

AWARE HOMES / AWARE CARE

Intelligence in Assisted Homes

International CIB W098 Workshop

Brugge 24th September 2009

The Louth Age-Friendly County Initiative.

***Building person-centric, sustainable, age-friendly environments
for longer living.***

Rodd Bond



Dundalk Institute of Technology

- **'--- as they are now, nursing homes do not serve the needs of the elderly ... they can show well-cared for bodies, but they house broken spirits'**
 - (Carter C. Williams 1999)
- **'--- the length of life ain't important to me – the quality is'.**
 - (Ralph Nelson 84; Almost Home film)
- **'--- He said, ".....
I was walkin' down an old dirt road
Past a field of hay that had just been mowed
Man I wish you'd just left me alone
'Cause I was almost home"'**
 - (Craig Morgan – Almost Home Lyrics)
- **'--- place is space with meaning attached'**
 - (Yi Fu Tuan 1977)

nearly home

Central issues:

**older people's spirit
older people's quality of life
older people's freedom and choice
meaning in older people's lives**

The idea of home:

**as a place
as a journey**

Creating and nurturing:

living places with deep relatedness to us.

place and pace of life as vitally important dimensions of positive experience for older people.

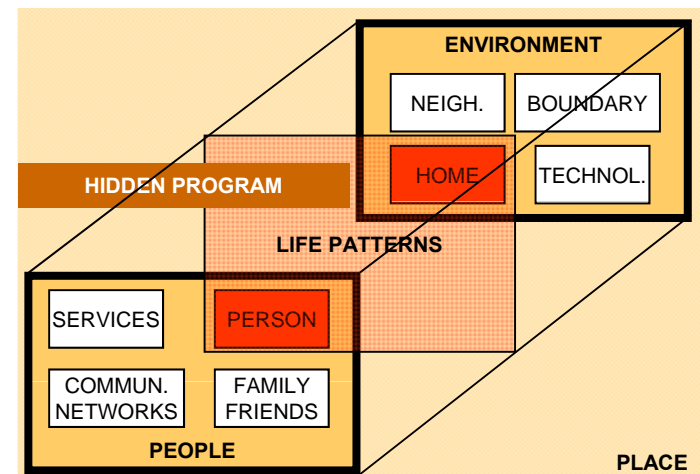
Transformation: how to get there ?

Contents

Context
Change Framework
Louth Age-Friendly County Strategy
Continuous Improvement
Measurement

Approach

Towards ageing in place in sustainable neighbourhoods.

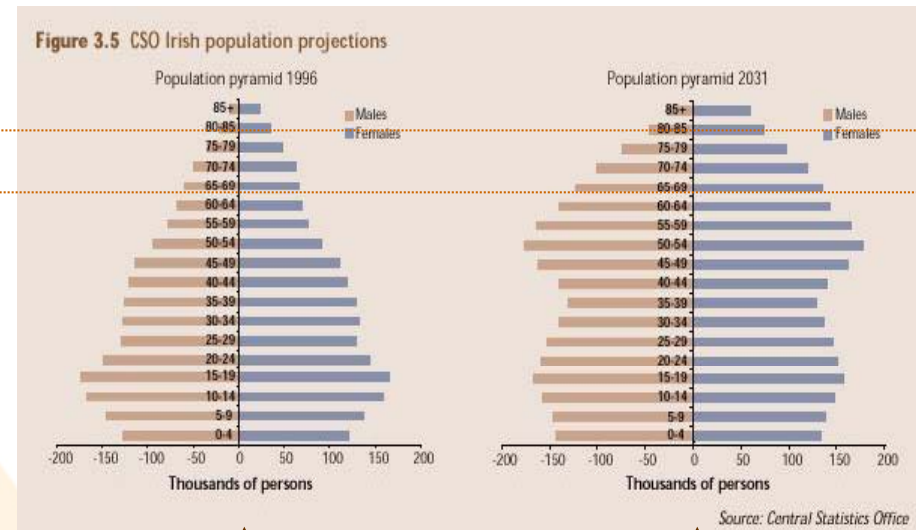


(Model of Place – after Wiseman and Chapin.)

Context

Demographic Imperative
Settlement Imperative
Economic Imperative
Quality of Life Imperative
Human Rights Imperative
Civic Society Imperative

80 & over
65 & over



Total population :
4,253,800

Population 65 & over :
467,920 (11%)

Total population :
5,568,220

Population 65 & over:
1,002,280 (18%)

imperatives

Collaborating cities: 33 cities - 22 countries

NORTH AMERICA

Saanich, British Columbia
Portage La Prairie, Manitoba
Sherbrooke, Quebec
Halifax, Nova Scotia
Portland, Oregon
Mexico City, Mexico
Cancun, Mexico

CARIBBEAN

Kingston, Jamaica
Montego Bay, Jamaica
Ponce, Puerto Rico
Mayaguez, Puerto Rico

CENTRAL AMERICA

San Jose, Costa Rica

SOUTH AMERICA

Rio de Janeiro, Brazil
La Plata, Argentina

AFRICA

Nairobi, Kenya

OCEANIA

Melbourne, Australia
Melville, Western Australia

EUROPE

Ruhr, Germany
Geneva, Switzerland
Moscow, Russia
Tuymazy, Russia
Edinburgh, Scotland
Dundalk, Ireland
London, England
Udine, Italy
Lille, France

ASIA

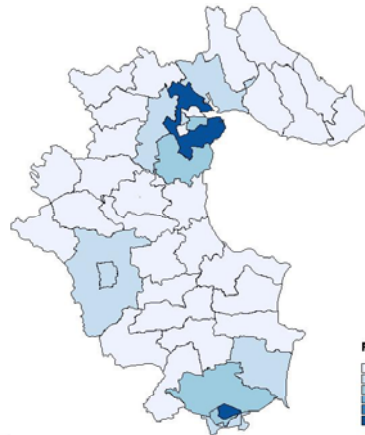
Tokyo, Japan
Himeji, Japan
Shanghai, China
Istanbul, Turkey
Islamabad, Pakistan
New Delhi, India
Udaipur, India
Tripoli, Lebanon
Amman, Jordan



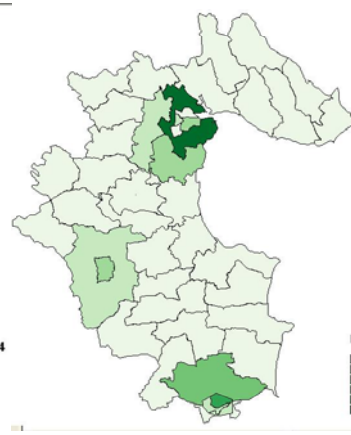
population distribution by age

POPULATION

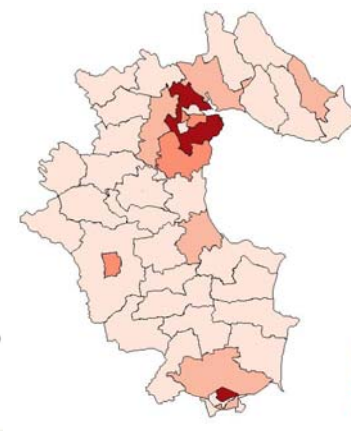
DENSITY



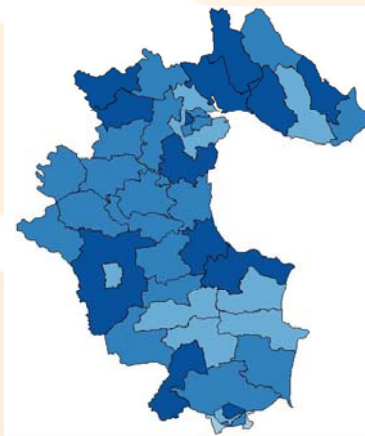
Ranges by Population_50to64



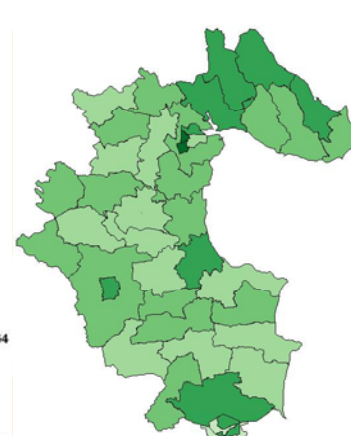
Ranges by Population_65to79



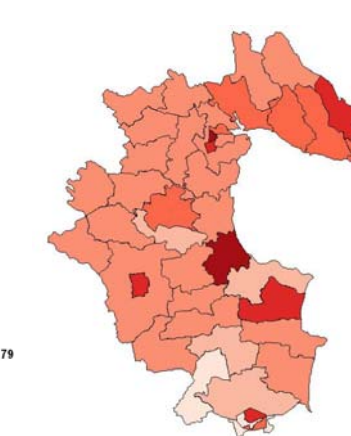
Ranges by Population_80andover



Ranges by Density_50to64



Ranges by Density_65to79



Ranges by Density_80andover



50 - 64

65 - 79

80+

The plan—the vision

In an Ireland that will be one of the greatest countries to grow old in:

- Louth itself, its rural and urban environments, will be a great place to grow old in, enjoyed and appreciated by everyone for its quality of life.

Louth will lead the rest of Ireland, showing how:

- People of all ages benefit when communities are designed to be age-friendly, and when older people live healthy, active and fulfilled lives
- Older people's talents, life experience and wisdom are valued, fostered and sought

Place mix:
urban & rural

Place-based:
Physical & social

Focused on:
quality of life

Set within a national
change context

The plan—aims

- To increase the participation of older people in the social, economic and cultural life of the community, for everyone's benefit;
- To improve the health and well-being of older people in the county;
- To show how services and supports for older people can be made more responsive, caring, professional and accessible, through imaginative and cost-effective partnerships;
- To lead the way in demonstrating the processes that are required, the benefits to be gained and the lessons to be learned from such an integrated initiative.

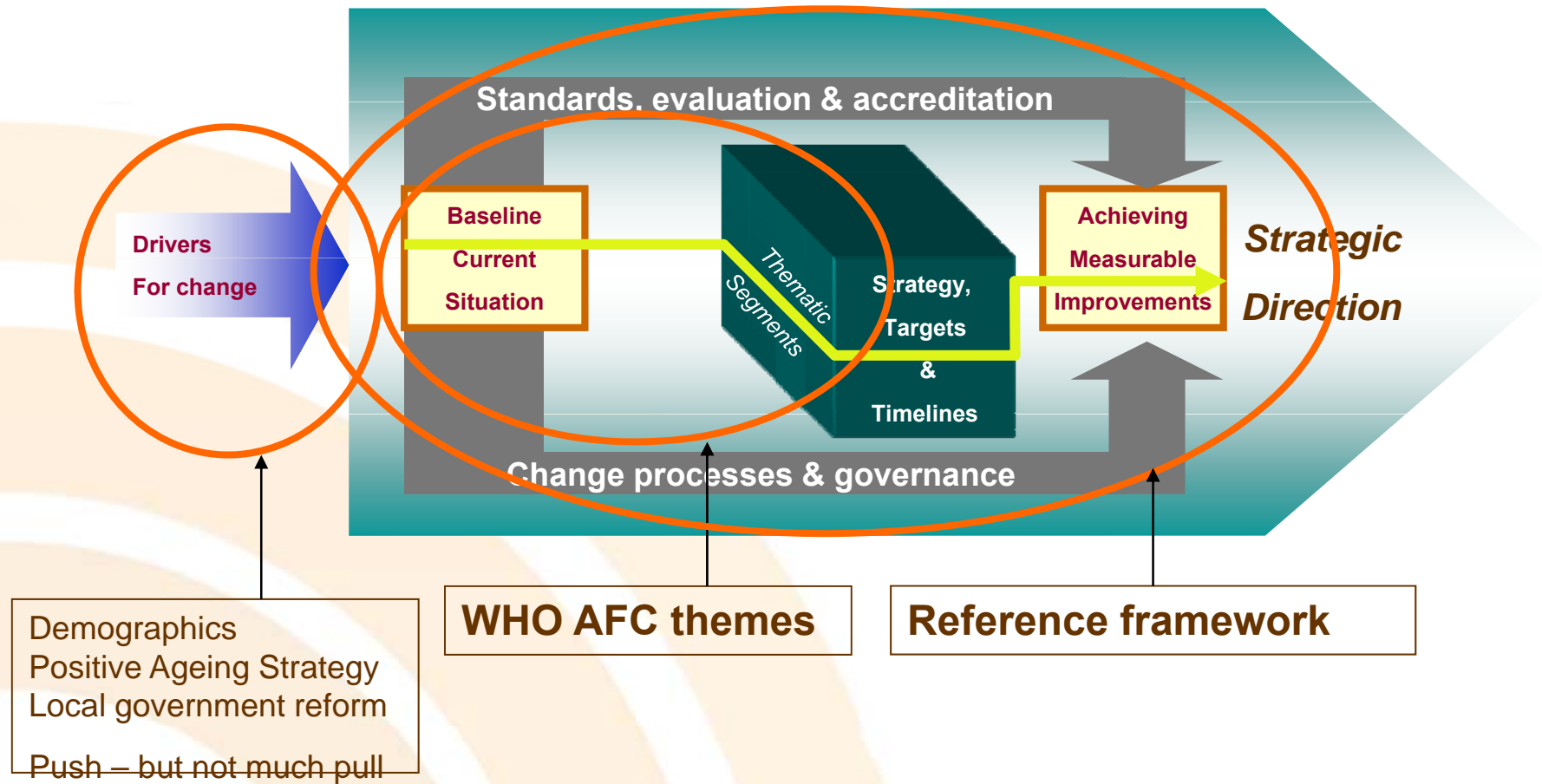
Increased particip. ?
Increased benefit ?

Improved health ?
Improved well-being ?

Improved services ?
Improved effective. ?

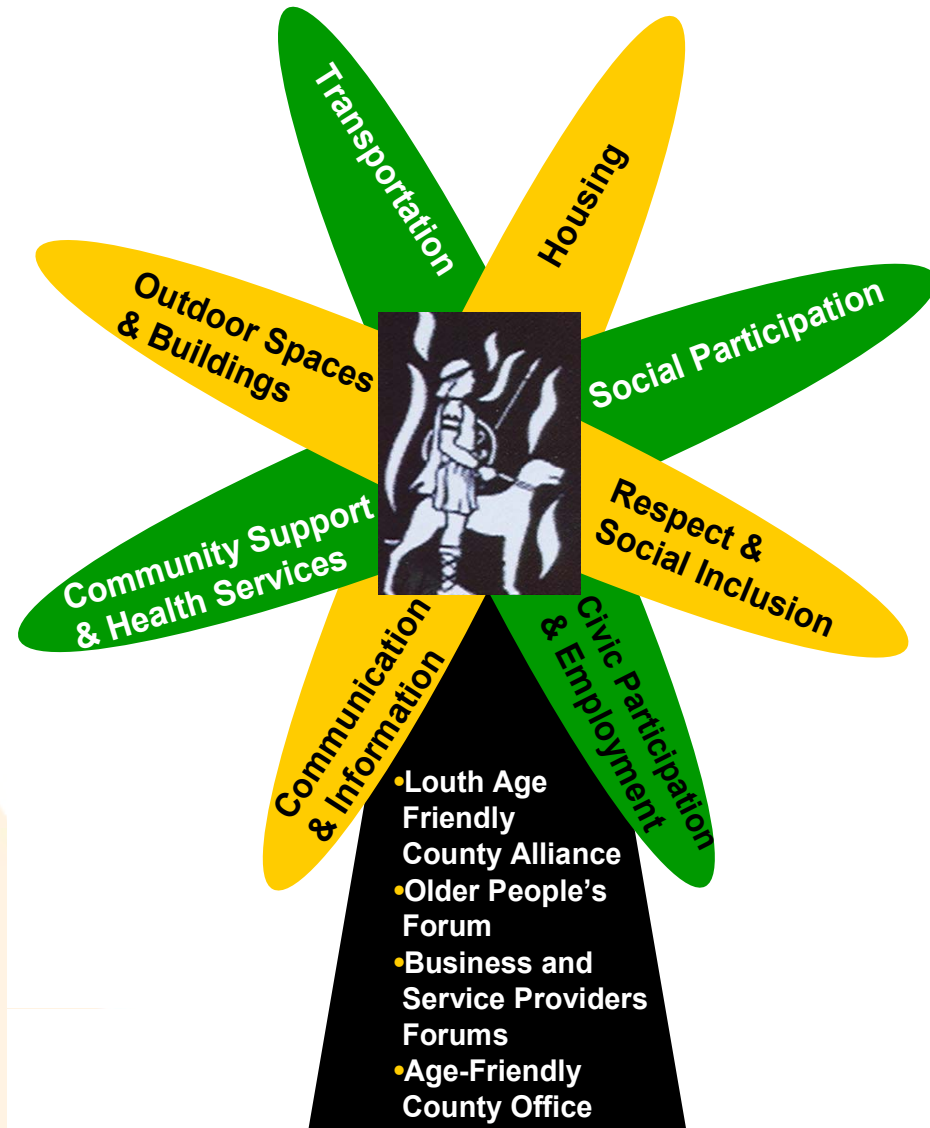
Changing culture ?

change framework



- The themes
 - WHO protocol
- The elements
 - Alliance
 - Older Peoples' forum
 - Business and service providers forum
 - AFC office

structure

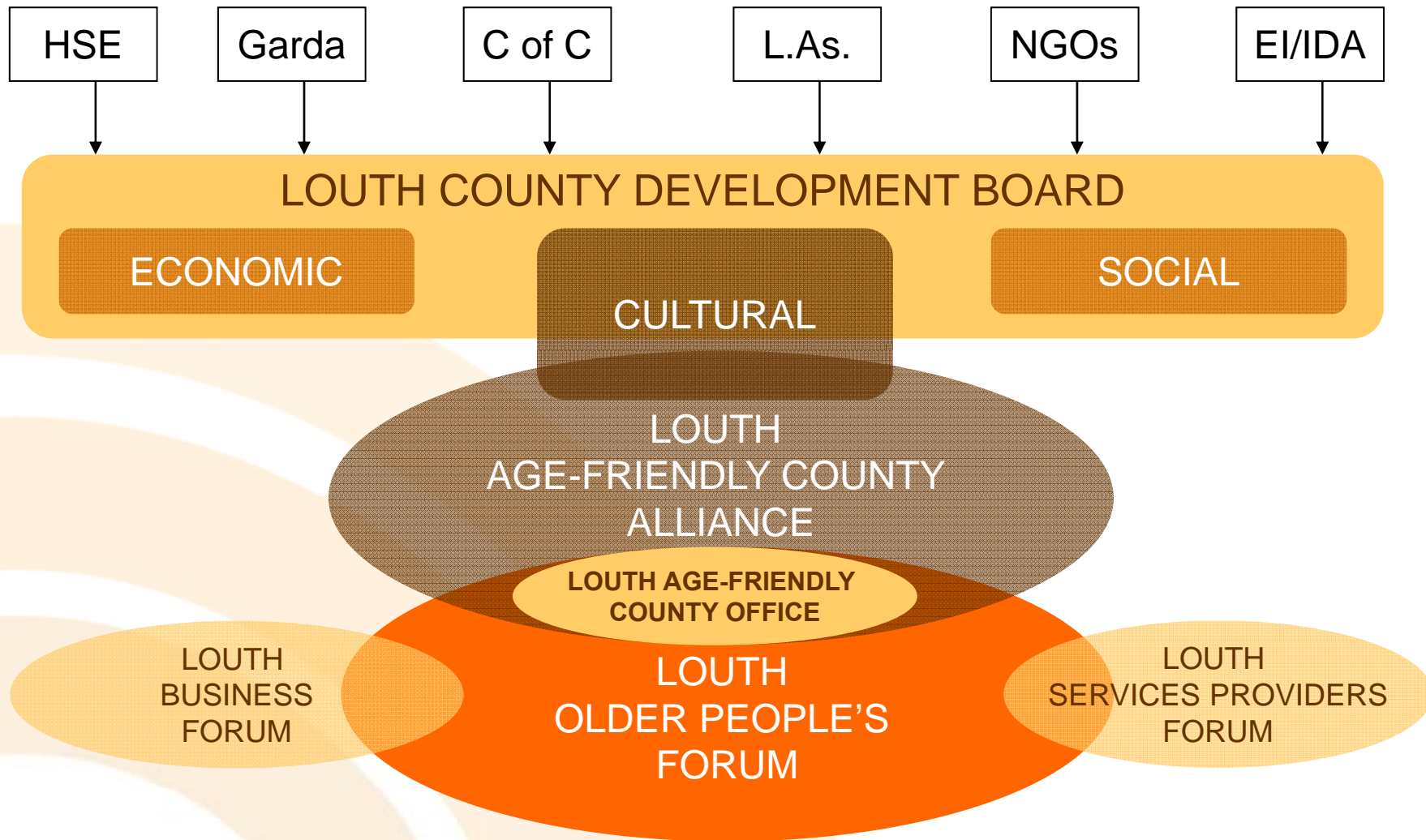


The local report: The most important things

- Sense of security
- Respect
- Cross-generational community vitality and sustainability
- Joined up services and better information
- Environments that are considerate of seniors' increasing frailty
- Environments that reinforce community
- Transportation
- Affordability
- Valuing seniors' time

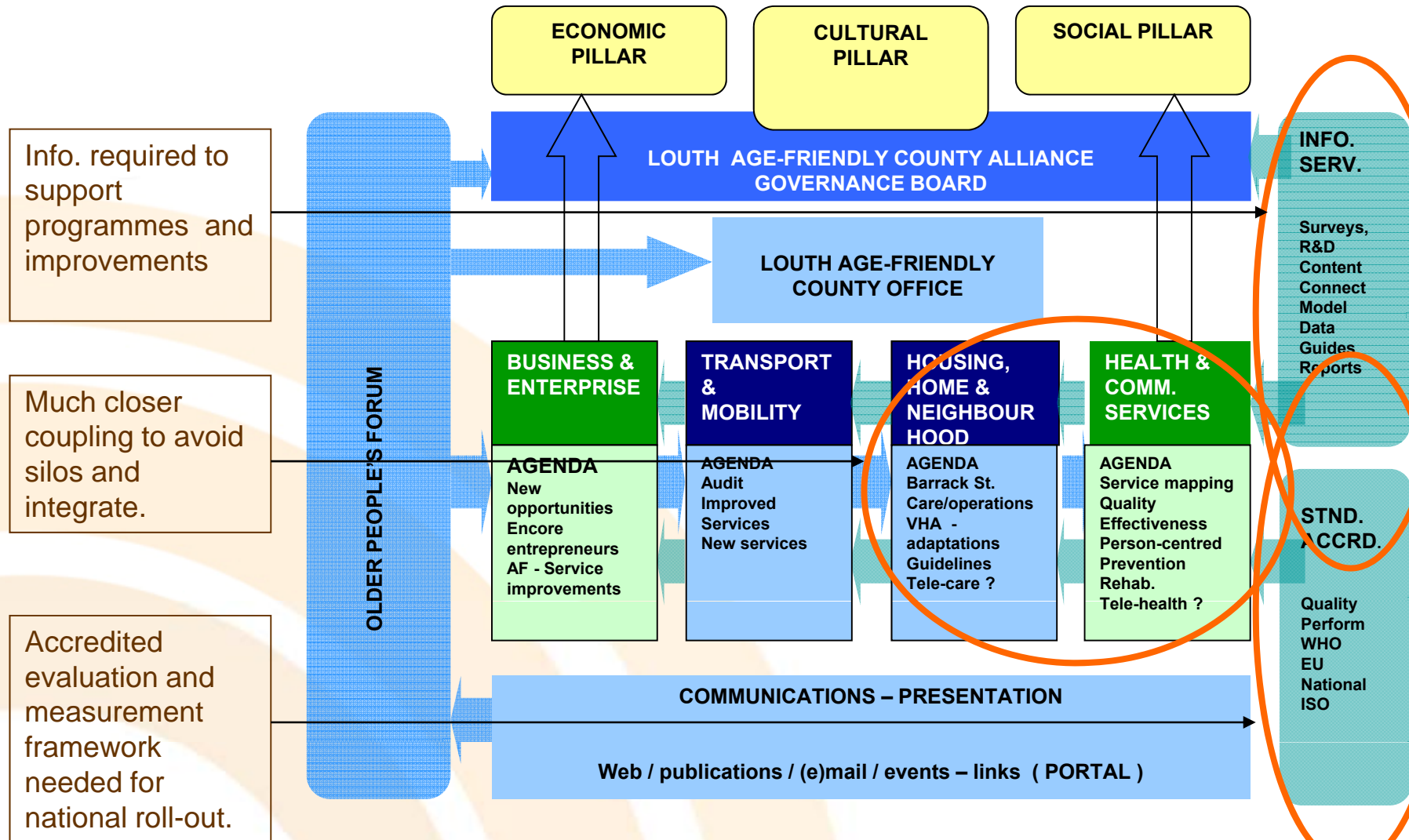


delivery structure & leadership

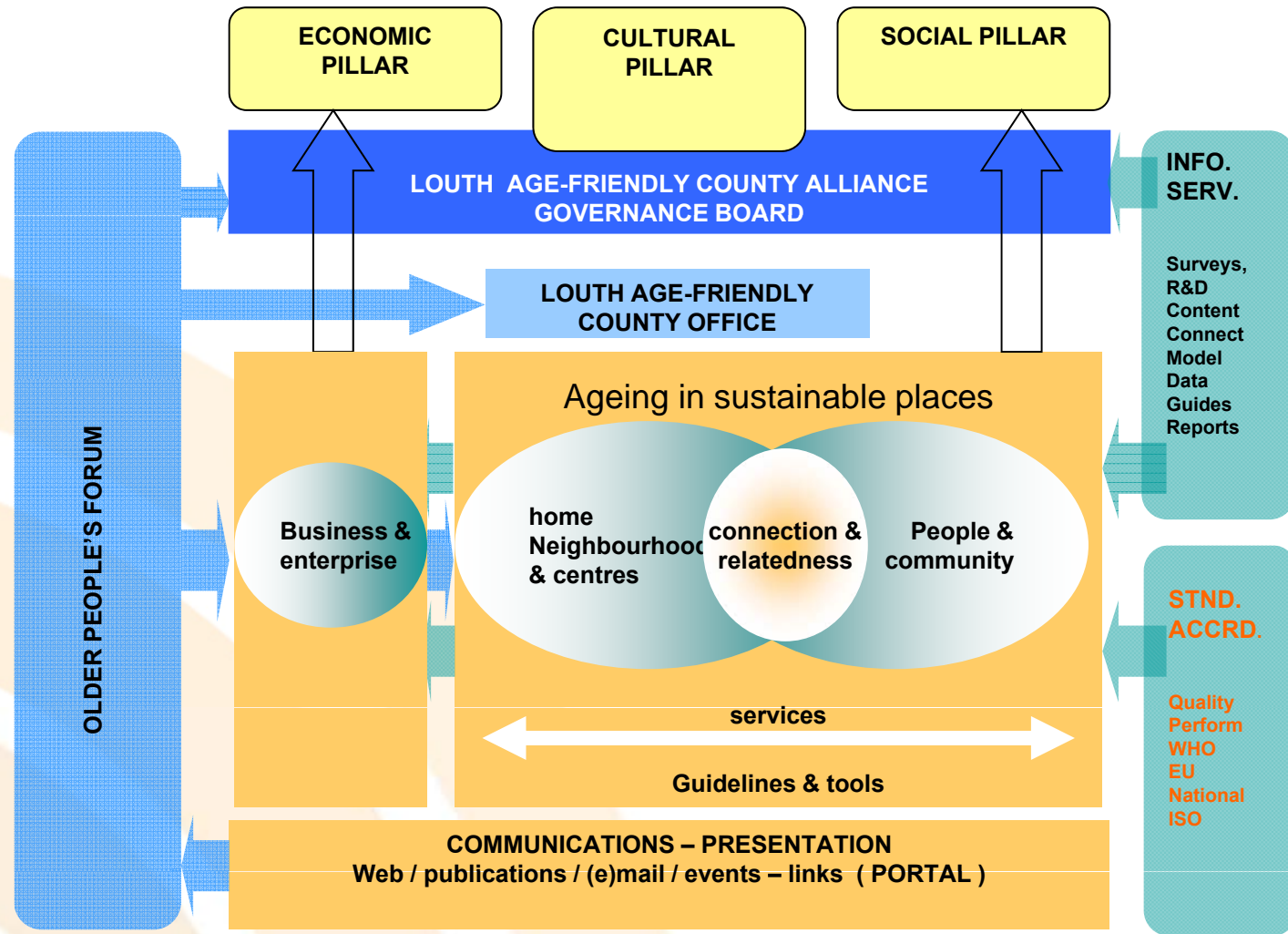


Structure...

programme framework



Breaking the silos



Business excellence assessment model

THE LOGIC OF THE MODEL

THE WHAT

Setting
Direction

Policy & Strategy
Leadership
People Management
Partnership & Resources
Processes

THE HOW

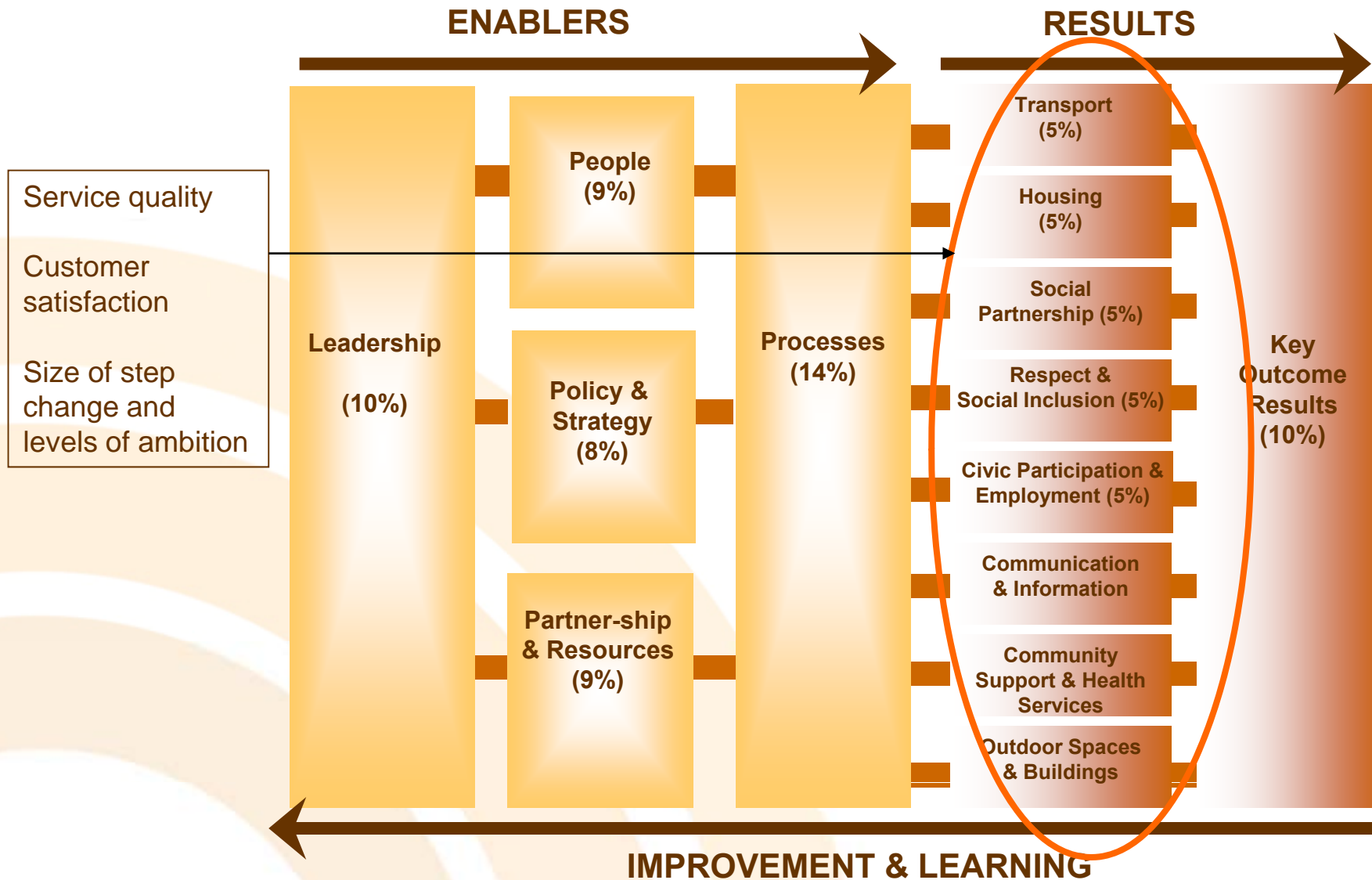
Achieving the
Plans

THE OUTCOME

Balanced
Performance
Results

Changes in older peoples' satisfaction levels
System and service improvements
Environmental improvements
Key outcome results

Age-Friendly CQA Model



- Can measures be developed for each WHO AFC based theme?
- - that are easy to read and rate?
 - that have good psychometric properties?
 - that are grounded in the experiences and words of older adults ?
- What are older adults' views and levels of satisfaction on age friendliness, and levels of age friendliness in Co. Louth Ireland?

Approach

- Target methodology
 - Total population 112,000
 - Older population 15,000
 - N = 1500
 - Randomised by DED
- Preliminary Trial Sample
 - N = 58
 - Female 62%
 - Age group <74 64%, >75 36%
 - Living alone Yes 42%, No 58%
 - Home owner 68%

Transport used..

In the past month, I ...	Often	Sometimes	Rarely/Never
1) ... used buses	25%	25%	50%
2) ... drove myself	66%	8%	26%
3) ... got lifts with family	22%	38%	40%
4) ... got lifts with volunteers	11%	24%	65%
5) ... took a trains	19%	23%	58%
6) ... took taxis	7%	23%	70%
7) ... walked to places	59%	24%	17%
8) ... used a bike	6%	10%	84%

High level of car ownership

High level of mobility / activity

Transport scale

	Agree / Strongly agree	Unsure	Disagree / Strongly disagree
1) Bus stops are ..			
1) safe	58%	13%	29%
2) accessible	63%	11%	25%
3) clear from obstructions and rubbish	42%	27%	31%
4) well-lit	26%	25%	49%
5) well sign-posted	20%	22%	58%
6) with adequate seating	25%	8%	67%
7) with adequate shelter	33%	12%	55%
8) conveniently located	28%	17%	55%
2) On bus journeys, buses .. ($\alpha = .74$)			
1) ... come very infrequently	54%	22%	44%
2) ... are difficult to get into, e.g. high steps	60%	15%	25%
3) ... are overcrowded, e.g. difficult to get seats	32%	28%	40%
4) ... are uncomfortable, e.g. noisy.	32%	20%	48%
5) ... have sufficient priority seating	37%	25%	38%
6) ... have priority seating which is NOT respected	49%	25%	26%
7) ... will stop where I want / need	39%	14%	47%
8) ... run at times that are convenient for me	42%	18%	40%
9) ... <u>return</u> at times that are convenient for me	30%	30%	40%
10) ... have generally friendly co-passengers	56%	31%	13%

Bus stops

Bus stops

Transport scale

Courteous but not friendly ?

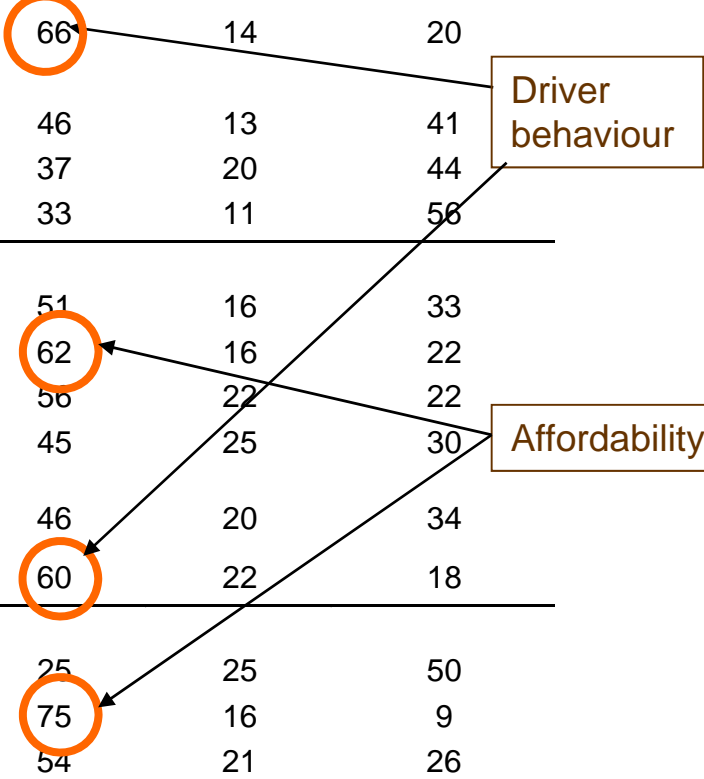
	Agree / Strongly agree	Unsure	Disagree / Strongly disagree
3) Typically, bus drivers are:			
1) ... courteous e.g. in saying hello.	64%	20%	16%
2) ... friendly, e.g. in chatting generally.	27%	24%	49%
3) ... helpful, e.g. in stopping beside the curb to facilitate boarding.	33%	19%	48%
4) ... impatient, e.g. reluctant to give information about bus times.	48%	27%	25%
5) ... inconsiderate of older people, e.g. not waiting for passengers to be seated before driving off.	61%	15%	24%
6) ... knowledgeable about costs and routes.	49%	15%	36%
4) At bus stations, information is available re			
1) ... bus routes and connections	61%	15%	24%
2) ... costs	49%	15%	36%
3) ... special needs facilities	29%	27%	44%

Transport scale: roads / driving

	Agree / Strongly agree	Unsure	Disagree / Strongly disagree
1) In my chosen area, roads ..			
1)... are well-maintained with covered drains	36	15	49
2)... have good lighting	52	8	40
3)... are regularly congested	46	16	39
4) ... often have obstructions that block drivers' vision, e.g. double parking	66	14	20
5) ... have enough traffic signs	46	13	41
6) ... have <i>traffic signs</i> that are visible and well-placed	37	20	44
7) ... have <i>intersections/junctions</i> that are visible and well-placed	33	11	56
2) Parking areas ..			
1) ... are sufficient in number	51	16	33
2)... expensive	62	16	22
3) ... safe	56	22	22
4) ... conveniently located	45	25	30
5) ... are insufficient for people with disabilities or special needs (e.g. priority parking)	46	20	34
6) ... for people with disabilities / special needs are NOT respected	60	22	18
3) Taxis are ...			
1) ...infrequent / hard to access	25	25	50
2) ... expensive	75	16	9
3) ... with drivers who are courteous and helpful	54	21	26

Driver
behaviour

Affordability



Implications ...

- The Louth Age-Friendliness Measure is promising
 - Themes are based on the WHO guidelines giving it repeatability, scalability and universality
 - Measures are multi-dimensional: each theme has several subscales which can be used alone or together.
 - Subscales have good psychometric properties; all cronbach's alphas above .6 and correlates as expected with other measures.
 - Can provide a baseline and continuous feedback perspective of older people's levels of satisfaction with evolving and improving service provision, supporting CQI models such as EFQM / BE based AFCAM
 - Designed to align with related national and international studies.

Opportunities

WHO-AFC

SHARE / ELSA

International level

AFCAM

TILDA

Loneliness

Irish national level

LAFM

Nestling

Carer

Louth level

Time

Time is a very precious resource – particularly for older people. We must not only examine the structure of our cities, neighbourhoods and homes – we must examine the PACE of them.

If we value and respect time (ours and others) – we'll go along way to building the mutual respect and dignity we all need and deserve.

We were once 'good at time' in Ireland – can we re-capture our excellence ?

