

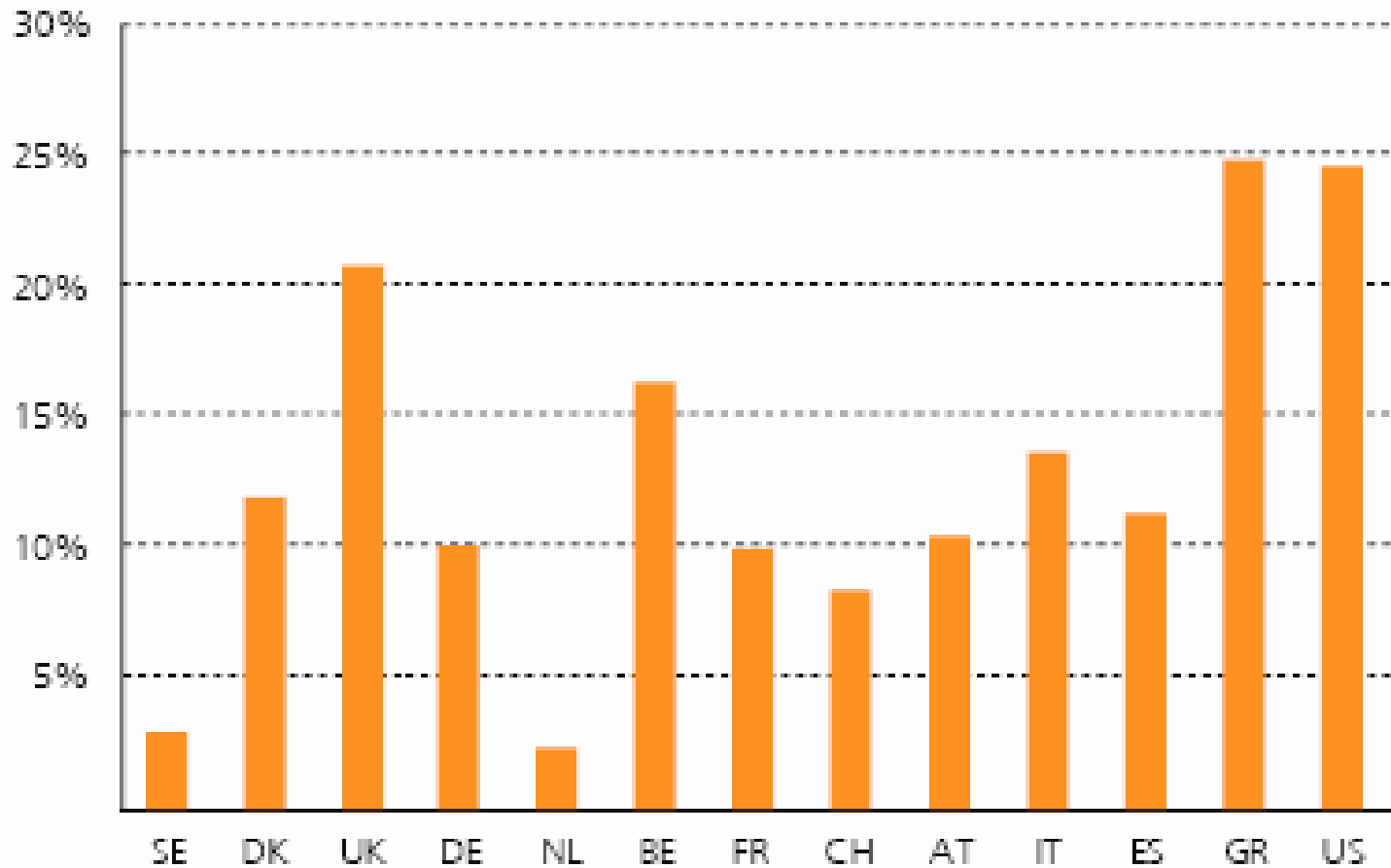


Background to the study

EMTA Accessibility Working Group commissioned a study in March 2006 to undertake research into older peoples transport needs to:-

- Define the challenges of an aging society and the impact on public transport
- Establish main characteristics which are of concern to older people
- Outline age related constraints, needs and expectations of older people
- Analyse how operators and authorities assess the challenges of an aging society
- Identify best practice measures as means of encouraging older people to use public transport

Poverty Rates Among People Aged 65 and Over (2000) SHARE final report (2005)



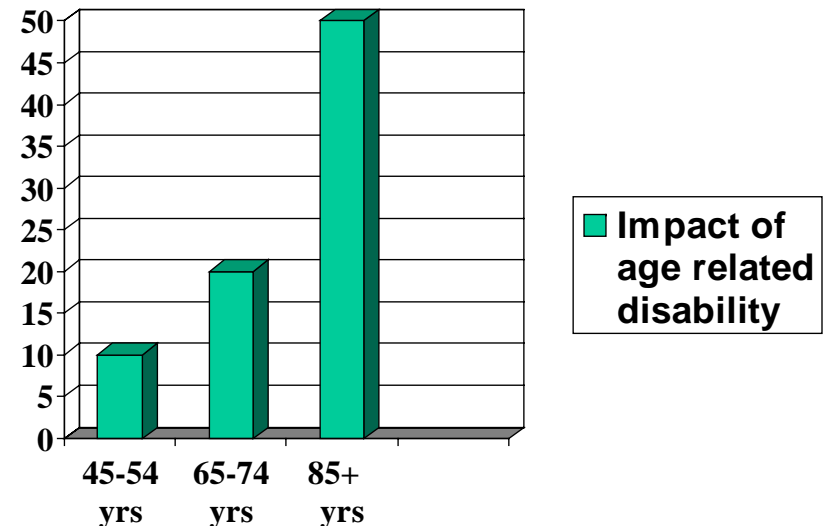
Anticipated demographic changes

- Older people increasingly live alone, especially women
- Immigrant populations are less likely to drive
- The 'new' older generation have different lifestyles and expectations than those of the previous generations
- Older people today are arguably the keystone of modern society
- Difficult to define a homogeneous group of 'old people'

Facts relating to the mobility of older people – age related mobility constraints

Likelihood of acquired impairments with increasing old age increases dramatically after the age of 55:

- 10 % of people aged 45 – 54 are identified within the EU have a disabling condition.
- This rises to 20 % for the 65 – 74 age group
- And 50 % for the 85+ age group
- Cognitive processes decline rapidly as people age

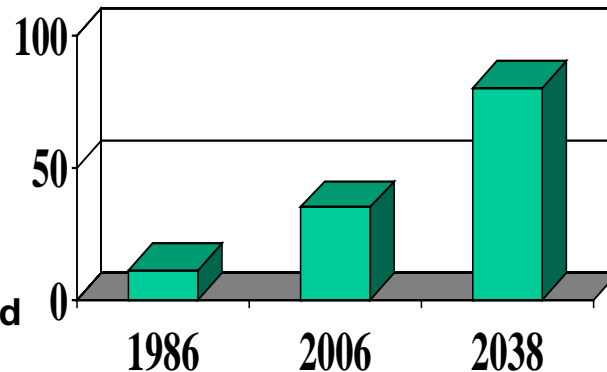


Car availability and driving licence ownership – European Perspective

- Private car usage increased significantly between 1990 – 2004 across Western Europe
- 50 – 60 % of older people have access to a car in urban areas in Western Europe (Source – MOBILATE Project)
- 7 out of 100 single women aged 75+ had access to a car whereas 86 % of 55 – 74 year old men had access to a car (Source – recent European survey)
- Further research is needed to determine the actual rate by which car usage is growing among older people
- The strong economy within Western Europe suggests that car usage among older people will remain high

Car availability and driving licence ownership - *British Perspective*

- UK has similar set of tendencies in terms of car usage among older people as Western Europeans
- In **1986, only 11 % of women aged 70 and over held a driving licence**
- **35 % of women aged over 70 now hold a driving licence** (DfT 2006)
- **80 % of 40 – 49 women now hold a driving licence**
- In the UK, people aged over 70 make approximately 50 % fewer trips than younger people
- Older people in the UK tend to make trips of a shorted duration and distance



■ % of women aged 70+ holding driving licence

Car usage among older people: What does this mean – a simplified scenario

- Increase in both male and female car usage into advanced old age
- Difficult to develop a clear scenario for public transport and usage by older people and this is further hindered by:
 - **Lack of knowledge of mobility needs and lifestyles of the current and coming older generations**
 - **Gaps in knowledge relating to environmental issues and energy resource availability in the future**
 - **UK knowledge relating to car usage versus public transport usage among older people is scant**

Summary Findings

- **Difficult to define who is an older person**
- **Next generation of older people will have a different set of expectations**
- **Car usage is rising, particularly among women**
- **Older people have a different set of 'need to travel' priorities**
- **Need a better understanding of older peoples transport concerns**
- **Access to information, ease of use of transport facilities, fear of accidents, harassment, and affordability all felt to be substantial barriers to accessing to public transport**

High level conclusions: The Perspective of Authorities and Operators

- Authorities generally have an understanding of the needs of older people
- Transport sector doesn't appear to have understood the level of unmet need and are more concerned with delivery
- No real evidence came out of the survey that Authorities across Europe offer dedicated services and transport solutions to their older client group
- Transport solutions are often delivered by the voluntary or charitable sector

Key factors for transport sector

- Older people are a core customer group
- New generation of older people more demanding and have a different set of expectations
- Cultural differences more prevalent and diverse
- Societal, psychological and cognitive issues
- Many older people do not define themselves as being disabled
- Need and demand for accessible public transport likely to increase
- Balance between current car users and public transport users could have a severe impact on future public transport

What needs to be done?

- Older people offer potential as an emerging customer group
- Public transport is a key to allowing older people to remain independent
- Further research into projected car usage among older people
- Better integrated planning options by closer partnerships
- Complementary Demand Responsive Transport solutions
- Identify best practice solutions and develop knowledge trading strategies
- Understand public transport access issues at a micro level
- Improve public transport reliability, cleanliness, safety & security, information and marketing

European conclusions: Identified gaps across Europe

- No 'older persons' only specific measures exist anywhere in Europe
- Accessibility strategies often focus on the needs of impaired passengers (for example physical disability, visual impairment etc) but tend to overlook the multitude of other aspects which affect older peoples ability to access public transport
- Analysis of implemented measures doesn't tend to be followed up in any detail which can act as a barrier in terms of understanding the effectiveness of measures put in place

Thank You

Any Questions?

