

Summary Report and Recommendations relating to the Built Environment, Open Spaces, Roads and Streets Age Friendly Domain for Boroughs – Key Priorities

- 1) Boroughs should, as part of their transport and environmental planning, have an action plan to carry out analysis around the state of pavements, the ability to safely cross roads, how accessible its transport hubs are, including for disabled, as well as assessing if there is a need for more public transport, safe crossings and accessible town centres
- 2) Council leaders should commit to encouraging and supporting the setting up and subsequent training of local older people led age-friendly street audit teams to carry out local audits and submit reports for action to their local boroughs for implementation. Boroughs to be called upon to utilise existing expertise from age-organisations like PAiL to start local age friendly street audits carried out by trained seniors in conjunction with relevant council officers plus interested councillors
- 3) Boroughs should support the carrying out of toilet audits utilising the expertise of the Toilet Manifesto Group and should be encouraging greater accessibility to safe and clean toilet facilities for all age groups including promoting access schemes for both public and private sector facilities
- 4) As part of local boroughs' planning processes, there is an urgent need to take on board the perspectives of pedestrians and to involve pedestrians, especially those with mobility issues, to ensure there is greater harmony between cyclists and pedestrians and that innovative approaches are taken regarding safety enforcement of the separate pathways provided for each user group.

In terms of background reference, below are earlier recommendations garnered from older people's meetings, conferences and focus groups, organised by Pail to gather London-wide age friendly recommendations and which can easily be modified for borough council leaderships

The Built Environment and Open Spaces (Age Friendly Street audits)

- Remember that for older people, those areas within a 15-minute walking distance from where they live are the most important. Adequate shops and facilities within these 15-minute zones are needed along with a greater awareness of the safety needs of older people
- There should be much more awareness and promotion of the benefits of the silver pound to London's local economy as older people are often the mainstay of local high streets and shops. It is logical therefore that older Londoners need to know that they will be safe and secure with minimal chance of contracting COVID when going about their business
- Local audits encourage active involvement by older people and help decision makers understand the needs of older people and those with disabilities in using and enjoying their local communities. This can be carried out in association with PAIL's ongoing training, motivation and recruitment programme to facilitate local borough age friendly street and environment audits, led by local age friendly street champions and audit groups. Findings can then be integrated with other research around the importance of healthy living streets and pollution; having sufficient accessible toilets and ensuring there is an on-going consideration of the number and quality of accessible facilities in local built environment/open spaces, including the adequate provision of accessible toilets in both public and private domains

- **Pedestrian Crossings** — a wide range of issues covering pedestrian crossings emerged during PAiL consultations. In addition to the need to have more pedestrian crossings 'per se', specific examples are as follows: -
 - **Bleep signal** - More pedestrian crossings must have the bleep signal so that blind people know when they can cross
 - **Timers** - There needs to be more time allowed for people to be able to cross the street via pedestrian crossings and there should be longer times allocated for busy wide roads
 - **Location** – pedestrian crossings are often just round a blind corner. Safety standards need to be applied more sensibly.
 - **Traffic light timings** there needs to be longer time allowed for pedestrians to cross safely

- **Obstructed, Damaged and Broken Paving, Kerbs and Roads** – London's Mayor should lead by example in taking action to ensure all main roads under Transport for London control and support boroughs have urgently needed repairs and maintenance carried out. This should include repairing uneven and/or broken pavements, utility covers (Gas, Water, Manholes) that are not in place or missing. The GLA and TfL should demand and use greater powers to ensure that companies responsible for building works, utility, broadband and other repair works replace any damage they are responsible for in an effective and fast manner and support local boroughs also to encourage these companies to co-ordinate their work and guarantee fast and effective repairs and replacement. Additionally, where Bus Stops are close to where such repair and/or maintenance work is being carried out, they should be closed and temporary bus stops put in place nearby.
- **Hire bicycles /electric scooters etc** – there needs to be regulation and enforcement to ensure such obstacles are removed and parked properly with any costs incurred by the authorities being recouped from offenders and/or company owners.
- **Street furniture – there** is a need for greater examination of where and how street furniture is placed. Action needs to be taken to move/remove street furniture that is placed on the pavement but impedes free access and easy navigation on public streets. Urgent law enforcement action should be taken where street furniture has been placed near bus stops and where cars and delivery vans park at bus stops so the bus cannot stop there.
- **Street lighting** – needs to be sufficient and regularly maintained so that it is adequate and safe, especially for people with weaker eyesight.
- **Policing** - Consideration needs to be urgently taken of how to increase the number of police officers, especially Community Police officers patrolling the streets as well as how to reopen key local Police stations. Older Londoners need to feel enforcement action can be taken against those who transgress the rules.
- **The greening of our streets and travel routes** – the minimisation of pollution with its attendant health risks must be a priority for Londoners of all ages