

MOBILATE - Enhancing Mobility in Later Life



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Overview

- The MOBILATE project “Enhancing Mobility in Later Life”
 - a European survey
- Overview on travel patterns of older adults in urban and rural areas of five European countries
- What conditions promote or hinder older citizens' possibilities to get around?
- Conclusions and outlook



The MOBILATE Project: Enhancing Outdoor Mobility in Later Life

The MOBILATE Project is an international study, funded by the European Commission, of how men and women in later adulthood manage their daily commutes, and which conditions they feel promote or hinder their ability to get around in urban and rural areas of five European countries.

The project aims to better understand the complex interplay between

- personal competencies and coping efforts of older people and
- aspects of the physical and social environment

which significantly impinge upon the quality of life of ageing men and women.



The MOBILATE Project: Enhancing Outdoor Mobility in Later Life

The Consortium



German Centre for Research on Ageing at the
University of Heidelberg (DZFA), Germany
Department of Social and Environmental Gerontology
(Coordination)



INRCA www.inrca.it
Istituto di Ricovero e Cura
a Carattere Scientifico - IRCCS

INRCA, Istituto Nazionale Riposo e Cura Anziani,
Dipartimento Ricerche Gerontologiche, Ancona, Italy



University of Jyväskylä, Department of Psychology, Finland



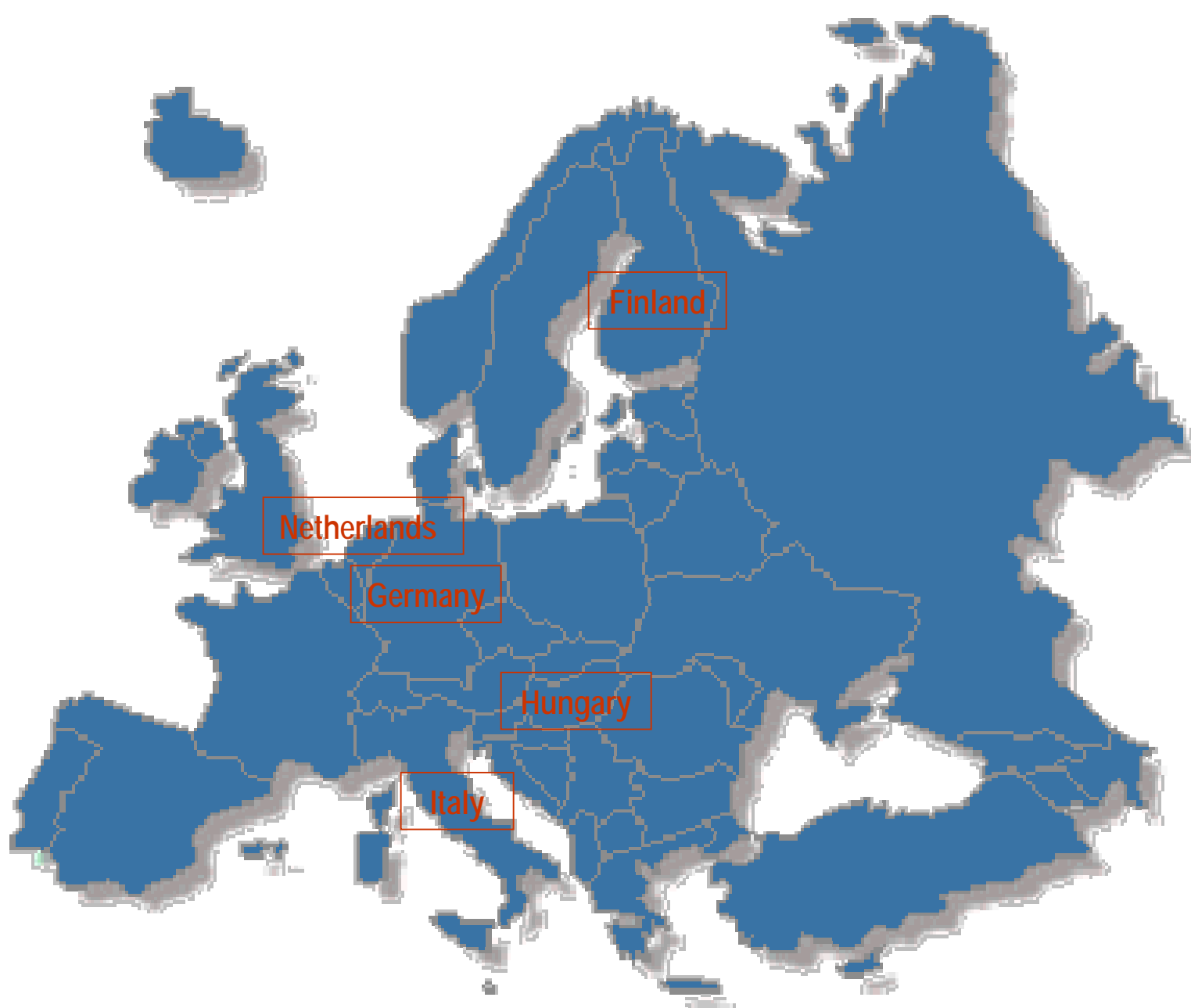
Delft University of Technology, Faculty of Architecture,
The Netherlands



Hungarian Academy of Sciences, Institute of Sociology, Hungary

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The countries differ with regards to . . .

- geographical and climate conditions
(long winter in Finland, hot summer in Italy)
 - cultural traditions *(importance of the family in Italy and Hungary)*
 - welfare regimes *(the Nordic model, the Southern European model, most of the continental countries in between)*
 - population density and land use
(densely settled areas in the Netherlands, sparsely settled areas in Finland)
 - level of mechanization *(especially low availability of private cars in Hungary, good public transport systems in Finland and the Netherlands)*
- ... and hence indicate **European diversity**.



Focus and theoretical background

Focus:

The focus is on how older men and women manage their daily commutes in such different regional conditions and which conditions promote or hinder their ability to get around.

Theoretical background: an environmental gerontology approach

The key to maintaining outdoor mobility lies within the interaction between each individual and his or her social and physical environments.



Measurement instruments

The project combined

- **different data-sources:**

person and environment, including urban versus rural regions

- **different data-collection strategies**

- a *questionnaire* including items on the basic components of mobility;
- *psychological tests*;
- the *measurement of environment-related competencies*;
- a *diary* which had to be kept by the older people for two days;
- the *evaluation of a new transport system*
(only at one research site).



The European Sample

Number of respondents (stratified by gender and age) in each country:

MOBILATE Survey								
Region	Age	Country						Sum
		D (East /West)	FIN	HU	IT	NL		
Urban	55+	389	368	309	305	300	302	1973
Rural	55+	379	383	301	300	300	314	1977
<i>Survey (total)</i>		768	751	610	605	600	616	3950

MOBILATE Follow-up								
Region	Age	D (East /West)	FIN	HU	IT	NL	Sum	
Urban	60+	144	127	294	-	297	-	862
<i>Total sample</i>		912	878	904	605	897	616	4812



Travel patterns of older adults in urban and rural areas of five European countries



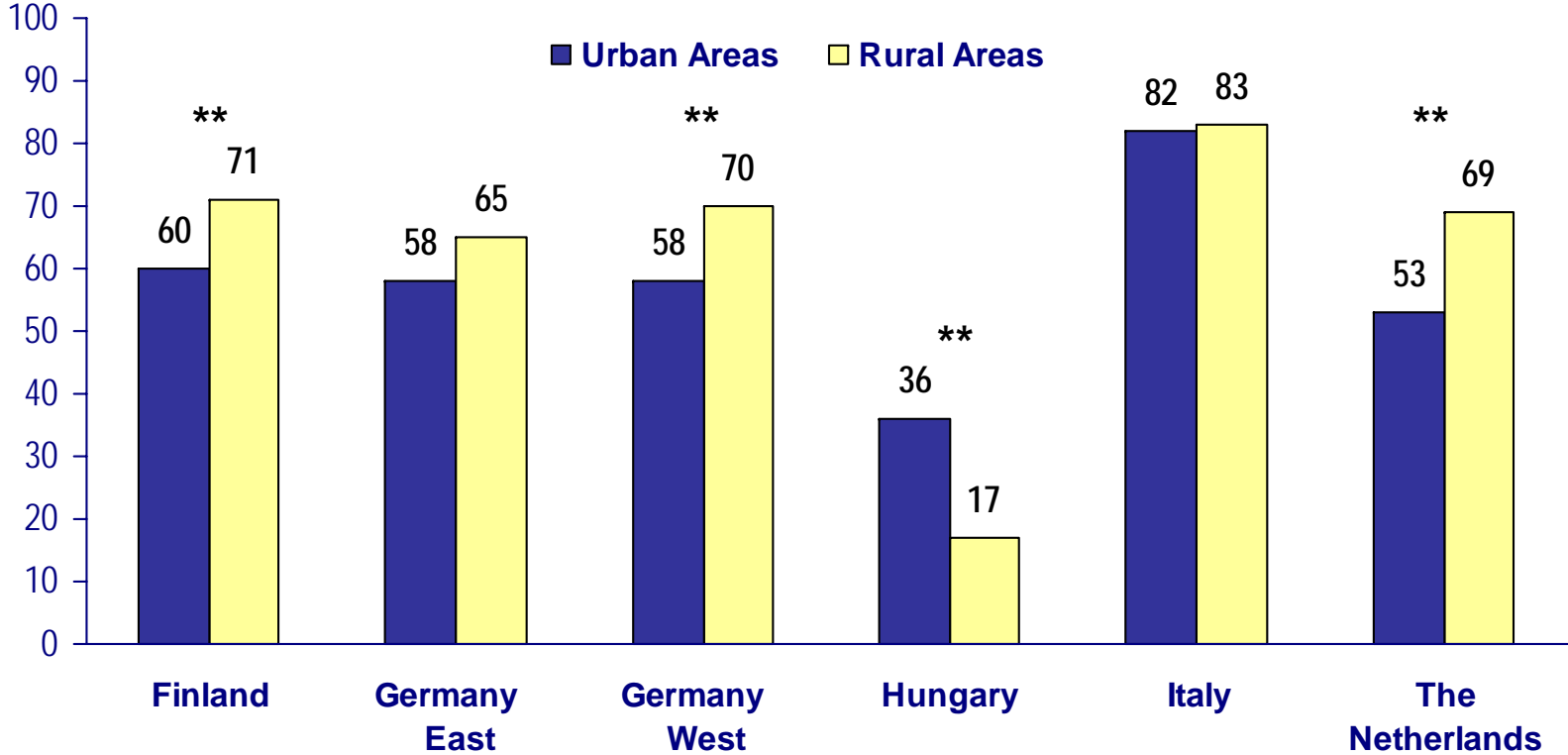
Mean number of journeys

Variable (<i>M</i>)	Finland		Germany East		Germany West		Hungary		Italy		The Netherlands	
	urban	rural	urban	rural	urban	rural	urban	rural	urban	rural	urban	rural
Total	1.4	1.2***	0.9	0.9	0.9	1.0	0.9	0.6***	1.2	1.1	0.8	0.5***
Use of car												
no car	1.1	0.9	0.8	0.8	0.7	0.7	0.9	0.6	0.8	0.8	0.7	0.3
passengers	1.3	1.1	1.0	0.6	0.8	0.9	0.7	0.6	0.8	0.8	0.7	0.7
drivers	1.7	1.5	1.0	1.1	1.1	1.2	1.0	0.6	1.5	1.5	0.9	0.6

Note. Means; N=3934 respondents; ** p<.01; *** p<.001; based on diaries.



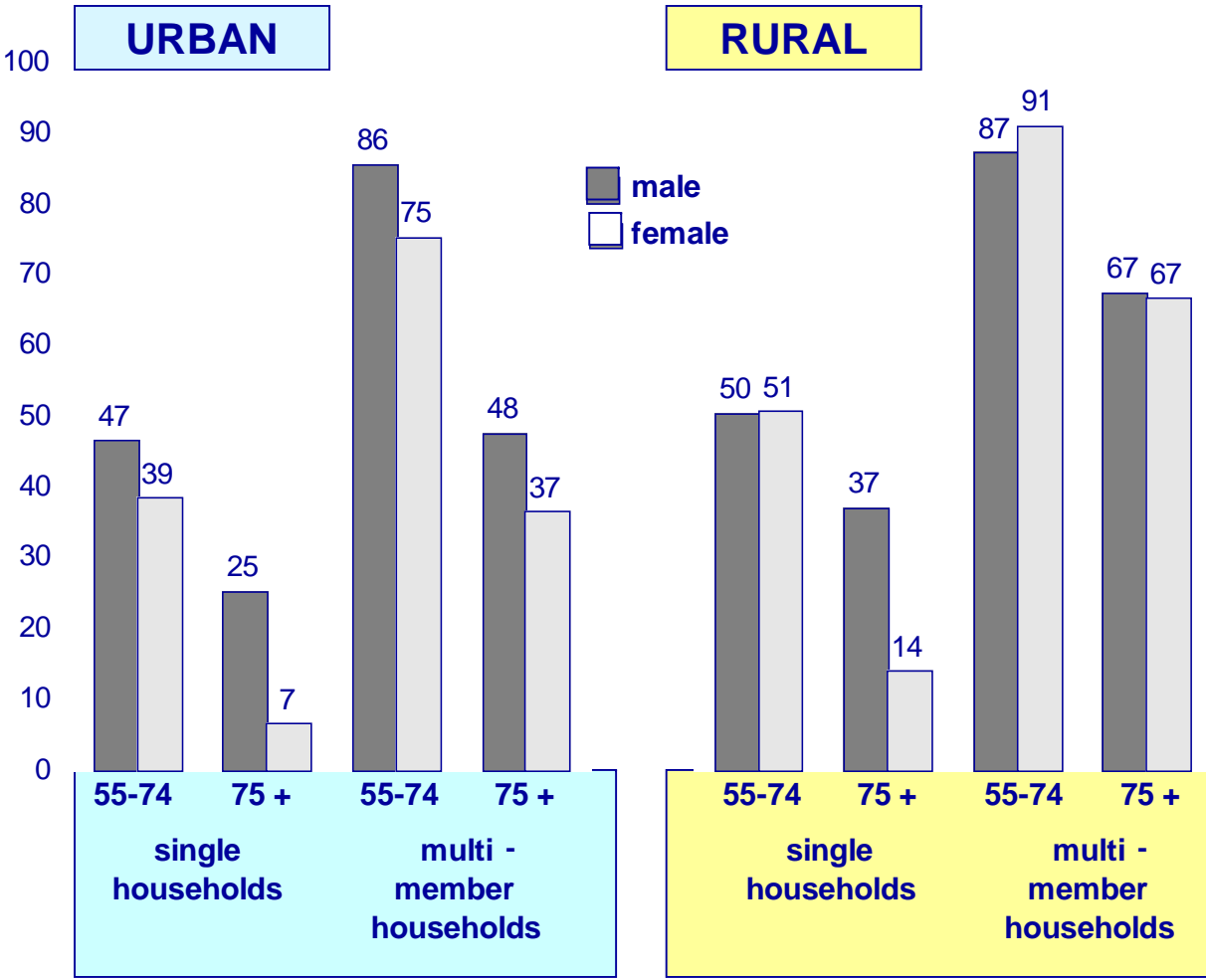
Availability of private cars in senior households (by area)



Note. Percentages; N=3934 respondents; ** p<.01.



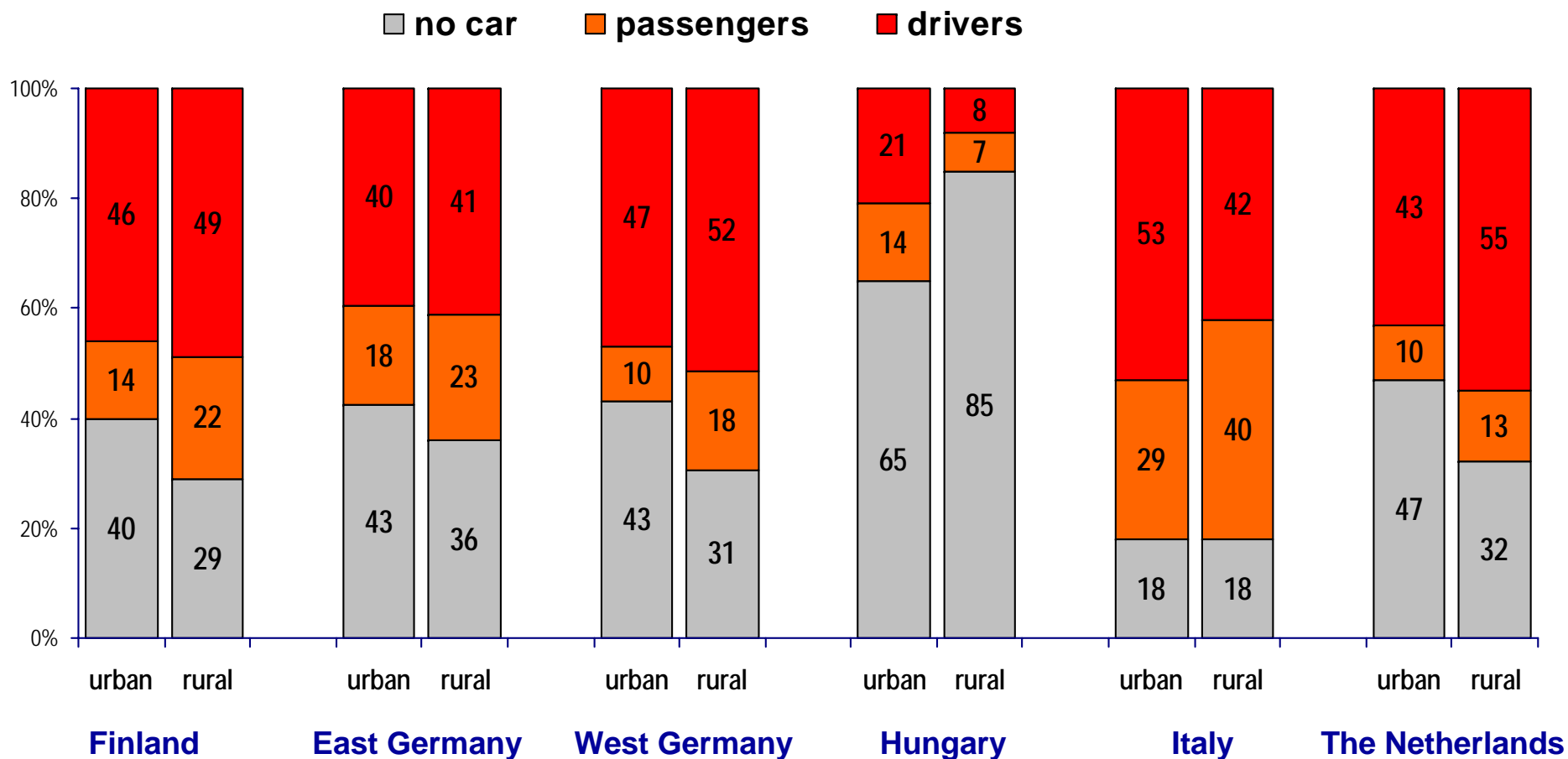
Availability of private cars (West Germany)



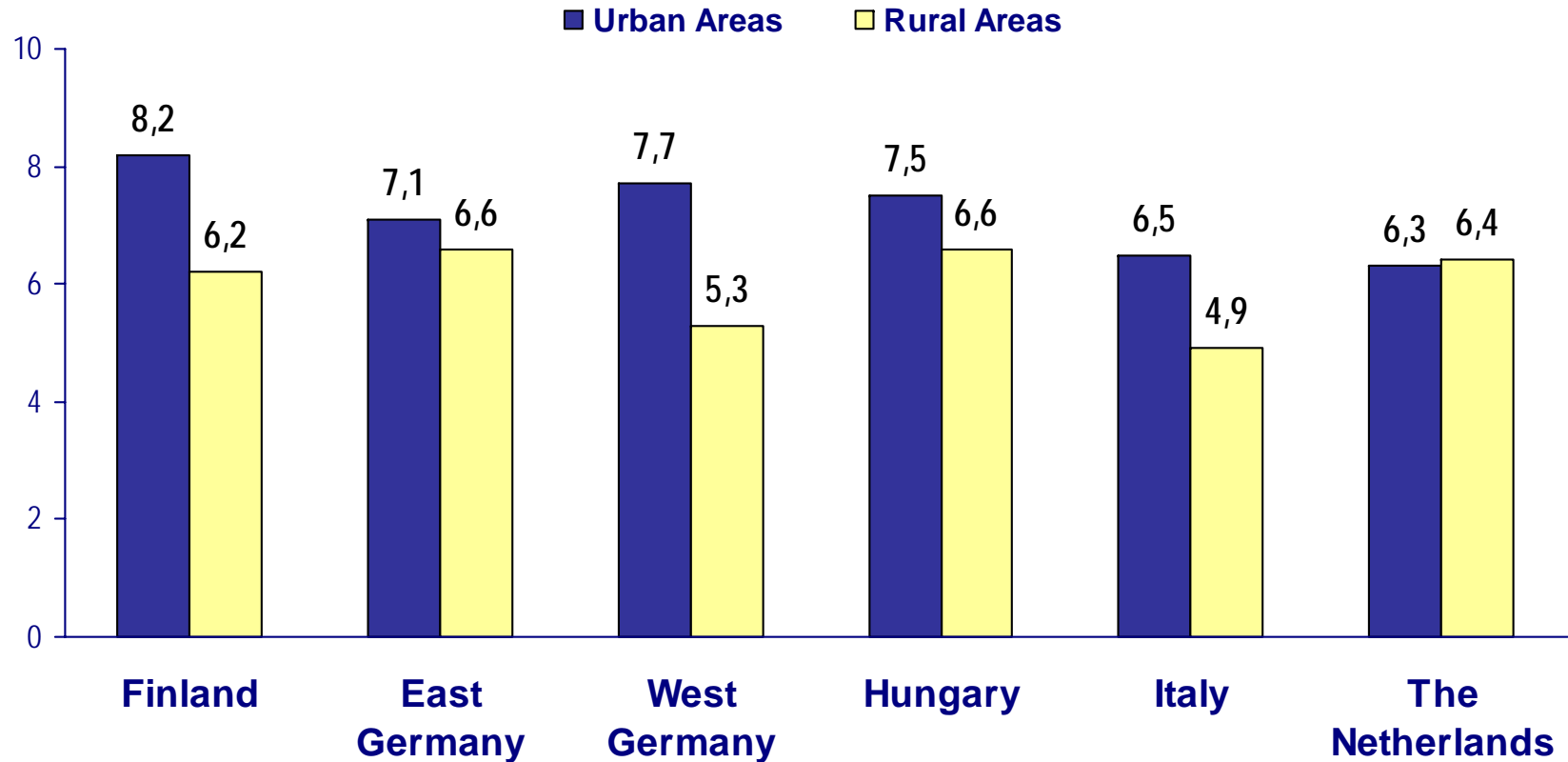
Note. Percentages; N=3934 respondents.



Differing conditions in EU: Availability and use of a car

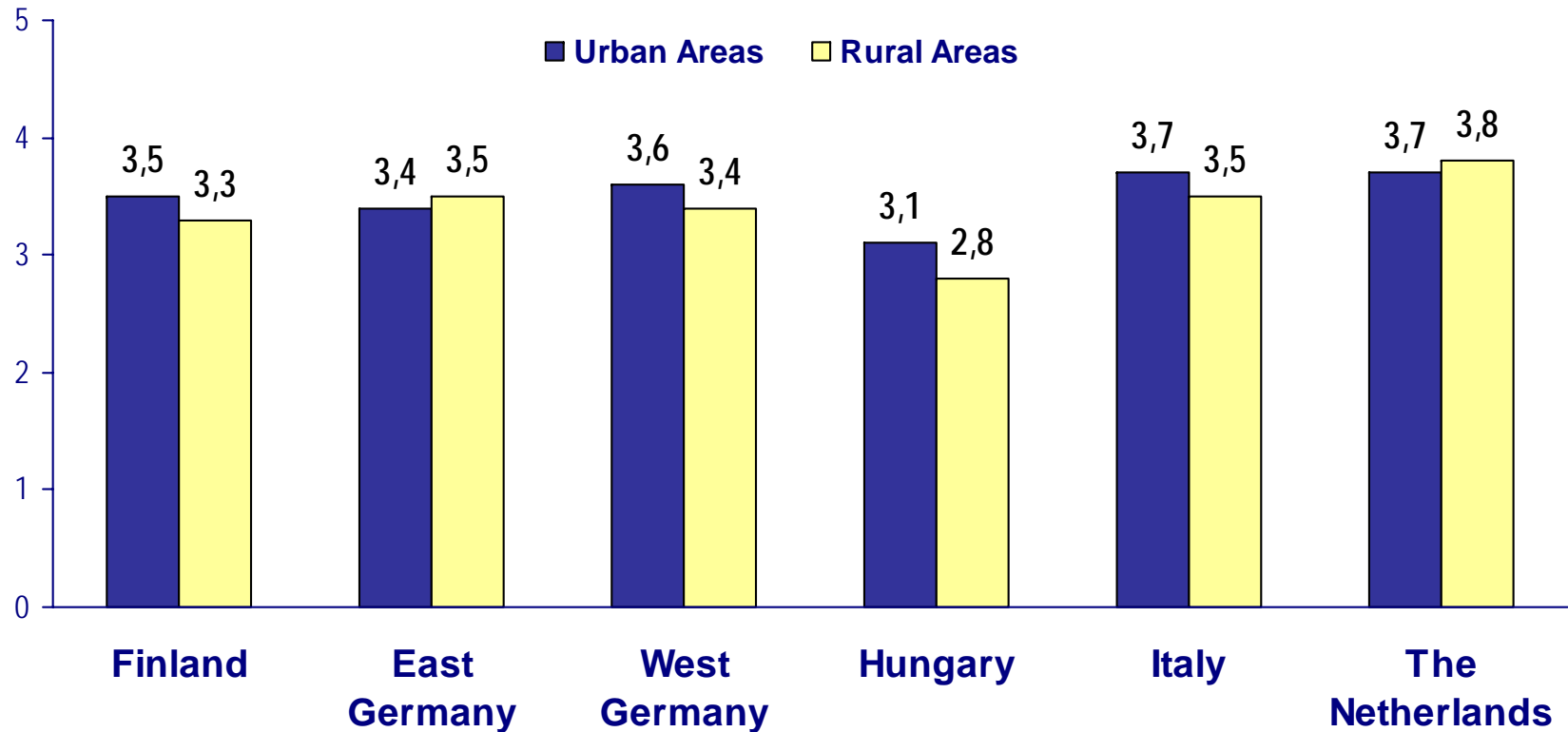


Satisfaction with public transportation



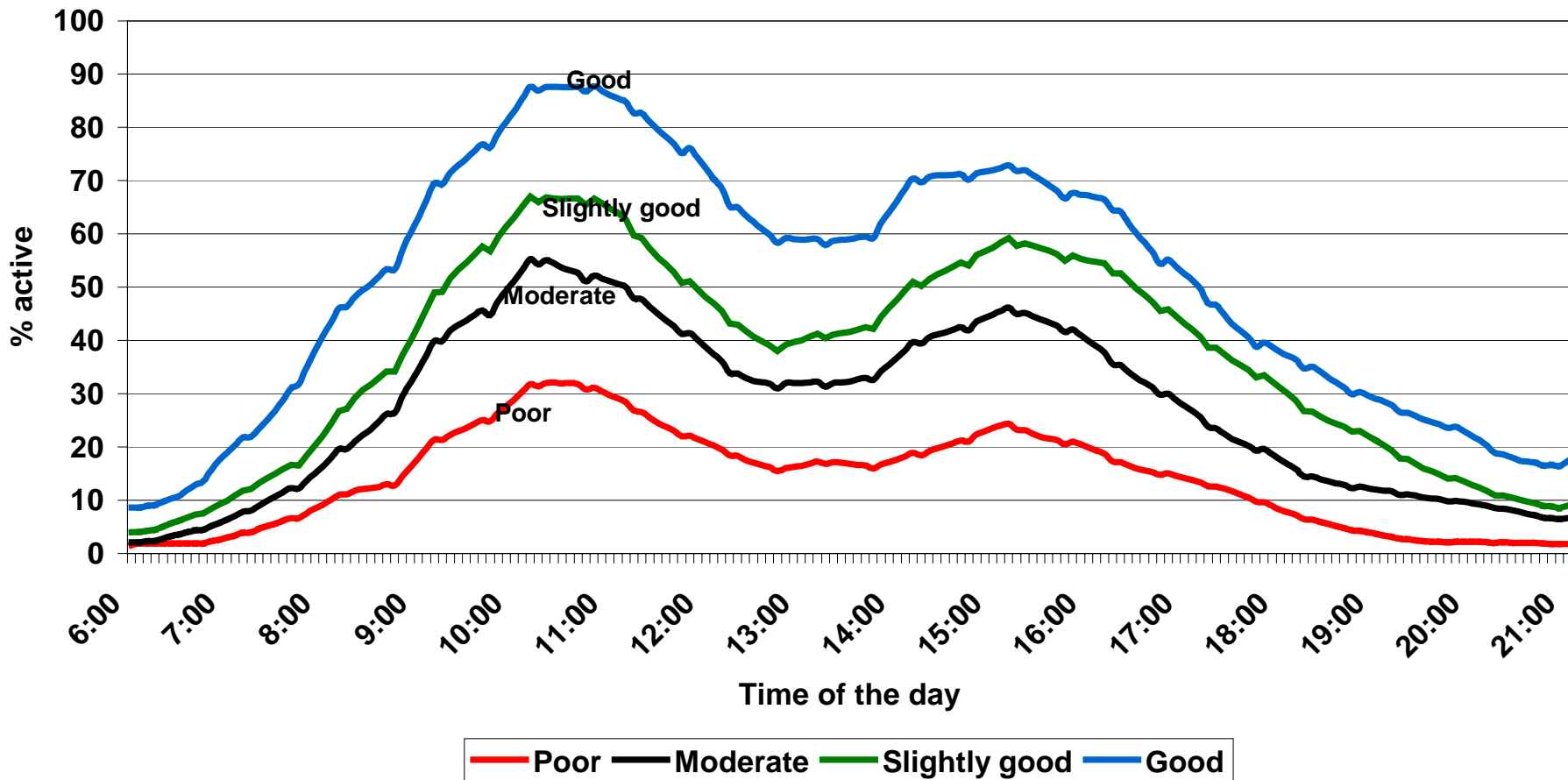
Note. Subjective rating (0=very unsatisfied ; 10=very satisfied; means).

Differing conditions in European regions: Physical mobility



Note. Subjective rating (1=very poor ; 5=very good; means).

Groups of elderly people with different health conditions active out of the home



Differing conditions in European regions

- Self-assessed physical mobility is best in the Netherlands and least in Hungary.
- People are less satisfied with public transportation in rural than in urban areas – especially in Italy and western Germany.
- The car is more widespread in rural than in urban areas (exception: Hungary).
- Italy has the highest, Hungary the lowest proportion of car owners.

What impact do these differing conditions have on older adults' choices of transport modes and satisfaction with their possibilities to get around?



Use of transport modes in five European countries

	Finland	Germany East	Germany West	Hungary	Italy	The Netherlands	Total
by foot	38	50	54	67	40	32	46
car (as driver)	31	22	30	6	42	30	28
car (as passenger)	14	12	7	4	15	13	11
bus	3	4	1	16	4	8	5
tram	-	2	2	-	-	-	1
special service	3	2	1	0	2	2	2
taxi	1	0	0	0	0	0	0
bicycle	15	11	8	17	1	15	10
Total trips N =	3353	2963	3117	1750	2974	1666	15824

Note. Percentages; N=3934 respondents.



Main transport modes in five European countries

	Urban Areas				Rural Areas			
	55-74		75+		55 -74		75+	
	male	female	male	female	male	female	male	female
by foot	37	48	54	62	30	47	46	60
car	48	28	27	17	51	34	33	26
public transport	8	15	13	18	5	3	8	4
bicycle	8	9	6	3	13	16	13	9
Total N=	1506	1674	270	471	1494	1363	264	336

Note. Percentages; N=7378 journeys; weighted data; based on diaries.



Satisfaction with possibilities to be mobile

Main predictors of satisfaction with mobility

based on a regression analysis,
including both individual and environmental resources
(age, sex, household size, physical mobility, availability and use of car,
use of public transportation and satisfaction with public transportation)

- satisfaction with public transportation
- physical mobility
- ability to actively drive a car.



Conclusions (1)

Outdoor mobility in older adults depends on various aspects.

Social, structural, and health aspects play an important role, but ...

... preconditions differ substantially between

- countries,
- men and women,
- urban and rural areas.

Main predictors of satisfaction with mobility

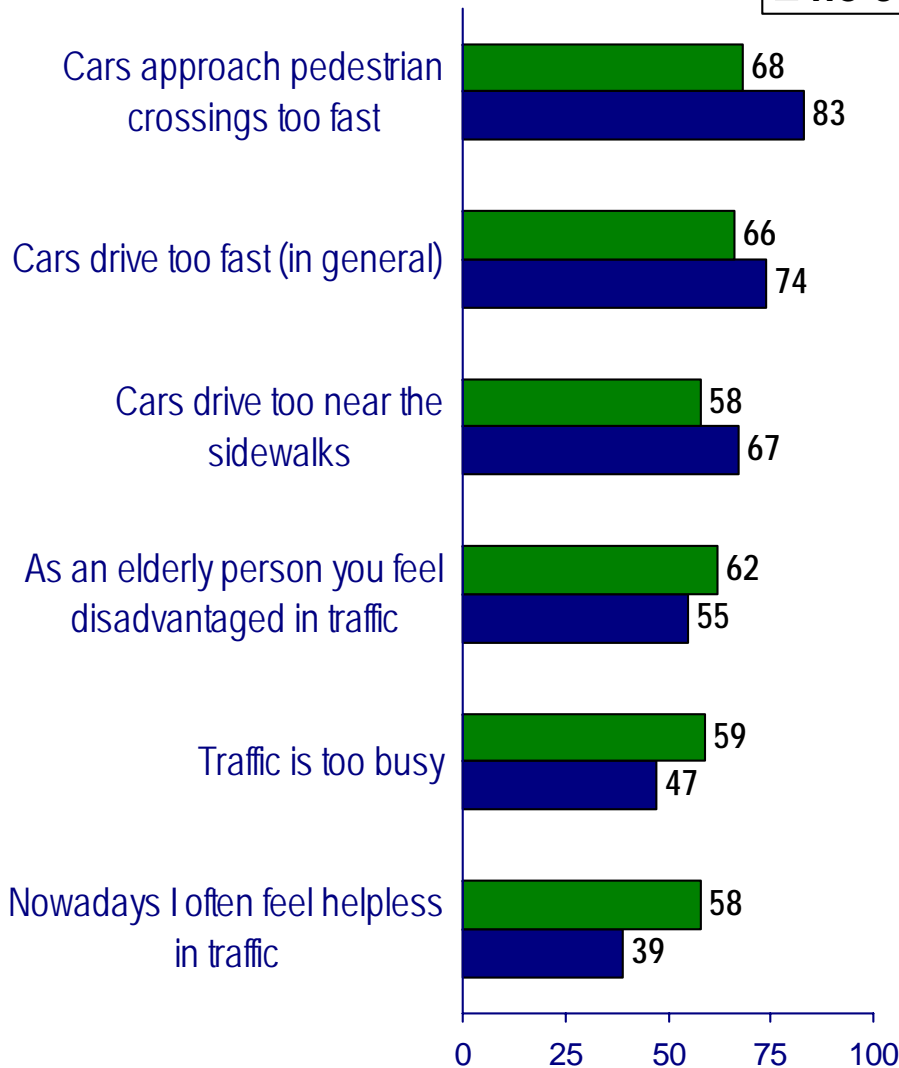
- satisfaction with public transportation
- physical mobility
- ability to actively drive a car.

=> Necessity of bettering the situation particularly for pedestrians and users of public transportation.

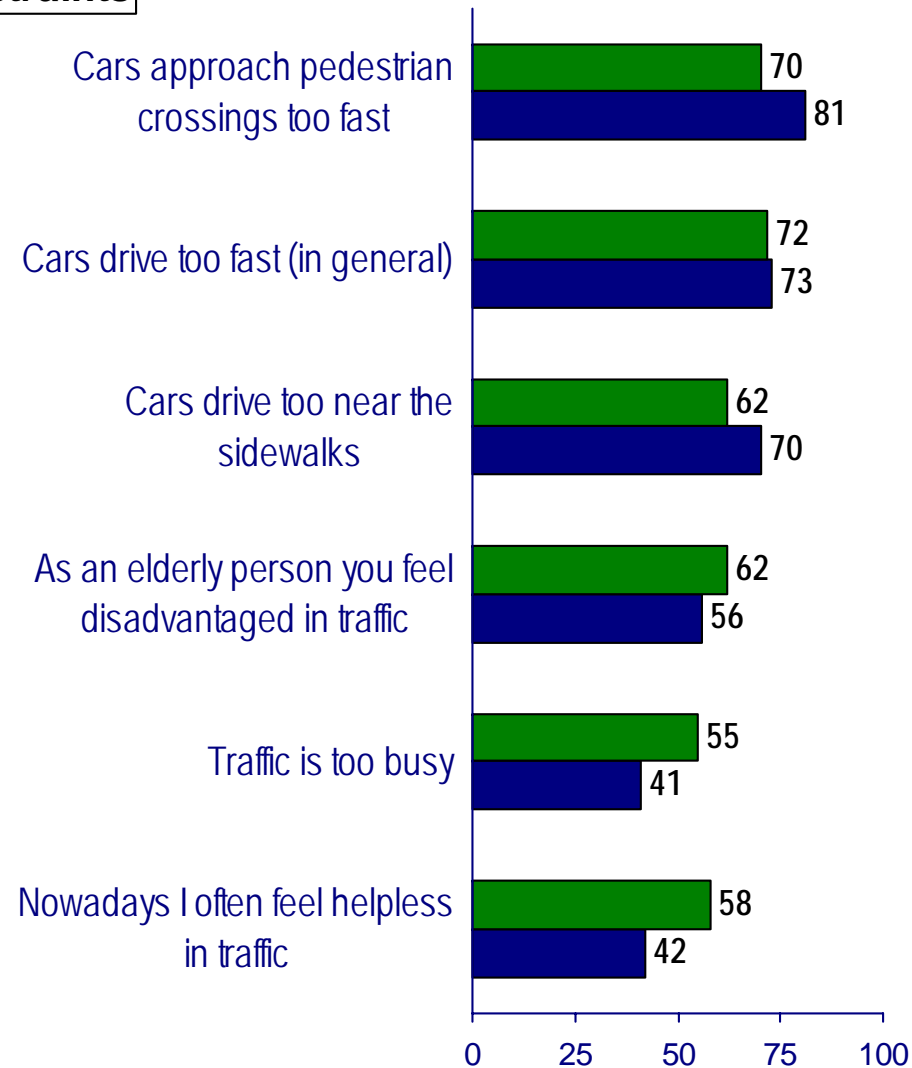


Conditions that promote or hinder outdoor mobility

Urban areas

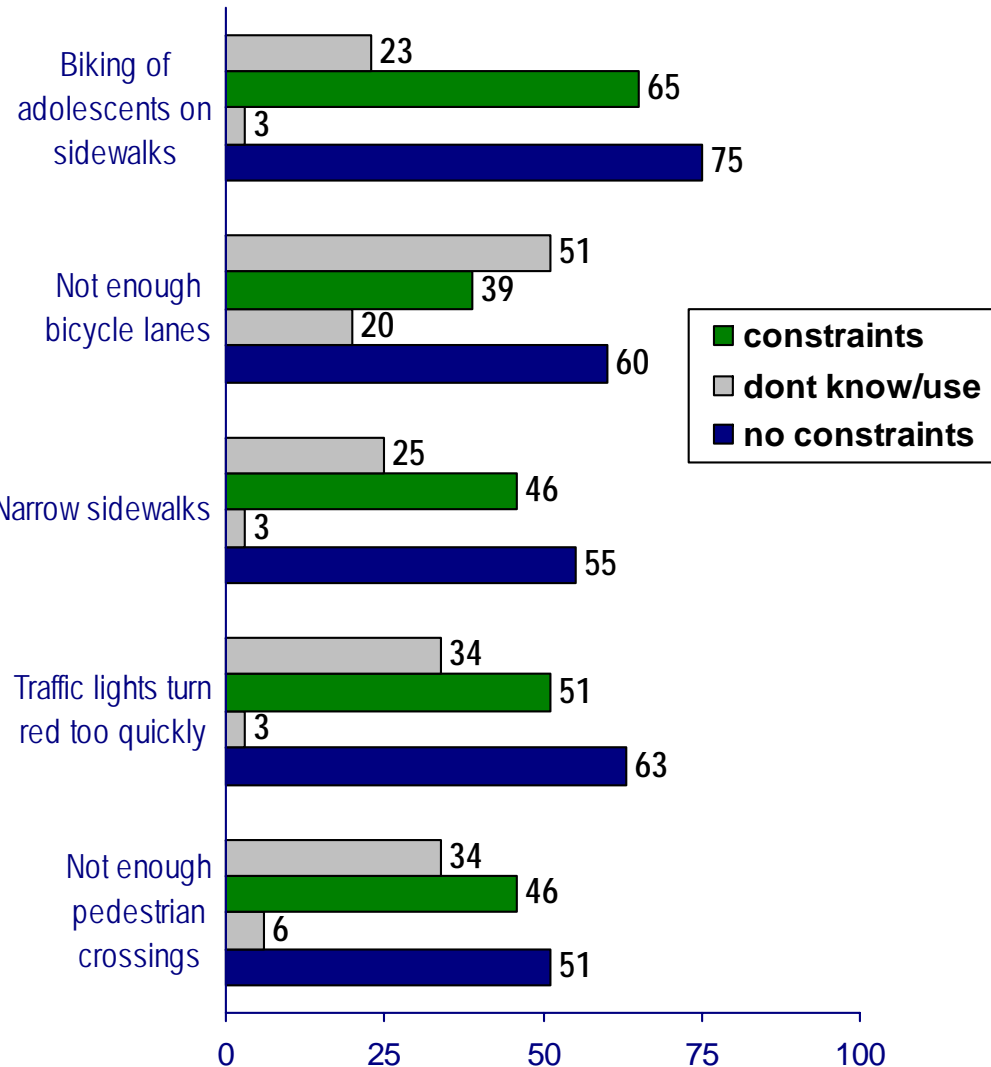


Rural areas

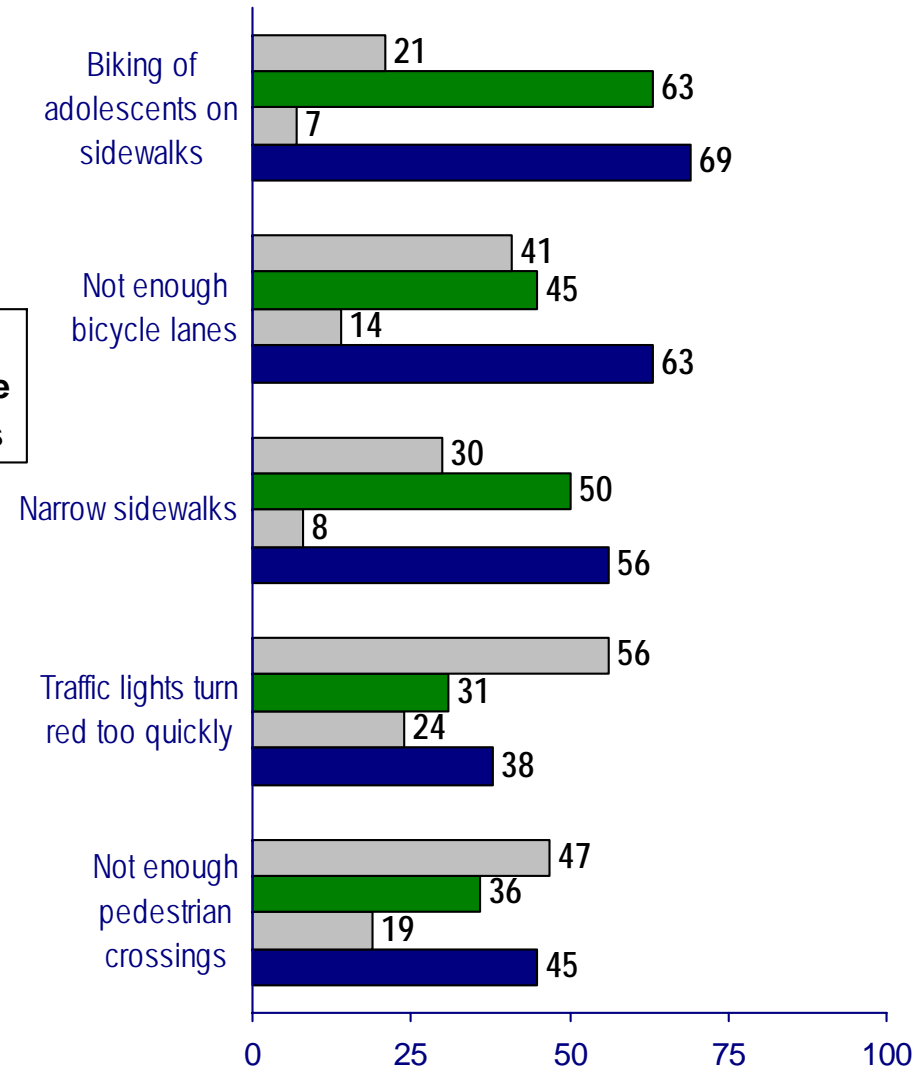


Conditions that promote or hinder outdoor mobility

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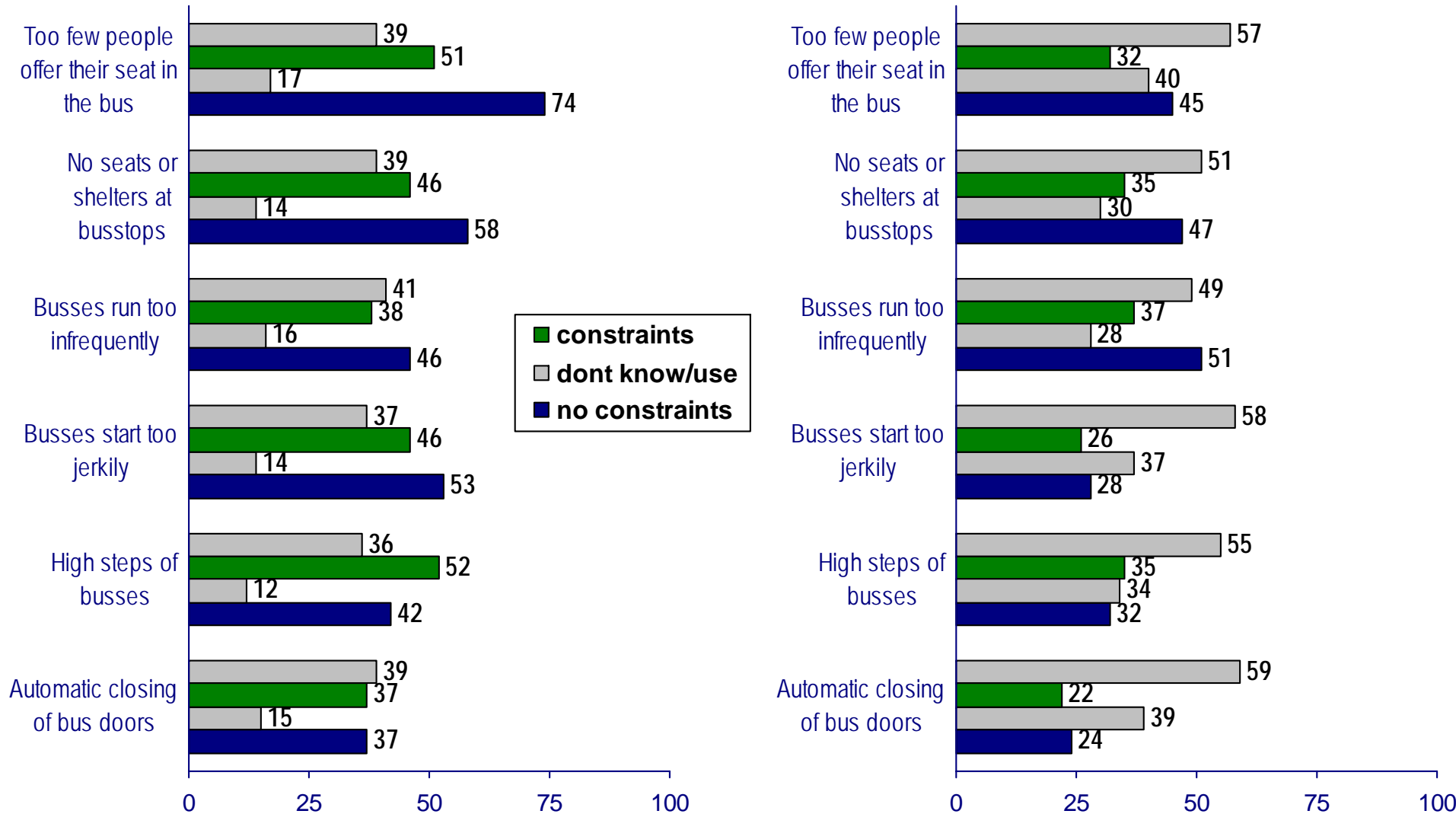
Rural areas



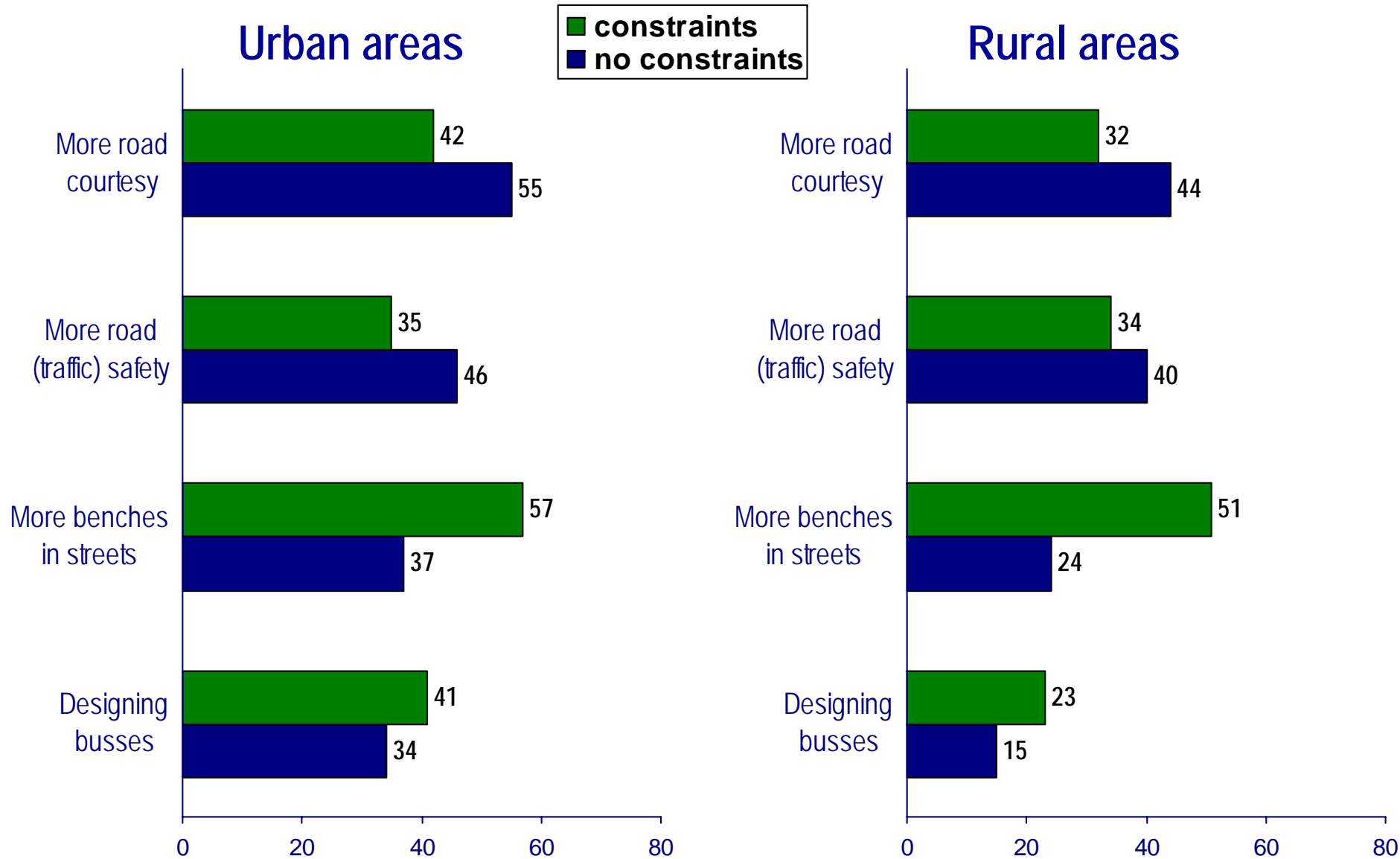
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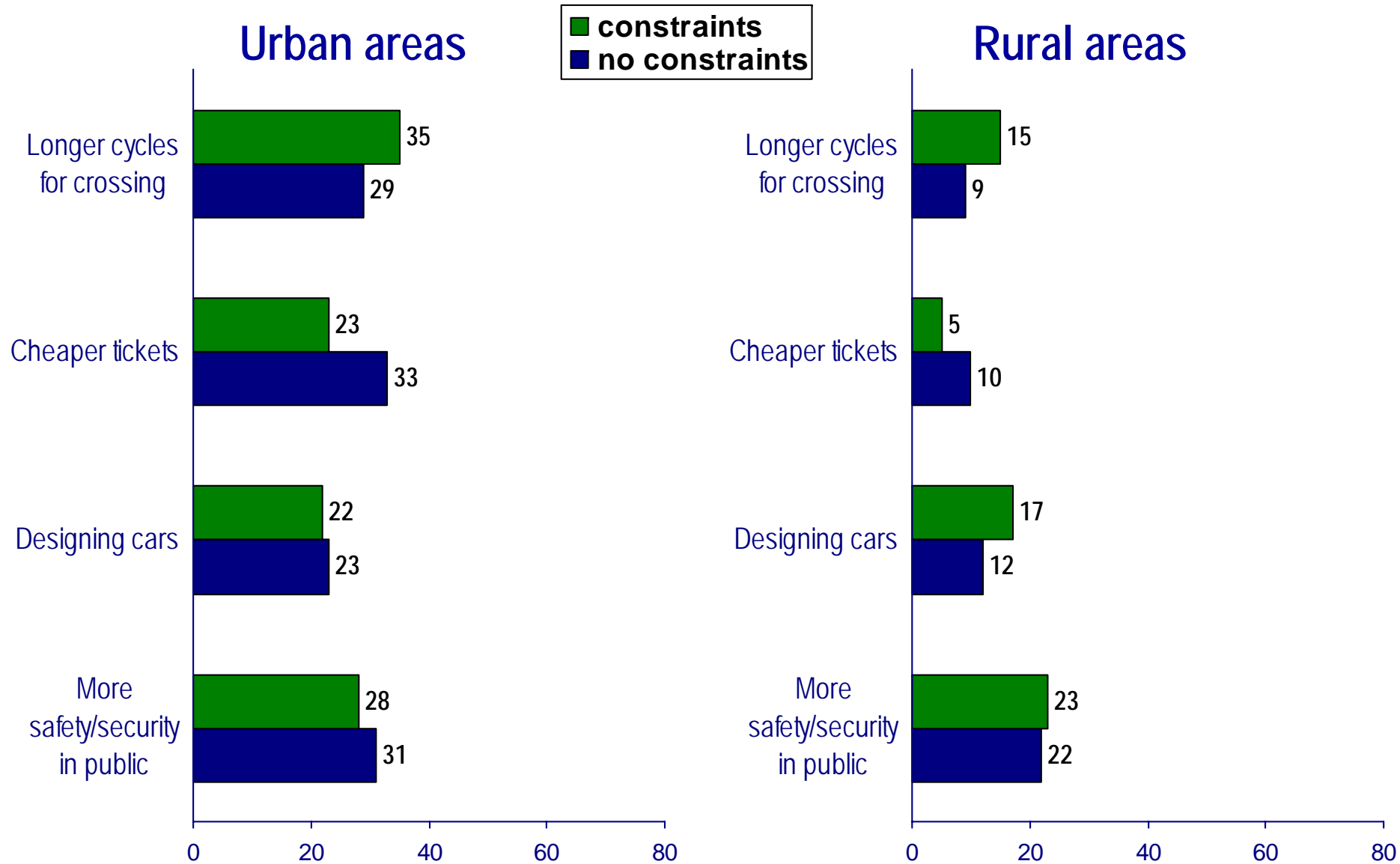
Rural areas



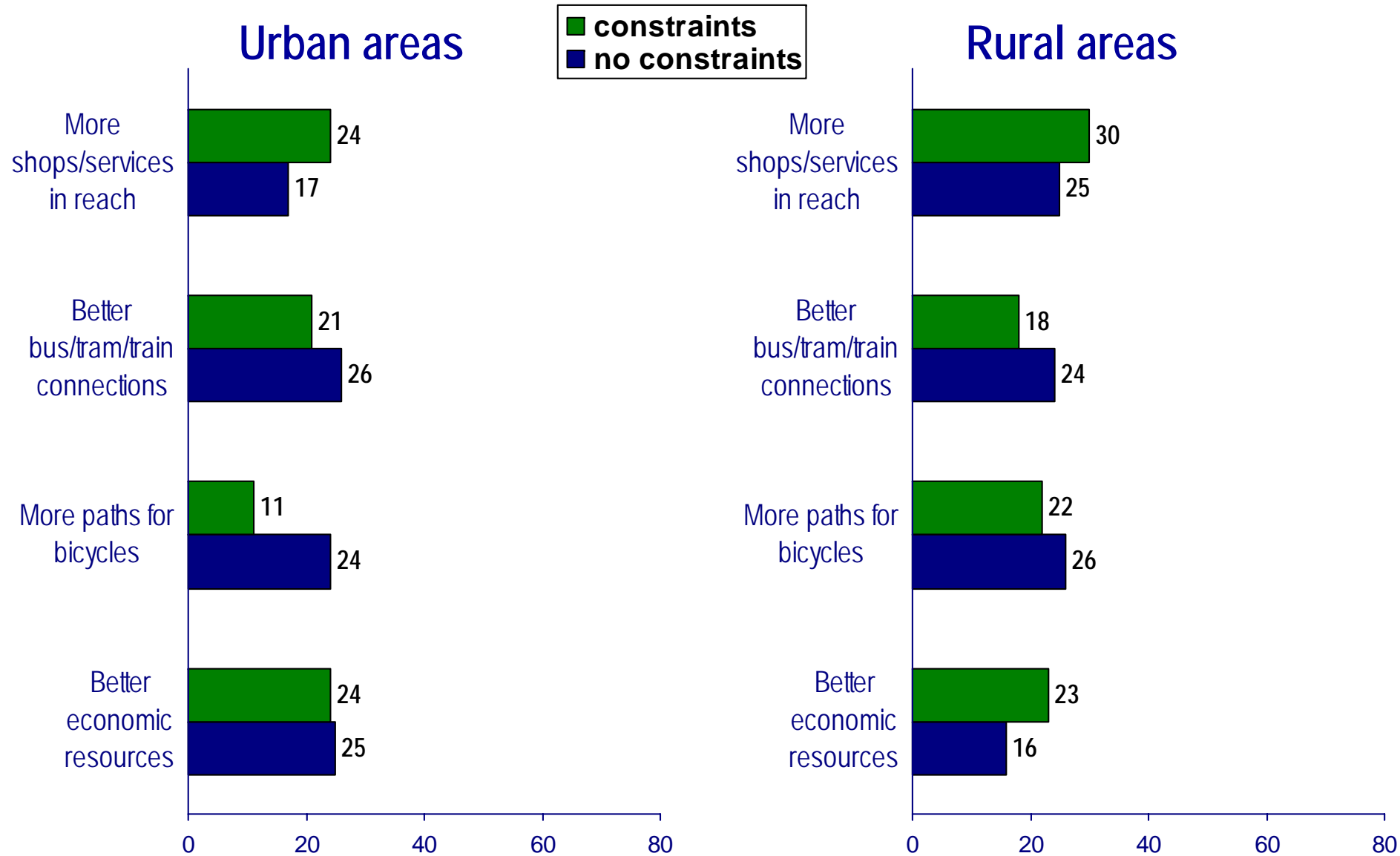
Improvements felt personally important



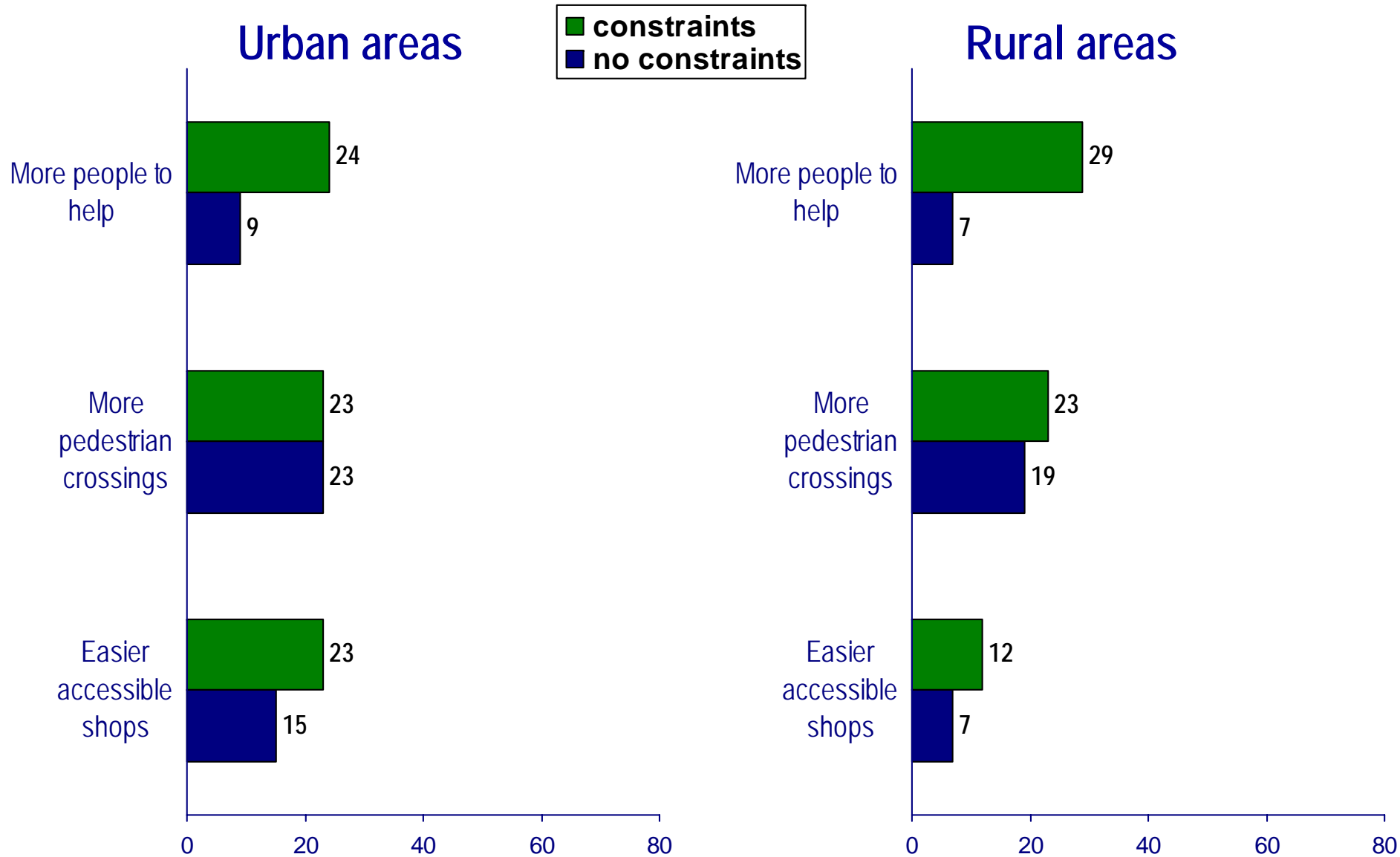
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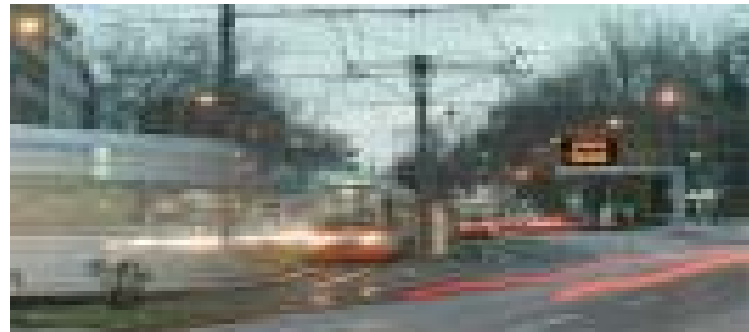
Improvements felt personally important



Outlook

There are 2 types of environmental obstacles to outdoor mobility:

- spatial and technological barriers
- impediments caused by a lack of mutual consideration,
- the hectic pace of traffic,
- feared hazards in public spaces.



Necessity of

- ⇒ fully accessible public transportation options.
- ⇒ providing readily accessible shops and services in easy reach
- ⇒ mutual consideration – a social task.

