The role of emotional and practical support and locus of perceived control in maintaining health and wellbeing following driving cessation in later life

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But:

Do you need to use a car in later life to stay connected, healthy and well?

A reduction in mobility can result in an increase in isolation, loneliness and depression and an overall a poorer quality of life. (Fonda, et al., 2001; Ling and Mannion, 1995; Schlag, et al., 1996)

Older people, who are more socially integrated - for example those who are members of social clubs or religious organizations, or those involved in family activities - enjoy better health (WHO, 1999)
Connectivity: People and Places
Older people’s need to travel
Needs for travel

**PRIMARY MOBILITY NEEDS**
Practical/utilitarian Needs
- e.g. get from A to B as safely, reliably, cheaply and comfortably as possible.

**SECONDARY MOBILITY NEEDS**
Social/affective Needs
- e.g. The need for independence, control, to be seen as normal. Linked to status, roles, identity, self-esteem. Impression management

**TERTIARY MOBILITY NEEDS**
Aesthetic Needs
- e.g. The need for the journey itself, for relaxation, visit nature. No explicit purpose.

Older people are more healthy and active as a cohort than ever before and as such are also more mobile (Tomassini, 2004).

Increasing hypermobile society, where services, shops, work and families are increasingly dispersed

Increasingly reliant on the car

Growing % of journeys as driver

<table>
<thead>
<tr>
<th>Av, Miles driven per person per year by age in GB</th>
<th>1995/97</th>
<th>1998/00</th>
<th>2002</th>
<th>2005</th>
<th>2010</th>
<th>2011</th>
<th>95-10 % change</th>
</tr>
</thead>
<tbody>
<tr>
<td>60-69</td>
<td>3106</td>
<td>3327</td>
<td>3767</td>
<td>4068</td>
<td>3925</td>
<td>4144</td>
<td>33</td>
</tr>
<tr>
<td>70+</td>
<td>1103</td>
<td>1326</td>
<td>1562</td>
<td>1828</td>
<td>1767</td>
<td>1970</td>
<td>79</td>
</tr>
<tr>
<td>All ages</td>
<td>3623</td>
<td>3725</td>
<td>3661</td>
<td>3682</td>
<td>3416</td>
<td>3438</td>
<td>-5%</td>
</tr>
</tbody>
</table>

Growth in % licence holders over 70 years

More miles driven per person

• Predicted growth in the use of the car
  More older people but also...
  - More fit, more active, work later in life.
  - More habitual car users.
  - Hypermobile society geared around the car
  - Family and friends dispersed

• Estimate of 10,000,000 drivers over 70 by 2030

• But is it necessary?
A reduction in mobility can result in an increase in isolation, loneliness and depression and an overall a poorer quality of life.

**PRIMARY MOBILITY NEEDS**
Practical/utilitarian Needs
- e.g. get from A to B as safely, reliably, cheaply and comfortably as possible.

**SECONDARY MOBILITY NEEDS**
Social/affective Needs
- e.g. The need for independence, control, to be seen as normal. Linked to status, roles, identity, self-esteem. Impression management.

**TERTIARY MOBILITY NEEDS**
Aesthetic Needs
- e.g. The need for the journey itself for relaxation, visit nature, use and test cognitive skills.

On giving-up driving this level of needs is adversely affected. Isolation, no longer part of society, no longer feel normal.

Not so easy to ask for discretionary travel.

On giving-up driving this level of needs is adversely affected.

- friends
- accessible transport
- public transport
- teleshopping?


“**You can’t ask other people to take you out for “a drive”. They’d think you’d lost their senses. Anyway they have got better things to be doing with their time, then ferrying me about just for the sake, like”**
(female, gave-up driving at 80)

“**It’s hard to explain I suppose. You just don’t seem like you belong. I suppose yes there are feelings that you might be ready for the scrapheap now. The first step to it, you know**”
(Male, given-up driving at 76)

“**Well Dorothy and David from number 3 take me shopping every week, we all go, we have a bit of a time of it you know, it’s a kind of outing. I never expected that. **”
(Female, gave-up driving at 80)
Traditional Categorisation of Trip Purposes

Travel for Utility
- Time wasted: to be minimised
- Distance to be overcome
- Destination-focused
- Routine
- Often Essential, Productive

Travel for Tourism
- Novel
- Enriching
- Less destination-focused

Economic Priority

“Discretionary”

“Essential”
Successful stories

<table>
<thead>
<tr>
<th>Stage</th>
<th>Trigger</th>
<th>Info Gathering</th>
<th>Consolidate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st stage</td>
<td>The trigger is associated with external social events</td>
<td>Respected family member</td>
<td>Health condition Keys taken by relatives</td>
</tr>
<tr>
<td>2nd stage</td>
<td>Meticulous planning (no nearby family and friends or fiercely independent)</td>
<td>Don’t gather much information, at all (Trail and error; Rely on lifts; Reciprocation)</td>
<td>They were not actively searching for information (All had relied on others to tell them about walking and using public transport. That type of transport is not for them)</td>
</tr>
<tr>
<td>3rd Stage</td>
<td>Largely trial and error. Enjoy a challenge</td>
<td>Supportive family &amp; friends</td>
<td>Bitter and angry</td>
</tr>
</tbody>
</table>

**HIGHER QoL**

“I’ve re-discovered my local area. Which is great. I forgot what the village has to offer. In fact I think it is better than a few years ago. But not using the car has forced me to use more local things.” (female, 75)  
“The bus out is a real bit of fun. I go on it with friends... and we have a day out” (female, 70)

**LOWER QoL**

“I don’t go to football no longer. I’d need to change buses and can’t be doing with the palaver” (male, 85)
Successful

- More females than males
- No noticeable rural or urban differences
- Those who successfully give-up driving
  - Trigger is social event not directly related to health or driver behaviour i.e. retirement
  - Kept locus of control:
    - Planned over long period of time
    - Find alternatives whilst still driving
    - Trial and error with alternatives
  - Have close family and friends (sometimes trigger)
    - who can tell them to consider giving-up
    - Reciprocation for lifts
    - Emotional and practical
  - Find things closer to home
  - Willing to alter their travel behaviour

“I can’t remember why I originally thought of giving-up. I suppose it just came about. Came about really from retirement, then your children live away from home. The time is right. I don’t really need to do it really.” (female, aged 78)

“My daughter told me I had to give-up. It came as a surprise she said that to me. Big surprise. I hadn’t realised I’d got that bad. Well, she said it with tears in her eyes, so I think I thought she’s being really genuine here” (Male, aged 78)

“My husband told me to give-up. He said I wasn’t any good. But then he’s always said that since I could drive at 21” (Female, aged 78)

“I’ve re-discovered my local area. Which is great. I forgot what the village has to offer. In fact I think it is better than a few years ago. But not using the car has forced me to use more local things.” (female, aged 75)

“The bus out is a real bit of fun. I go on it with friends... and we have a day out” (female, aged 70)
Unsuccessful

- Told to stop by someone else
- View that alternative transport is not for them
- Unwilling to alter travel behaviour
  - Still trying to do previous behaviour but on new mode
  - Or give-up previous locations altogether

“That’s the bus for old people who can’t drive. I can. I don’t have a licence – that’s different. It’s really for the really old. Those who really are ill and disabled. I can’t use it. I’d be laughed off it.” (male, aged 81)

“The doc gave his diagnosis, right, I agree that I’m not as good as I used to be, but I’m not as bad as some of the youngsters on the road. It’s not fair!” (Male, giving-up driving at 78)

“I don’t go to football no longer. I’d need to change buses and can’t be doing with the palaver” (male, aged 85)
Conclusion
“The bus out is a real bit of fun. I go on it with friends... and we have a day out” (female, aged 70)

“I’ve re-discovered my local area. Which is great. I forgot what the village has to offer. In fact I think it is better than a few years ago. But not using the car has forced me to use more local things.” (female, aged 75)
References