

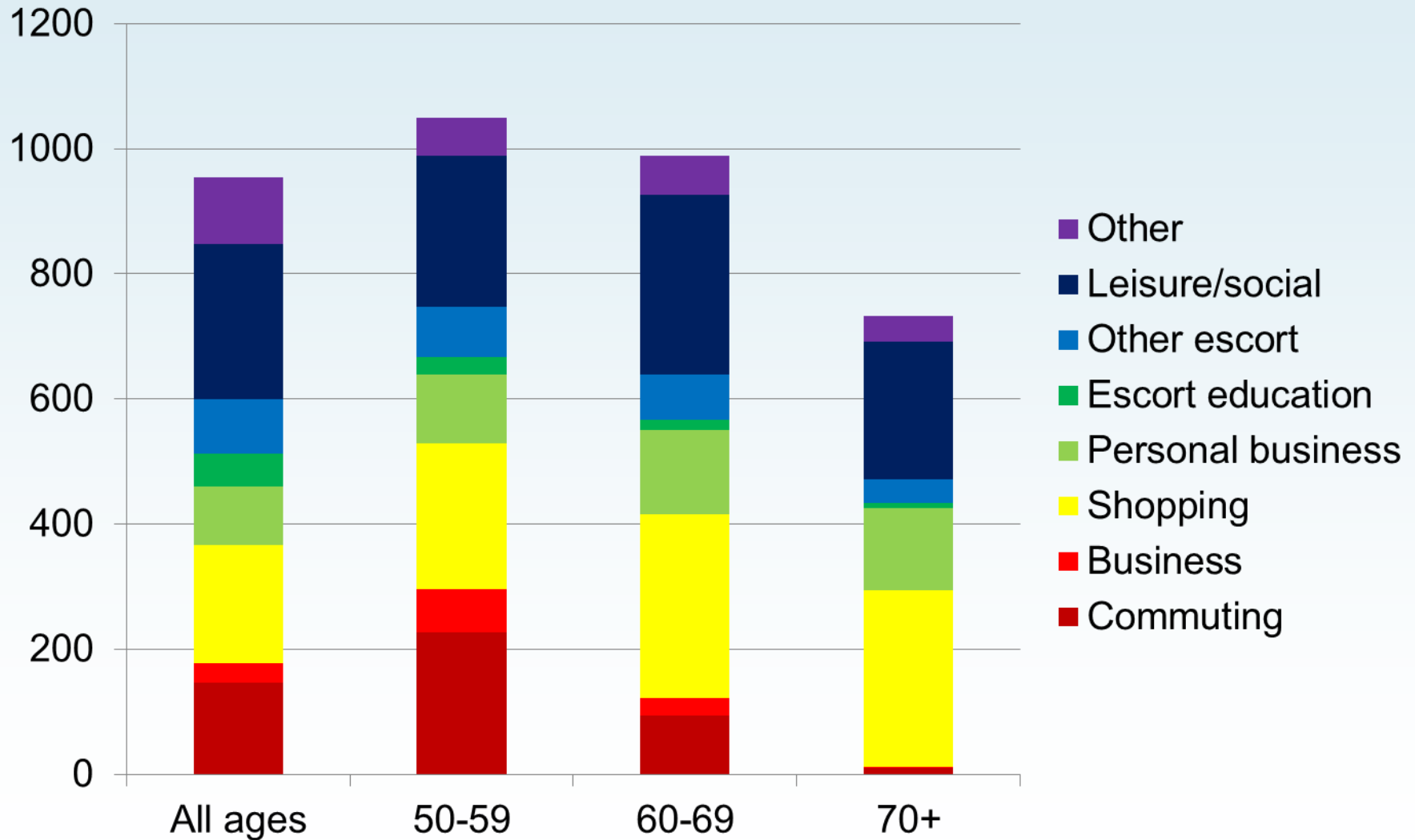
The Accessibility Needs and Wants of Older People

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Number of trips per head per year in GB



Source: National Travel Survey

Types of activities which older people would like to do more of

Activity	%
Visit family	12
Visit friends' homes	10
Meet friends elsewhere	10
Leisure/sport	8
Other shopping	7
Food shopping	6
Day centre visit	2
Post Office	2
Visit others in hospital	1

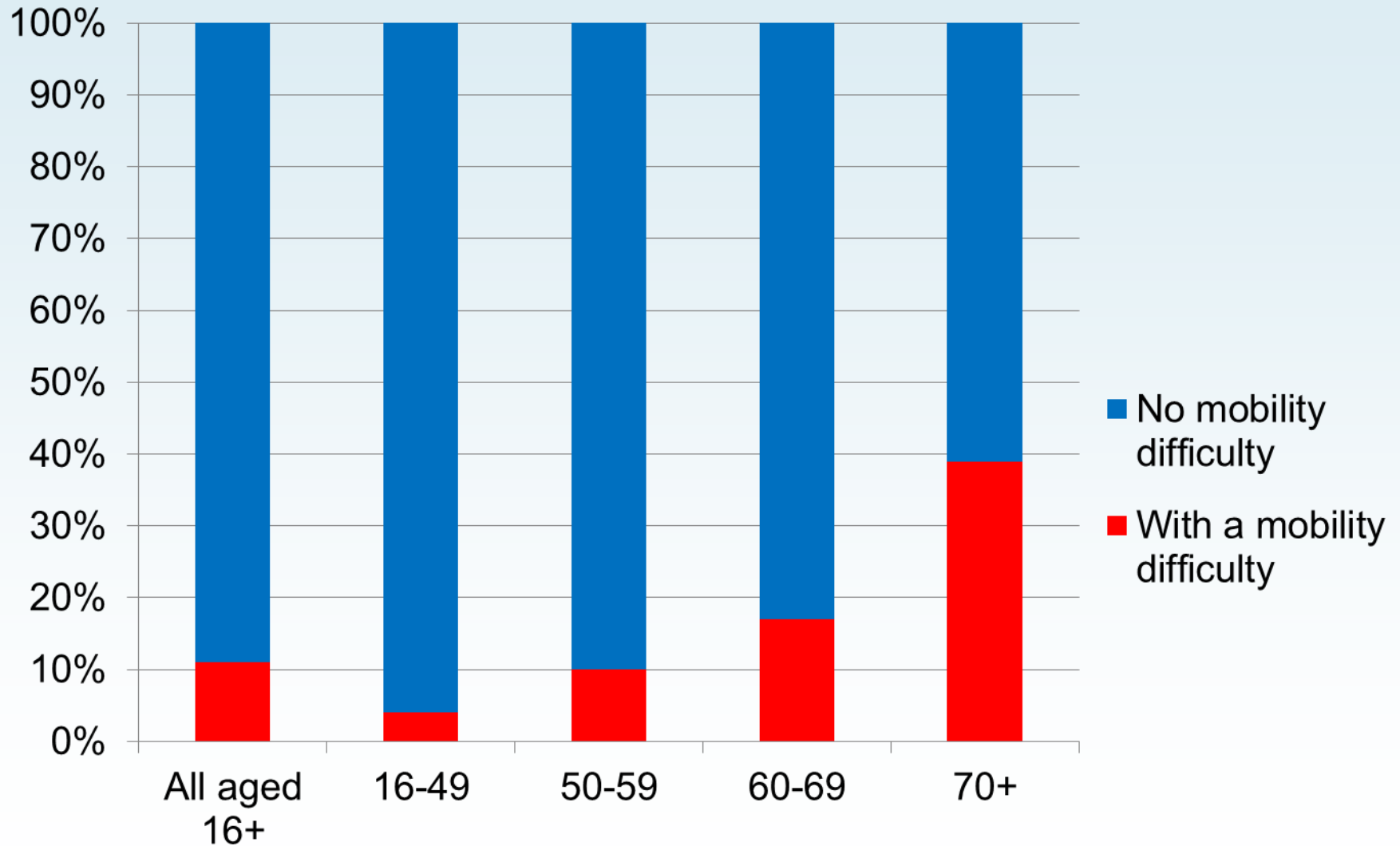
Source: Older people: Their transport needs and requirements, DfT, 2001

Barriers to activities for older people

Activity	Direct transport/ journey %	Mobility/sensory/ health %	Non- transport %
Visit family	58	18	24
Visit friends' homes	46	27	25
Meet friends elsewhere	46	21	33
Leisure/sport	15	24	57
Other shopping	37	43	21
Food shopping	33	50	16
Day centre visit	25	30	45
Post Office	40	42	19
Visit others in hospital	65	23	13

Source: Older people: Their transport needs and requirements, DfT, 2001

Mobility difficulties by age: Great Britain, 2012



Source: National Travel Survey

% of population with impairments (prevalence)

Impairment	State pension age adults	Working age adults
Mobility	29	6
Lifting, carrying	27	6
Manual dexterity	12	3
Physical co-ordination	11	2
Communication	8	2
Continence	7	1
Memory/concentration learning	7	3
Recognising when in danger	2	1
Other	11	5

Adults aged 16+ reporting discrimination due to a health condition, illness, impairment or disability

People responsible	% of all adults	People responsible	% of all adults
Health staff	29	Police officers	5
Strangers in the street	26	Social workers	5
Employer	25	Teacher or lecturer	4
Friends or neighbours	14	Taxi drivers	3
Work colleagues	11	Care workers	2
Family or relatives	11	Rail staff	2
Retail staff	11	Others	17
Bus drivers	9		

Source: Family Resources Survey, DWP, 2012

Overcoming barriers to access in St Albans



Barriers to movement in St Albans

Narrow pavements

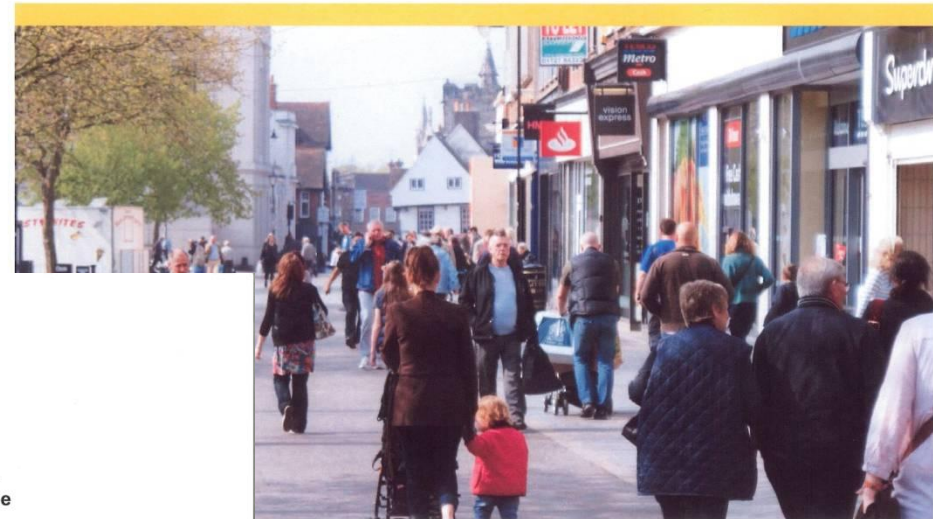
Lack of dropped kerbs



Difficult road crossings



The consultation process in St Albans



Improving Access in St Albans – Report on a Consultation Exercise

Roger Mackett, Helena Titheridge and Kamal Achuthan
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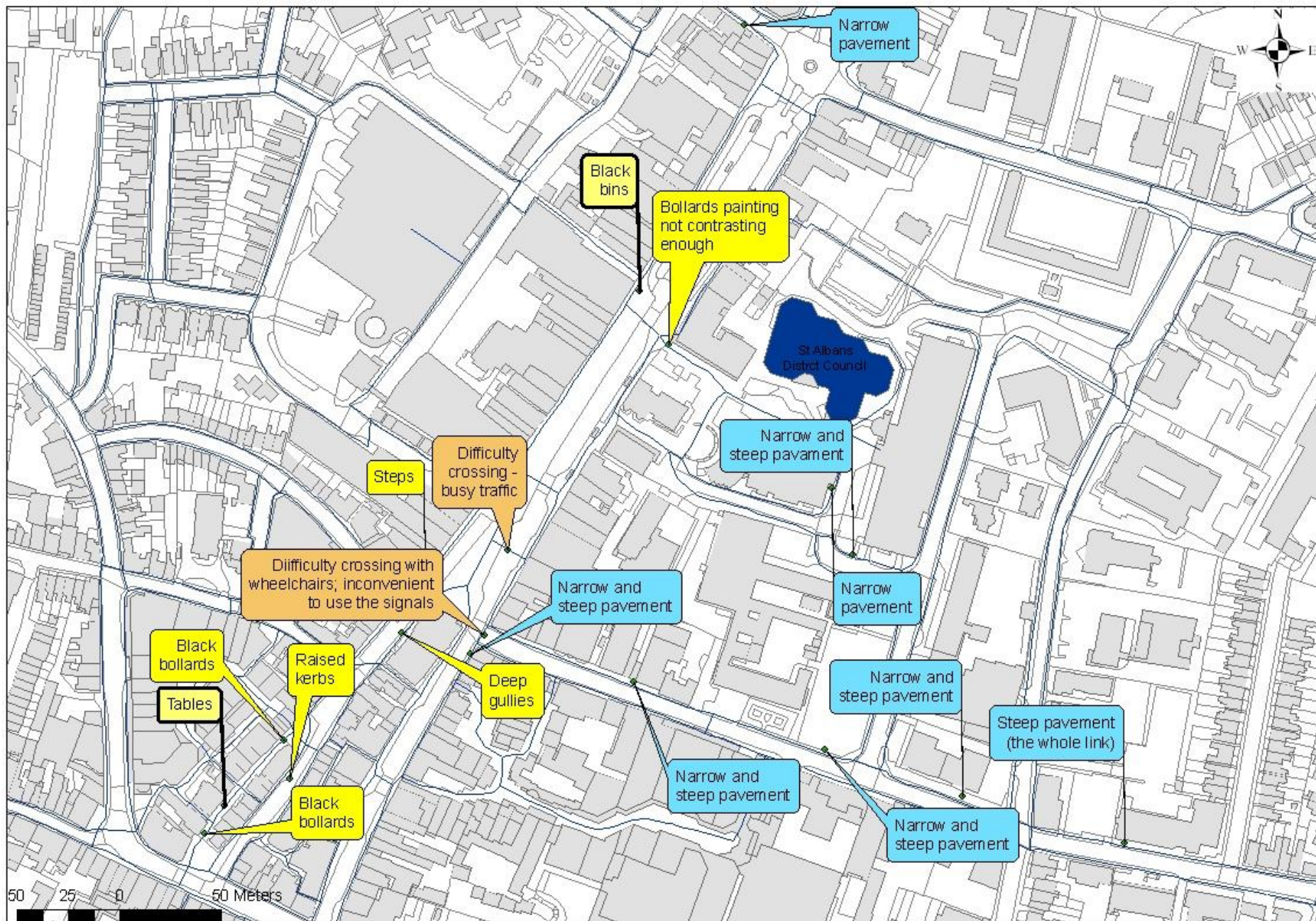
A report produced in the Centre for Transport Studies at University College London as part of the research programme of the AUNT-SUE (Accessibility and User Needs for Sustainable Urban Environments) Consortium (<http://www.aunt-sue.info/>) funded by the Engineering and Physical Sciences Research Council (EPSRC).

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ST ALBANS PUBLIC REALM DELIVERY STRATEGY



Barriers to access in the centre of St Albans

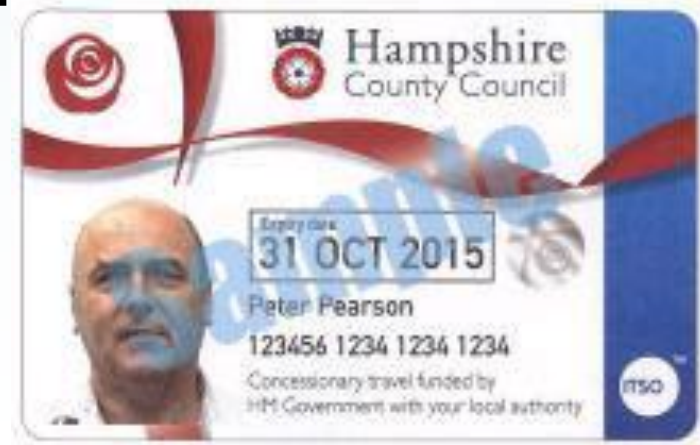


exercise and proposed solutions in the Strategy

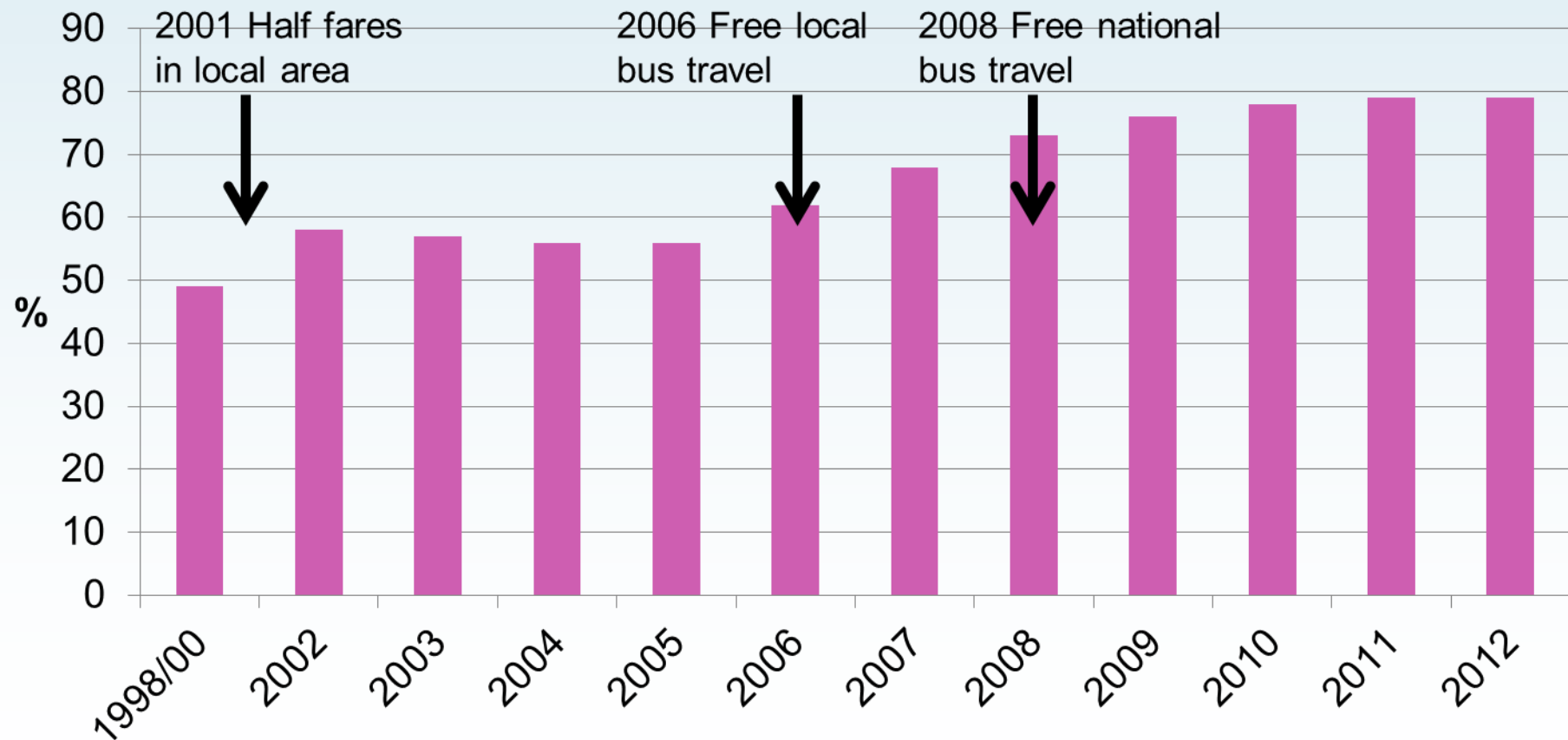
	Barrier	Proposed solution in the Strategy
Walking around city centre	General progression along the pavement	Benches every 100 metres in city centre and on key routes
	Poor lighting	Install better lighting in city centre
	City centre a 'no-go' area in evening and at weekends	Retain buses and taxis on streets closed to traffic
Proceeding along the street	Narrow pavements	Narrow the carriageway, widen the pavement
	Obstructions on the pavement	Ensure pavements are easy to walk along; decluttering audit; sparing use of bollards
Crossing the road	Difference of level between pavement and road	Lower kerb heights; raise pedestrian crossings
	Lack of space on pavement and traffic islands for wheelchairs	<i>Not explicitly mentioned, but widening the footway, decluttering and only installing guardrails when essential.</i>
Public transport	Unreliability	Remove some routes from city centre
Travelling by car	Lack of disabled parking spaces	<i>Not explicitly mentioned but a car parking strategy will be developed</i>

A successful policy - Concessionary bus travel in Great Britain

- In 2001, local half-fare off-peak bus travel was introduced for all those of pensionable age
- Eligible age for men reduced to 60 in April 2003.
- Concession extended to free local bus travel from 2006 in England (earlier in Scotland and Wales).
- Scheme extended to England-wide travel in 2008.
- 9 million pass holders in Britain on the grounds of age, 0.75 million on the grounds of disability.
- Costs over £1 billion per year.

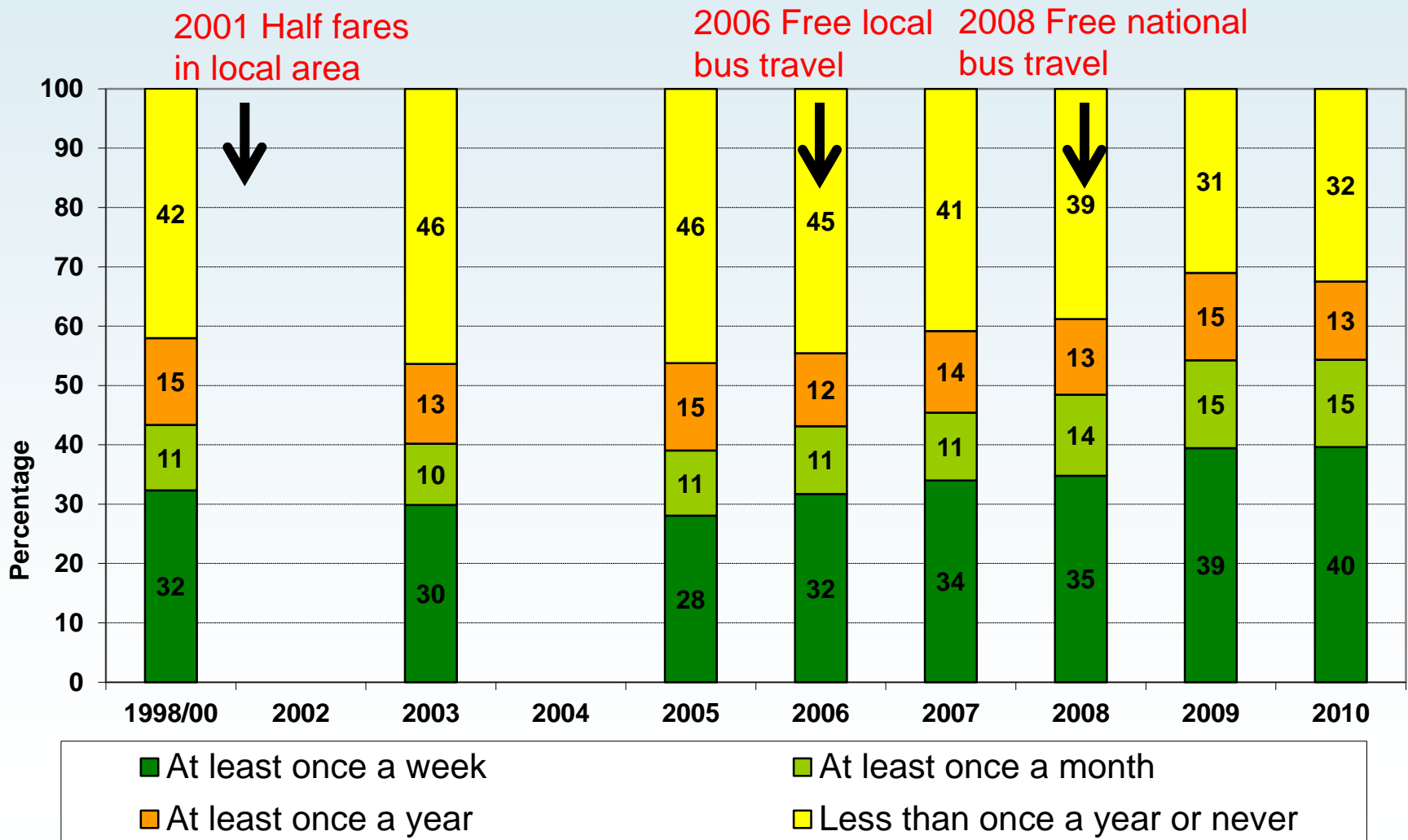


Take up rate of concessionary travel passes (CTPs) in Great Britain by those eligible on the grounds of age



Source: National Travel Survey

Frequency of bus use for those aged 60 years or over in Great Britain



Source: National Travel Survey

The impacts of CTPs on the wellbeing of older and disabled people

- Improved access to services such as medical facilities and Post Offices;
- Improved health by walking more;
- Greater inclusion of older and disabled people into society by giving them access to more opportunities for social activities;
- Easing the transition from driving a car to not doing so because they can use the bus to make trips that they find difficult by car such as at night, in poor weather and in large cities;
- General improvements to the quality of life of older and disabled people.

The wider benefits of CTPs to society

- Less car use and so a reduction in traffic;
- Voluntary work by older and disabled people – both formal and informal;
- Contributions to the local economy by spending money in shops, restaurants and leisure facilities;
- Savings to the tax payer of not providing some special transport services;
- A happier, healthier population of older and disabled people.

Summing up

- Increasing age does not reduce the desire to travel
- Older people make many shopping, leisure and social trips, but would like to make even more
- The barriers to making more are a combination of aspects of travel, impairments and other factors
- Older people should be consulted about their needs in the planning process
- The success of concessionary travel passes shows that if you improve access for older people they can contribute more to society and have happier, healthier lives