Transport needs for an ageing society

TRACY

European Interdisciplinary Conference "Ageing and Safe Mobility", German Federal Highway Research Institute (BASt) Bergisch-Gladbach, 27.11.2014

Transport policies in an ageing society: An evaluation of current practice in Europe and beyond
Results of EU-research project TRACY

Prof. Dr. Matthias Gather,
Transport and Spatial Planning Institute,
University of Applied Sciences Erfurt
TRACY - Challenges in an ageing society

- Pension system
- Health care
- General budgets (incl. transport)

- Old-age poverty
- Loneliness
- Access to public services
- Ensuring mobility

Inclusion and Exclusion

- Frailty
- Dementia
- Impairments of senses (visual, auditive)
- Psychological problems

Decrease of public finances

- Way purposes
- Frequency and speed
- Time budget
- Modal split

Health problems

Changing mobility behaviour

Bergisch-Gladbach, 27.11.2014
Matthias Gather
One approach: Profiles of older people

Specialised solutions

Care-full

An oldie but a goodie

Hole in the heart

Happily connected

Fit as a fiddle

General solutions

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1. Challenges in an ageing society
2. The TRACY-approach
3. Transport needs of older people
4. Overview of policies
5. Approaches to increase transport safety
6. Conclusion and recommendations
TRACY - TRACY approach

State of the art

- Comprehensive overview of policies and strategies of all land-based transport modes in all 27 EU member states, associated states and further countries

Evaluation

- Defining needs of older people; detailed analysis and evaluation of current national policies and strategies to ensure mobility of older people

Action plan

- Development of innovative solutions and recommendations, identification of research gaps and further research demand
Quality features of an age-friendly transport and mobility system

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affordable</td>
<td>Use of the transport and mobility system should be possible within older people’s financial means.</td>
</tr>
<tr>
<td>Available</td>
<td>The mobility and transport system should exist in a way that older people can use it.</td>
</tr>
<tr>
<td>Barrier free</td>
<td>The system’s facilities should be usable by disabled persons without any specific difficulty and without assistance from third persons. They should as such be designed to take into account the physical, sensory and cognitive impairments more likely to be experienced by older people.</td>
</tr>
<tr>
<td>Comfortable</td>
<td>The transport and mobility system should be designed or adapted to ensure that older people can use it without experiencing undue discomfort, pain, stress or anxiety.</td>
</tr>
</tbody>
</table>
Quality features of an age-friendly transport and mobility system

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Comprehensible</strong></td>
<td>Information about the transport and mobility system should be communicated in ways that make it easy for older people to understand.</td>
</tr>
<tr>
<td><strong>Efficient</strong></td>
<td>It should be possible to travel to the required destination within a reasonable amount of time.</td>
</tr>
<tr>
<td><strong>Friendly</strong></td>
<td>The transport and mobility system should be approachable for older people. Where applicable staff should be available in a number of ways (phone, face to face) and should be aware of the particular needs of older people.</td>
</tr>
<tr>
<td><strong>Reliable</strong></td>
<td>The transport and mobility system should perform as advertised, allowing for an element of unpredictability caused by unforeseen events, e.g. by extreme weather.</td>
</tr>
</tbody>
</table>
Quality features of an age-friendly transport and mobility system

<table>
<thead>
<tr>
<th>Characteristic</th>
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<tr>
<td>Safe</td>
<td>The transport and mobility system should not be dangerous for older people, with specific needs, to use. They should not feel unsafe while using it.</td>
</tr>
<tr>
<td>Secure</td>
<td>The transport and mobility system should be dependable and should not present unnecessary risks to older people. They should feel confident that they are not at risk when using it.</td>
</tr>
<tr>
<td>Transparent</td>
<td>Older people should be aware of the existence of the transport and mobility options available to them, and understand how to use them.</td>
</tr>
<tr>
<td>Complementary</td>
<td>The transport and mobility system should be supported by policies capable of promoting accessibility for older people by means other than personal transport (e.g. internet access, mobile services).</td>
</tr>
</tbody>
</table>
TRACY - Overview of policies

- 174 policies & programmes found in 33 countries (EU27 + CH und NOR, USA, AUS, NZL and JAP)
- 127 policies and programmes in EU27
- From 2 to 13 per country, on average 5 per country
- No geographic patterns in terms of focus on urban or rural areas
- 64% intended solely for older people
- Policies generally related to individual modes of transport, though some covered more than one mode
- Some themes emerged
- Evaluation of impact uncommon
TRACY - Overview of policies

- Reduction of barriers to travel
- Design of infrastructure & vehicles
- Information for older people

- Greater demands on PT
- Facilitate walking & cycling
- Driving for longer

- “Vulnerable” group of road users
- Changes to driving ability
- Legislation

- Free or reduced travel
- Innovative PT options
- Assistance policies
- Training programmes
- Accessibility

- Fitness to drive
- Driver licensing
- Medical testing
- Education & training
- Awareness raising
- Alternatives

Themes: Ageing, Road safety
Modes: Public transport, Walking and cycling, Car

Bergisch-Gladbach, 27.11.2014
Matthias Gather
<table>
<thead>
<tr>
<th>TRACY - Scoring of policies</th>
<th>Score 1 (none)</th>
<th>Score 2 (Slight)</th>
<th>Score 3 (Medium)</th>
<th>Score 4 (Strong)</th>
<th>Score 5 (Very strong)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available</td>
<td>99</td>
<td>36</td>
<td>28</td>
<td>10</td>
<td>1</td>
<td>174</td>
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<tr>
<td>Affordable</td>
<td>118</td>
<td>9</td>
<td>14</td>
<td>11</td>
<td>22</td>
<td>174</td>
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<tr>
<td>Barrier-free</td>
<td>104</td>
<td>17</td>
<td>18</td>
<td>18</td>
<td>17</td>
<td>174</td>
</tr>
<tr>
<td>Comfortable</td>
<td>94</td>
<td>66</td>
<td>12</td>
<td>2</td>
<td>0</td>
<td>174</td>
</tr>
<tr>
<td>Complementary</td>
<td>138</td>
<td>16</td>
<td>11</td>
<td>6</td>
<td>3</td>
<td>174</td>
</tr>
<tr>
<td>Comprehensible</td>
<td>119</td>
<td>27</td>
<td>19</td>
<td>6</td>
<td>3</td>
<td>174</td>
</tr>
<tr>
<td>Efficient</td>
<td>165</td>
<td>6</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>174</td>
</tr>
<tr>
<td>Friendly</td>
<td>140</td>
<td>20</td>
<td>13</td>
<td>1</td>
<td>0</td>
<td>174</td>
</tr>
<tr>
<td>Reliable</td>
<td>170</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>174</td>
</tr>
<tr>
<td>Safe</td>
<td>56</td>
<td>38</td>
<td>24</td>
<td>26</td>
<td>30</td>
<td>174</td>
</tr>
<tr>
<td>Secure</td>
<td>64</td>
<td>68</td>
<td>34</td>
<td>7</td>
<td>1</td>
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<td>Transparent</td>
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<td>10</td>
<td>2</td>
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**TRACY - Governments’ understanding**

- **“Very well understood”**
  - 33 - 56 high scoring policies
  - recognised by one or more of the interviewees as being important

- **“Reasonably well understood”**
  - 7 - 12 high scoring policies
  - recognised in the interviews in some cases

- **“Poorly Understood”**
  - 0 - 2 high scoring policies
  - not mentioned by the interviewees during the interviews

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**Keywords:**
- Safe
- Affordable
- Barrier Free
- Transparent
- Available
- Comprehensible
- Secure
- Complementary
- Comfortable
- Friendly
- Efficient
- Reliable
### TRACY - Road safety

<table>
<thead>
<tr>
<th>Policy name</th>
<th>Country</th>
<th>Score</th>
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<tbody>
<tr>
<td>Driving licence for elderly</td>
<td>Czech Republic</td>
<td>5</td>
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#### Driving licence for elderly
(According to a law 361 from 2000)

- Medical certificate about fitness to drive
- Mandatory for people at the age of 60 and older
- Renewal with 65 and 68 years
- Afterwards compulsory renewal every 2 years
- Penalties for driving without valid medical certificate up to 10,000 CZK (€395) and one year driving ban
TRACY - Road safety

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<tr>
<td>Stay Safe Mobile (Blijf veilig mobile)</td>
<td>Netherlands</td>
<td>5</td>
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Stay Safe Mobile

(Ministry for Traffic and public works)

- Initiative of information and clarification for ensuring mobility of the elderly concerning
  - Road safety, driving experience and “refresher courses”
  - Bike using incl. e-bikes and health aspects
  - Mobility Scooters
  - Health advise

- Due to big success prolonged until end of 2013
## TRACY - Road safety

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<td>Careful!Considerate!Correct!</td>
<td>UK</td>
<td>5</td>
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### Careful!Considerate!Correct!

**DVD with short films of Department of transport**

- Information initiative to save driving ability concerning
  - things to consider before the journey
  - safe driving at road works
  - making the most of signs
  - the Highway Code
  - facts about the motorway
  - brushing up driving skills
  - eye tests
  - medication.
Road design for elderly
(research project of Swedish National Road and Transport Research Institute)

- with following results:
  - “understandable”, standardized road design
  - as little information as possible in the road environment
  - time for difficult driving situations
  - junctions and places/squares with clear assignment of functions
  - not too much, not too little stress for drivers
  - signage and guidance represent a big problem: readable, placed, logical and consequent
1. The ageing of the population until 2050 is – starting in Central Europe – a pan-European problem.

2. Challenges for transport policy are financing, inclusion, medical prevention, and a changing mobility behaviour.

3. There is a big heterogeneity within the group of „older people“ concerning individual needs and abilities.

4. Focussed topics of national transport policies in EU-27 are currently road safety, affordability and barrier freedom/accessibility for all.

5. Dominating issues in the action field of road safety are regulations concerning driving licence, information campaigns, safety trainings, and approaches of road design.

6. Systematic evaluation of impact and effects is rarely being undertaken.

7. Overall there exists a very heterogeneous picture, but: It is worthwhile to learn from the neighbour!
TRACY - Recommendations

Research – understanding problems and needs better
1. Harmonisation of travel surveys to establish a European overview of transport needs
2. Statistics and information about accidents and risks in relation to all transport modes
3. Improving knowledge about individual transport means for older people
4. Research on virtual mobility and complementary mobile services
5. Assessing driver training programmes and preparing for the transition from the car to other transport modes
6. Establishing an overview of best practice at the local level and lessons for EU-policies

Policymaking – tackling problems and needs more effectively
7. Promoting an all-mode approach, including walking and cycling
8. Encouraging policy evaluation and impact assessment in certain fields
9. Developing European guidance on age-friendly road and street design
10. Developing European guidance on less frequently considered qualities of an age-friendly transport system
Transport needs for an ageing society

TRACY

Prof. Dr. Matthias Gather,
Transport and Spatial Planning Institute
University of Applied Sciences Erfurt, Germany
matthias.gather@fh-erfurt.de

www.tracy-project.eu

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