

# **Improving accessibility for older people: the benefits for society**

Roger Mackett

Centre for Transport Studies,  
University College London

# Who are older people?



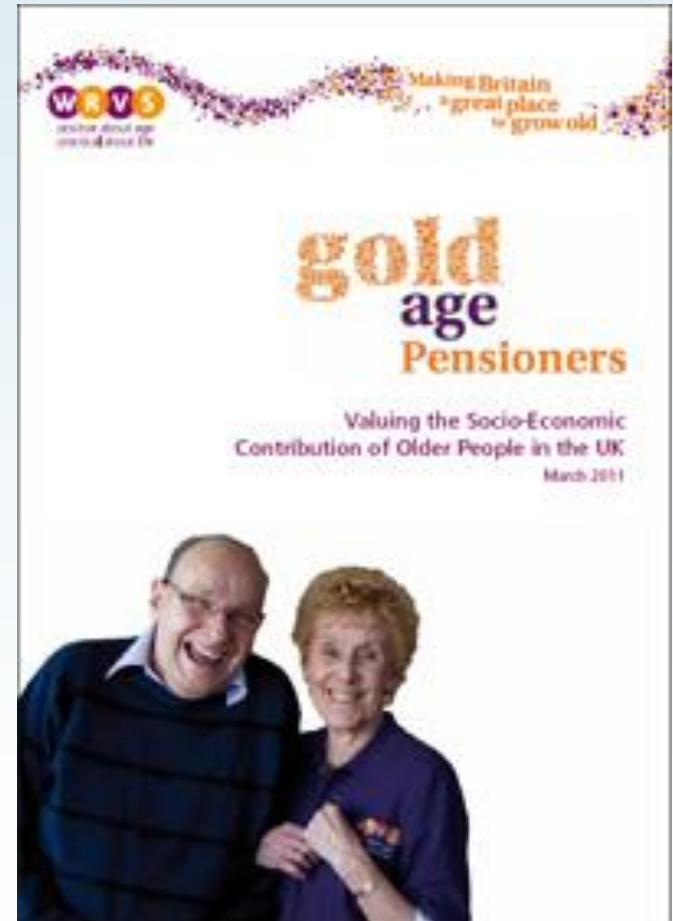
# The costs of older people in 2010 (at 2007 prices)

Costs	£B
Pensions	68
Age-related welfare	23
Age-related health	45
<b>Total</b>	<b>136</b>

# Valuing the contribution of older people to society

The study 'Gold Age Pensioners' published by the WRVS (now the Royal Voluntary Service) in 2011 calculated the monetary value of the contribution of older people to society.

It included both contributions to the Exchequer and other contributions.



# The costs and contributions of older people in 2010 (at 2007 prices)

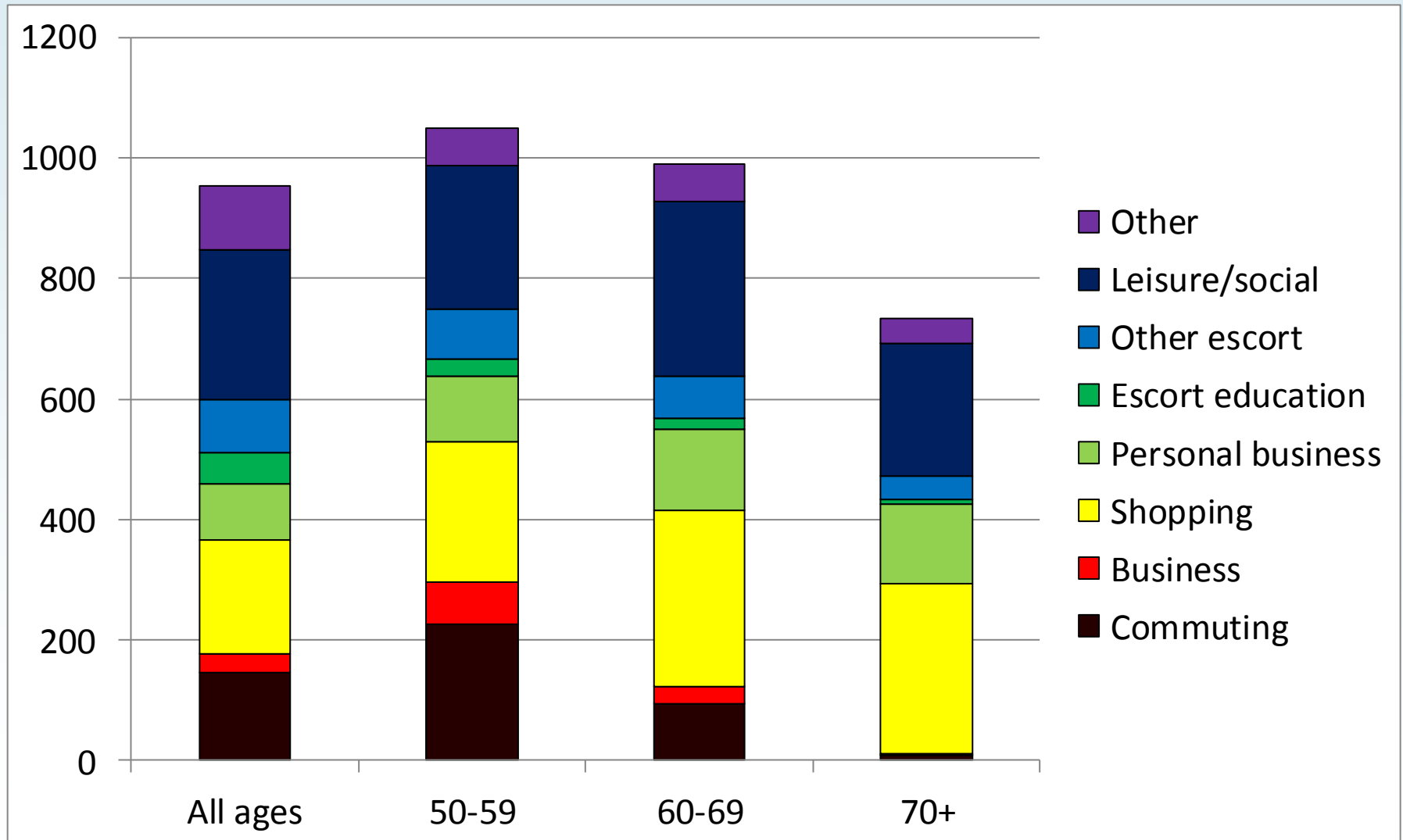
Costs	£B	Contributions	£B
Pensions	68	Consumption	76
Age-related welfare	23	Volunteering	11
Age-related health	45	Routine childcare	3
<b>Total</b>	<b>136</b>	Social care	34
		Income tax	15
		NI	1
		VAT	15
		Excise duty	2
		Other contributions to the Exchequer	13
		Other non-exchequer contributions	7
		<b>Total</b>	<b>176</b>
		<b>Net financial contribution to society</b>	<b>40</b>

Source: WRVS (2011) Gold Age Pensioners

# The costs and contributions of older people in 2010 (at 2007 prices)

Costs	£B	Contributions	Trips	£B
Pensions	68	Consumption	Shopping	76
Age-related welfare	23	Volunteering	Personal business	11
Age-related health	45	Routine childcare	Leisure/social	3
<b>Total</b>	<b>136</b>	Social care	Leisure/social	34
		Income tax	Commuting	15
		NI	Commuting	1
		VAT	Shopping	15
		Excise duty	Shopping, driving	2
		Other contributions to the Exchequer		13
		Other non-exchequer contributions		7
		<b>Total</b>		<b>176</b>
		<b>Net financial contribution to society</b>		<b>40</b>

# 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

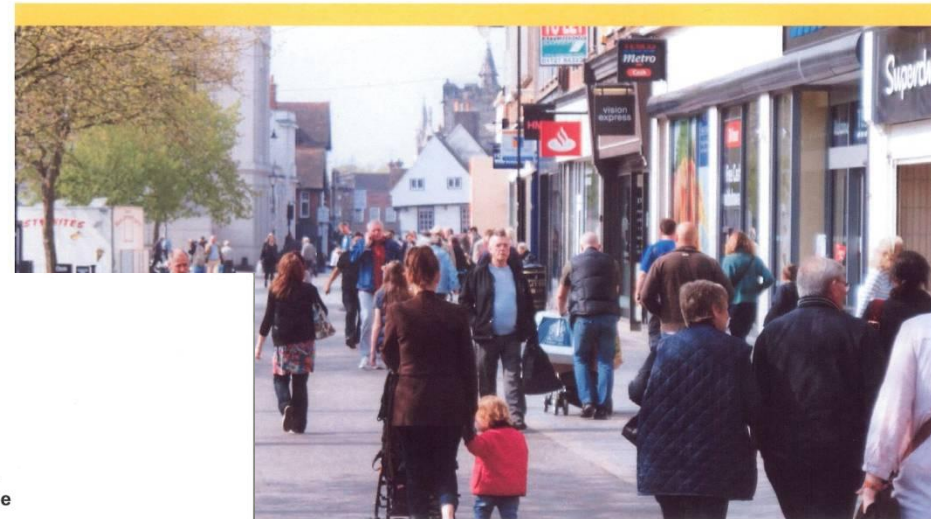
Activity	Direct transport/ journey %	Mobility/sensory/ health %	Non- transport %
Visit family	58	18	24
Visit friends' homes	46	27	25
Meet friends elsewhere	46	21	33
Leisure/sport	15	24	57
Other shopping	37	43	21
Food shopping	33	50	16
Day centre visit	25	30	45
Post Office	40	42	19
Visit others in hospital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

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

## % 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

# Consultations about access in St Albans



## Improving Access in St Albans – Report on a Consultation Exercise

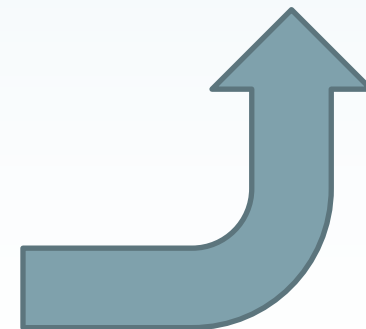
Roger Mackett, Helena Titheridge and Kamal Achuthan  
Centre for Transport Studies, University College London



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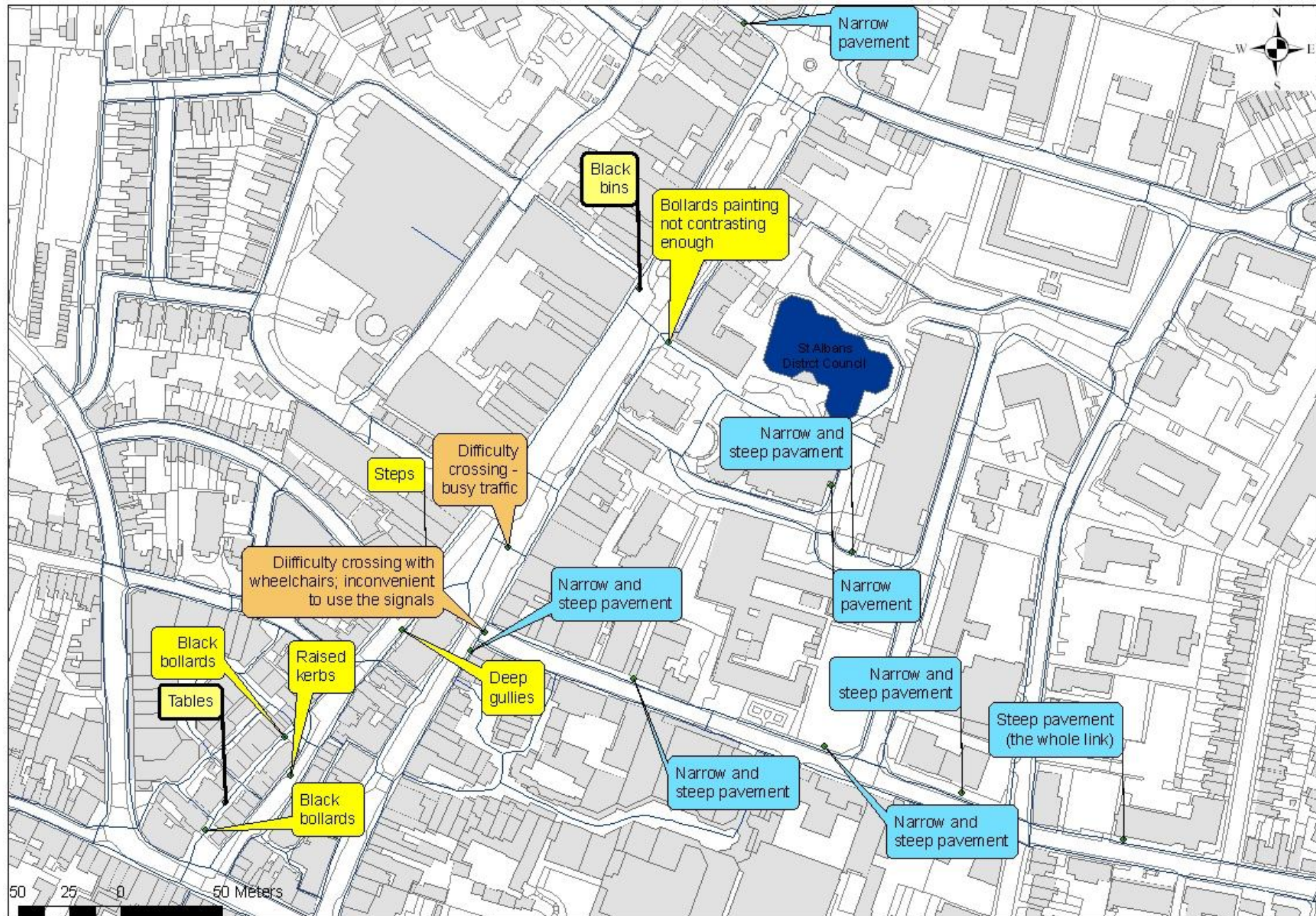
February 2010

## ST ALBANS PUBLIC REALM DELIVERY STRATEGY





# Barriers to access in the centre of St Albans



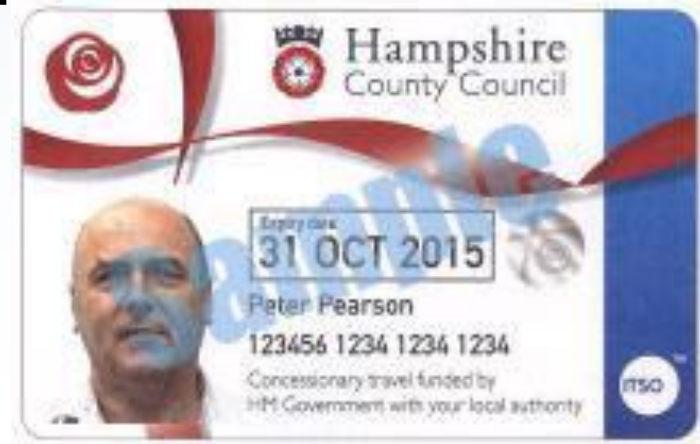
# Barriers identified in the consultation exercise and proposed solutions in the Public Realm Delivery Strategy

Barrier	Proposed solution in the Strategy
Difficulties walking about in the city centre	<ul style="list-style-type: none"> <li>• Install benches every 100 metres in city centre and on key routes</li> <li>• Widen the pavement and narrow the carriageway,</li> <li>• Ensure pavements are easy to walk along; de-cluttering audit; sparing use of bollards</li> <li>• Make crossing the road easier by lowering the kerb heights and raising pedestrian crossings</li> </ul>
City centre a 'no-go' area in evening and at weekends	<ul style="list-style-type: none"> <li>• Retain buses and taxis on streets closed to traffic</li> <li>• Improve street lighting</li> </ul>
Unreliability of public transport	<ul style="list-style-type: none"> <li>• Remove some routes from city centre</li> </ul>

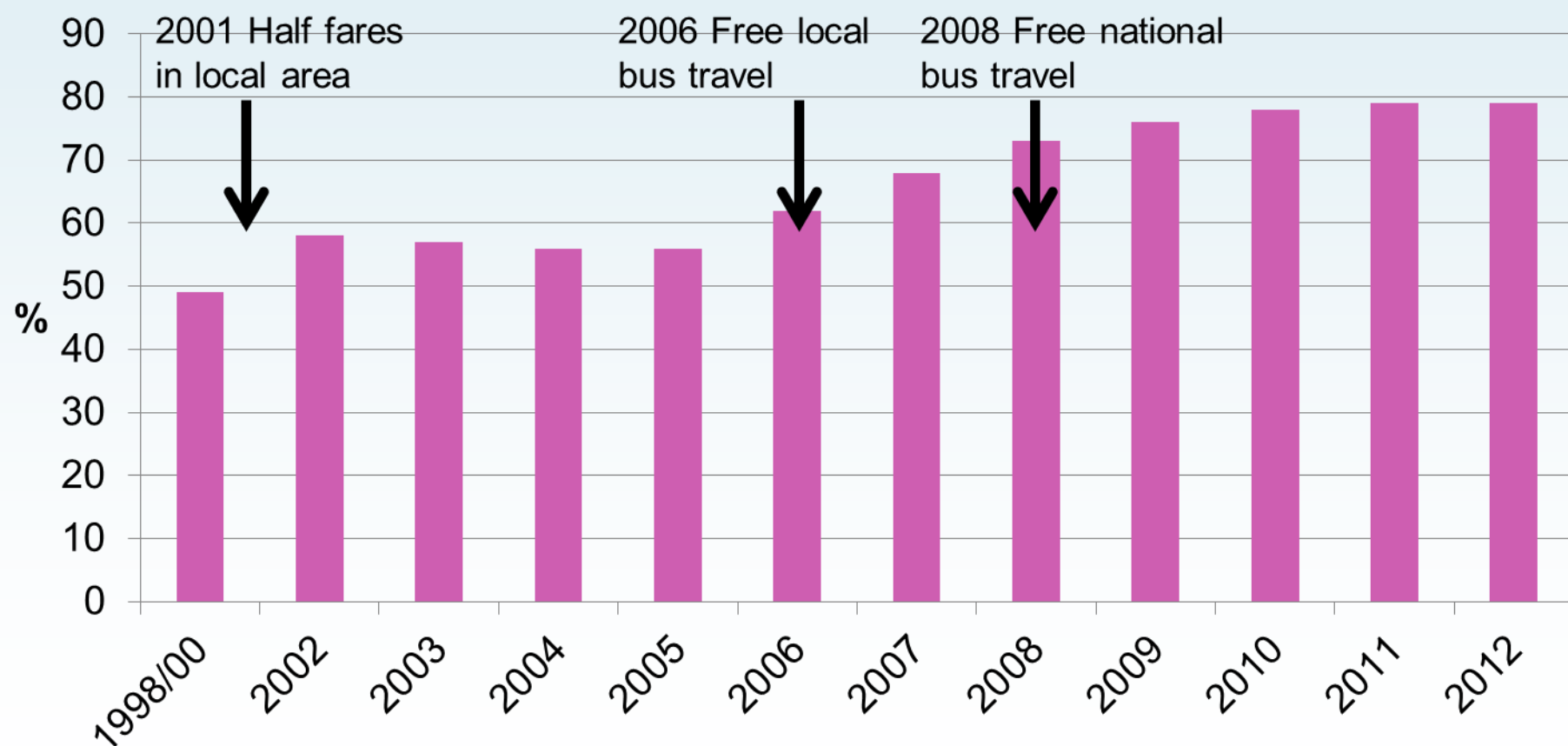


# A successful policy - Concessionary bus travel in Great Britain

- 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.

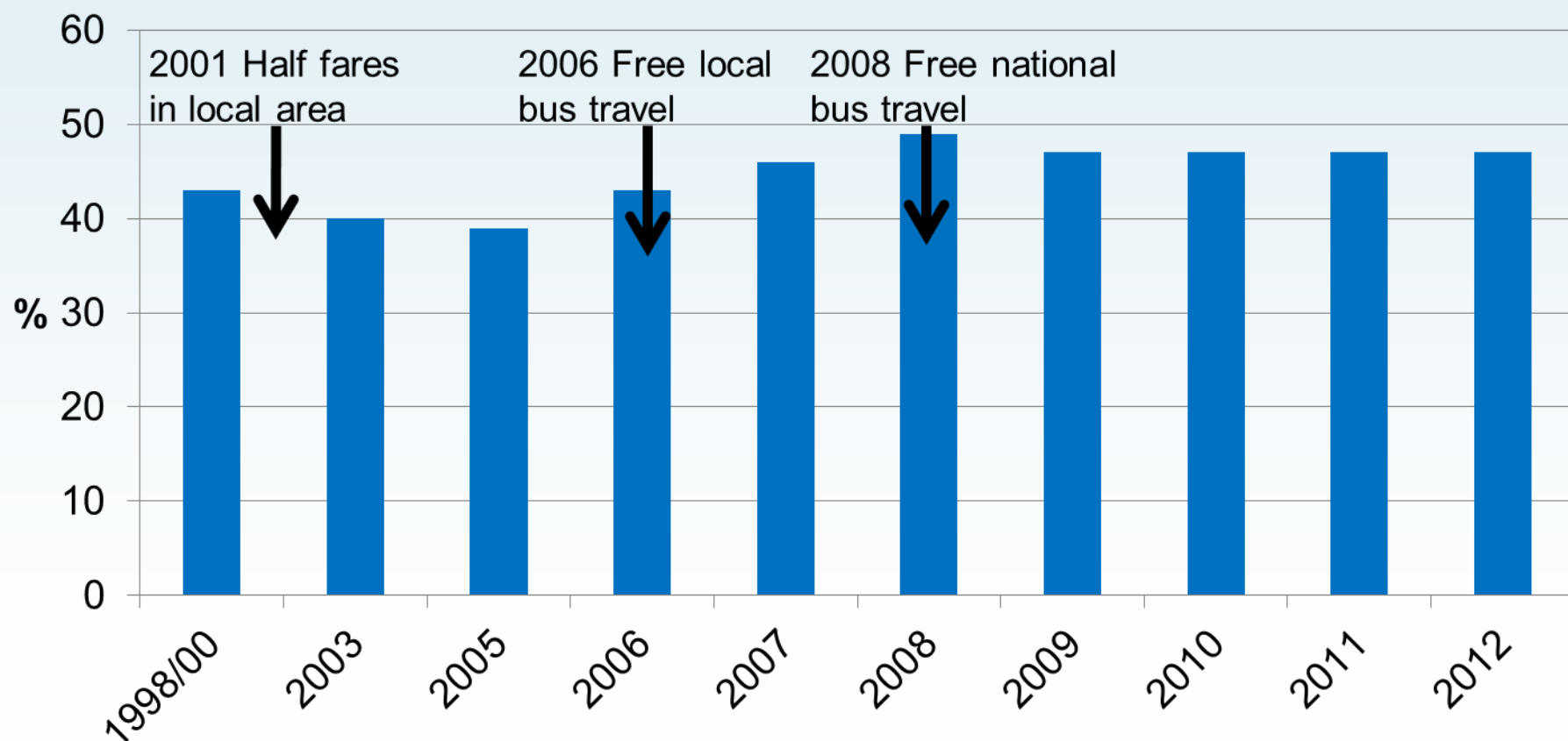


# Take up rate of concessionary travel passes (CTPs) in Great Britain by those eligible on the grounds of age



Source: National Travel Survey

# Percentage of those aged 60 years of age using the bus at least once a month



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 lead happier, healthier lives