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Buses, streets and cars Planning better for older people



Buses, streets and cars

Planning better for older people

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With thanks to Dr Ann Jopson & Jenny Woodward

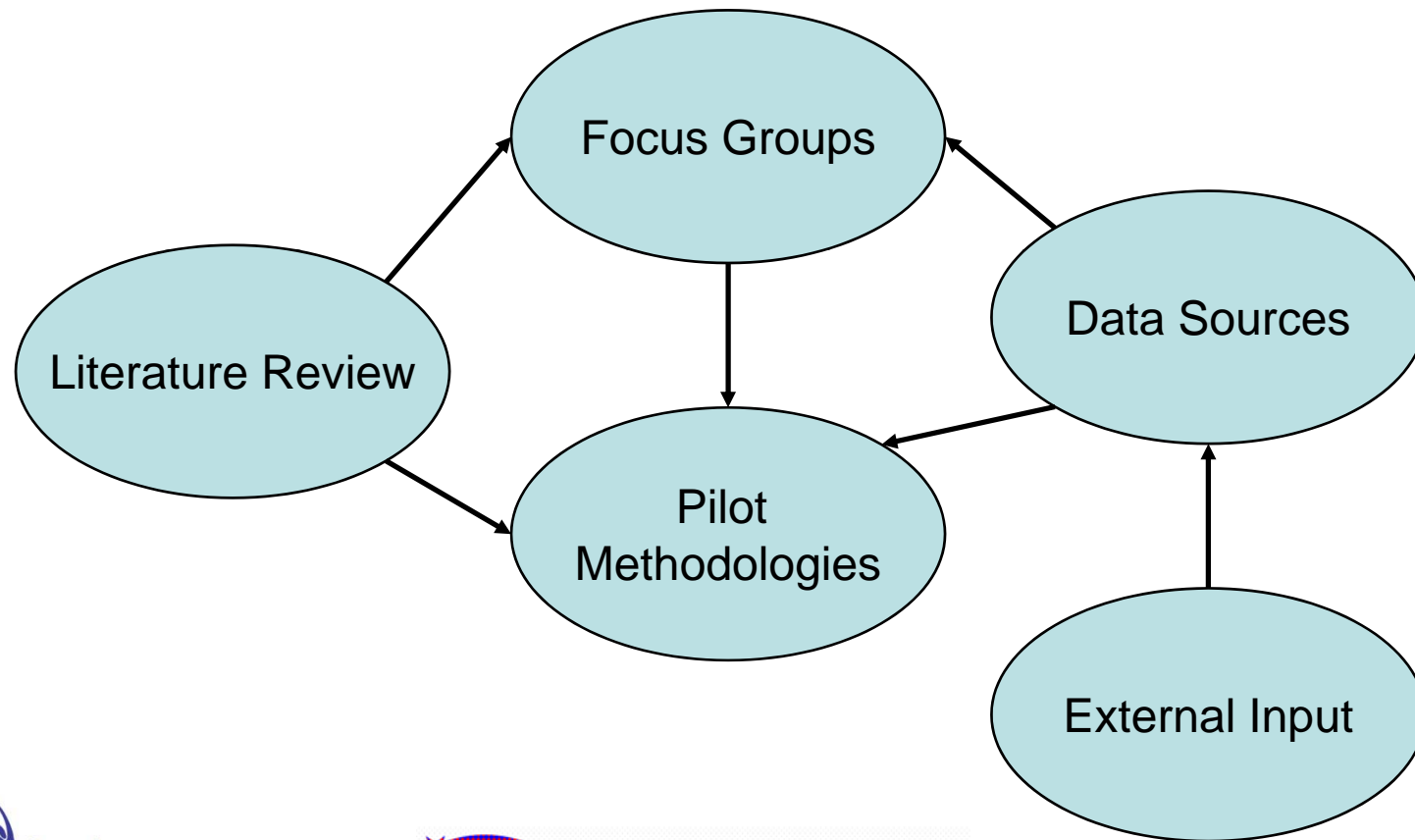


Key questions

- What type of transport system do older people want?
- What are the impacts/coping strategies?
- What will the customer of the future want?
- What are the policy interventions to assist?
- Where next?



Methods



Focus Group Findings

Ten groups within Leeds,
81 participants



Focus Group Findings

- Wide range of mobility:
 - From physically fit to extremely frail
 - Conditions included; visual impairments, mental health problems, osteoarthritis, Parkinson's
- Wide range of activity levels:
 - From travelling "*all over*" to "*the sitting brigade*"
 - The ability to "*just get out of the 4 walls and see people*" more important than specific activities
 - Shopping serves many purposes; functional, gives structure to the week and an activity in itself "*it's a day out, it's a social thing*"



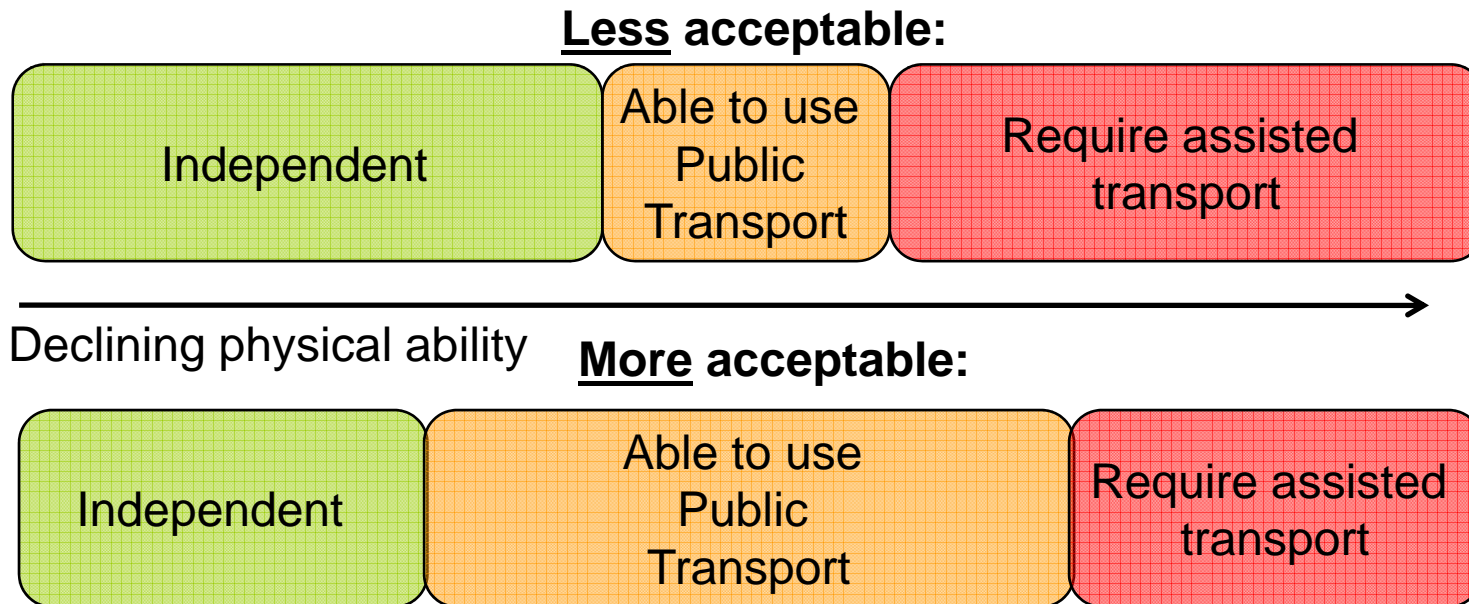
3 Key Barriers

- Physical Ability
 - Gradual process of decline
- Individual Characteristics
 - Lack of control
 - Varying degrees of engagement
- Physical Environment
 - Feeling of being “pushed out” or “out of step” with the environment
 - Disruption



Physical Ability

- The accessibility / acceptability of Public Transport affects:
 - How long people wish to remain driving
 - When they start needing assisted transport



Individual Characteristics

- Feeling of a lack of control over transport provision
- Ill thought out decisions particularly irritating

- Three typographies:

1. The Resigned Acceptors

“we can’t change the bus route, we can’t change the fact we can’t walk as well as we did, we just have to accept it as best we can”

2. The Frustrated Acceptors

Frustrated but aren’t aware of how / feel unable to influence

3. The involved. “Fighters!”

Actively trying to influence decisions at a local or city level



The Physical Environment



Physical Environment

- Difficulties **CROSSING ROADS** is the dominant issue
 - Everybody said something about this
- Issues with other people's use of pavement space
- Issues with condition of pavements



Crossing Roads: informal crossing

Lines of sight (angle of junction)

Crossing width



Public Transport

- Many examples of bad falls - many “*don’t dare*” to use
- Caused by:
 - Drivers setting off before older people are seated
 - Having to get up before the bus stop
 - No grab rail and front tipping seats
 - General rough driving
- Getting on and off significant problem – “kneeling” inconsistent
- Great variability of drivers



Public transport

- For the more mobile:
 - Extensive use
 - Concessionary fare popular
- Issues for the less mobile / more frail:
 - Unreliability meaning long waits
 - Buses not entering estates
 - Bus stops in city centre a long way from desired locations
- Re-scheduling unsettling
- Security at bus stops problem for all



What type of system do older people want?

- One that they can use independently
- One which is safe and accessible
- One which is 'stable'
- Benefits are
 - Retaining independence longer
 - Inclusion
 - Better (mental) health and well-being



How might this change?

- Influence of driving licence holding
- Drive for longer
- Who will make transition to non-driving?
- When will they make the transition?
- How will this impact on choice and independence?



What are the policy options to assist?

- Technology?
 - Some fit today – some in the future
 - Texting for bus arrivals ×
 - Oystercard ✓
- Service mix?
 - Dedicated ‘inflexible’ flexible services???
 - Taxis, Community transport, liftshare...
 - Scooters, cycles + feet!!!
- Vehicle support systems



Where Next



This is not the future....



Where next?

- Research Bid Submitted
 - What are the key contextual changes?
 - Why do older people travel how they do?
 - How does this relate to how they have always travelled?
 - (How) is the next generation planning for travel?
 - How are expectations conditioned?



Thank You

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