

Ageing, transport and mobility

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29th October 2013

Structure of presentation

Who/what is TfGM? What do we do?

In what context?

Illustrations of TfGM work

Significant factors impacting on transport
and mobility – points for discussion?

Conclusion

Transport for Greater Manchester (TfGM)

Greater Manchester Combined Authority → Transport for Greater Manchester Committee (elected representatives)

TfGM is the delivery arm – charged with improving transport services and facilities across GM.

- Promote and support travel choices in walking, cycling and public transport
 - Ownership of Metrolink , GM bus stations and bus stops
 - Paying for buses in areas/at times when no commercial services are provided
 - Help for disabled, younger and older passengers to travel at reduced fares
 - Local voice to help secure rail services that match local travel needs
 - Management of traffic signals on major roads
 - Information and analysis to inform GM's transport strategy and planning
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Illustrations of work/context of older people

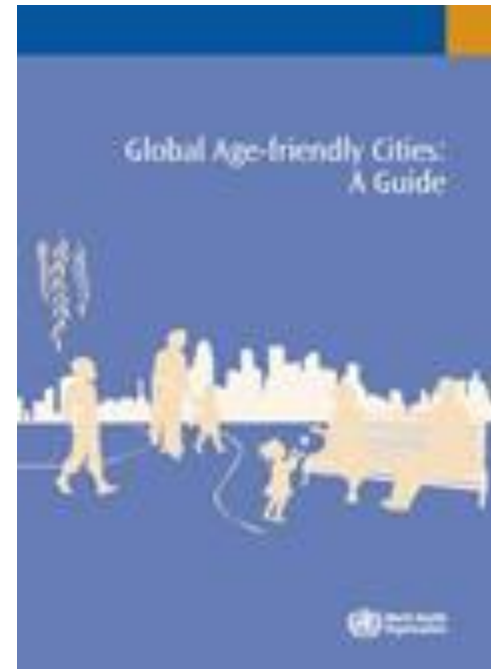
- Metrolink
 - Concessionary Fares
 - Demand Responsive Transport
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Wider context in which we are working

Transportation, including accessible and affordable public transport, is a key factor influencing active ageing. It is a theme running through many other areas of discussion.

In particular, being able to move about the city determines social and civic participation and access to community and health services

(Global Age Friendly Cities: A Guide 2007).



Metrolink 'network' effect

"Burton Road to Piccadilly, same platform to go on to Etihad Campus. "I can walk to the stop in two minutes and easily reach the Board meetings I have to attend for the Trust I am on"

Withington to East Manchester

"Bus to Bolton railway station, train to Victoria, tram to East Didsbury. "This is a chance to travel to somewhere new and my pass allows me to do this for nothing – I am going to have lunch and look at the shops"

North Bolton to Didsbury

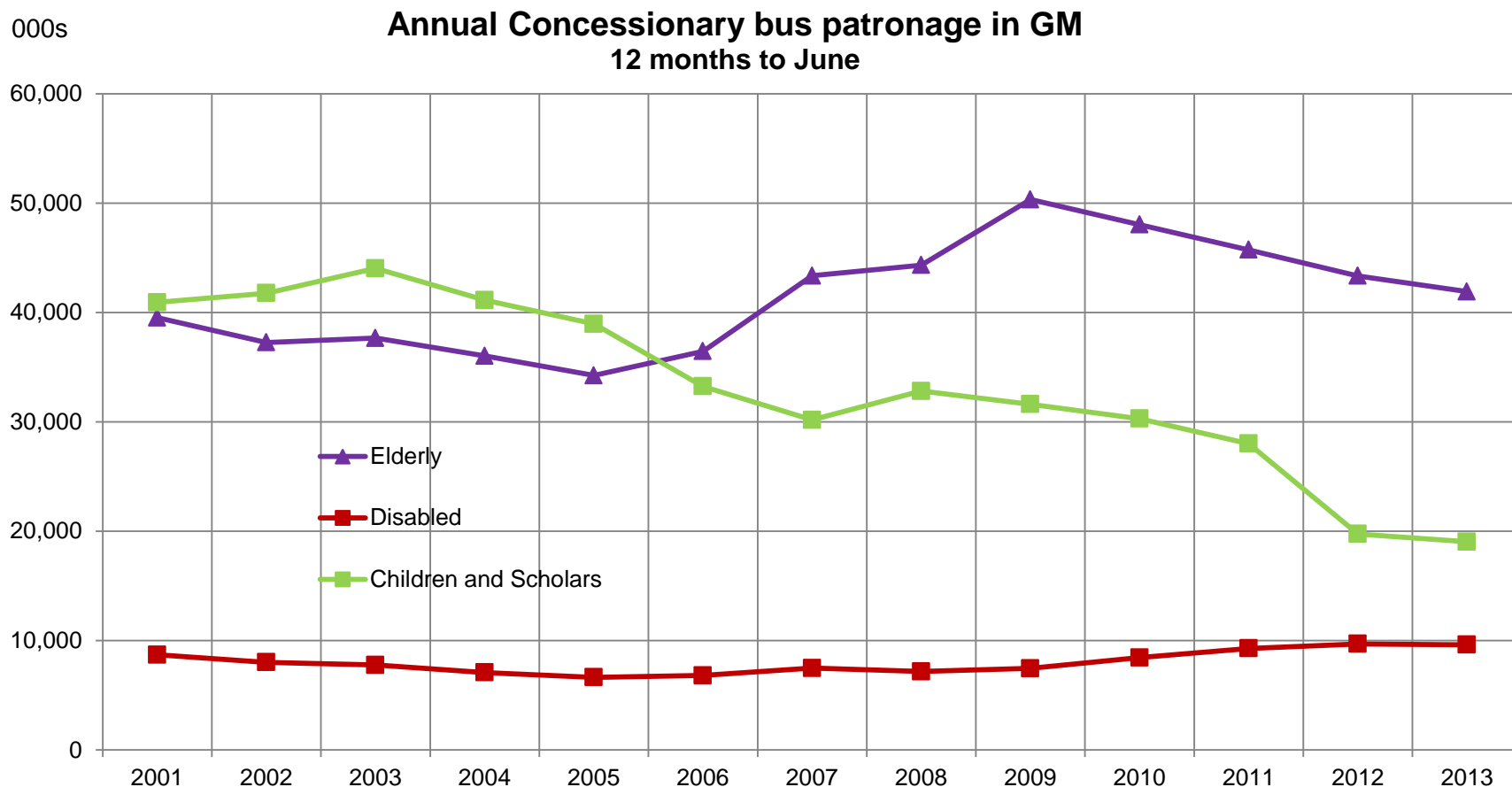
"Drive to the Rochdale Park and Ride, tram to Trafford Bar, walk to the health centre. "I have to make this journey for a health appointment once every three weeks and this is a great way to do it"

Pennine township, Rochdale to Trafford Bar

"Walk to East Didsbury, tram to Cornbrook, bus to Salford Royal. "My travelling time is cut and a journey which used to need four buses is now so much easier"

Old Moat, Manchester to Salford Royal

English National Concessionary Travel Scheme

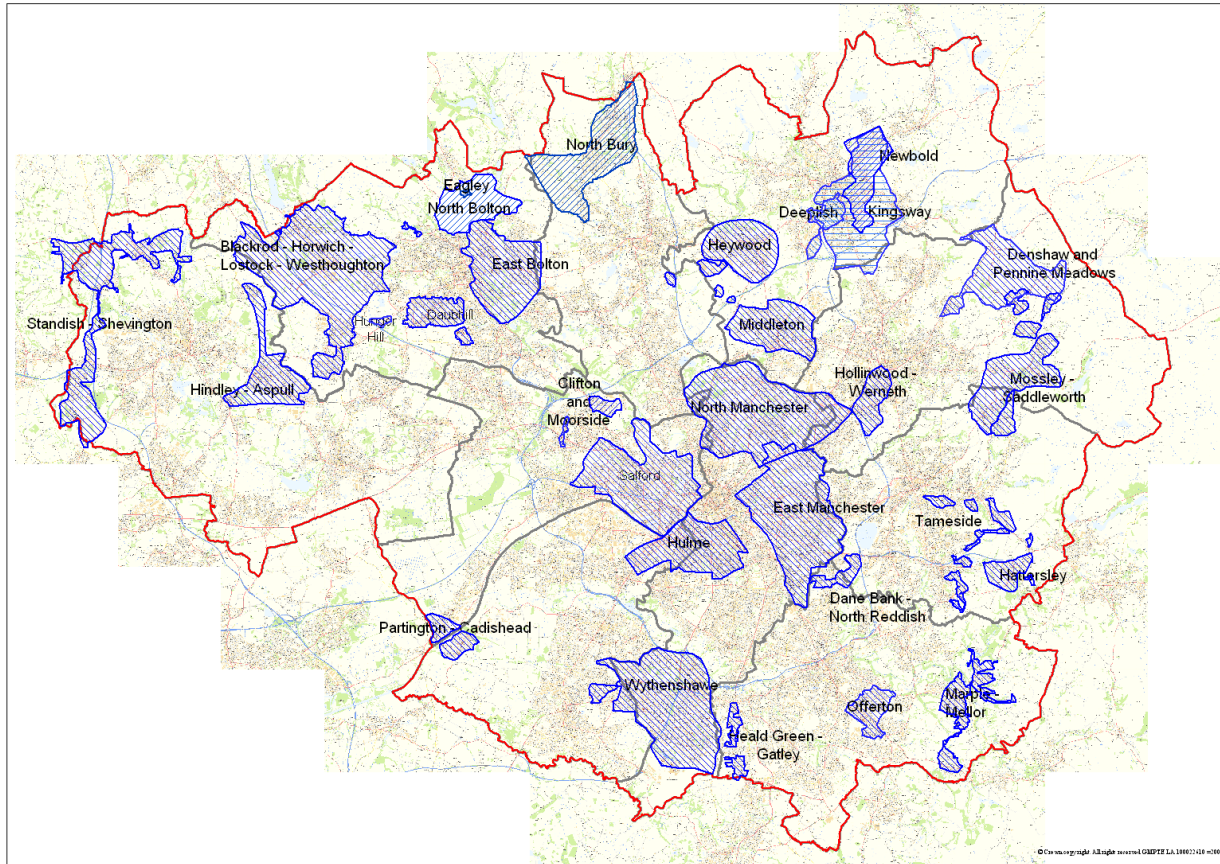




Demand Responsive Transport

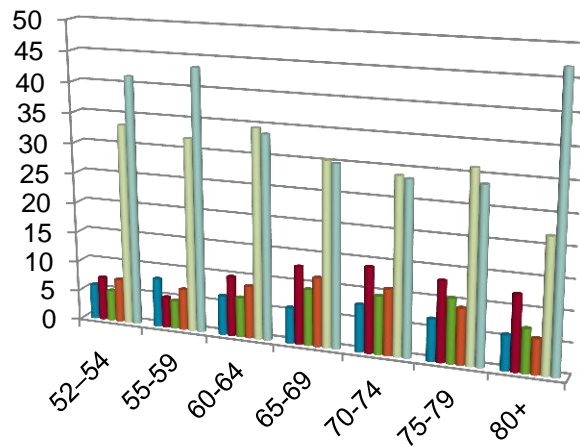
- Local Link and Ring and Ride brands
- 1.3m passenger trips per annum
- Over 40% Ring and Ride aged over 80

Local Link Operating Areas (2010)

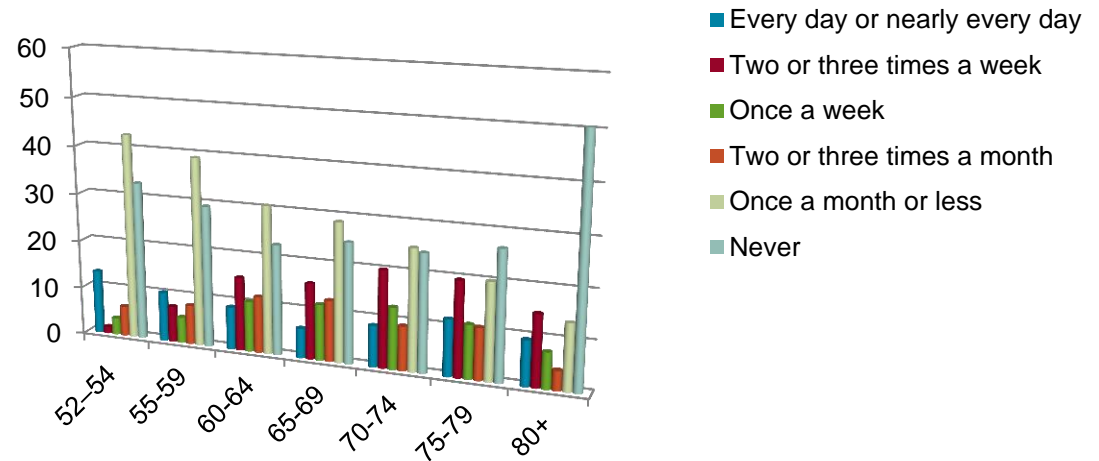


Use of public transport by age (ELSA 2012)

Males



Females

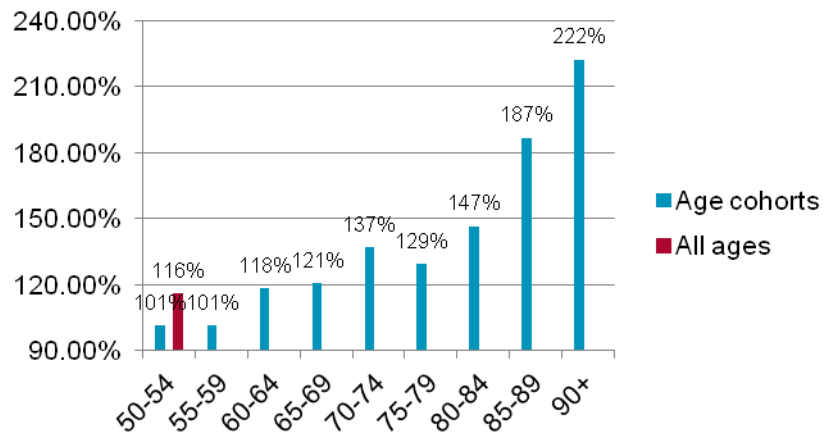


What factors should we consider

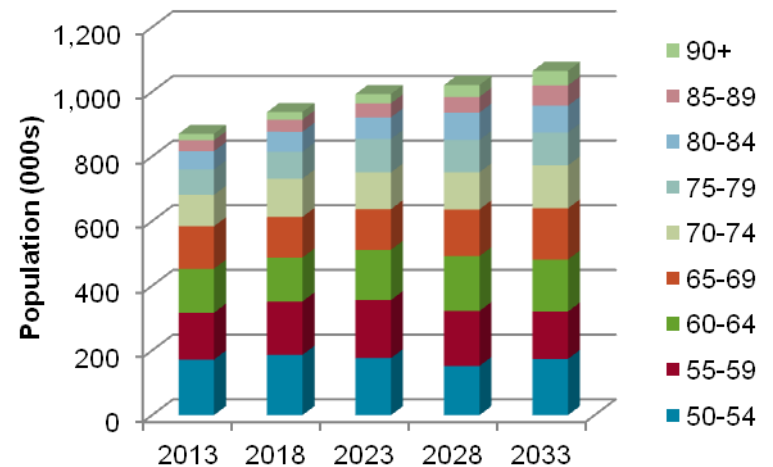
- Size and demographics of the older population
 - Where does this population live
 - How often and how far do they travel
 - Why are they travelling
 - What issues may affect their ability to travel
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Population forecasts GM 2013-2033 (ONS 2012)

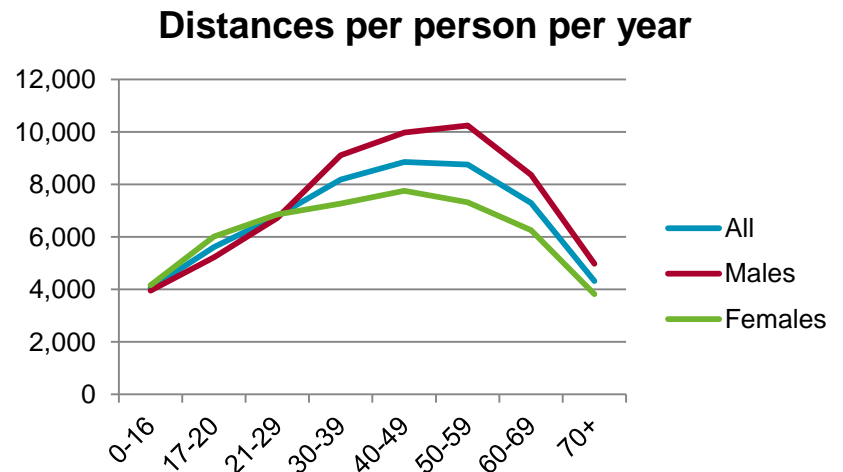
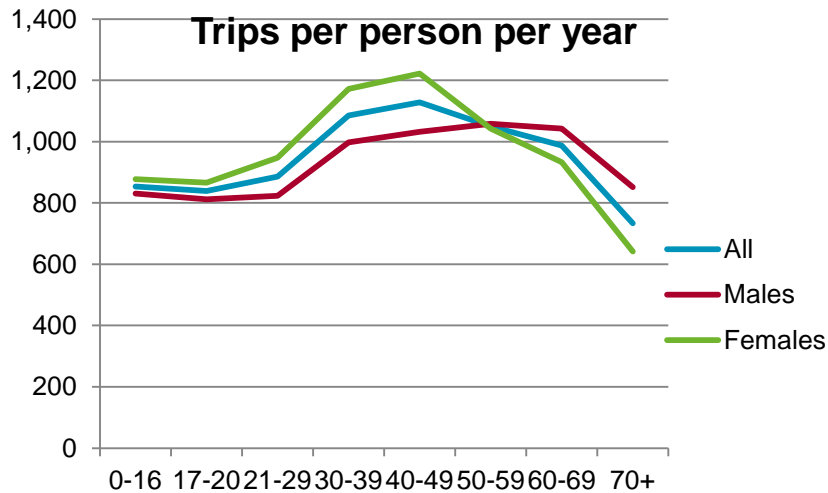
Forecast % change in population in GM by age between 2013 and 2033



GM Population by age cohort over time

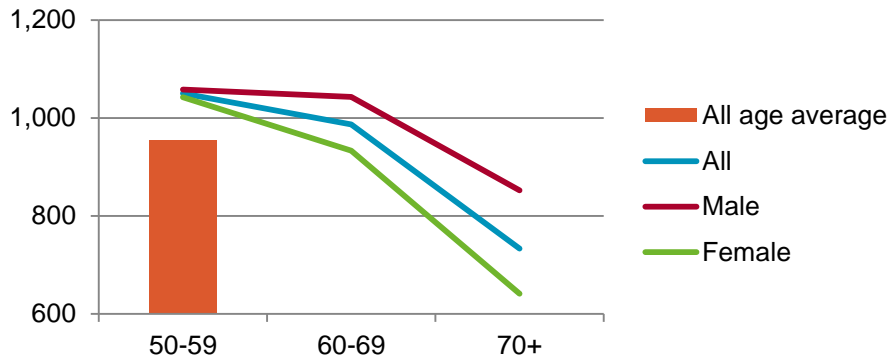


Trips and Distances (NTS 2012)

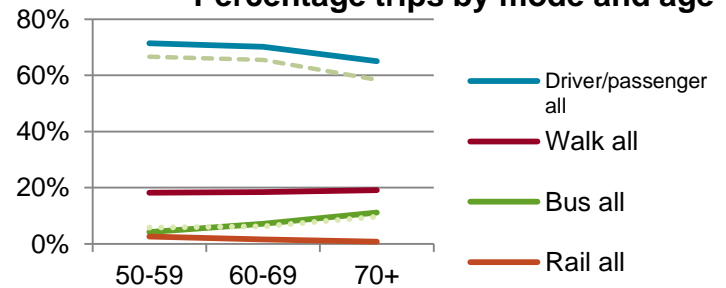


Trips (NTS 2012)

Number of trips in relation to all age average
number of trips

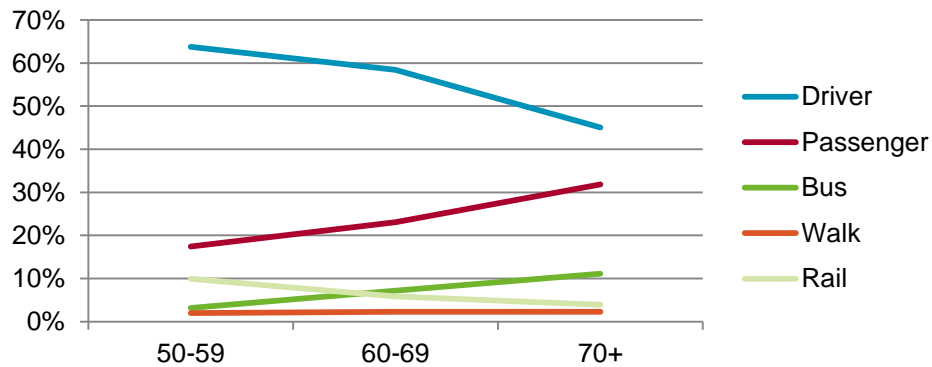


Percentage trips by mode and age

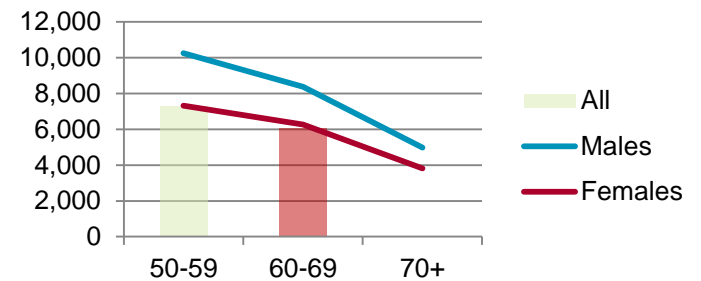


Distances (NTS 2012)

Percentage distance by mode and age

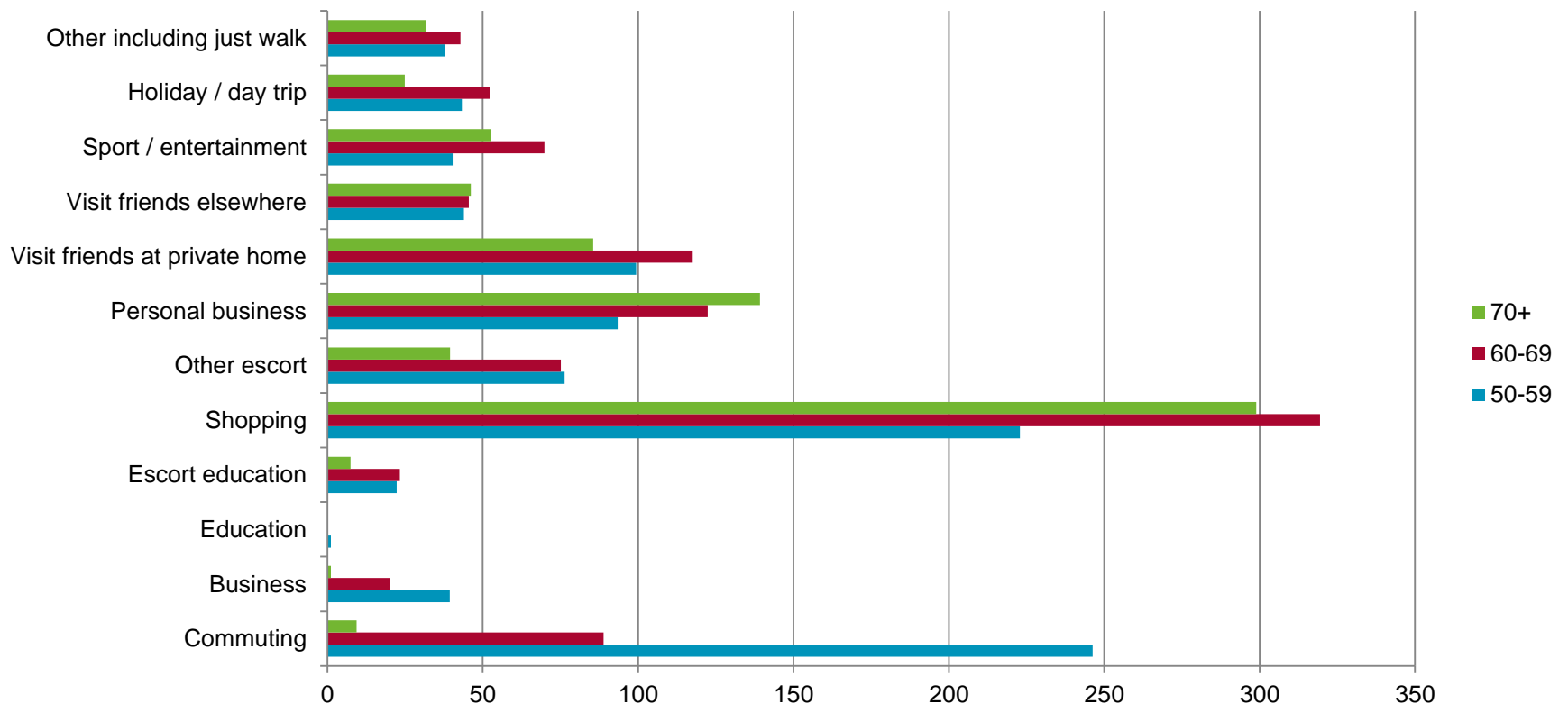


Distance travelled in relation to average for all ages - recognises male/female at different starting points



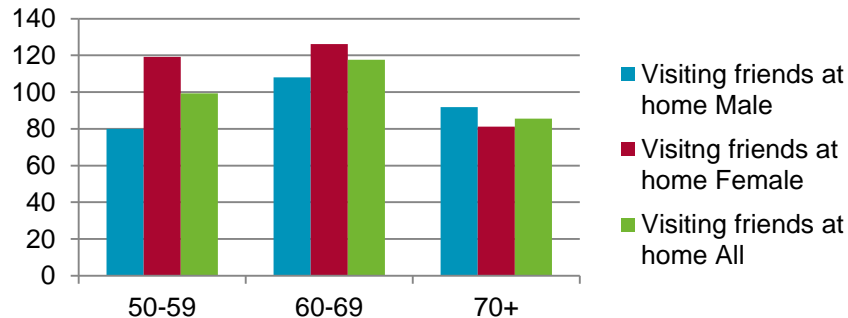
Journey Purpose by age (NTS)

Distribution of trips by journey purpose - GM 2007/12

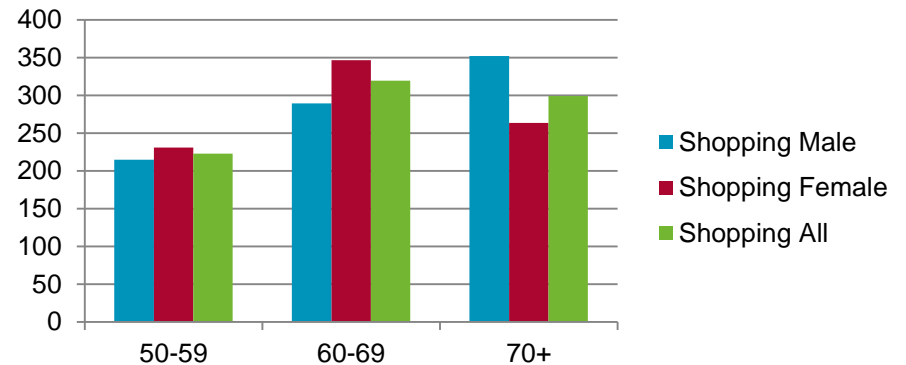


Journey purpose examples by gender

Visiting friends at home by age - GM 2007/12



Shopping trips by age - GM 2007/12



Travelling to the Airport - 0631



School holiday duties



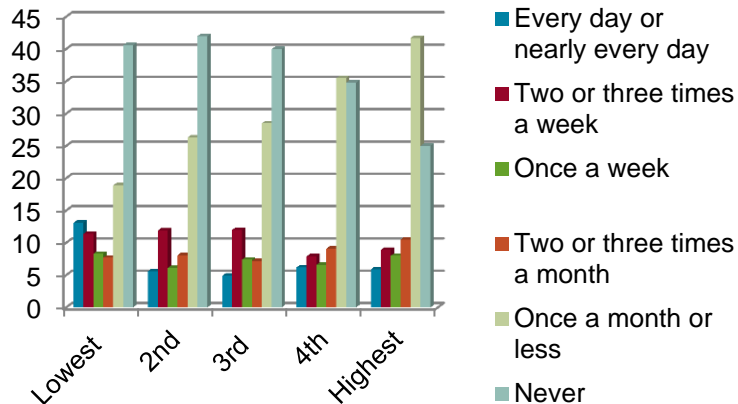
Distribution of older population

“Over the last decade, migration, particularly the selective emigration of healthier and/or affluent older people to neighbouring suburbs and beyond, combined with high immigration from abroad and certain wards having high population churn, has left Manchester with pockets of isolated older people with few or no stable social relationships. A study by the Audit Commission in 2008 found that “the remaining older population...tends to be....poorer, isolated and more vulnerable with a lower life expectancy and a need for acute interventions”.

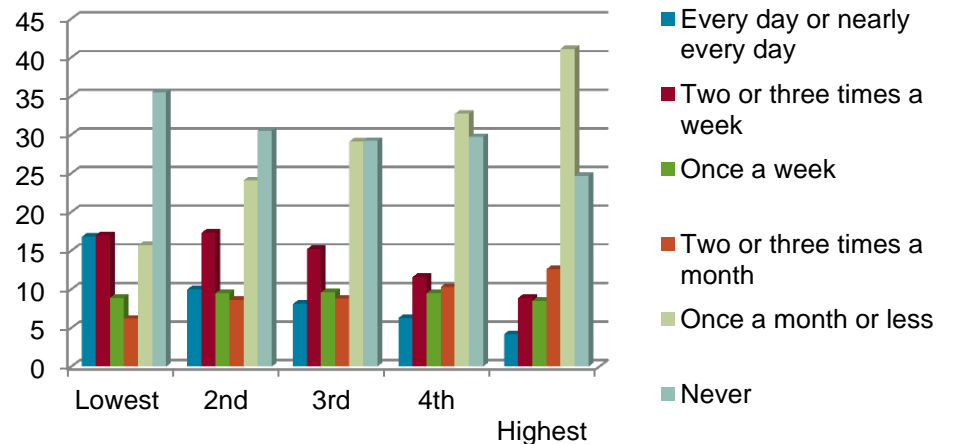
Profile of Older People, Manchester City Council 2012

Use of public transport by wealth group (ELSA 2012)

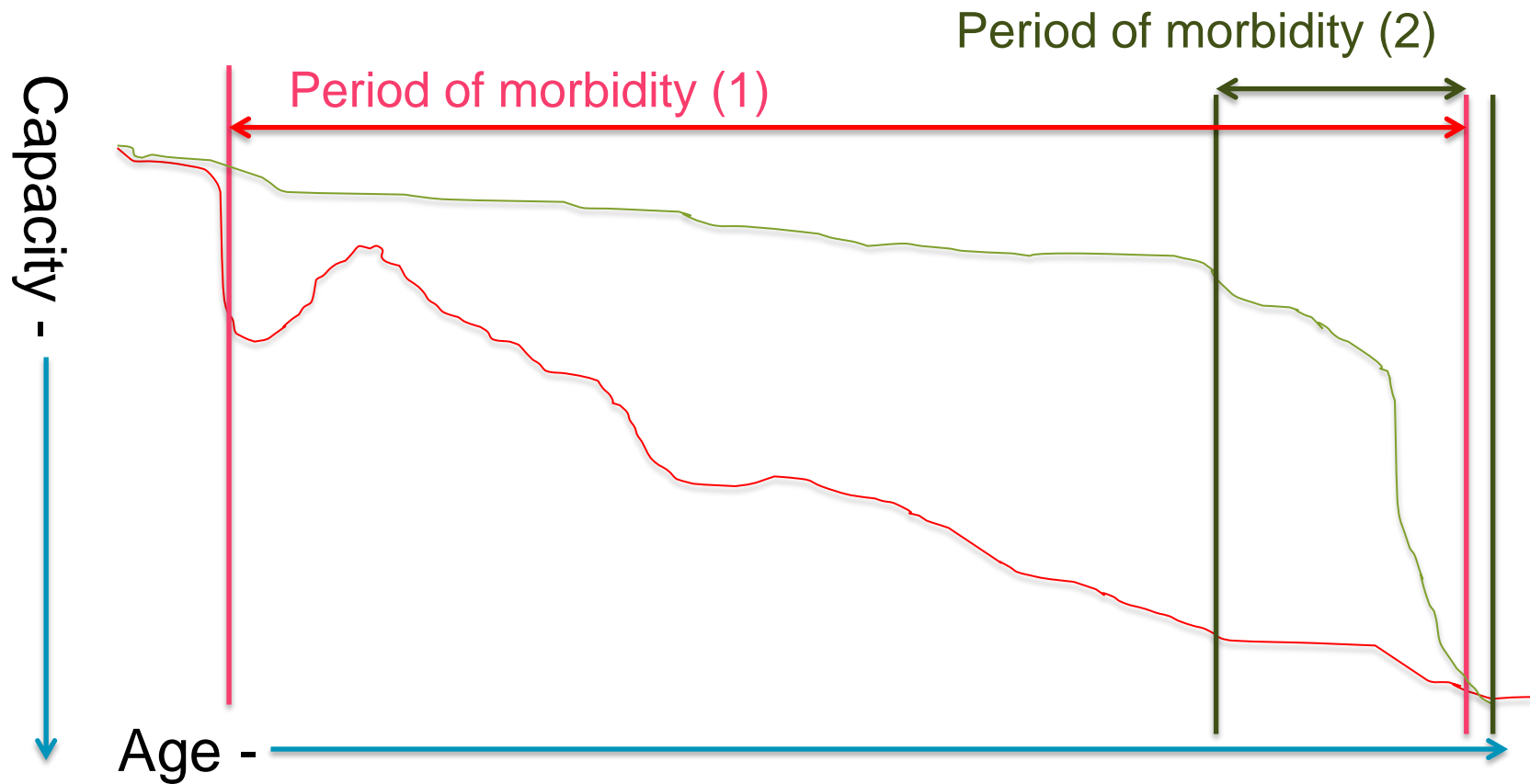
Use of public transport (%) by wealth group for men



Use of public transport (%) by wealth group for women



Compression of Morbidity (Fries)



Conclusions

Same or similar transport and related factors persist across the life course and remain determinants of modal choice

The dynamics between different factors and the impact they have changes over time

Transport and mobility are key issues in respect of successful periods of transition in the lives of older people

The challenge (for TfGM) is to sustain access to and use of public transport over time

Solutions need to be person centred, flexible – and increasingly smart – this applies to older people as much as to other population cohorts
