



## Abitare e Anziani



### Main activities:

- to support institutional instruments in order to encourage the implementation of experimental projects for the creation of integrated dwellings for old people;
- to promote or carry out studies in order to investigate the dwelling conditions of old people and test the necessary innovations.

1



## Four Points



- **Comments of seniors on the measures identified by Size**
- **The importance of seniors' lobbying**
- **Conflict of interests between elderly road users**
- **The role of associations as multipliers with PA**

2



## Life quality



- Life quality of senior citizens depends on both their own subjective state and on the structural conditions of the context they live in.
- Elderly belong to an age when opinions, judgements and wishes are particularly connoted.
- Size has deeply analysed both points of view.

3



## Focus Group



4



## Commenting measures



We asked to seniors of AeA to:

- examine a list of the suggested solutions, the fields of intervention and the measures to adopt.
- to give a high, medium and low priority to the measures proposed.

5



## Social measures



- Some urgencies emerged by their reasoning: they seem to be more interested in “social” solutions and in solving some housing related problems such as the lack of lifts.
- Some of the measures have been considered as not interesting, as too technical from their point of view (that’s the case of autovelox, GPS satellite based technology, inter-city buses with toilets, for ex.).

6



## Housing



The comments on measures confirm one of the results of Size:

- "Mobility begins at home".
- One of the spontaneous request is the need of adaptation of houses and public buildings.

7



## Categories of measures



They unanimously gave high priority to three "categories" of measures:

- measures to facilitate the crossing of the roads,
- measures for accessible and safe pedestrian paths,
- measures to increase control and safety from both institutions and policemen.

8



## 10 Measures with high priority



- the design of a traffic light “friendly for elderly”;
- adequate road lightening;
- economical support for maintaining little shops at walking distance;
- more preferential lanes for buses;
- education and training for bus drivers;
- campaigns to make people aware of the problems of older adults as road users;
- promote inter-generational understanding and establish cooperation between old people’s home and kindergarten/schools;
- older adults as baby-guard outside the school;
- strict police control on the “abusive” invasion of the pavements ;
- police control in park and pedestrian areas.

9



## Impressions



- Each context needs specific measures. In other words, it is difficult to apply the same choices/measures to different realities.
- The idea is: what is the sense of GPS technology, if because of the stairs we can’t go out?

10



## A big Gap



- The group also showed some perplexities on the possibility that some measures can be adopted by local government.
- They feel there is a big gap between some very advanced measures, (high technologies), and their reality where sometimes pavements does not exist.

11



## Relevant issue?



- AeA confirms that mobility at present is not yet a relevant issue inside the third age organizations,
- because "healthy" seniors are not worried by this aspect of life, and fragile seniors don't have the strength to bring their problems to the public attention.

12



## Awareness



Associations should start an operation of:

- awareness inside the world of elderly ,
- to inform and develop a consciousness on the desires of mobility and on the needs of the disadvantaged and no more autonomous elderly.

13



## A message



Senior citizens' should start lobbying more:

- for those seniors who have disabilities or impairments, with the aim to obtain all the useful measures for them;
- but also for "healthy" seniors to improve the quality of their mobility, to ask for higher standards

14



**Frequently the mobility interests of a, let's call it, "healthy" senior are not fully compatible with those of less privileged senior;**

**They can be more similar to younger traffic participants, than to "seniors" in the common understanding .**





## Negotiate the interests



The topic of “conflicts” among different groups of road users are significant for the implementation of measures.

For their relevance they need to be discussed inside the associations of the third age.

- The solution could be an idea of “enlarged users”.

17



## Universal Design



- Old age should be considered as a normal life, even in presence of any frailty or disability.

- Instead of adopting sectional models which cause isolation, it is important to experiment an adequate design for the different needs of a plurality of users, disadvantaged people included .

- This is true also for studying a policy of mobility for all.

18



## Experimentation



**Seniors' Associations can become "multipliers" of solutions for mobility:**

- **if the results of researches like Size are tested and experimented by Public Administrations ,**
- **with the participation and consulence of Associations.**

19



## Make a Selection



**In a historical moment of crisis of the welfare state, it is important to have instruments to select priorities.**

**It is not possible to think to the highest levels of accessibility and mobility solution.**

- **Public administration should have a help to choose measures which are economically feasible and friendly for enlarged users.**

20



## A dialogue



**Local Administrations should “use” civil society, elderly included, to make the right choices for a good urban planning.**

**Elderly associations have already a dialogue on social policies; they should start to be consulted also on mobility.**