Successfully giving-up driving: Positive experiences beyond the car

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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)

But:-

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

<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>

Growing % of journeys as driver

Growing % of 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?
PRIMARY MOBILITY NEEDS
Practical/utilitarian Needs
e.g. get from A to B as safely, reliably, cheaply and comfortably as possible.

% reporting easy to access

Your place of work
A pharmacy or chemist
A castle or other heritage site
Local schools
A cultural or recreational facility
A library
Civic amenity sites
Recycling facilities
Public transport
Dentist
Shopping facilities

65+
25-64
16-24

Source: National Survey for Wales, January - March 2012
Sample size: 3,500
PRIMARY MOBILITY NEEDS
Practical/utilitarian Needs
e.g. get from A to B as safely, reliably, cheaply and comfortably as possible.

Particular issue around not having a car

<table>
<thead>
<tr>
<th>Location</th>
<th>With access to a car</th>
<th>Without access to a car</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pharmacy</td>
<td>90%</td>
<td>97%</td>
</tr>
<tr>
<td>Local school</td>
<td>88%</td>
<td>96%</td>
</tr>
<tr>
<td>Shopping facilities</td>
<td>81%</td>
<td>95%</td>
</tr>
<tr>
<td>Library</td>
<td>85%</td>
<td>94%</td>
</tr>
<tr>
<td>Recycling facilities</td>
<td>68%</td>
<td>91%</td>
</tr>
<tr>
<td>Public transport</td>
<td>88%</td>
<td>89%</td>
</tr>
<tr>
<td>Dentist</td>
<td>74%</td>
<td>88%</td>
</tr>
<tr>
<td>Place of work</td>
<td>74%</td>
<td>88%</td>
</tr>
<tr>
<td>Castles or other heritage site</td>
<td>57%</td>
<td>86%</td>
</tr>
<tr>
<td>Civic amenity sites</td>
<td>40%</td>
<td>86%</td>
</tr>
<tr>
<td>Cultural or recreational sites</td>
<td>61%</td>
<td>82%</td>
</tr>
</tbody>
</table>
• Those with mobility difficulties make 36% fewer trips
  – Especially those 70 years+ (Nat Travel Survey GB, 2012)

• 39% of 70 years+ had problems walking or using a bus,
  – (4% for those aged 16-49) (DfT, 2010a)

• 11% of people with a long-term illness found it difficult to get to/from GP surgery,
  – 2% for those without a long-term illness. (Nat. Survey Wales, 2013)

• Availability of services: c.79% take up statutory bus concession (c.50% in rural areas)

• 76% of people felt safe on public transport after dark.
  – Older people felt less safe than younger people and women felt less safe than men.
    (Nat. Survey Wales, 2013)

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)
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
* 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

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“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)

“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 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)

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 focussed

Diagram:
- Utility
- “Essential”
- “Discretionary”
- Economic Priority
- Tourist Priority
- Economic Priority

Successful stories
<table>
<thead>
<tr>
<th>1st stage Trigger</th>
<th>2nd stage Info Gathering</th>
<th>3rd Stage Consolidate</th>
</tr>
</thead>
<tbody>
<tr>
<td>The trigger is associated with external social events</td>
<td>Meticulous planning (no nearby family and friends or fiercely independent)</td>
<td>Largely trial and error. Enjoy a challenge</td>
</tr>
<tr>
<td>Respected family member</td>
<td>Don’t gather much information, at all (Trial and error; Rely on lifts; Reciprocation)</td>
<td>Supportive family &amp; friends</td>
</tr>
<tr>
<td>Health condition Keys taken by relatives</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>
<td>Bitter and angry</td>
</tr>
</tbody>
</table>

**LONG TERM**
- (i) 7 (2m; 5f)
- (ii) 8 (4m; 4f)
- (iii) 6 (6m; 0f)

**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)

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Successful at giving-up driving

Plan in advance

Trial and error

Support of family and friends

Multimodal

Literal

Potential

Virtual

Imaginative

“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)


You don’t have to use a car but it helps if...
There is a safe public realm for walking

<table>
<thead>
<tr>
<th>Over 60s in GB</th>
<th>GB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>22.04%</td>
</tr>
<tr>
<td>Pedestrian mileage</td>
<td>19.05%</td>
</tr>
<tr>
<td>Killed</td>
<td>40.62%</td>
</tr>
<tr>
<td>Serious</td>
<td>21.01%</td>
</tr>
<tr>
<td>Slight</td>
<td>12.23%</td>
</tr>
<tr>
<td>All</td>
<td>14.94%</td>
</tr>
</tbody>
</table>

Figure 2.8b Rates per journey for casualties killed and seriously injured (KSI) as pedestrians and car drivers - men and women - Britain 2008

Figure 2.1b Percentage of casualties aged 80 and over – Britain 2008
There is a desirable public realm for walking.

**TERTIARY TRAVEL NEEDS**

**Aesthetic Needs**
Pleasantness/desirability of neighbourhood open spaces (trees, plants, waterscapes)

**SECONDARY TRAVEL NEEDS**

**Social Needs**
A place to make a statement and interact e.g. suitable spaces to socialize. Inter-generational community important

**PRIMARY TRAVEL NEEDS**

**Practical Needs**
Large, open, un-crowded, low level of noise. Lack of nuisance. Well maintained paths for movement. Facilities and amenities.
Consider practical accessibility issues
Consider social and aesthetic elements
Need to know
   – the norms
   – Informal
   – formal

Older people’s concerns with bus travel (after Musselwhite 2010; Musselwhite and Haddad, 2007)

<table>
<thead>
<tr>
<th>Problems</th>
<th>% 70yo+ who agree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal security in evening &amp; night</td>
<td>79.8</td>
</tr>
<tr>
<td>Public transport running late</td>
<td>68.3</td>
</tr>
<tr>
<td>Having to wait</td>
<td>68.0</td>
</tr>
<tr>
<td>Difficulties carrying heavy loads</td>
<td>66.3</td>
</tr>
<tr>
<td>The possibility of cancellations</td>
<td>66.0</td>
</tr>
<tr>
<td>Behaviour of some passengers</td>
<td>63.5</td>
</tr>
<tr>
<td>Lack of cleanliness</td>
<td>53.8</td>
</tr>
<tr>
<td>Having to be out in bad weather</td>
<td>53.8</td>
</tr>
<tr>
<td>Having to change transport</td>
<td>53.3</td>
</tr>
<tr>
<td>Difficulties travelling where I want to</td>
<td>50.0</td>
</tr>
<tr>
<td>Difficulties travelling when I want to</td>
<td>48.1</td>
</tr>
</tbody>
</table>

Ten most frequent barriers for respondents aged over 70 years, with the proportion of that age-group who reported each as a ‘problem’ (after Gilhooly, et al. 2002)

Formal information
- Alternative transport provided locally
- Timetable of buses
- Location of bus stops
- Walking area

Real time information

Informal information
- Does the bus leave when it says it does?
- Ease of carrying shopping/luggage on a bus?
- Ease of getting a seat on a bus?
- State of the pavements for walking?
- Provision of benches, formalised crossing areas, toilets etc.
- Feeling of safety using transport/walking?
- Attitude of bus driver
Alternatives consider the immediacy of the car

Potential

- Metz (2000)
  - Use if necessary
  - Drive few miles but keep car despite cost
  - “potential travel - knowing that a trip could be made even if not actually undertaken” is an important element of mobility. (pg 150)

- Davey (2007)
  - the possible need to travel at short notice to respond to family emergencies, or “journeys ‘on a whim’ for pleasure or aesthetic enjoyment”. (pg. 50)

- Andrews (2011) – free bus pass
  - it works someway to creating a sense of freedom and independence for travel unconstrained by financial burden.

I kept my driving licence, there is no reason why I shouldn’t…. but I consider that my reflexes aren’t good enough for driving, I don’t need to drive, she can drive, but I kept my driving licence in case there was an emergency and I had to drive” (Male 80s)

“....it is actually a social thing because you meet up with people and you can sit there and admire the view on the way. It's like being chauffeur-driven on the bus. You can stop for coffee and sandwiches... I haven’t done it myself. (Male late 60s)
Primary Travel Needs

Practical Needs

Make appointments, access shops and services, work

Secondary Travel Needs

Social Needs

The need for independence, control, status, roles

Tertiary Travel Needs

Aesthetic Needs

The need for relaxation, visit nature, test cognitive skills

There are replacements on the Internet to reduce actual mobility

Webcams
Virtual Environments
Social networking
Shopping online
E-health
Tele-working

Most awareness
Least awareness
Potential

- Increase in technology and networking
- Increased accessibility
- Increased use – buying, talking, making friends, “visiting”, watching, interacting
- Own time

Challenges

- What is missing from the “virtual” world compared to “reality”?  
  - Touch, smell, sense, continuity, impression managed, staged  
  - Informal, random, chance meetings
- Equal access?

“I will order stuff on the Internet rather than going to town to buy it, so I don't make that journey and it is just so much simpler on the Internet. Somebody else comes and drives and delivers it to your door (Male 60s).”

“I certainly see more of my grandson because of Skype (Female 60s).”

“If I couldn’t get to places...., although I’ve got a computer, I would stagnate. Because I like the social aspect of things. And I like the different characters you come across and it stimulates your thinking and makes life worthwhile to be able to go out and meet others (Male 70s)”

People are part of safe, attractive and desirable local communities

I would miss not getting out and about. But look at the view from my garden of the fields. Look at it. If I really couldn’t go out again I’d be a lot more better off than other people and other people in urban areas (Po2).

‘As far as I am concerned, I have spent 40 years of my life overseas anyway so I have no desire to go to these places or to move around” (Male Dyfed)

“look out my window don't you think I am very privileged.... people have got pictures like that hanging on their walls...I sit by here and I see the changing seasons and the sunrise on it....” (Female 80s)

You live in an urban area?

**RETIREMENT AGE AND POPULATION DENSITY**

**WALES 2008**

- **Per cent retirement age**
- **Population density per sq.km.**
Needs for travel
Rural area

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

Social/affective Needs
Linked to status, roles, identity, self-esteem. Impression management

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

Imaginative/Dunroamin’
Sporadic alternative provision, distances to overcome, loss of local shops

Needs for travel in an urban area

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e.g. get from A to B as safely, reliably, cheaply and comfortably as possible.

**SECONDARY MOBILITY 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**
e.g. The need for the journey itself for relaxation, visit nature, use and test cognitive skills.

**Urban provision**
Good proximity to services, variety of alternatives to the car. Seen as discretionary.

Conclusion
• to be mobile is to participate in society

• movement may not have an explicit, conscious purpose

• there are physical and mental health benefits to maintaining walking, cycling and public transport

• All of these are important to quality of life and wellbeing in later life
1. Recognising the importance of travel beyond the need to get from A to B – role for policy and practice to embrace the social and aesthetic needs

2. Recognising the importance of considering the need for giving-up driving early-on in life and the need to give-up gradually and ensuring locus of control stays with the individual - role for Travel Awareness Group beyond Driver Training

3. Making alternatives physically accessible but also psychologically desirable – role for Active Travel Bill

4. Helping older people learn the norms associated with travelling by other means than the car – Travel Awareness Group
References