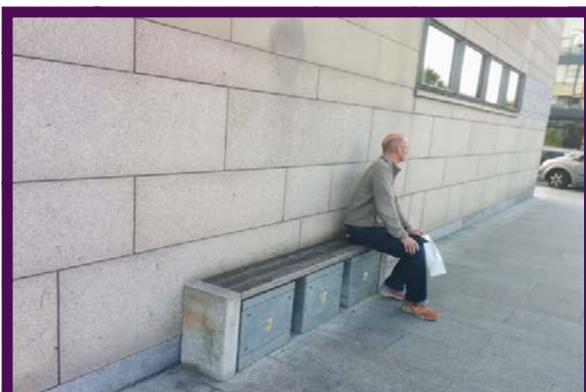
Figure 14 | Adapted seating using utility boxes, Dun Laoghaire Town

Figure 14 shows us how in Dun Laoghaire Town Centre the local authority used the utility boxes in a creative way a valuable rest point was established with minimal cost. The utility boxes are utilised but protected and a functional seat is provided.

Figure 15 | Pull down seating, Rathgar, Dublin City
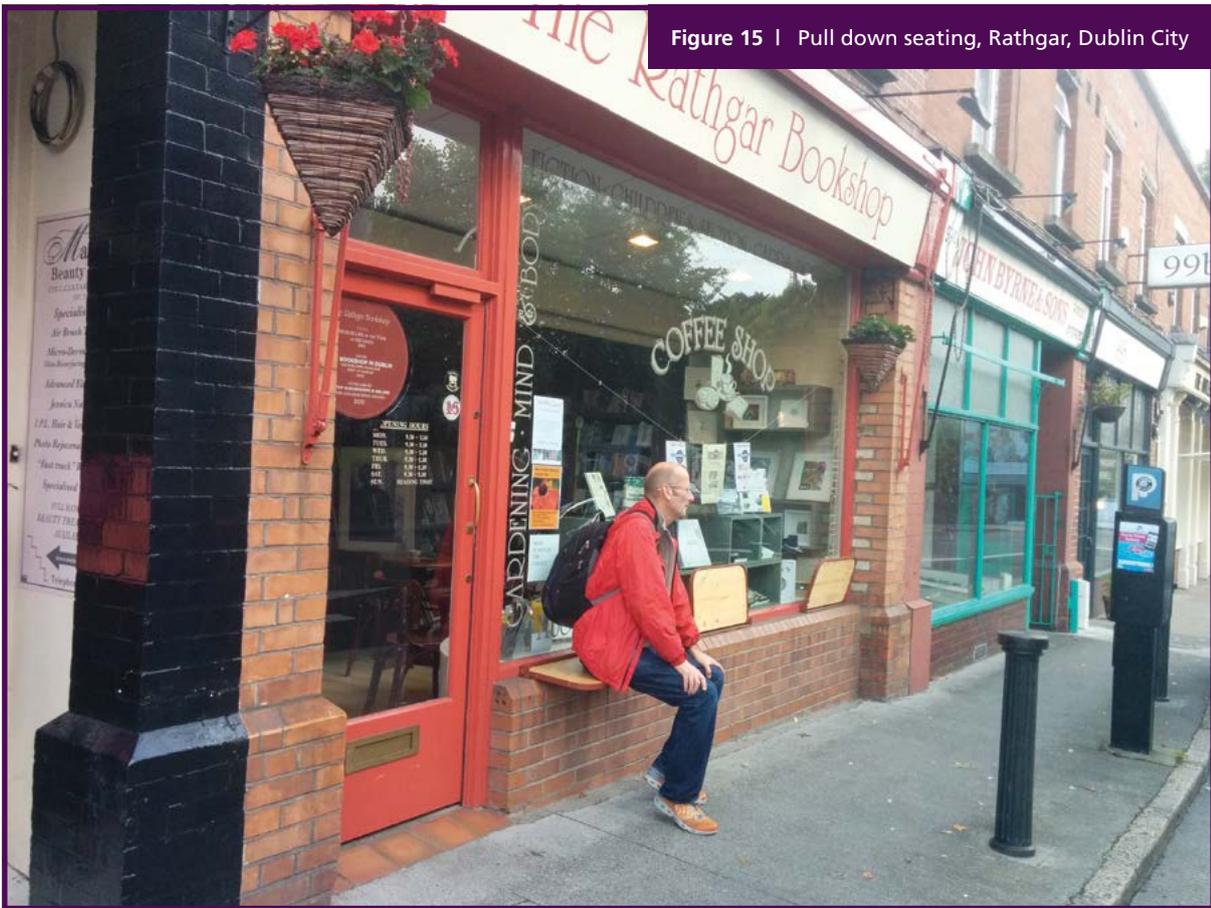
Pull Down Seating

This innovative, flexible and temporary approach to seat provision works well in Rathgar.

Age Friendly
Public Seating

> " Small scale actions, if sustained, accumulate in impact, effect and reach over time[7] "

What is it?

Age Friendly public seating is a seat that specifically accommodates the physical needs of older people. The Age Friendly Towns programme, introduced across 22 towns in Ireland in the last two years, has shown that the provision of public seating in appropriate strategic locations can greatly enhance the quality of life experienced by older people and can support them to enjoy more active and connected lives.

The provision of public seating would appear to have deteriorated in recent years. A reduction in funding and strategies to deter anti-social behaviour which have led to the removal of public seating have contributed to the situation. However the lack of public seating can make a considerable difference between a healthy and active lifestyle amongst our older adults, or lifestyles characterised by limited mobility and high levels of social isolation.

Where should it be located?

It is important to note that, the longer the envisaged stay, the more careful the individual will choose their resting place. The Four Point Scale will assist in deciding where best to locate a seat[8.]

5 Design Considerations for improving Age Friendly Seating

1   Consider the microclimate of the area. Wind breeze and strong direct sunlight can make the seats unusable. Seats should be provided where older people want to sit – ask them!

2   A well designed seat needs arm rests and the seat material needs to be more accommodating than cold concrete, preferably sustainable timber.

3   Ideally seats should be located every 100 metres.

4   Be aware of positive (birdsong) and negative noise (heavy traffic) in the area in which you wish to locate the seat. Seats in very quiet areas tend not to work just as much as seats in very noisy areas. Balance is the key design element. 60 decibels is the upper limit for adult conversation, seats placed strategically behind dwarf walls or raised planters can slightly reduce the decibel limit to more accommodating levels.

5   Try and locate rubbish bins away from seating, preferably in excess of 10 metres.

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7   Handler Pg. 25
8   Four point scale was developed to assess seating quality in conjunction with a 1990 study of a city quality in the centre of Stockholm.

Four Point Scale

In short the four point scale identifies where is best to place seating that is attractive and inviting.

1   The best place to site seating is where there is a pleasant microclimate.

2   The seat should be located at the edge of the space with your back covered.

3   A good view.

4   Appropriately low noise level to allow conversation (where there is no pollution).

What Older People Like?

The design and materials for the seat is crucial and without a backrest resters don't stay very long. The comfort of seating influences how much it is used and length of stay.

Design and more specifically balanced design. Often public seating is designed as plinths, which might match building blocks in design but not the people who might want to sit on them.

The structure of the chair. The seat ideally should have a back and arms as this will contribute to comfort if people want to stay for a while or for older people who need support while seated and when sitting and getting up again.

The seating design also impacts on comfort, as do the materials, insulation and water repellent properties of the seats.
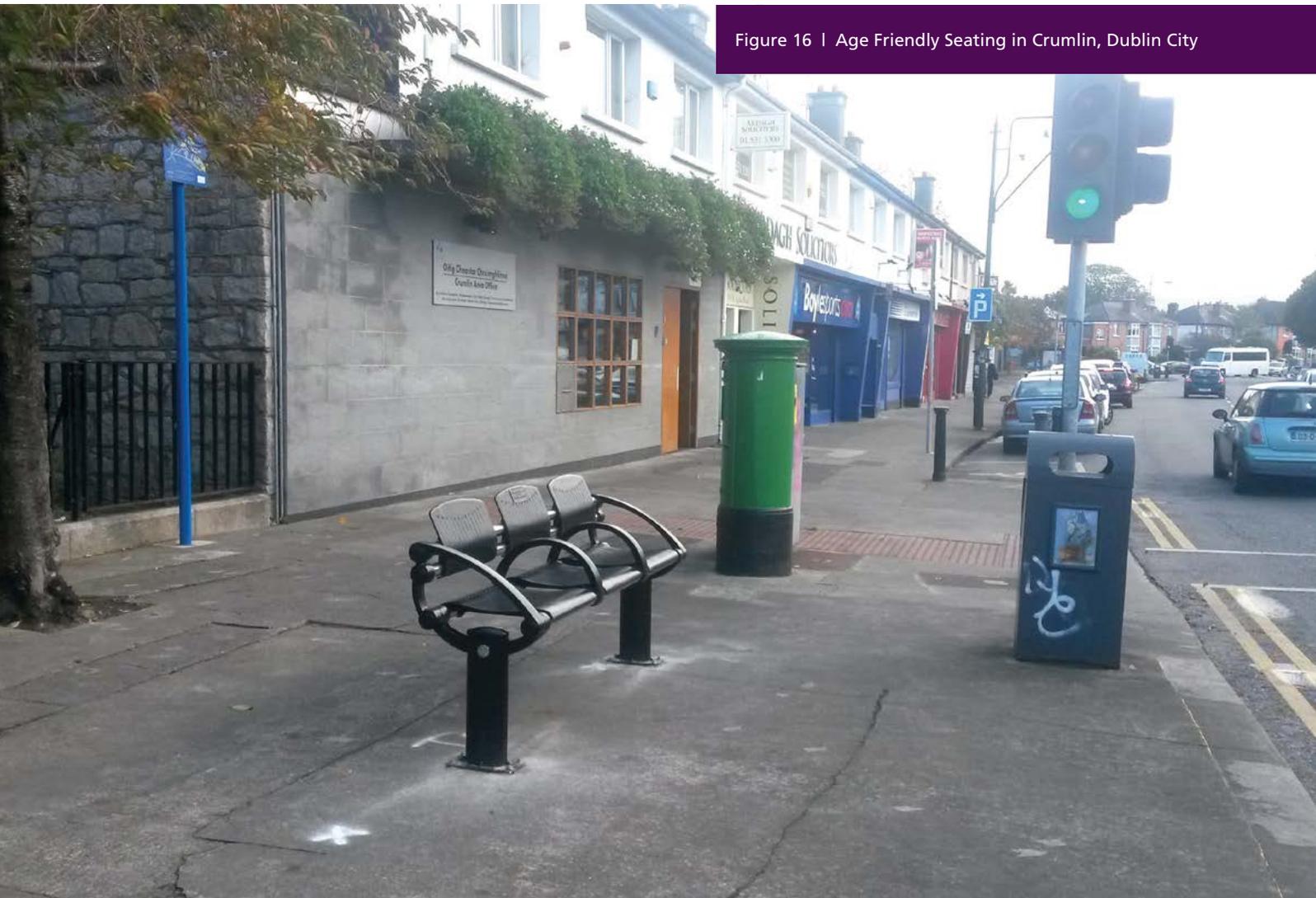

Figure 16 | Age Friendly Seating in Crumlin, Dublin City

Good examples of public seating

Crumlin village had all public seating removed over a number of years. As part of a 2014 Age Friendly Towns Initiative, a decision was made, after public consultation and collaboration, to install two new seats. The seats have been a phenomenal success to date and nearly a year later, do not show any signs of anti-social behaviour and are well used and strongly welcomed by the older people in Crumlin. The location of the seats was determined using a number of factors such as:

- Public Consultation – members of the public, mainly older people were asked where they would like to have seats. They were invited to prioritise seating areas by locating places on large maps using pins, the more pins – the higher the priority. This sense of ownership of seat location may be a factor in the success of the installation of the seats.
- Microclimate – what is the microclimate of the seat location – is it windy? Well sheltered? Too bright?
- Seat Design – seats ideally needed to have an armrest and back support and to be made of a warm, water repellent material

Figure 17 | A seat with a view over the Liffey, near Newbridge – Co Kildare

This seat overlooking the river Liffey in Newbridge gives older people a place to stop and rest. This seat has an interesting view and invites older people to sit and rest on their journey.

Figure 18 | Sheltered seating – Sligo Town

A good example of sheltered, lingering style seating along a main street, Sligo Town, although it is a little shaded. The chance of intergenerational conversation occurring at this location is enhanced.

Figure 19 | Recessed seating, Ardee, Co Louth

An Innovative idea and solution!

Seats don't have to be highly visible or even have dedicated space, sometimes a 'hidden' seat, can be in a perfect location along a route for older people. Ardee, in County Louth, deliberately recessed a portion of the wall, to create a space to fit a seat on a well-used route into the town This is a very good example of age friendly design, in an appropriate location and extremely functional.

Age Friendly

Public Toilets

“ As a consequence older
people are not highly visible
in public and semi-public
space[9] ”

_____

What is it?

Availability of public toilets can be a very significant issue for older
people, restricting their access to the public realm. Improvements
in walkability can be nullified by a lack of availability of toilet
facilities. Many local authorities provide public toilets in towns
and cities which are welcomed by older people.

In recent times shopping centres are providing public toilets and
whilst this is a positive addition, shopping centres can tend to be
located away from town centres. Access to the toilet can often
be via a mixture of escalators, lifts and stairs, which contributes
to older people being spatially locked in the shopping area. As a
result older people can start to view the shopping centre as their
town centre, which removes older people from town streets and
encourages a car dominated journey to shopping centres. Closely
aligned to public toilet provision is the provision of age friendly
dedicated parking, which is outlined later.

Providing dedicated standalone public toilets may not necessarily
be the answer. Creative solutions to make existing toilets in
public or semi-public places available might be a better solution.
Supporting and encouraging businesses and public buildings to
make their toilets available can contribute to a solution.

Ways to support Local Business to provide Age Friendly Toilets

1   Encourage businesses to
become Age Friendly and
to welcome older people
into their premises. Making
toilet facilities available
to people often leads to
increased business for the
owner.

2   Promote age awareness
and highlight older
people's economic
contribution to the
community. The practical
changes that business
owners can introduce to
make their business more
age friendly should be
emphasised (such as the
location, size of toilets,
lighting of corridors and
others)

3   Support those business
owners who engage
with the age friendly
philosophy, by highlighting
the business through the
Age Friendly Business
Recognition Programme.
More information can be
obtained from
www.agefriendlyireland.ie

9 Kitchin Rob & Law RM The Socio-spatial Construction of (In) Accessible Public Toilets, Urban
Studies 38(2):287-298 · September 2001

Where should toilet facilities be located?

Within walking distance of services used by older people, such as the post office, pharmacy, hairdresser and credit union, and should be easy to access. It is important to have clear signs and access to existing toilets in public buildings such as libraries, museums, hotels, banks, local authority buildings and general business buildings.

What Older People Like?

Below are some examples of public toilets in public areas. The photographs demonstrate the difference between age friendly design and conventional provision of public toilets.

Figure 20 | Public toilets, - Carlow town, Co Carlow

This public toilet, in Carlow Town (population of 22,000) is located at a highly visible location, a roundabout serving four roads and a bus terminus. The toilet whilst, top of the range, is rarely used due to its location and extreme visibility which leads people who use the facility to feel self-conscious. It is however easy to service and clean by the maintenance company.

Figure 21 | Public Toilets, Peoples Park, Dun Laoghaire

An Innovative Idea and solution!

Toilets in public buildings that are accessible both from inside and outside can be very convenient for older people. A balance between the provision and potential abuse of the service needs to be considered prior to the development. Some public toilets have opening hours, which need to be consistent to maximise use.

These public toilets in the People's Park (Figure 21) are easily accessible, located in an area frequented by older people. The maintenance programme is managed by local authority.

Figure 22 | Public Toilets, Newbridge, Co. Kildare

This toilet in Newbridge, Co. Kildare (population 23,000), is slightly less visible but would be much more popular with users if the doors opened away from the main street, thus affording the user more dignity in access and egress.

Age Friendly

Parking

" It's not innovation
that will change anything....it's
a change of mind-set[10] "

What is it?

Age Friendly Parking is an attempt to provide dedicated parking for older persons. The findings of the age friendly town's programme show a need for age friendly parking. Providing convenient parking spaces near older people's desired destinations increases accessibility and usage of public and other essential services, for those whose mobility and walking speed has reduced. Age Friendly parking supports older people of reduced mobility to get out and about and lead fuller lives.

Where should it be located?

In the context of the public realm there is an obvious connection between walkability, public toilets, public seating and parking. For example, walkability cannot be improved without the provision of public toilets and seats, public seats and toilets will not be fully utilised without improvements in walkability.

Together all of these elements play their part in providing people of all ages with walkable access to public and other essential services, recreation and amenities.

When one element is poorly designed maintained or absent, the environment can be less attractive or accessible, and limit mobility and diminish the quality of older people's lives.

3 Critical Initial Design Elements for piloting an Age Friendly Parking Initiative

1 Use observational planning to determine the travel patterns, destinations and journey purpose of older people, which often tend to be repetitive and regular.

2 Ask older people if they would like a dedicated age friendly parking space and will they use it. A destination point (such as a post office) will be the perfect location to get this information.

3 Promote the availability of the age friendly parking space using positive imagery.

AGE FRIENDLY PARKING FOR OLDER PEOPLE

10 Walkability practitioner, 2014

What Older People Like?

In Carlow Town, the post office is a popular and essential destination for older people on pension day. However, the lack of any parking within 200 metres of the post office, coupled with a sloped street, contributed to traffic and parking issues. Older people were being dropped off at various inappropriate locations near the post office by family members. There was a high incidence of illegal parking at traffic lights and obstructions of other road users repeated at the same time every week which was when older people were collecting their pension. There was an unused loading bay beside the post office however people generally resisted the temptation to use it as they were concerned about the reaction from the local authority, traffic warden and local business owners.

The walkability audit highlighted this issue, and a solution was identified. The stakeholders (local authority, traffic warden and local business) agreed to permit the use of the loading bay on Friday mornings by older people for time limited parking on a pilot basis. Due to an acknowledgement of the needs of older people and a reluctance by older people

to abuse the initiative, this has greatly improved the pension day pick up arrangements in Carlow. Anecdotal feedback has also shown that trade in local businesses has improved as a result of increased activity in the area.

Based on the success of this pilot, a further eight older peoples parking spaces have been introduced in Carlow. They are at locations frequented by older people and identified by attractive age friendly parking signs.

This has proved to be very useful and popular with older people. Here on Kennedy Street, Carlow, an unused loading bay has been reserved for older people.

The addition of age friendly parking does not need to be exclusive parking, many examples of mother and child spaces exist in semi-public car parks, which operate by the user's honesty, which could and should be extended to include older people. These spaces should not replace universal access spaces but rather complement them. Where paid parking is in place, Age Friendly Parking continues to be chargeable, unlike accessible spaces.

Age Friendly

Tone Zones

" The new tone zone has given me a new lease of life…
I feel great![11] "
_____

What is it?

A tone zone is essentially a collection of outdoor gym equipment that is extremely simple to use by all persons. The idea behind tone zones is to promote exercise and wellbeing.

Where should it be located?

Most tone zones are located in an open area such as a park that could become a mini-destination point on a person's exercise regime. Older people have benefitted immensely from the introduction of tone zones in towns across Ireland in the last number of years and they are a welcome addition to public realm furniture.

6 things to remember in relation to Age Friendly Tone zones

1   Consult older people on possible locations for the tone zones.

2   Place tone zones in different locations, the zones become a mini-destination point and encourage older people to be more active. The multiple placement of tone zones enhances the opportunities for multigenerational meeting points.

3   Good Tone Zone design will have appropriate age friendly seating located nearby.

4   Aim to have a covered element of the tone zone as shelter from showers.

5   Try to locate tone zones in already walkable and accessible areas, thereby reducing the need for additional infrastructural costs.

6   Consider encouraging some intergenerational use, children will be attracted to the brightly coloured tone zone areas. Signs forbidding underage use are normally ignored and are generally unenforceable and not in keeping with the age friendly philosophy

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11 Newbridge Walkability Participant

What Older People Like?

Whilst it is acknowledged that the installation of tone zones are generally for all persons, older persons will benefit enormously through the introduction of some small design interventions that encourage the use of tone zones. When considering where to locate the tone zones the following factors could usefully be borne in mind:

- Spatial location – Can the area be easily accessed by older persons, for example are the paths in good condition?
- Are there seats provided nearby to allow a rest period and, if so, are the seats age friendly?
- If the tone zone is located in a park, is there a covered area to retreat from strong sun or rain?
- Does the area have a clear visual connection to public areas? Some older people will have reservations about using a tone zone where there is little or no passive supervision or visual connection to main thoroughfares. It was also noted that the equipment be located together to accommodate people walking in pairs or groups. In Drogheda each piece was spaced about 100 metres from the next piece and this seem to deter people from using them.

Figure 24 l Tone Zone, Newbridge, Co. Kildare

This tone zone has many of the key features that will appeal to the older adult with the possible exception of a covered area, which could also be a goal for the future.

Figure 25 | Exercise for all, Ardee, Co Louth

Locating tone zones near children's play spaces can create the potential of intergenerational meetings and can foster a sense of place for all. The nearby location of the children's play area allows for a visual connection between the tone zone and the playground but also provides a degree of privacy for older people as the children tend to be more attracted to the playground area.

Age Friendly
Pedestrian Crossings

" I can't participate in public life due to poor access, I can't access any parks, the Gardaí station, many public buildings and Church[12] "

What is it?

The provision of pedestrian crossings can be a source of frustration and a cause for concern for older people. Older people generally walk at a slower rate than younger people.[13]

Pedestrian light settings are often not compatible with older adults' walking abilities. Based on their usual walking speed, one in three Irish adults aged 65-74 years and three in five adults aged 75 years and older walk slower than 1.2 metres per second and therefore do not have enough time to cross the road in the time provided at many pedestrian crossings. Not being able to cross the road safely and comfortably can impact on their everyday experiences, social engagement, physical activity, functional independence and quality of life.

When older people get to a pedestrian crossing, their first instinct can be to rest slightly before continuing on their journey. Installation of something to lean on, such as leaning posts can be an advantage here, but more importantly, a longer crossing time would be welcomed. This is particularly relevant where two roads are being crossed and a middle stopping point or traffic island is required.

The MOST important design consideration to remember in relation to Age Friendly Pedestrian Crossings

1   Timing
    Older people need more time to cross – a rough guide would be double the normally permitted time. For an average 7 metre wide road older people will need between 20-35 seconds to cross without undue stress. Older people with a visual impairment or physical disability will need more time.

Where should it be located?

Desktop research can determine which pedestrian crossings are the most relevant or critical to the older adult in terms of providing access to key public and other essential services. Observational research and public consultation or creative, engaging methodologies, such as the walkability audit, can assist in identifying pedestrian crossings where older people would benefit from a change to the duration of the pedestrian light signals.

Dublin City Council have increased the number of timed pedestrian crossings in their operational area over the last number of years. These crossings are equipped with countdown timers that count down the time until the lights change and are designed to show pedestrians whether they have time to cross safely. This standard should be what all age friendly places aspire to as it will give a degree of confidence to older people when they are crossing a road.

What Older People Like?

• Pedestrian crossings times that provide enough time for older adults to cross the road safely and comfortably.
• Introduce or trial the installation of leaning posts close to pedestrian crossings
• Consider providing real time information, such as countdown timers at pedestrian crossings that are both visual and audible

Age Friendly

Parks & Green Areas

"I like to be close to young people, it makes me feel young![14]"

What is it?

Many towns and villages in Ireland have parks, these parks were provided over the years, and therefore tend to be located in older parts of urban areas. The provision of new parks is not a regular occurrence. However, the provision of open space green areas and the creation of urban pocket parks is where new green space is provided in today's built environment.

The Age Friendly Town programme has reaffirmed the importance and value which older adults attach to having ready access to parks and green spaces. Consultation carried out as part of this programme has revealed how good access to well designed and maintained green spaces and public parks can make a difference to people's quality of life and their level of activity and social interaction.

Older persons are more likely to use and benefit from age friendly green spaces. Small design considerations such as appropriate seating, well maintained bins, adult gym equipment and parking positively contribute to older person's experience.

Where should it be located?

It is the combination of the above elements (seating, bins, tone zones, walkability and parking) that collectively impact on the usability of a green space. The design, availability and maintenance of these various elements can also act either as a lever or a barrier for older adults who might use this green space.

What older people want

1   Not all spaces need to be 'green', areas for brief rests can be just as useful for older people making their way around, a small pocket park paved area with a seat can be an important resting place for older people

2   An interesting and pleasing visual perspective, preferably of people.

3   Comfortable, sheltered age friendly seating

4   A place where they feel safe, well lit and clearly visible to the public but sheltered from the elements

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14 Carlow AFT Plan participant

Green spaces have to be designed to be mindful of all design considerations, particularly universal design principles.

The supervision of grandchildren can also be a requirement for many older people and the location of older people's spaces at or near playgrounds or popular children's play spaces is also a locational design consideration. The best green spaces are the spaces that attempt to provide a balanced mixture of seats, bins, tone zones and parking while acknowledging microclimate, walkability and permeability.

What Older People Like?

Small design considerations can make big differences to older people. Utilisation of underused spaces can be transformed by the addition of an age friendly seat or a comfortable space to rest and chat.

Figure 26 I A place to stop and rest, Newbridge, Co Kildare
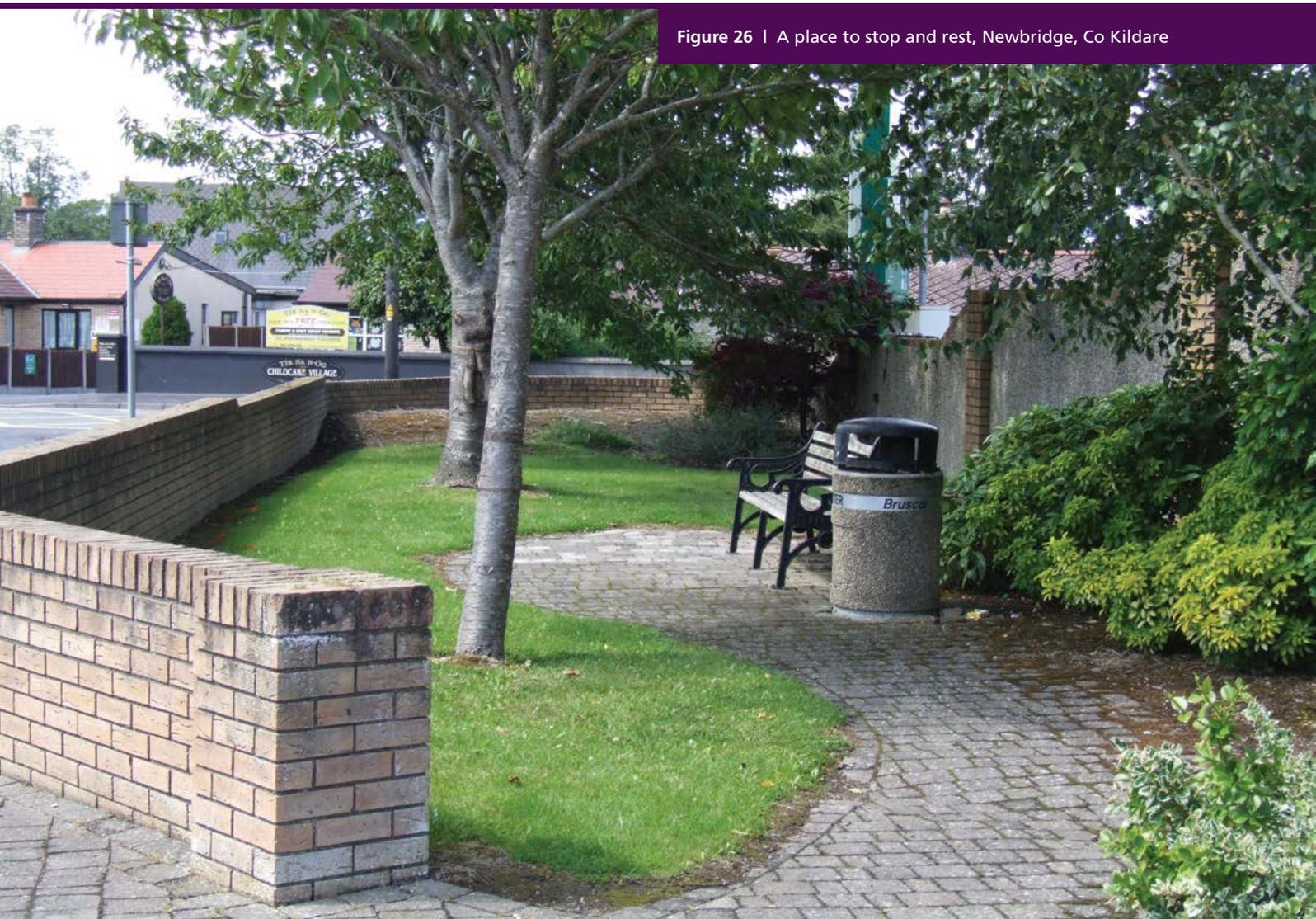
Sometimes, just a place to stop and rest is enough for older people. This pocket park in Newbridge, Co. Kildare may be small and it is not ideal that the bins are beside the seats but on balance the area works well for older people and provides a convenient and useful place to rest on the way into town.

Age Friendly
Bins

" Bins are nearly as important as seats in this area[15] "

What is it?

Making our outdoor spaces and public realm clean accessible and safe for older people, creates walkable communities and age friendly spaces. Very often practical and low or no cost changes can make a big difference to the experience of older people. A simple but important example is the provision of bins in public spaces.

Where should it be located?

It is acknowledged that a balance needs to be arrived at in relation to the provision of bins and the associated abuse of bins that can happen. Removal of bins might not necessarily be the answer. Passive supervision and small bin openings can help. The availability of litter bins has an important role to play in creating attractive age friendly spaces.

Evidence from the Age Friendly towns programme suggest that the location of bins can have a detrimental effect on the usability of an area. Bins should be located at a reasonable distance from public seating and in general should not be located immediately adjacent to public seating. The main reasons for this are associated with poor smell, flies, wasps and bees. The Age Friendly Towns programme revealed that where public seats were used infrequently, the seats concerned had bins located nearby (within 1-3 metres).

Design Considerations for Age Friendly Bin Location

1 How often can the bin be emptied? The regularity of emptying and general maintenance will determine the success of the bin location and use.

2 Bins should be located a suitable distance from seating and resting areas (at least 10 metres), as in the summer months, flies, insects and wasps can be a nuisance.

3 Design bins to minimise abuse, such as the size of bin openings.

4 Don't have too many bins, Aim for one bin for every 100 metres to complement the number of seats.

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15 DCU walkability participant

What Older People Like?

The photographs below highlight how an area can be made more attractive and accessible by adopting an age friendly mind-set in bin design and location in public areas.

Figure 27 | Potato Market, Carlow Town, Co Carlow

Potato Market, Carlow Town - Try and locate bins away from seating areas and try to find a balance between the number of bins required for an area. Unless an area is very well maintained, bins don't work beside seats and the area is generally avoided by older people.

Figure 28 | Good bin location, People Park, Dun Laoghaire, Dun Laogharie Rathdown

This bin located at the entrance to the People's Park, Dun Laoghaire, is a good example of clean, easy to use and well maintained bins that older people prefer.

Age Friendly

Wayfinding & Signs

" I have fully embraced the technology to use apps, yet I'd much prefer to use good old fashioned signs[16] "

What is it?

Age friendly wayfinding is the provision of signage that is suitable for older people, especially useful in unfamiliar areas. It is essential if older people are to be encouraged to engage in the public realm. With so much good design and emphasis on the public realm in recent years, a few additional small changes can make a big difference to the lives of older people.

Where should it be located?

The Dublin wayfinding system has been developed for the city but its principles, based on simple design considerations, can be applied to all towns and villages. The Age Friendly Towns programme has demonstrated that time, distance and in some cases gradient icons on signs can allow older people to determine if the journey is achievable based on their ability. Older people know their physical limitations and can make informed decisions if the information is readily available.

A checklist for Age Friendly Wayfinding and Signs

1   Locate a strategically placed base map with complementary fingerpost signs in strategic areas.

2   Utilise existing poles for new signs and remove redundant poles and signs.

3   Remove unlicensed A-Board style signs and street clutter.

4   Signs should be simple, lettering and symbols should be large with a distinct colour contrast to the background.

5   Height of signs should be appropriate.

6   Include time, distance and if relevant gradient icons on signs.

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16 Kinsale AFT Plan participant

What Older People Like?

Empowering older people to make informed decisions will greatly increase the usability of a public area.

- Signs should be simple, give essential and clear information, lettering and symbols should be large with a distinct colour contrast to the background (preferably dark lettering on a light background)
- When putting up signs, consider flexibility for future additional signage for new destinations or attractions
- Signs should generally be used for cultural, civic or public event destinations.
- Explicit commercial premises should be precluded from inclusion on signage.
- Remove unlicensed A-Board style signs and street clutter

These wayfinding signs in Dun Laoghaire, allow the walker to determine the extent of their journey in minutes rather than distances. The principle, simple layout and clear text allows informed choice and encourages active transport for older people and people of all ages.
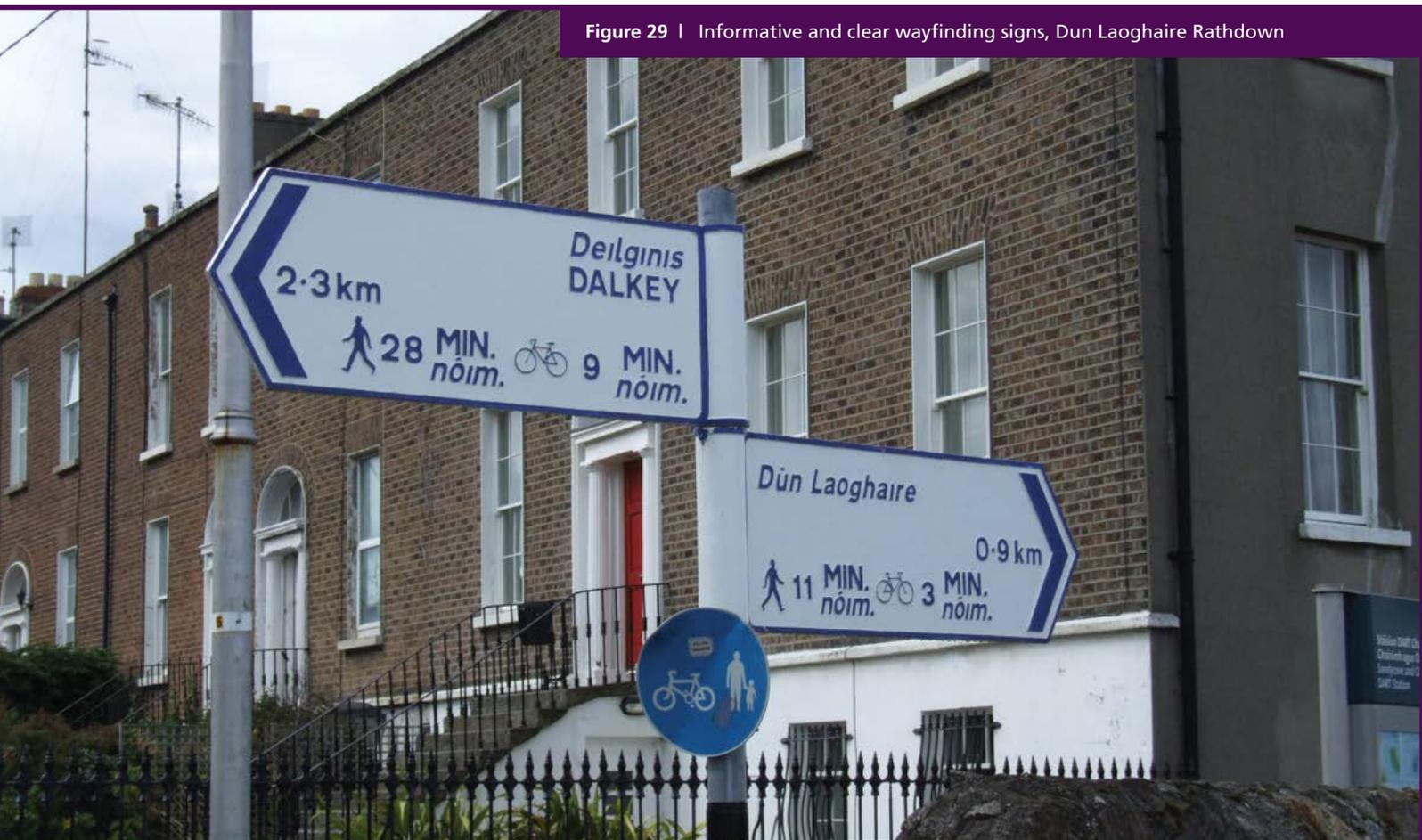
Figure 29 ǀ Informative and clear wayfinding signs, Dun Laoghaire Rathdown

Age Friendly
Bus Stops

"I am quite good at judging the timing of my bus… I have to be, there is nowhere to shelter[17]"

What is it?

Age friendly bus stops provide a safe, sheltered and comfortable designated area to wait for the bus.

Where should it be located?

The location of the stop is a major issue for older people. It is recommended to position bus stops close to large residential areas. Desktop research can identify where significant numbers of older people reside. Consider common destination points such as day care centres, post offices and general main street areas that are frequented regularly by older people.

Feeling safe while waiting for the bus is important to older public transport users. Passive supervision, which means that there should be a clear line of sight to the bus stop is of benefit. It is recommended avoiding locating bus stops and shelters near off-licences, areas of dense greenery and Bank ATM's.

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17 Crumlin AFT Plan participant

Design Considerations for Age Friendly Bus Stops

1   Sheltered bus stops with seating are preferable for older people

2   Leave space for wheelchair users to park alongside or near the bus stops

3   Provide real time information on bus times and bus timetables at bus stops.

4   Be consistent with the use of colour and contrast for the shelter and avoid excessive glass.

5   Avoid where possible standalone bus stops with no shelters and/or seating if possible.

6   Passive supervision and clear lines of sight improve safety as does well lit bus stops.

What Older People Like?

The provision of real time information on bus times reduces unnecessary waiting, and is really useful in encouraging older people to access the bus service. Unnecessary waiting can cause distress to older people and emerged as a recurring issue throughout the Age Friendly Towns consultation process.

Where possible, buses should be able to pull in off the road, and bus stops should have sufficient lighting. Adequate shelter and a seat make the bus stop more useable and attractive to people of all ages.
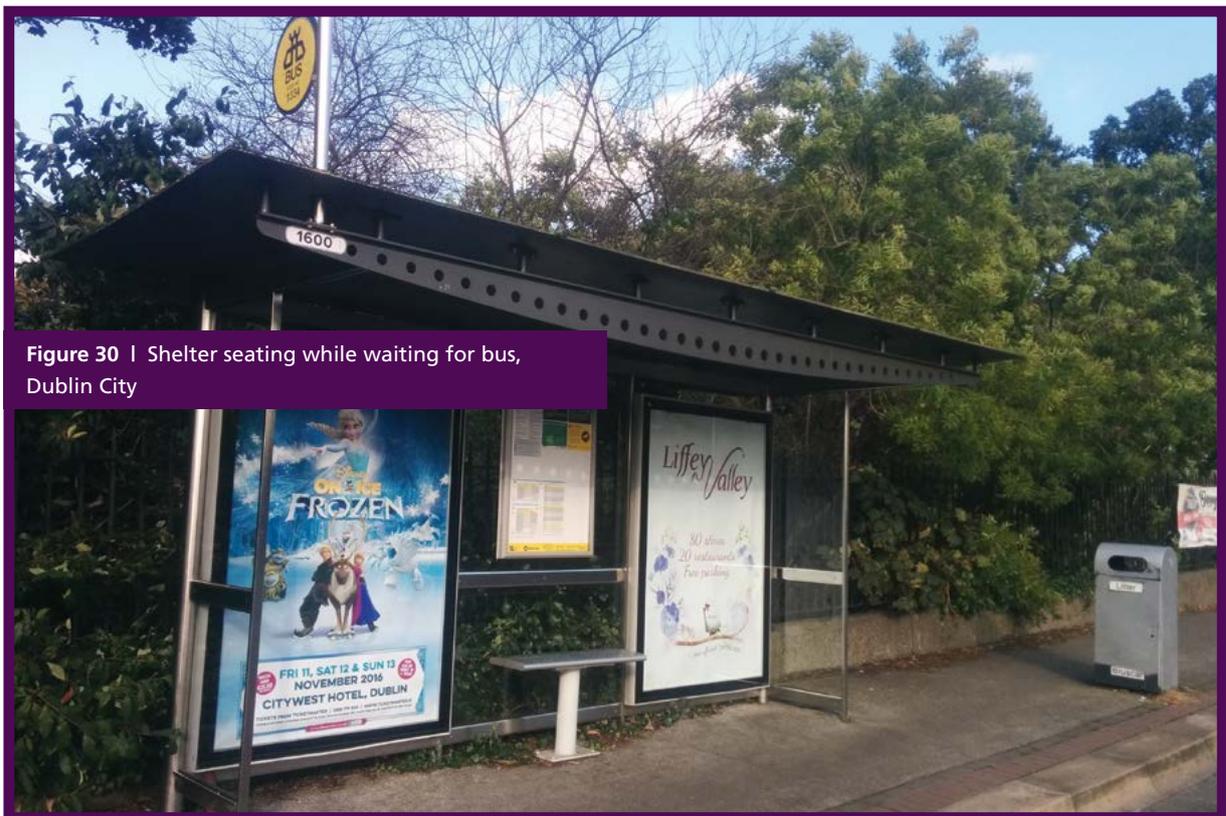
Figure 30 | Shelter seating while waiting for bus, Dublin City

Balance – a good example of an appropriate bus stop and shelter suitable for older people. The area is covered and has a seat, the addition of real time information and handles on the seat would further improve the bus stop.

Conclusion

Successful Age Friendly Cities and Counties aim to create communities in which older people live independent and valued lives. They do this by undertaking focused, and often very practical activities, which aim to fulfil ambitious goals related to each of the WHO age friendly themes.

Social connection and feeling part of a network of family, friends and community is one of the main determinants of health and wellbeing. The health risks of poor social integration are comparable with those of smoking, high blood pressure and obesity. Loneliness and social isolation increase the risk of depression and mental health difficulties, as well as cognitive decline. In Age Friendly Cities and Counties older people are supported by an age friendly public realm that can help people of all ages participate more fully in the social, economic, cultural and public life of their communities.

The Age Friendly Towns programme, which has supported meaningful change at the level of the town, village and neighbourhood, has shown how very practical and low and at times 'no-cost' interventions, in the area of the public realm, can make a big difference to the lives of older people.

It is often the simple things such as the ability to safely cross the road in confidence that can provide older people with enhanced access to critical services in their communities, support them to maintain or rebuild their social networks and therefore, plays a most important role in supporting older people to stay more independent for longer and enjoy an enhanced quality of life.

In particular, the Age Friendly Towns programme has reaffirmed the value of involving older people in public planning and decision making related to the ongoing development of the public realm. It has also shown how creative and engaging methodologies, such as the walkability audit, have supported those various stakeholders responsible for the design and maintenance of the public realm to base their work on the priorities identified by older people and from there to allocate resources to maximum effect.

Whilst clearly not exhaustive all the ideas and actions set out within this document are united by one principle: the voice of older people as the driving force of age friendly change at local level.

Committed Age Friendly partner agencies have developed localised solutions and practical changes in the area of the public realm which will help people of all ages to experience a better quality of life. Sometimes the solutions are simpler than you think.

Appendix 1
Age Friendly Checklists

Age Friendly Seats

Location

	Yes	No
Is the Microclimate suitable, is the seat in a sheltered but shaded area?	☐	☐
Is the view from the seat interesting?	☐	☐
Is the seat area, passively supervised?	☐	☐
Is the seat located in an area that is needed and will be used?	☐	☐
Is the next seat within 100 metres?	☐	☐

Design

Does the seat have a suitable material finish such as timber, plastic etc?	☐	☐
Does the seat have arms to help older people get in and get out of the seat?	☐	☐

Other Concerns

Are bins located further than 3 metres from the seat to protect the user from odours and insects?	☐	☐

Public Toilets

Location

Is there numerous options for older people to access toilets in the area? (such as public and semi-public toilets)	☐	☐
Is the public toilet walkable as well as accessible, or easily accessed from the public realm?	☐	☐
Is the public toilet well maintained?	☐	☐
Does the design of the toilet afford privacy to the older person upon entry and exit?	☐	☐

Age Friendly Parking

Location

Is the age friendly parking located near places older people need to get to (post office, bank, small shops)? ☐ ☐

Is the age friendly parking space well sign posted? ☐ ☐

Have you consulted older people in relation to identifying the most needed area for age friendly parking? ☐ ☐

Age Friendly Tone Zones

Yes **No**

Spatial Location of the tone zone - is it in an easily accessible and walkable area ☐ ☐

Are age friendly seats provided nearby ☐ ☐

Does the area have a clear visual connection to main thoroughfares and or passively supervised. ☐ ☐

Age Friendly Pedestrian Crossings

Are the pedestrian crossings timed to allow for older people to cross without rushing? ☐ ☐

s there are resting spots nearby such as leaning posts or seats? ☐ ☐

Is there real time information available to let older people know how long is left before they can cross? ☐ ☐

Age Friendly Parks and Green Areas

Is the green space suitable for resting and/or lingering? ☐ ☐

Is the space needed - is it a destination or a point on a journey? ☐ ☐

Does the space have appreciable views and prospects? ☐ ☐

Is the area passively supervised? ☐ ☐

Does the area have an appreciable micro-climate? ☐ ☐

Are age friendly seats provided? ☐ ☐

Age Friendly Bins

Are the bins regular emptied/maintained? ☐ ☐

Are the bins located at least 10 metres rom seating areas? ☐ ☐

Do the number of bins match the number of seats(don't have too many bins)? ☐ ☐

Age Friendly Wayfinding and Signs

	Yes	No
Is there a base map located at a strategic location?	☐	☐
Are existing poles and signs utilised enough, can you reduce the number of poles?	☐	☐
Do the signs have clear and large lettering?	☐	☐
Do the signs convey the time required to reach destinations?	☐	☐

Age Friendly Bus Stops

Does the bus stop proves a seat and shelter? ☐ ☐

Is there space for wheelchair users to park alongside or near the bus stops? ☐ ☐

Is real time information and or bus timetables available at the bus stop? ☐ ☐

Well-lit bus stops, with passive supervision and clear lines of sight improve safety? ☐ ☐

Is the design of the bus shelter consistent in its colour scheme? ☐ ☐

Appendix 2

Resource Links for Age Friendly Guidance Policies

- Design Manual for Urban Roads and Streets, Department of Environment, http://www.environ.ie/en/Publications/DevelopmentandHousing/Planning/FileDownLoad,32670,en.pdf (2013)

- Positive Ageing: The National Positive Ageing Strategy, Department of Health, (2013) - www.dohc.ie/publications/pdf/National_Positive_Ageing_Strategy_English.pdf?direct=1

- Planning for an Ageing Population: Strategic Considerations. National Council on Ageing and Older People: Report No 87 (2005) http://www.ncaop.ie/publications/research/reports/87_Ageing_Pop_Str_Cons.pdf

- National Strategy on Dementia, Summary of Consultation Process

- www.dohc.ie/publications/pdf/NatStratDemetia_SummaryConsultation.pdf

- Design Manual for Urban Roads and Streets (2013) Departments of Transport, Tourism and Sport and Environment, Community and Local Government. Chapter 4.

- www.environ.ie/en/Publications/DevelopmentandHousing/Planning/FileDownLoad,32669,en.pdf;

- www.transport.ie/uploads/documents/news/Design%20Manual%20for%20Urban%20Roads%20and%20Streets.pdf

- Global Age- Friendly Cities – A Guide, World Health Organisation (2007) – Provides a checklist who.int/publications/2007/9789241547307_eng.pdf

- Universal Design Guide, Centre for Excellence in Universal Design, 7 Principles to guide the design of environments www.universaldesign.ie/exploreampdiscover/the7principles

- Universal Design Process for the built environment- various manuals for architects, designers and planners including Universal design for the home: great-looking, great-living design for all ages (www.universaldesign.ie)

- Universal Design Process for the built environment- various manuals for architects, designers and planners including Universal design for the home: great-looking, great-living design for all ages, abilities, and circumstances accessed via the link below: www.universaldesign.ie/useandapply/builtenvironment

- Part M – Disabled Access, Building Regulation (2000)www.environ.ie/en/Publications/DevelopmentandHousing/BuildingStandards/FileDownLoad,1655,en.pdf

- Planning for an Ageing Population. RTPI (2004) www.rtpi.org.uk/media/6341/08-June-2007-Ageing-Population-Report-Final-edit.pdf

- Planning Guidelines: The Department produces a range of guidelines designed to help planning authorities, An Bord Pleanála, developers and the general public and cover a wide range of issues amongst others, architectural heritage, child care facilities, landscape, quarries and residential density. www.environ.ie/en/DevelopmentHousing/PlanningDevelopment/Planning/PlanningGuidance

Appendix 3
Bibliography of Key Resources

All these documents cover elements of the Urban Form including access, connectivity, open/public spaces and elements of planning policy in Ireland and the UK:-

- Inclusive Design of Getting Outdoors (IDGO) 'Design of Streets with Older People in Mind'; www.idgo.ac.uk/design_guidance/streets.htm

- Sustainable Urban Housing: Design for New Apartments, Department of Environment, Heritage and Local Government (2007); www.environ.ie/en/Publications/ DevelopmentandHousing/Planning/ FileDownLoad,15335,en.pdo

- Quality Housing for Sustainable Communities (2007); www.environ.ie/en/Publications/ DevelopmentandHousing/Housing/ FileDownLoad,1979,en.pdf

- Lifetime Homes Standards, Design Criteria for Homes in the UK; www.lifetimehomes.org.uk/pages/for-professionals. html

- Best Practice Urban Design Guide Part 1 & 2 (2009); www.environ.ie/en/Publications/ DevelopmentandHousing/Planning/ FileDownLoad,19216,en.pdf; www.environ.ie/en/Publications/ DevelopmentandHousing/Planning/ FileDownLoad,19217,en.pdf

- Sustainable Residential Development in Urban Areas (2009); www.environ.ie/en/Publications/ DevelopmentandHousing/Planning/ FileDownLoad,19164,en.pdf

- Buildings for Everyone: A Universal Design Approach (2012);

www.nda.ie/cntmgmtnew.nsf/0/ EBD4FB92816E8BB480256C830060F761/$File/ Building_for_Everyone.pdf

- Retail Design Manual (2012); www.environ.ie/en/Publications/ DevelopmentandHousing/Planning/ FileDownLoad,30028,en.pdf

- Quality Housing for Sustainable Communities: Best Practice Guidelines for Delivering Homes, Sustaining Communities, Department of the Environment, Heritage and Local Government (2007)

- Lifecycle Planning – see Appendix for Joseph Rowntree Foundation: Standards for Lifetime Homes and Section 4 for elements of design, layout, space provisions, safety and security through designing residential communities www.environ.ie/en/ Publications/DevelopmentandHousing/Housing/ FileDownLoad,1979,en.pdf

- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns, Villages) Department of the Environment, Heritage and Local Government (19) (2009) www.environ.ie/en/Publications/ DevelopmentandHousing/Planning/ FileDownLoad,19164,en.pdf

- Advice Note: Extra Care Housing www.rtpi.org.uk/knowledge/publications/good-practice-notes/gpn-8-extra-care-housing/

- Dr Eamon O'Shea, NUI Galway, Patricia Conboy, Policy Officer, NCAOP www.dohc.ie/publications/pdf/ageing_pop_str_cons. pdf?direct=1

- The National Development Plan 2007-2013, Superseded by Comprehensive Expenditure Report 2012-2014 & Infrastructure and Capital Investment 2012-16: - Medium Term Exchequer Framework. Published by the Department of Public Expenditure and Reform;
www.per.gov.ie/reports/) .

- County Development Plans – Themes relating to social inclusion normally include policies and objectives for development proposals and older people.

- Local Development Plans – Themes relating to social inclusion normally include policies and objectives for development proposals and older people.

- Land Use and Transportation Planning Checklist (Page 22) via the link below- accessed through Spatial Planning and National Roads, Guidelines for Planning Authorities, Department of the Environment, Community and Local Government (2012)
www.environ.ie/en/Publications/
DevelopmentandHousing/Planning/
FileDownLoad,29322,en.pdf

- Ageing and Disability: (2006) A Discussion Paper (National Disability Authority and National Council on Ageing and Older People)
www.nda.ie/Website/NDA/CntMgmtNew.nsf/0/
FBE570D7C6D435C28025710D004594B9/$File/
NDAAgeingandDisabilityDiscussionPaper.pdf

Appendix 4
List of Figures used in report

The
A T L A N T I C
Philanthropies

Age Friendly
IRELAND

Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council