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Is the car really necessary for a connected and healthy later life?

Dr Charles Musselwhite

Associate Professor (Reader) in Gerontology, Centre for Innovative Ageing, Swansea University

Deputy Director, OPAN C ymru

c.b.a.musselwhite@swansea.ac.uk

www.drcharliemuss.com

Ageing, Transport and Mobility: New approaches from researchers and providers
Tuesday 29 October 2013

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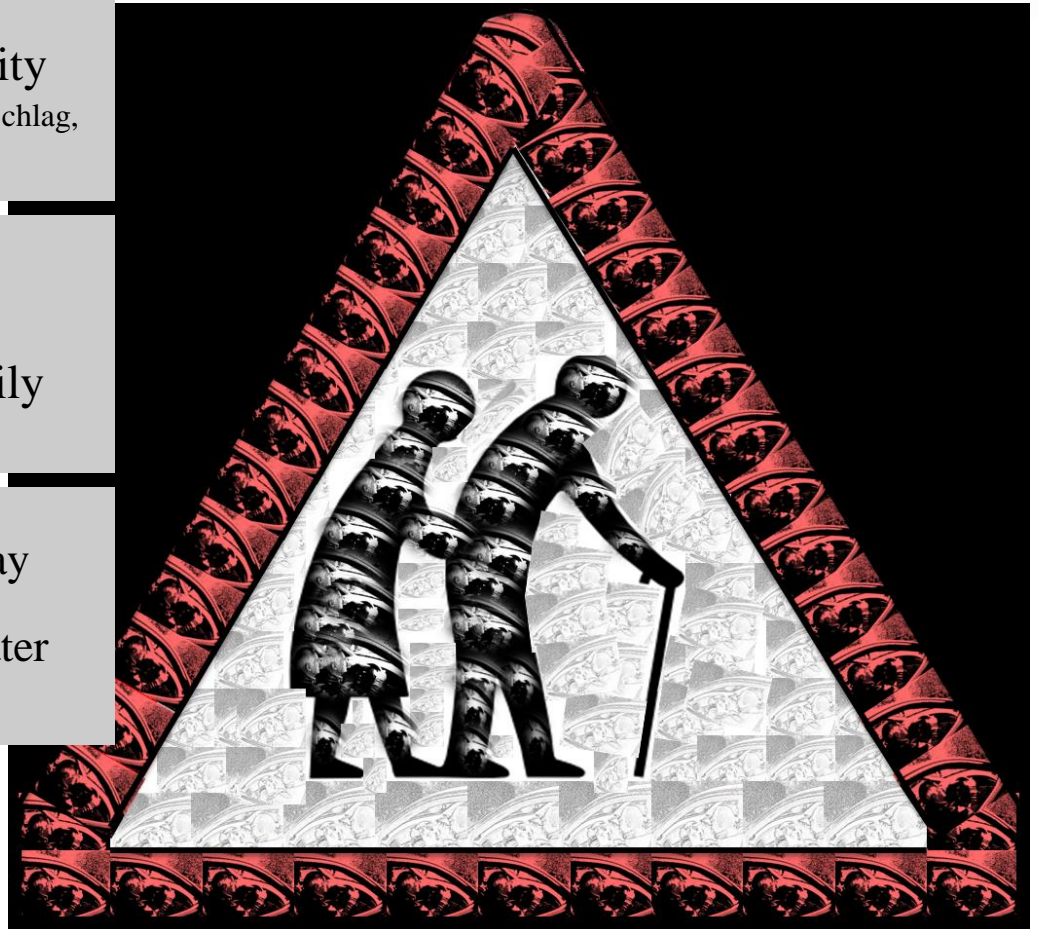
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A reduction in mobility can result in an increase in isolation, loneliness and depression and an overall a poorer quality of life. (Fonda, et al., 2001; Ling and Mannion, 1995; Schlag, et al., 1996)

Older people, who are more socially integrated - for example those who are members of social clubs or religious organizations, or those involved in family activities - enjoy better health (WHO, 1999)

But:-
Do you need to use a car in later life to stay connected, healthy and well?
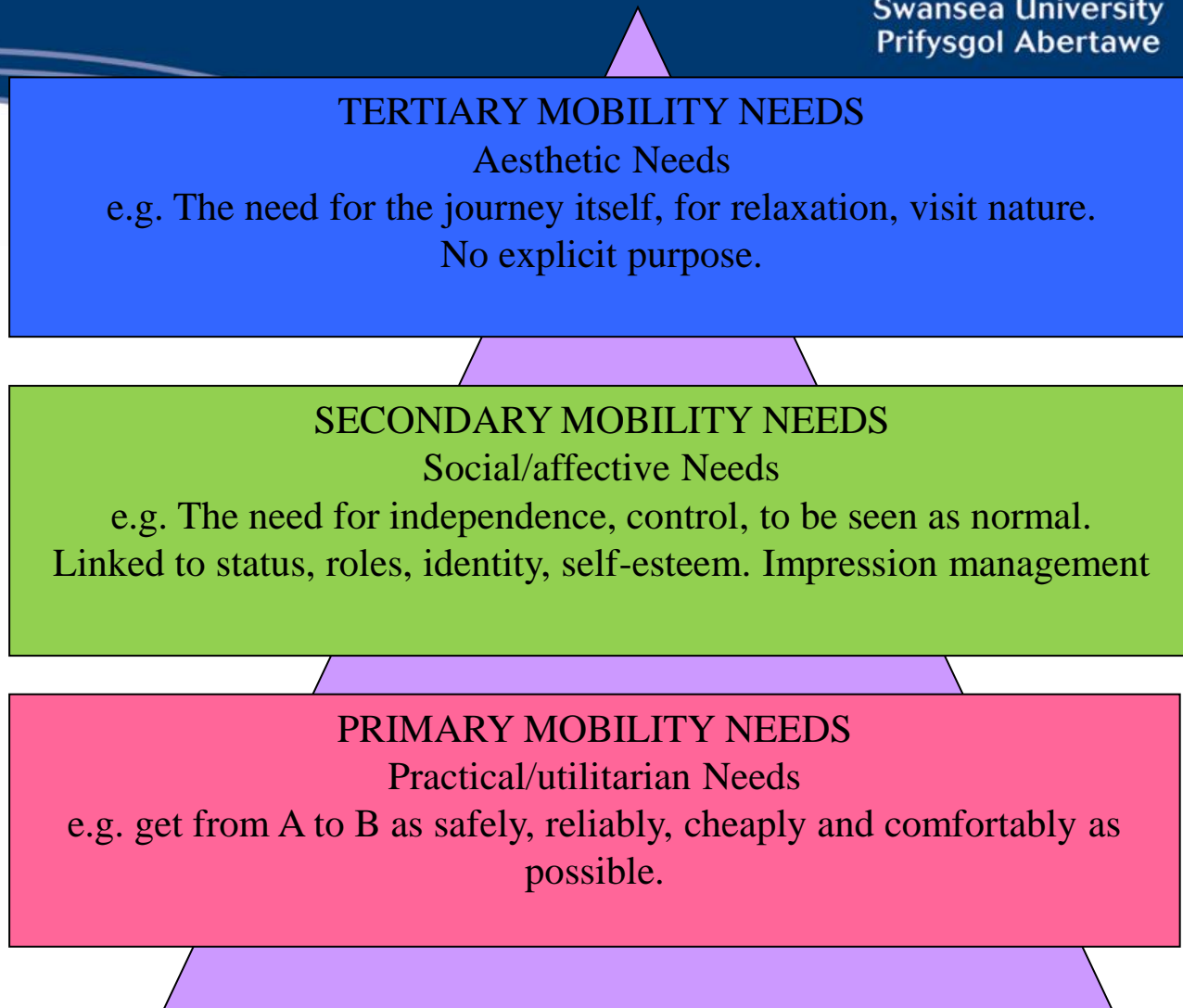Are there positive stories of mobility in later life?

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Connectivity: People and Places Older people's need to travel

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Needs for travel

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

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

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

Musselwhite, C. and Haddad, H. (2010). Mobility, accessibility and quality of later life. *Quality in Ageing and Older Adults*. **11(1),** 25-37.
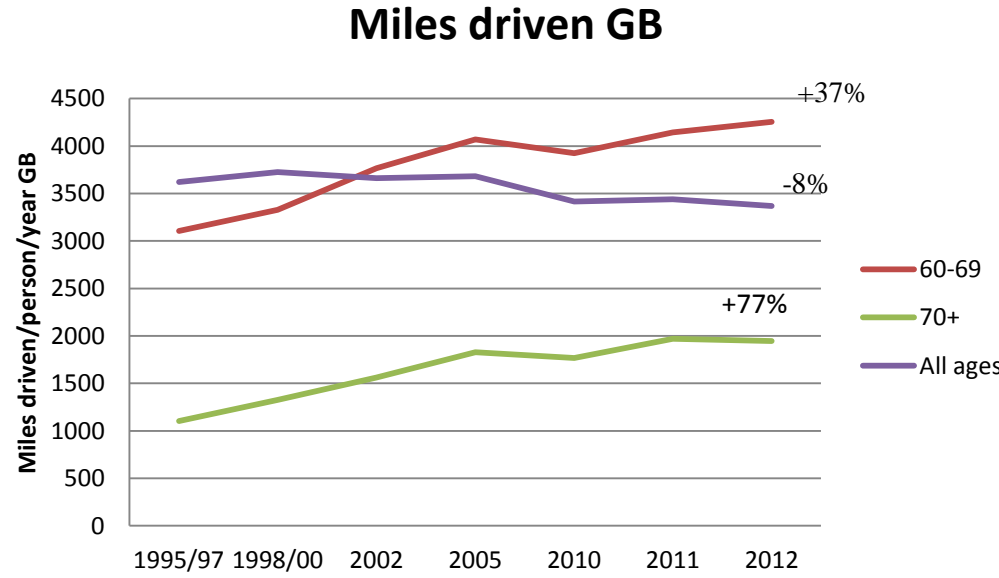
Older people are more healthy and active as a cohort than ever before and as such are also more mobile (Tomassini, 2004).

Increasing hypermobile society, where services, shops, work and families are increasingly dispersed
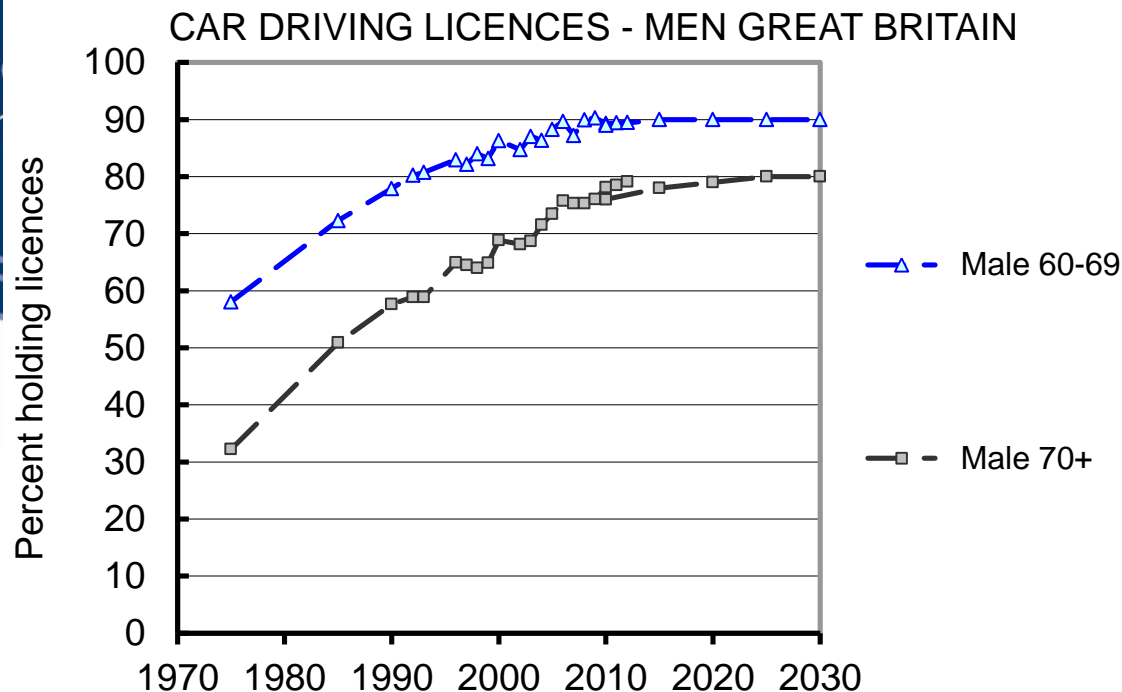
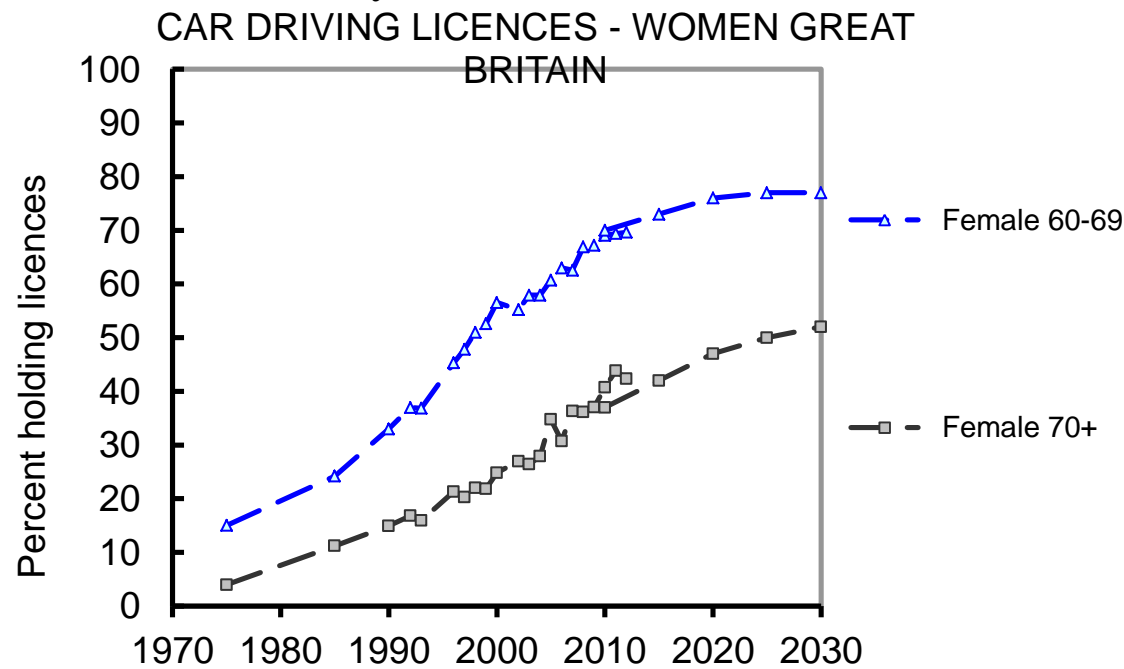Increasingly reliant on the car

% of GB licence holders over 70
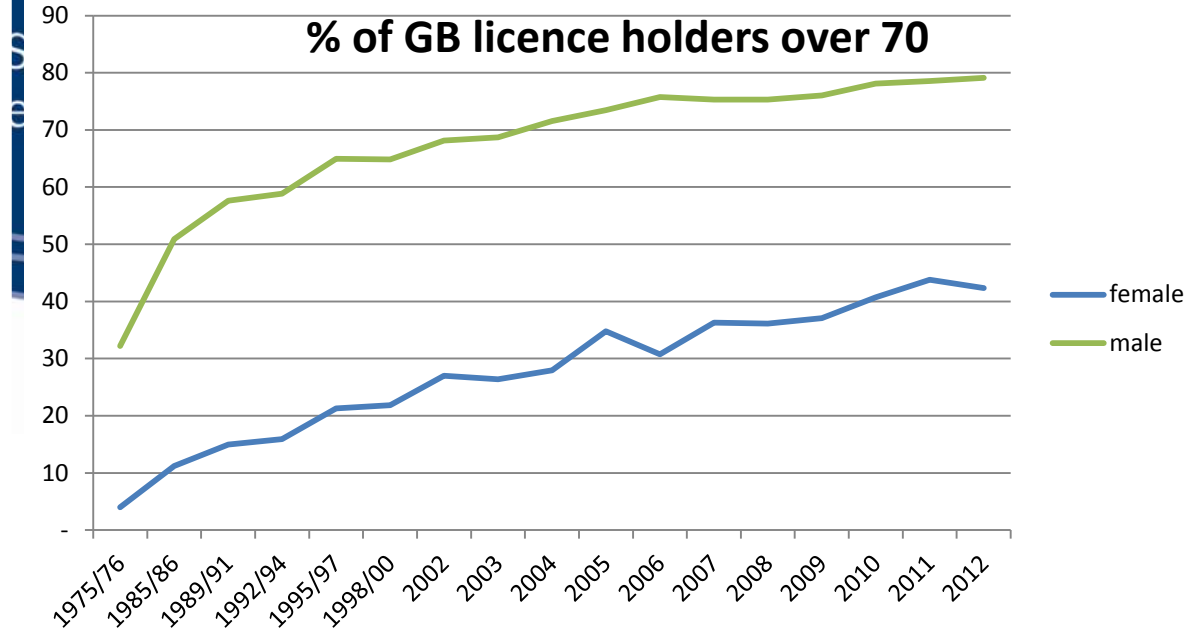
Growth in % **licence holders** over 70 years

Miles driven GB

+37%

-8%

+77%

More **miles** driven per person

- Predicted growth in the use of the car

More fit, more active, work later in life.

- *More fit, more active, work later in life.*
- *More habitual car users.*
- *Hypermobile society geared around the car*
- *Family and friends dispersed*

- Estimate of 10,000,000 drivers over 70 by 2030

- But is it necessary?

CAR DRIVING LICENCES - MEN GREAT BRITAIN

- Male 60-69
- Male 70+

CAR DRIVING LICENCES - WOMEN GREAT BRITAIN

- Female 60-69
- Female 70+

6
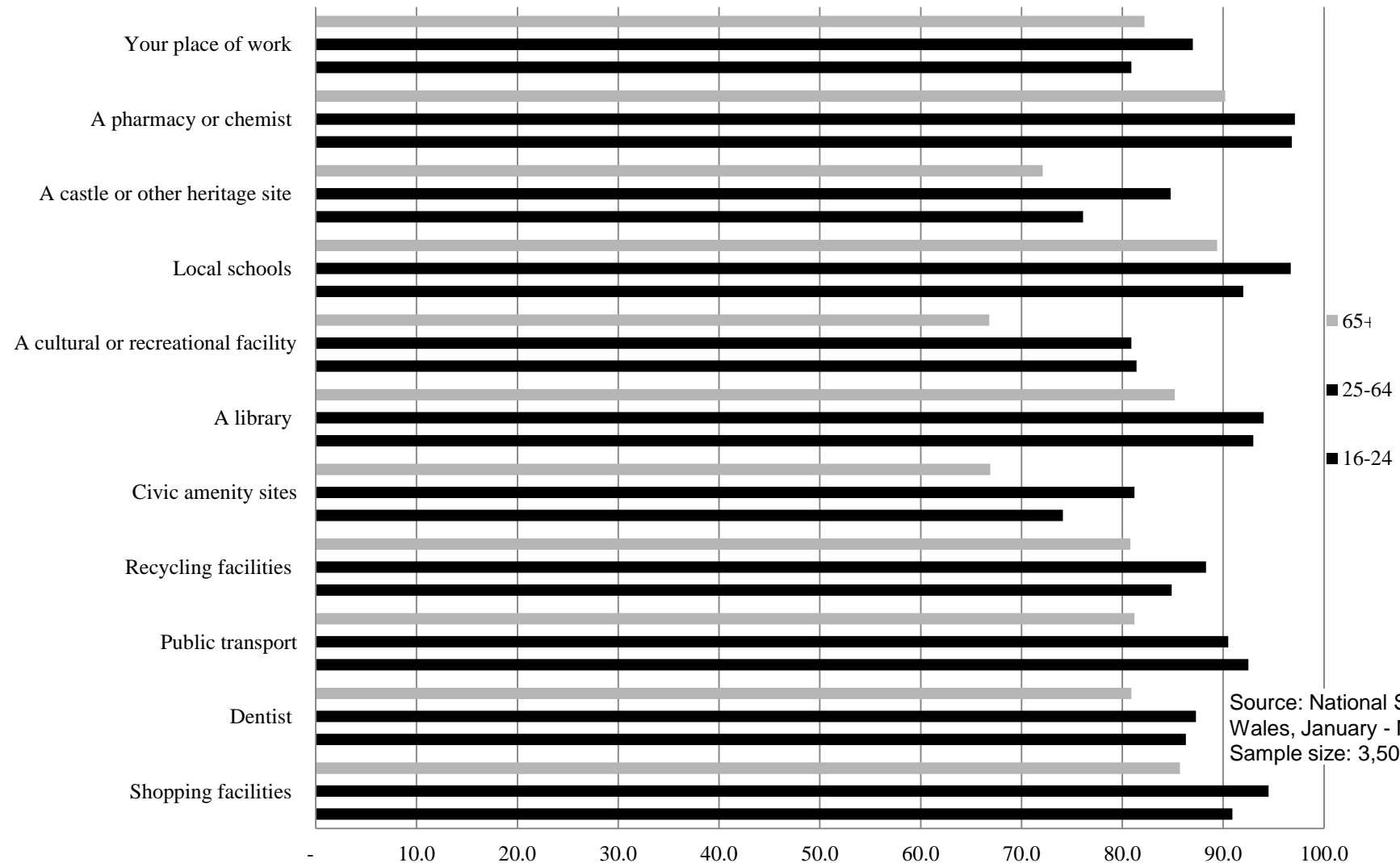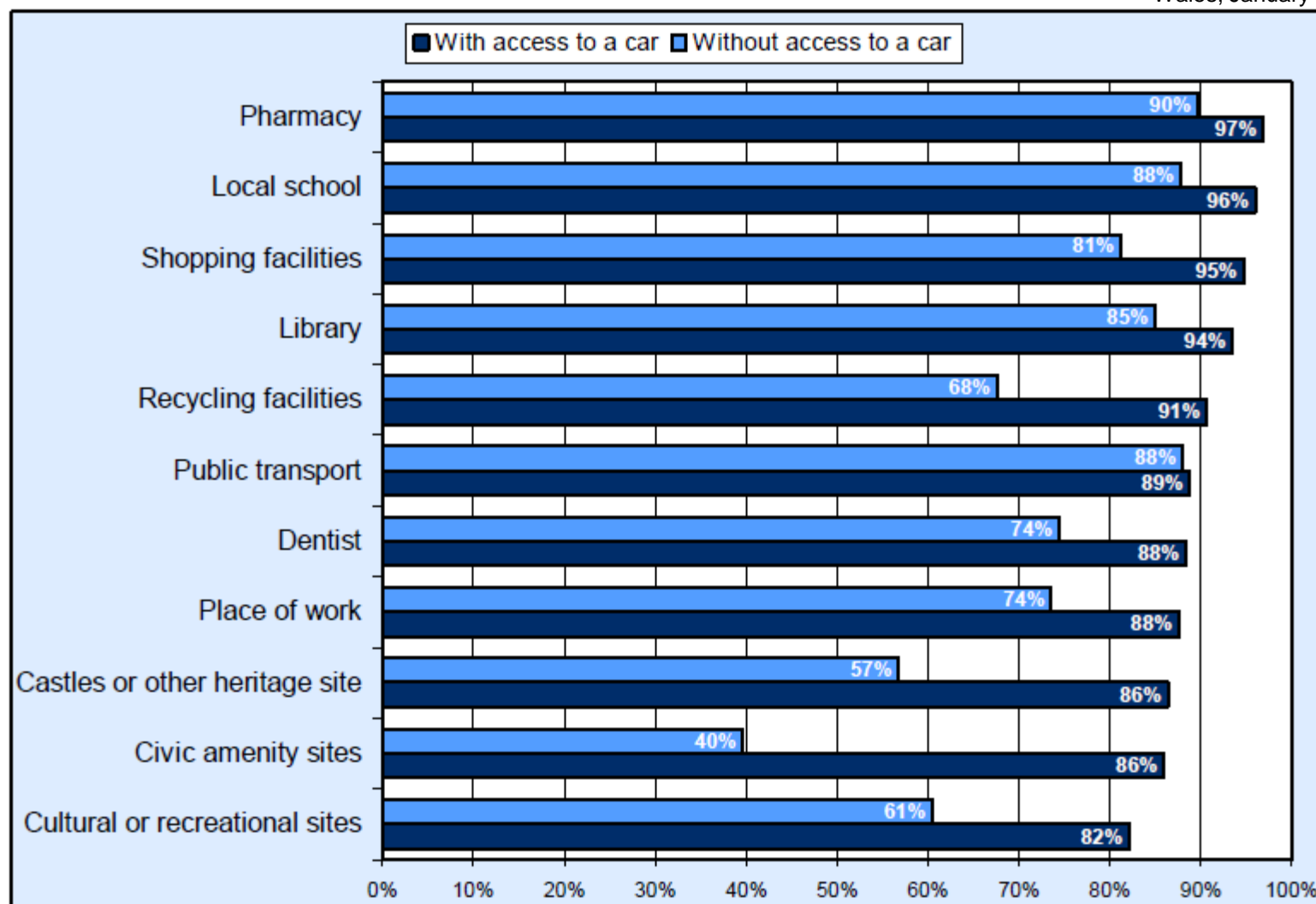
PRIMARY MOBILITY NEEDS
Practical/utilitarian Needs
e.g. get from A to B as safely, reliably, cheaply and comfortably as possible.

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% reporting easy to access

Legend:
- 65+
- 25-64
- 16-24

Categories (top to bottom):
- Your place of work
- A pharmacy or chemist
- A castle or other heritage site
- Local schools
- A cultural or recreational facility
- A library
- Civic amenity sites
- Recycling facilities
- Public transport
- Dentist
- Shopping facilities

X-axis: - , 10.0, 20.0, 30.0, 40.0, 50.0, 60.0, 70.0, 80.0, 90.0, 100.0

Source: National Survey for Wales, January - March 2012
Sample size: 3,500

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Particular issue around not having a car

Source: National Survey for Wales, January - March 2012

Chart legend: ■ With access to a car ■ Without access to a car

Facility	Without access to a car	With access to a car
Pharmacy	90%	97%
Local school	88%	96%
Shopping facilities	81%	95%
Library	85%	94%
Recycling facilities	68%	91%
Public transport	88%	89%
Dentist	74%	88%
Place of work	74%	88%
Castles or other heritage site	57%	86%
Civic amenity sites	40%	86%
Cultural or recreational sites	61%	82%

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

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- Those with **mobility difficulties** make 36% fewer trips
  - Especially those 70 years+ (Nat Travel Survey GB, 2012)

- 39% of 70 years+ had problems walking or using a bus,
  - (4% for those aged16-49) (DfT, 2010a)

- 11% of people with a **long-term illness** found it difficult to get to/from GP surgery,
  - 2% for those without a long-term illness. (Nat.Survey Wales, 2013)

- **Availability of services**: c.79% take up statutory bus concession (c.50% in rural areas)

- 76% of people felt **safe** on public transport after dark.
  - Older people felt less safe than younger people and women felt less safe than men. (Nat.Survey Wales, 2013)

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

TERTIARY MOBILITY NEEDS
Aesthetic Needs
.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

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

On giving-up driving this level of needs is adversely affected
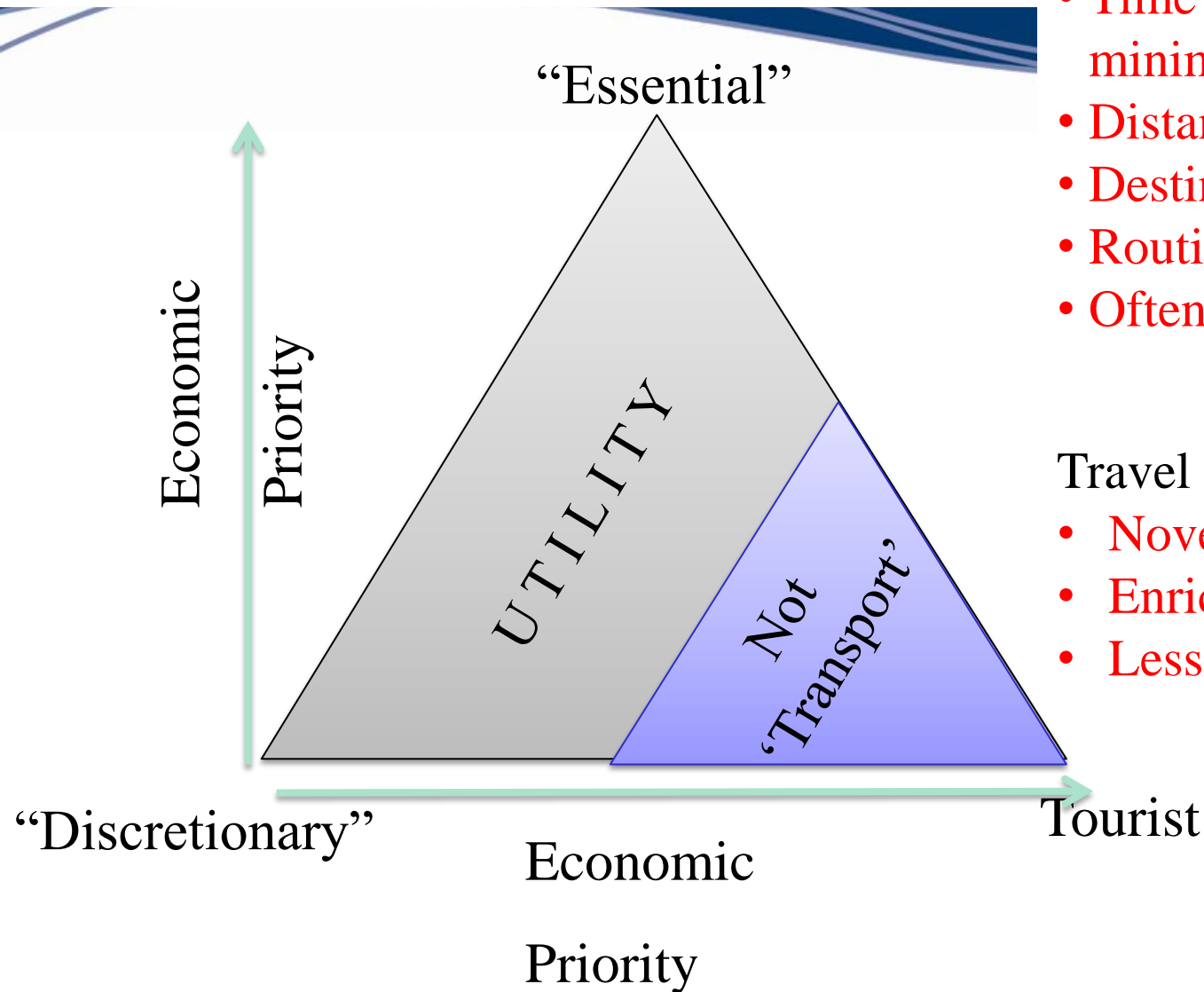Isolation, no longer part of society, no longer feel normal

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

On giving-up driving –
this level of need is usually me
- friends
- accessible transport
- public transport
- teleshopping?

"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)

Source: Musselwhite, (2010). Mobility, accessibility and quality of later life. *Quality in Age*

Traditional Categorisation of Trip Purposes

Travel for Utility
- Time wasted: to be minimised
- Distance to be overcome
- Destination-focussed
- Routine
- Often Essential, Productive

Travel for Tourism
- Novel
- Enriching
- Less destination focussed

"Essential"

UTILITY

Not 'Transport'

Economic Priority

"Discretionary"

Tourist

Economic Priority

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Successful stories

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	(i) **LONG TERM** **7(2m; 5f)**	**(ii)** **SHORT TERM** **8 (4m; 4f)**	**(iii)** **REACTIVE** **6 (6m; 0f)**
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

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

Support of family and friends

"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, aged 75)

Multimodal

Re-engage in immediate locale

Literal ⟷ **Potential** ⟷ **Virtual** ⟷ **Imaginative**

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You don't have to use a car but it helps if...

Literal

Pedestrian

There is a safe public realm for walking

There is a desirable public realm for walking

Quality, desirable public transport is provided and is accessible

Alternatives are available and attractive
Mobility scooters, community transport

- 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.

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)

Virtual

There are replacements on the Internet to reduce actual mobility

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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**
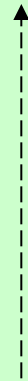The need for independence, control, status, roles

**PRIMARY TRAVEL NEEDS
Practical Needs**
Make appointments, access shops and services, work

Least awareness

Most awareness

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)"

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People are part of safe, attractive and desirable local communities

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).

Dunroamin

'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)

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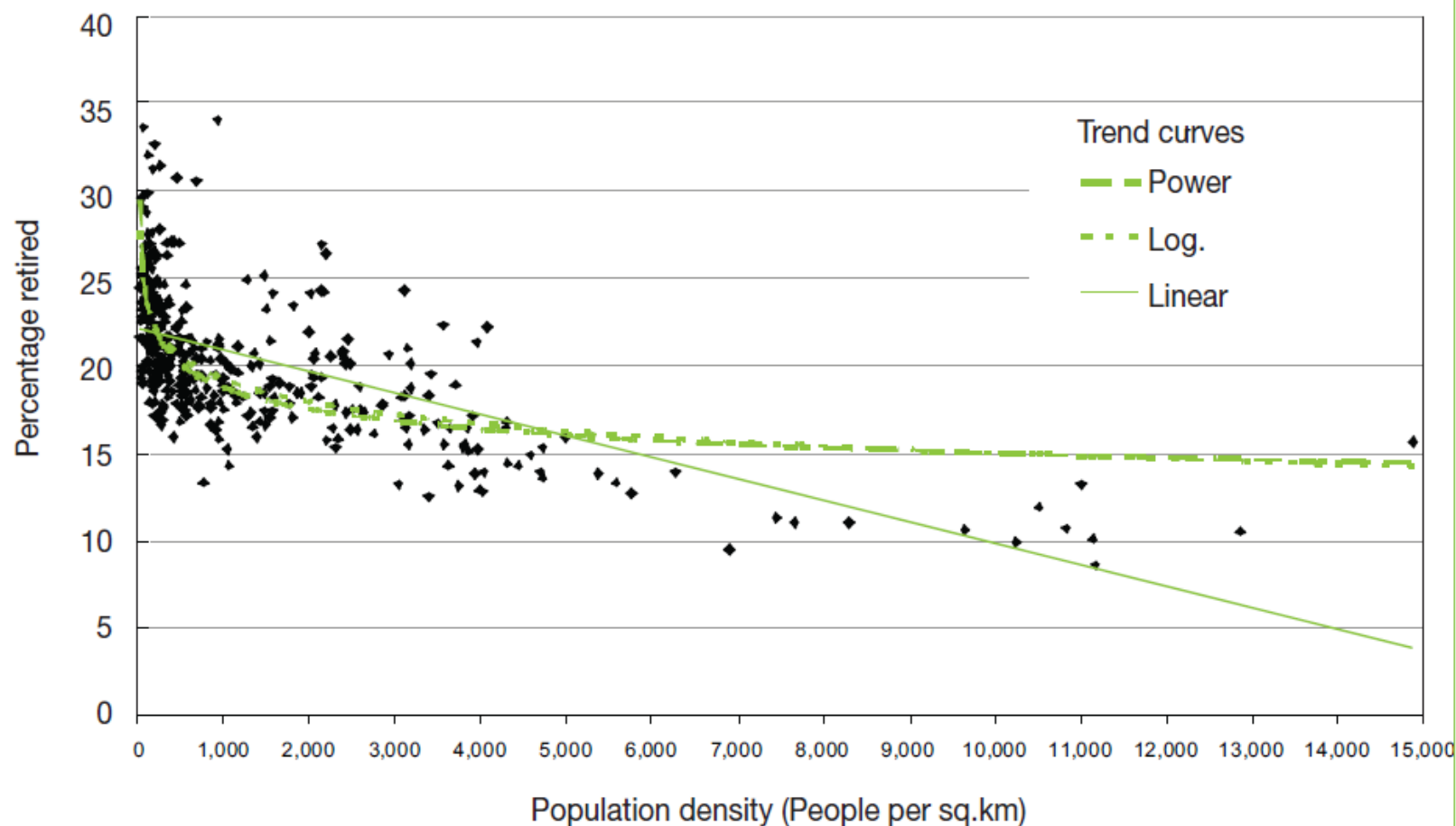
You live in an urban area?

Percentage of population retired by population density (Great Britain)

Percentage population retired - Great Britain 2008

Source: ONS (2009b) Regional Trends 41

You live in an urban area?
Not necessarily!

Rural provision

e.g. ... and

Imaginative/Dunroamin'

Needs for travel Rural area

e.g. The ne... ...n as normal.
Linked to status, ...ssion management

e.g. ge... ...ly as

Sporadic alternative provision, distances to overcome, loss of local shops

Musselwhite, C. and Haddad, H. (2010). Mobility, accessibility and quality of later life. *Quality in Ageing and Older Adults*. **11(1),** 25-37.

You live in an urban area?
Not necessarily!

Needs for travel urban area

Urban provision

TERTIARY MOBILITY NEEDS

e.g. T... ...se and

Seen as discretionary

SECONDARY ... NEEDS

e.g. The nee... ...en as normal.
Linked to stat... ...on management

e.g... ...t as

**Good proximity to services,
variety of alternatives to the car**

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Conclusion

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- to be mobile is to participate in society

- movement may not have an explicit, conscious purpose

- there are physical and mental health benefits to maintaining walking, cycling and public transport

- **All of these are important to quality of life and wellbeing in later life**

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Recommendations

1. Recognising the importance of travel beyond the need to get from A to B – role for policy and practice to embrace the social and aesthetic needs

2. Recognising the importance of considering the need for giving-up driving early-on in life and the need to give-up gradually and ensuring locus of control stays with the individual - role for Travel Awareness Group beyond Driver Training

3. Making alternatives physically accessible but also psychologically desirable – role for Active Travel Bill

4. Helping older people learn the norms associated with travelling by other means than the car – Travel Awareness Group

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