Mobilities for an Ageing Population: Is the car necessary for successful ageing?

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Mobility for older people in a hypermobile world
• More fit, more healthy than ever before, and more mobile – especially by car

• Being mobile in old age is linked to quality of life (Schlag et al., 1996).

• Live within a hypermobile society
  - People live further away from their communities and networks
  - Increased mechanisation has gradually allowed this to happen
  - Society geared around the car
  - Agglomeration of services (shops, hospital) passes cost of travel onto the user
  - Circular – further away services and provision are, the more people have to drive, the more they drive, the further away they get positioned.
  - Symbolic affect of the car
Health and wellbeing

• Recent figures from Great Britain suggest as many as 9% of older people ‘feel trapped’ in their own homes through lack of suitable transport after giving-up driving (WVRS, 2013; Age UK, 2013).
  – 12% can’t easily access supermarket
  – 14% can’t access the post-office
  – 12% can’t easily access the GP surgery,
  – 25% can’t easily access hospital.

• In particular, giving up driving is related to
  – a decrease in wellbeing
  – an increase in depression and related health problems, including feelings of stress, Isolation and
  – increased mortality
  (Edwards et al., 2009; Fonda et al., 2001; Hakamies-Blomqvist and Lindeman, 2004; Ling and Mannion, 1995; Marottoli, 2000; Marottoli et al., 1997; Mezuk and Rebok, 2008; Musselwhite and Haddad, 2010; Musselwhite and Shergold, 2013; Peel et al., 2001; Ragland et al., 2005 Windsor et al. 2007; Zieglar and Schwannen. 2013).
  – A major life event

• Ex-drivers who depend on others for a lift nearly twice as likely to go into long-term care, as compared with older people who were still driving (Marottoli, 2000).

• We need to change this. We need to keep older people active, engaged and mobile even when they don’t drive.
Age Friendly Transport system

- Critical gerontology
- Ecological approach

- People do not exist in isolation but in interaction with the physical and social contexts in which they live (Bubolz and Sontag, 1993).

- Lifecourse approach

- Have agency but personal and environmental resources influence the amount of ‘agency’ of older adults in rural settings

Supportive, safe and inclusive age friendly transport strategy, policy and plans

Accessible and attractive public and community transport

Legible and attractive local neighbourhoods for walking, cycling

Healthy, independent older person
Needs, desires, motivations
Needs for travel

**PRIMARY MOBILITY NEEDS**
- Practical/utilitarian Needs
  - e.g. get from A to B as safely, reliably, cheaply and comfortably as possible.

**SECONDARY MOBILITY NEEDS**
- Social/affective Needs
  - e.g. The need for independence, control, to be seen as normal.
  - Linked to status, roles, identity, self-esteem. Impression management

**TERTIARY MOBILITY NEEDS**
- Aesthetic Needs
  - e.g. The need for the journey itself, for relaxation, visit nature.
  - No explicit purpose.

“You can’t ask other people to take you out for “a drive”. They’d think you’d lost their senses. Anyway they have got better things to be doing with their time, then ferrying me about just for the sake, like”
(female, gave-up driving at 80)

“It’s hard to explain I suppose. You just don’t seem like you belong. I suppose yes there are feelings that you might be ready for the scrapheap now. The first step to it, you know”
(Male, given-up driving at 76)

“Well Dorothy and David from number 3 take me shopping every week, we all go, we have a bit of a time of it you know, it’s a kind of outing. I never expected that.”
(Female, gave-up driving at 80)

A reduction in mobility can result in an increase in isolation, loneliness and depression and an overall a poorer quality of life.

### PRIMARY MOBILITY NEEDS
Practical/utilitarian Needs
- e.g. get from A to B as safely, reliably, cheaply and comfortably as possible.

### SECONDARY MOBILITY NEEDS
Social/affective Needs
- The need for independence, control, to be seen as normal.
- Linked to status, roles, identity, self-esteem. Impression management
- Isolation, no longer part of society, no longer feel normal

### TERTIARY MOBILITY NEEDS
Aesthetic Needs
- e.g. The need for the journey itself for relaxation, visit nature, use and test cognitive skills

On giving-up driving this level of needs is adversely affected
Not so easy to ask for discretionary travel

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Tertiary mobility: The need for discretionary travel

View

“I have no social life since my widowhood ... and would like reasonable transport evenings to go out to theatre, or dances,... or going to pub to meet friends and socialise” (Parkurst et al., 2014;)

Intrinsic

“Sometimes I take the long way round to drive past the forest and see the trees, especially in Autumn” (Male, driver, aged 75) (Musselwhite and Haddad, 2008; 2010)

“That’s what the car does you see. Takes you where you don’t need to go, you see. And for me that’s life”. (male, driver, interview) (Musselwhite & Haddad, 2010)

Third space

“I enjoy going on the bus to the shops. They are fun. You get to go out, see people, chat to people, see the world going round” (female, gave-up driving at 72) (Musselwhite & Shergold, 2013)

End product is discretionary and The journey itself is discretionary
Successful stories
<table>
<thead>
<tr>
<th>LONG TERM</th>
<th>SHORT TERM</th>
<th>REACTIVE</th>
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<tbody>
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<td>7(2m; 5f)</td>
<td>8 (4m; 4f)</td>
<td>6 (6m; 0f)</td>
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1st stage
Trigger

The trigger is associated with external social events

Respected family member

Health condition
Keys taken by relatives

2nd stage
Info Gathering

Meticulous planning (no near-by family and friends or fiercely independent)

Don’t gather much information, at all (Trail and error; Rely on lifts; Reciprocation)

They were not actively searching for information (All had relied on others to tell them about walking and using public transport. That type of transport is not for them)

3rd Stage
Consolidate

Largely trial and error.
Enjoy a challenge

Supportive family & friends

Bitter and angry

**HIGHER QoL**

“I’ve re-discovered my local area. Which is great. I forgot what the village has to offer. In fact I think it is better than a few years ago. But not using the car has forced me to use more local things.” (female, 75)

“The bus out is a real bit of fun. I go on it with friends... and we have a day out” (female, 70)

**LOWER QoL**

“I don’t go to football no longer. I’d need to change buses and can’t be doing with the palaver” (male, 85)

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Successful at giving-up driving

Plan in advance

Trial and error

Support of family and friends

Multimodal

Re-engage in immediate locale

Literal ↔ Potential ↔ Virtual ↔ Imaginative


I kept my driving licence, there is no reason why I shouldn’t.... but I consider that my reflexes aren’t good enough for driving, I don’t need to drive, she can drive, but I kept my driving licence in case there was an emergency and I had to drive” (Male 80s)

“....it is actually a social thing because you meet up with people and you can sit there and admire the view on the way. It's like being chauffeur-driven on the bus. You can stop for coffee and sandwiches... I haven’t done it myself. (Male late 60s)

**Potential**

- **Metz (2000)**
  - Use if necessary
  - Drive few miles but keep car despite cost
  - “potential travel - knowing that a trip could be made even if not actually undertaken” is an important element of mobility. (pg 150)

- **Davey (2007)**
  - the possible need to travel at short notice to respond to family emergencies, or “journeys ‘on a whim’ for pleasure or aesthetic enjoyment”. (pg. 50)

- **Andrews (2011)** – free bus pass
  - it works someway to creating a sense of freedom and independence for travel unconstrained by financial burden.

Alternatives consider the immediacy of the car
There are replacements on the Internet to reduce actual mobility

Virtual

Webcams
Virtual
Environments

Social
networking

Shopping
online
E-health
Tele-working

TERTIARY TRAVEL NEEDS
Aesthetic Needs

The need for relaxation, visit nature, test cognitive skills

SECONDARY TRAVEL NEEDS
Social Needs

The need for independence, control, status, roles

PRIMARY TRAVEL NEEDS
Practical Needs

Make appointments, access shops and services, work
**Potential**

- Increase in technology and networking
- Increased accessibility
- Increased use – buying, talking, making friends, “visiting”, watching, interacting
- Own time

**Challenges**

- What is missing from the “virtual” world compared to “reality”?  
  - Touch, smell, sense, continuity, impression managed, staged  
  - Informal, random, chance meetings
- Equal access?

"I will order stuff on the Internet rather than going to town to buy it, so I don’t make that journey and it is just so much simpler on the Internet. Somebody else comes and drives and delivers it to your door (Male 60s)."

"I certainly see more of my grandson because of Skype (Female 60s)."

"If I couldn’t get to places..., although I’ve got a computer, I would stagnate. Because I like the social aspect of things. And I like the different characters you come across and it stimulates your thinking and makes life worthwhile to be able to go out and meet others (Male 70s)"

People’s local community is desirable

I would miss not getting out and about. But look at the view from my garden of the fields. Look at it. If I really couldn’t go out again I’d be a lot more better off than other people and other people in urban areas (Po2).

‘As far as I am concerned, I have spent 40 years of my life overseas anyway so I have no desire to go to these places or to move around’ (Male Dyfed)

“look out my window don't you think I am very privileged.... people have got pictures like that hanging on their walls...I sit by here and I see the changing seasons and the sunrise on it....” (Female 80s)

Supportive community of family and friends

Reduce/replace mobility

Supportive, safe and inclusive age friendly transport strategy, policy and plans

Accessible and attractive public and community transport

Legible and attractive local neighbourhoods for walking, cycling

Healthy, independent older person Needs, desires, motivations
| Ease of movement | Movement should be enhanced for all users, along with permission to stop and dwell through benches and places to lean and creating focal points to commune at including fountains, works of art, sculptures, memorials or trees, gardens and other greenery. | (1) **Safe and accessible space** – feel you are safe there
Sharing space – feel you have room to move, space to dwell for safe interactions with other users |
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<tbody>
<tr>
<td>Legibility</td>
<td>Area should be designed in a way that is easy to understand and interpret, not just with signage but with other visual and tactile cues as well to help determine legitimacy in activity and determine use.</td>
<td>(2) <strong>Legible place.</strong> Psychological attachment and legitimacy - feel you should be there</td>
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<td>Adaptability</td>
<td>The place should be built to adapt to changes in the needs of users, policy and legislation over time.</td>
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<td>Diversity and choice</td>
<td>Allowing area to be used by a large variety of individuals and uses, with minimum exclusion.</td>
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<td>Character</td>
<td>Streets should have character and reflect local identity, history and culture. Utilising local art and architecture can help enhance distinct and unique character and identity.</td>
<td>(3) <strong>Distinctive and aesthetically pleasing</strong> – somewhere you want to go and spend time – feel you want to be there</td>
</tr>
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<td>Continuity and enclosure</td>
<td>Where public and private spaces are easily distinguished</td>
<td></td>
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<td>Quality public realm</td>
<td>Good quality materials, easily maintained and replaced.</td>
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Designing attractive and desirable public spaces for older pedestrians (after CABE 2011 and Musselwhite, 2014).
TERTIARY TRAVEL NEEDS

Aesthetic Needs

Distinctive and aesthetically pleasing – somewhere you want to go and spend time – feel you want to be there

SECONDARY TRAVEL NEEDS

Psychosocial Needs

Legible place. Psychological attachment and legitimacy - feel you should be there

PRIMARY TRAVEL NEEDS

Practical Needs

Safe and accessible space with room to move, space to dwell for safe interactions with other users
Safe and accessible space
room to move, space to dwell for
safe interactions with other users

Seats, benches, space to move away from traffic (and cyclists) and toilets.

Permission to stop and dwell through benches and places to lean.

Need to be able to interact and navigate safely while moving along with other road users.
Safe and accessible space: room to move, space to dwell for safe interactions with other users

DfT Minimum crossing speed 1.22m/s (89% not walking fast enough!)

Only 11% walk as fast or faster than DfT recommendations for pedestrian crossing time

- Only 6% of females
- Faster if higher socio-economic background, healthy and confident
- Agrees with previous research (Asher et al., 2012, Newton and Omerod, 2007).
- Fear of not being quick enough to cross the road is known to restrict people leaving the home or limit their accessibility when out and about (IDGO 2013; Lord et al., 2010; Zijlstra, 2007).

Legible place
Psychological attachment and legitimacy - feel you should be there

Signage
(but as we use it!)
Legible place
Psychological attachment and legitimacy - feel you should be there

Character & identity

2. Swansea suburbs

3. Northern settlements (Gorseinon, Gowerton, Loughor)

4. Mumbles & Surrounding Settlements

5. Gower

Schemes in Gower should also make reference to the adopted Gower Design Guide (2011)

6. Rural (Mawr)

Key:
1. City Centre
2. Suburbs
3. Northern Towns
4. Mumbles Area
5. Gower
6. Rural (Mawr)
Legible place
Psychological attachment and legitimacy - feel you should be there

- How people see their city
- Sense of place
- Buildings
- Continuity

Legibility through continuity with the(ir) past
Distinctive and aesthetically pleasing
somewhere you want to go and spend time – feel you want to be there
Distinctive and aesthetically pleasing somewhere you want to go and spend time – feel you want to be there

Maindy, North Road, Cardiff

Kenfig
Distinctive and aesthetically pleasing somewhere you want to go and spend time – feel you want to be there
Distinctive and aesthetically pleasing
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Distinctive and aesthetically pleasing somewhere you want to go and spend time – feel you want to be there
Supportive, safe and inclusive age friendly transport strategy, policy and plans

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Healthy, independent older person
Needs, desires, motivations
Free/concessionary bus pass for over 65s

- **Increase in use of bus** with free bus pass (Andrews, 2011; Baker and White, 2010).
- Increasing use of bus pass = **proven public health benefits** (Green et al., 2014; Mackett, 2013; Webb et al., 2012)
- For every £1 spent on the free bus pass for older people, **£2.87** is returned to the economy (Green Transport, 2014)
- **Social mobility:** More bus use and improved mobility for those from lowest socio-economic backgrounds (Scott and Humphrey, 2012)

### Impacts for concessionary bus passengers
- greater freedom to access services and activities
- service frequency of services due to need to accommodate additional capacity
- the added convenience of smart and integrated ticketing.

### Impacts for other bus users and other road users
- Faster boarding times.
- Keeps services going that would otherwise cease
- Reduction in cars driven (and associated reduction in congestion, pollution and collisions)

### Wider economic benefits
- Allowing people to take part in formal and informal voluntary work
- Ability to provide social care and child care.

### Health and wellbeing benefits
- Increased physical activity
- Social inclusion, mental health and wellbeing benefits

Impacts of concessionary bus travel (Greener Transport, 2014)
**Age friendly community bus service**

**Functional**
- Accessible service
- Provision for primary services
- Comfortable and accessible
- Helpful and supportive

**Attractive service**
- Days out just for fun!
- Bus as a third space

**Desirable service**
- Aesthetics – improve bus looks
- More on-demand services, sharing services for better provision
- Independent Transport Network

**Aesthetic**

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### DIAL A RIDE

**Trip 1**
Trefriw Mill & Betws y Coed

**Summer Day Out**
Wednesday 22nd July
A chance to see the power looms working, a demonstration of hand spinning and the mill museum. See the Welsh Tweeds and browse in the shop. Then on to The Ugly House, where you may buy refreshments before exploring Betws y Coed.
On the train:
Passenger Focus survey reveals:
Older people (over 65) compared to other age groups show more concern for:

- **Getting a seat** on a train is a higher priority for older passengers than it is for younger passengers and from 60 years onwards it becomes more important than cost of the ticket.

- **Wanting to be kept informed about the journey and any delays** (Passenger Focus, 2015) and

- the state and cleanliness of the carriage and the toilet facilities

And are less likely to be concerned about free wi-fi being available.

Making **tickets more straightforward and legible** is needed,
(1) **Validity**, who can use the ticket when and where (the validity of the tickets allowed on which services is highly complex).
(2) The **layout of the ticket** itself.
(3) **Integration**. Allowing a single ticket or card to move between different modes of transport, say between bus and train and certainly between buses is needed.
At the station:
Older people are less likely to use the station where there is a lack of staff, lack of other passengers, lack of lighting and dark enclosed waiting areas (Cozens, et al., 2004)
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Accessible and attractive public and community transport

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Healthy, independent older person

Needs, desires, motivations
Importance of older people’s travel isn't recognised in policy

- Travel time seen negatively, older people seen as non productive (inferior to productive young).
- Geared around economic growth, 9-5, (core (rush) hour provision).
- Provision for car dominates, public transport suffers (esp. outside of core time provision)

Lifecourse Approach to Policy:

- Check policy fit with stage of life
- How does {new policy} interact with people at different stages of the lifecourse.
Conclusion
• Transport and mobility is about **people**

• Travel has **affective and psychosocial aspects**, not just about A-B

• Provision of mobility beyond the car (or mobility beyond literal) needs to recognise this

• Alternatives must be **desirable and attractive** not just functional

• Transport use involves **interaction with people**

• Transport use is mixed in with **habit and norms**

• **Policy** must support people and their mobility at different stages of the lifecourse.

• People see mobility as a **whole**, not in separate modal parts, policy sees mobility in separate parts.

• Policy should not be ageless! New policy: how does that affect people differently across their life stages?
References

- Greener Travel (2014) Concessionary travel costs and benefits September 2014. Available at: www.greenerjourneys.com/bus-pass/research/
- Musselwhite, C.B.A. (accepted) Exploring the importance of discretionary mobility in later life. To be published in *Working with Older People*

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