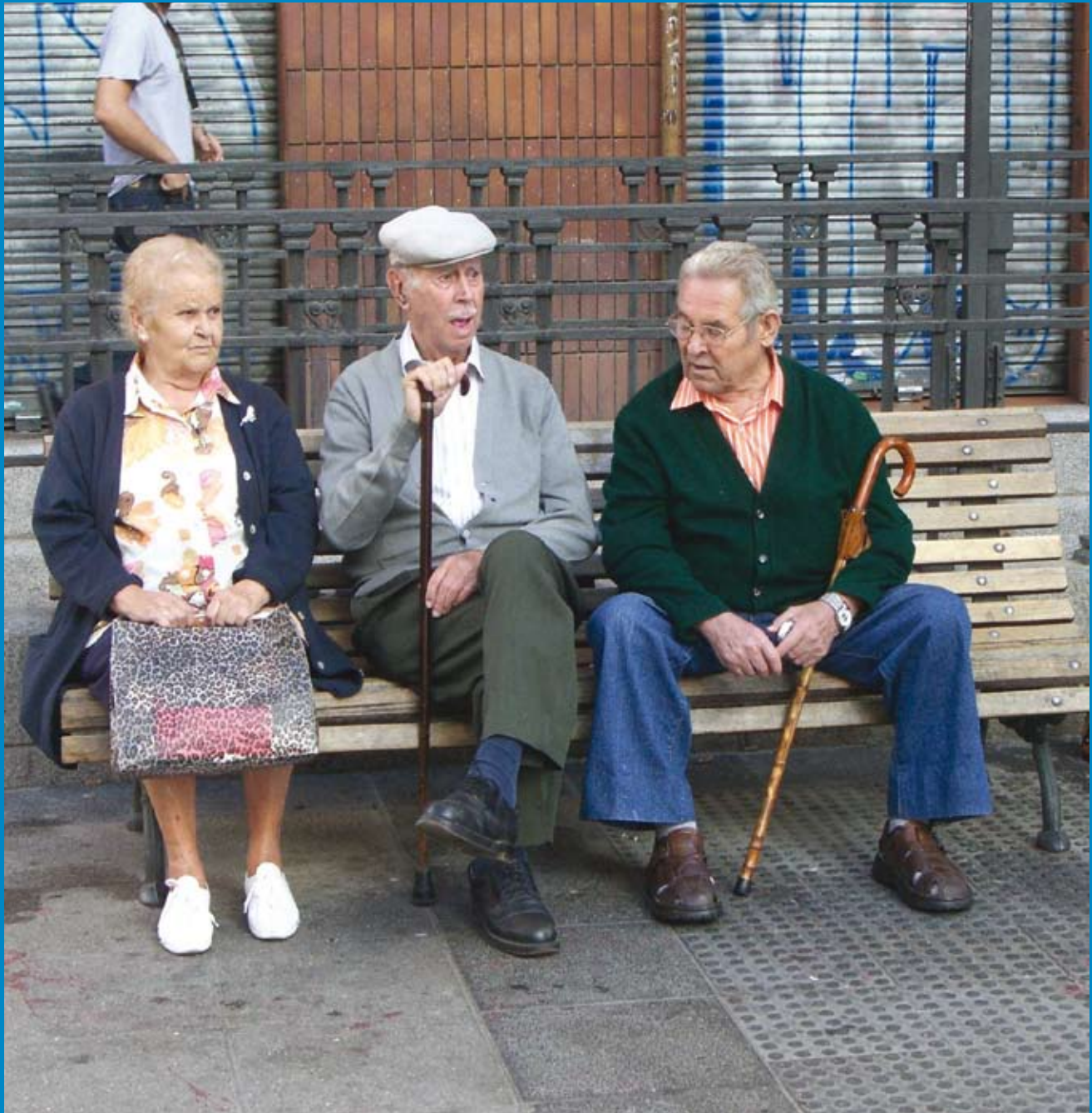


THE URBAN CONTEXT

D





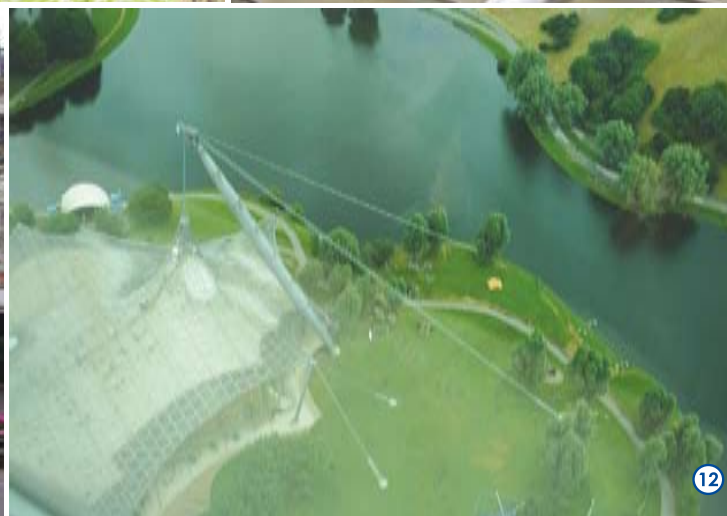
SECTION D - THE URBAN CONTEXT

Constructing a city which is accessible, comfortable, healthy and safe is a great act of democracy and must happen as soon as possible.

Older people may have an ambivalent relationship with the urban context in which they live: they are often strongly tied to it by the memories of their life, but at the same time, their perception of the lack of security in the modern environment may make them feel insecure and defenceless. This stops many people keeping up beneficial social interaction with the wider community, particularly when these places are difficult to access and when services do not appear immediately available. In the past, the elderly felt completely at ease and integrated into the social life of the community. An urban context conceived and designed to suit elderly people will be a place for everyone, from the younger people our culture tends predominantly to consider, to all those with a vulnerability, yet still provide indispensable values, knowledge and experience.

The urban context is discussed here in less specific terms than other sections of this guide. It is almost impossible to be specific because of the vastness and diversity of urban environments and also because of the difficulty of talking about the specific needs of the elderly when they themselves are conditioned by location.

There are so many possible situations that it has been decided to focus attention exclusively on those elements directly correlated with residence. Common characteristics of urban areas have, therefore, been represented in a generalised way in order to express a set of comparable needs.





DESCRIPTIVE TITLES OF IMAGES:

Section cover:

District Huertas, Madrid (Spain)

- ① District Bo01, Malmö (Sweden)
- ② District Bo01, Malmö (Sweden)
- ③ Millenium Bridge, London (Great Britain)
- ④ Madrid (Spain)
- ⑤ District Bo01, Malmö (Sweden)
- ⑥ District Bo01, Malmö (Sweden)
- ⑦ Munich in Baviera (Germany)
- ⑧ Munich in Baviera (Germany)
- ⑨ Céramique district, Maastricht (Holland)
- ⑩ Barajas Airport, Madrid (Spain)
- ⑪ Baden Baden (Germany)
- ⑫ Olympic Park Munich in Baviera (Germany)
- ⑬ Céramique district, Maastricht (Holland)
- ⑭ Hollerstauden district, Ingolstadt (Germany)
- ⑮ Buga Park, Munich in Baviera (Germany)
- ⑯ Castel Trauttmansdorff Gardens, Merano (Italy)
- ⑰ Railway station, Saragozza (Spain)
- ⑱ Buga Park, Munich in Baviera (Germany)
- ⑲ Madrid (Spain)

REACHING OTHER AREAS OF THE CITY EASILY

1

Making the city more easily accessible reduces the risk of the social segregation and marginalization of the individual

- a** make sure that there is a public transport service stop within a radius of 400 metres from the building
- b** make the public transport service stop easy for everyone to use:
 - install raised kerbs for accessing the bus
 - install comfortable and easy to use seating at the stop
 - protect the stop from the elements
 - use models of bus with better accessibility (with lowering floors and vertically opening points of access)
 - use models of bus with zones reserved for people with disabilities and safety devices
 - allow supplementary stops when the bell is rung to limit walking distances
- c** connect the area under consideration to the principal existing services via suitable pedestrian pathways and bicycle lanes
- d** increase the number of resting areas near to the bus stop and any other transport services



2

GUARANTEEING URBAN COMFORT

Contributing to the construction of a city for everyone is an important function for a local authority



- ◀ **a** on the connecting route between the building and the principal existing services, ensure a generous number of benches with armrests and a seating height between 40 and 45 cm from the ground, litter bins, alternating zones between shade and sunlight, etc.



- ◀ **b** organize pleasant and tranquil resting areas close to the most frequented areas

- c** eliminate any obstructions or physical barriers on the connecting route



- ◀ **d** make pavements sufficiently wide to ensure easy transit for pedestrians (minimum width 120 cm, 180 preferable)

GUARANTEEING URBAN COMFORT

2

Contributing to the construction of a city for everyone is an important function for a local authority

- e at intersections, provide crossings at the same height as the pavement (or dropped kerbs)
- f do not make pavements too high with respect to the road level, make them as linear as possible, keeping any street furniture in line to avoid confusion
- g provide short and simple walking routes
- h avoid drops in level along the route, when necessary (for example, in the connecting ramp between the road and the pavement) make sure that the gradient does not exceed 5%
- i use contrasting materials and colours to guide people along the route and signpost any hazards
- j position road signs and signs for principal public transport services in clearly visible positions;



2

GUARANTEEING URBAN COMFORT

Contributing to the construction of a city for everyone is an important function for a local authority



- ◀ **k** urban fixtures such as sculptures, fountains and signs, can have a useful informative functions if placed along the route in easily visible situations

GUARANTEEING SHORT JOURNEYS TO REACH PRINCIPAL URBAN SERVICES

Shortening pedestrian routes in the city
encourages autonomy

3

- a** ensure that the building is less than 400 metres from the following indispensable services: food shops, cash dispenser, family doctor, chemist's



- b** ensure that the building is less than 400 metres from as many as possible of the following necessary but not indispensable services: healthcare services; day centres and social centres, cultural and religious circles, newsagent's, public gardens and parks, post offices and banks



- c** ensure that the building is less than 400 metres from as many as possible of the following useful services: shopping centres, restaurants, cafes, allotments, bookshops and sport centres



4

GUARANTEEING PERSONAL SAFETY

Feeling safe walking along roads in one's own city is an essential condition for autonomous access to its services and attractions



- ◀ a provide protected crossings at intersections between pedestrian pathways and cycle lanes and main roads



- ◀ b physically separate pedestrian pathways from those used by other forms of traffic (including cycle lanes)



- ◀ c position parking bays in such a way that it is possible to have direct access to the pavement and make them long enough so that they can be used by wheelchair users

GUARANTEEING PERSONAL SAFETY

Feeling safe walking along roads in one's own city is an essential condition for autonomous access to its services and attractions

4

- d create traffic islands in the centre of the road to allow crossing in two distinct parts



- e create chicanes and road constrictions on sections of the road to limit the speed of vehicles



- f make sure that traffic lights at crossroads are fitted with acoustic signals and devices for manual requests to cross



5

GUARANTEEING URBAN SAFETY

Assuring a safe and united city



- ◀ a provide sufficient lighting for as many urban routes as possible



- ◀ b eliminate neglected, run down areas along the route between the building and the principal existing services