

life quality
of senior citizens



in relation to
mobility conditions

Minutes of Final Workshop IV

Conference Day

23rd of April 2006

Brussels, Belgium

*Extraordinary deliverable
public paper from WP14*

FACTUM OHG

Vienna, Austria

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Ralf Risser & Gudrun Haindl

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University of Erlangen – Nuremberg, Institute for Psychogerontology • Heinz Jürgen Kaiser • Germany

National University of Ireland - Traffic Research Unit / Counselling & Health Studies Centre • Donncha O' Cinneide / Eleanor O'Leary • Ireland

Università degli Studi Roma Tre – Dipartimento di Progettazione e Studio dell'Architettura (Di.P.S.A.) • Lucia Martincigh • Italy

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Cracow University of Technology – Department of Architecture • Lidia Żakowska • Poland

Centrum Dopravního Výzkumu (CDV) – Transport Research Centre • Karel Schmeidler • Czech Republic

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Stowarzyszenie Wychowanków Politechniki Krakowskiej im. Tadeusza Kosciuszki • Stanislaw Juchnowicz • Poland

Asociacion de amas de casa TYRIUS de Betera • Amparo Sancho Piera • Spain

Associazione Abitare e Anziani (AeA) • Assunta D'Innocenzo • Italy

Pro Skåne • Lena Larsson • Sweden

Stadtseniorenrat der Stadt Nürnberg • Helga Appel / Karl-Heinz Ludwig • Germany

Preface

SIZE – “Life quality of senior citizens in relation to mobility conditions” (project number QLK6-CT-2002-02399) is a project in the framework of the specific research and technological development programme “quality of life and management of living resources”, key action 6 “The ageing population and disabilities” in EU’s Fifth Framework Programme.

European policy regarding the elderly aims at maintaining their mobility. This is a central element of their integration in society. Senior citizens want to stay autonomous and independent as far as possible. Without the possibility to maintain mobility, senior citizens cannot lead an independent life, with many other problems such as isolation and health problems as a consequence.

The project SIZE has a life-span of 3 years and is divided into 4 research areas: State-of-the art & preparatory activities, qualitative studies, standardised survey & finalisation, and distribution of the results.

The general objectives of SIZE are:

1. To explain and describe the present mobility and transport situation, the problems, needs and wishes of different groups of senior citizens from their own perspective, compared with experts’ points of view (“experts” being sociologists, psychologists, traffic experts, experts on gerontology, politicians, policy makers, experts of other related EU projects, etc.);
2. To motivate action by the authorities and other relevant groups in society who are, or feel, responsible in this area, by making discrepancies in problem identification transparent;
3. To identify relevant solutions for existing problems and to provide guidance for setting up and implementing policies aimed at “keeping the elderly mobile”.



14 partners from eight different countries are involved in SIZE:

University of Vienna, Institute of Sociology • Anton Amann • Austria

FACTUM OHG • Ralf Risser • Austria

University of Erlangen – Nuremberg, Institute for Psychogerontology • Heinz Jürgen Kaiser • Germany

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1 INTRODUCTION

At the final workshop (Workshop IV) of the EU-project SIZE the results of the whole project were to be presented to the partners, to colleagues and to experts outside the consortium. The workshop took place in Brussels, Belgium, from 23rd to 24th of March 2006.

The goals of workshop IV are related to the presentation of the whole project work up to the final report:

- Presentations of results: State-of-the-art report, Focus Group and in-depth interviews, standardised interviews with senior citizens and decision makers and experts, workshops; summarised results
- Presentation of suggested solutions and recommendations
- Discussion of the results, focusing on the feasibility aspect and on ways to transfer results from SIZE into practice (implementation)

"Decision makers" were not explicitly invited, as the discussion concerning solutions and measures that should be implemented was not yet finalised: In fact, the envisaged structure of the workshop – presentations of different working steps of SIZE and critical discussion of the results by external experts – should lead to a clear plan of what demands and recommendations should be presented to decision makers, during the next step(s). This planned last part of the distribution of results, thus, includes also dissemination after the life time of the project SIZE; Workshop IV should also provide an input on this.

1.1 About this deliverable

This deliverable is an extraordinary one, not originally foreseen in the Technical Annex of SIZE. It contains summaries of presentations held at the public day of the final workshop IV of the EU-project SIZE, as well as comments and discussions on these presentations. Both, members of the SIZE-consortium and invited "opponents" (= external experts who were asked to have a critical look at different parts of the work conducted in SIZE) made speeches on various worksteps of SIZE.

Authors of this deliverable:

The responsible authors of the minutes of Workshop IV are Ralf Risser and Gudrun Haindl, Factum OHG, Vienna, Austria.

2 "PUBLIC DAY", 23RD OF MARCH 2006

2.1 Location

't Mankement

Noorderlaan 4, B-1731 Zellik

't Mankement, which is situated in the North-West of the agglomeration of Brussels, is a meeting place, especially designed for disabled people. Also specially equipped rooms for children with disabilities are allocated at 't Mankement. A conference room is provided for national and international workshops, meetings and seminars.

2.2 Agenda

08:30 – 09:00	Registration	
	Session I	Chair: Anton Amann
09:00 – 09:10	Welcome and introduction	Anton Amann
09:10 – 09:20	Welcome and introduction	Gesa Hansen
09:20 – 09:50	Overview organisation and structure of SIZE	Ralf Risser
09:50 – 10:15	Critical review "project plan"	Susanne Iwarsson
10:15 – 10:30	Kick-off Workshop	Don O'Conneide/Eleanor O'Leary
10:30 – 10:55	<i>Coffee Break</i>	
	Session II	Chair: Agneta Ståhl
10:55 – 11:25	State-of-the-Art and Frame of Reference	Anton Amann
11:25 – 11:45	Critical review "State-of-the-art"	Linda Steg
11:45 – 12:00	Workshop II	Karel Schmeidler
12:00 – 12:15	Results qualitative studies (with seniors)	Lidia Zakowska
12:15 – 12:30	Results qualitative studies (with experts)	Hector Monterde i Bort
12:30 – 12:50	Comments seniors	Senior representatives (Tyrius)
12:50 – 13:10	Critical review "qualitative studies"	Annie Pauzie
13:10 – 14:10	<i>Lunch</i>	
	Session III	Chair: Lucia Martincigh
14:10 – 14:25	Results quantitative studies (with seniors)	Heinz-Jürgen Kaiser/Bertram Kraus
14:25 – 14:40	Results quantitative studies (with experts)	Lidia Zakowska
14:40 – 14:55	Comments seniors	Senior representatives (Pro Skåne & StSR)
14:55 – 15:15	Critical review "quantitative studies"	Uwe Ewert
15:15 – 15:30	Workshop III	Agneta Ståhl, Monica Berntman
15:30 – 15:50	Critical review "Workshops"	Lars Åberg
15:50 – 16:15	<i>Coffee Break</i>	
	Session IV	Chair: Ralf Risser
16:15 – 16:45	Working out solutions	Lucia Martincigh
16:45 – 17:05	Comments seniors	Senior representatives (AeA & SWPK)
17:05 – 17:25	Critical review "solutions"	Christer Hydén
17:25 – 18:00	Discussion & Perspectives	
18:00	Closing of Conference	Ralf Risser
20:00	<i>Dinner</i>	

Session I

All presentations are available at the project's website www.size-project.at

09:10 – 09:20 Welcome and introduction by Gesa Hansen

The final workshop of the EU-project SIZE started with an opening speech by Anton Amann, followed by a short welcome by Ms. Gesa Hansen (European Commission). She especially welcomed the representatives of the senior citizens' associations and discussed examples of public transport in Brussels – which are quite problematic for disabled and older people – as showcases. Furthermore, Gesa Hansen presented the context of age-related research funded by the European Union and future possibilities for research funds within FP 7 (2007-2013).

09:20 – 09:50 Overview on organisation and structure of SIZE by Ralf Risser

Ralf Risser (FAC, SIZE-Partner 2) gave an overview of the organisational aspects and the structure of SIZE. He showed the relationship with the EU-objectives and targets of Key action 6.4. The starting point of SIZE and its hypotheses were presented in short as well as the expected outcomes of the project. The user-need oriented approach was accentuated and some arguments why to take action to the advantage of seniors were listed. Ralf Risser also explained the role of the opponents who have been invited to this final workshop of SIZE: it is important to reflect the project's work and to get a critical review of the project work and achieved results. This will influence results for the final report and will positively influence further work. Hints and ideas for upcoming research as well as advice for the last steps of our research work are expected to arise out of the critical review by the opponents.

09:50 – 10:15 Critical review of the original Project plan by Susanne Iwarsson

Susanne Iwarsson, Professor of Gerontology of Lund University, discussed the SIZE project plan and whether results derived on the basis of the research design and methods can be considered valid and reliable.

The design of the SIZE project plan was considered clear, coherent, and easily understandable by Susanne Iwarsson. The concept "to listen to the people" and the approach aiming at integrating senior citizens was commented very positively. The SIZE procedure was assessed as a sophisticated methodological approach.

Some points that could be improved were mentioned: The concepts Mobility and Quality of life should be defined somewhat more precisely (although she admits that this is difficult). The description of the target groups – senior citizens, older persons - could be somewhat clearer. Moreover, it was seen as a pity that the interviews and surveys with the experts, which she considered an innovative and positive part of the work, had not been mentioned explicitly when the objectives of SIZE were formulated.

However, Susanne Iwarsson underlined that it was good that both sides of the coin – the view of those who acted professionally and of those they acted for - were considered within SIZE.

Discussion & comments:

Don O`Cinneide indicated that senior citizens in Ireland were extremely interested in participating in SIZE because it is a novel idea in Ireland that seniors are consulted. Eleanor O`Leary added that the personal perception of mobility as an older person is important and

that the environmental and personal level have to work together. QoL is a construct and it has specific components. There is not "no definition" but there are several definitions, and in SIZE it has been referred to this.

10:15 – 10:30 Kick-Off Workshop by Don O’Cinneide & Eleanor O’Leary

The main focus of the presentation of Don O’Cinneide & Eleanor O’Leary (UCC, SIZE-Partner 4) on the starting point of SIZE, namely the Kick-Off-Workshop in Cork (Ireland), can be summarised as a demonstration of the goals of the first workpackage: the organisation of Workshop 1; the setting out of objectives of the project and the role of each participant as well as a detailed specification of working procedures; the presentation of the project to the public; and the provision of a basis for the preparation of Focus Group interviews (FGI’s).

Session II

All presentations are available at the project’s website www.size-project.at

10:55 – 11:25 State-of-the-Art and Frame of Reference by Anton Amann

Anton Amann (UNIVIE, SIZE-Partner 1) presented the leading research question for the State-of-the-Art report and showed that the Frame of Reference circumscribes systematically the basic dimensions and categories and the relations between them, inherent in the materials of the project. Therefore, it is not a summary of the main results but a frame within which most of the topics can be placed and related to each other systematically. The State-of-the-Art report and the Frame of Reference helped the SIZE consortium to interpret the whole research material, to formulate hypotheses, and to reach some more codification of knowledge in the field. The presentation ended with considerations on the linkage between individual, social and physical environment and a list of mobility strategies.

11:25 – 11:45 Critical review "State-of-the-Art" by Linda Steg

Linda Steg, environmental psychologist from the University of Groningen, commented the findings summarised in the SIZE State-of-the-Art report. She assessed this report as being very sophisticated, especially with respect to the modes of transport; SIZE did not focus on the use-of-the-car-yes-or-no question, but mobility was really in the focus. It could be made transparent that mobility does contribute to QoL.

One should consider, though, that QoL usually has a relative value: The subjective assessment of QoL is usually the result of a comparison with other groups, or with the objective possibilities that are available, and all this may change over time. This could have been considered somewhat more clearly in the State-of-the-Art of SIZE. Shortcomings to the disadvantage of senior citizens could lead to reduced QoL because of their regular assessment to be treated worse than other groups, and also that there is money available for traffic and the environment, but it is not used to the advantage of senior citizens.

Discussion & comments:

By mentioning that one can drive a car "just for fun", Birger Lindahl started a discussion on the statement by Linda Steg that mobility always fulfils a goal. Ms. Steg answered to this remark, that even "driving just for fun" is a goal, viz. a certain need is satisfied therewith. Mobility still fulfils a goal even if one travels for relaxation.

Malte Lindborg indicated that driving a car is also an economic question for senior citizens, and individual economic aspects should not be underestimated.

11:45 – 12:00 Report on Workshop II by Karel Schmeidler

Karel Schmeidler (CDV, SIZE-Partner 8) presented the main points of the Workshop II of SIZE, which took place in Brno, the Czech Republic, from February 12th – 14th 2004. There, the results up to date, main problems and differences between groups of seniors, decision makers and experts gathered in the qualitative studies of SIZE, were presented, and preparatory work for the instruments for standardised interviews as well as discussions of important inputs were carried out. Workshop II also was the forum for the Mid-Term-Assessment which focussed on the progress to date and the actual contribution of the project partners in the light of the research approach and the project's objectives. Issues of project management and exploitation and dissemination were debated in connection with the Mid-Term-Assessment, as well.

Senior citizens' associations' representatives made comments on how they saw the results of the project so far, and they were involved in developing recommendations for the next working steps. As a step of preparation for the standardised survey instruments in WP8 and WP9, Deliverable D5&D6 was compiled after, and on basis of, the Workshop in Brno. D5&D6 includes a list of the detected mobility problems for senior citizens and a comparison between the view of senior citizens, decision makers and experts, as well as differences between the involved countries.

Furthermore, Karel Schmeidler pictured the ageing of Czech society and illustrated that life-style in the Czech Republic had changed very quickly during the last 10 years. The Czech society adapted to western society, and is now ageing very fast, e.g., there is a considerable increase of people aged 65+.

12:00 – 12:15 Results of qualitative studies (senior citizens) by Lidia Zakowska

Lidia Zakowska (CUT, SIZE-Partner 7) summarised the seniors' view on mobility in old age as results of the Focus Group interviews and in-depth interviews with seniors.

The qualitative results can be grouped into four perspectives, namely personal, environmental/social, technical and law and policy perspective. Regarding the personal perspective, some basic fears could be identified: fears related to safety in the street (personal security, walking at night especially in rural areas, being clamped by the crowd), fears concerning the participation in public transport systems (overcrowded streets and buses, being pushed around when trying to get on or during the peak times, etc.). Both seniors and experts agree that technical aspects constitute some of the main problems in old age. The technical perspective can be divided into three areas:

- 1) Road and traffic infrastructure (sidewalks and pavements, crossings with and without traffic lights, road signs, maintenance aspects, etc.)
- 2) Public transport (e.g., there has been progress concerning public transport vehicles' adaptation, like low floor vehicles, subway station elevators, etc., but not in the railway area)
- 3) Public buildings and private homes (there is a need to enhance mobility inside buildings, for example elevators, anti-slippery floors, no high stairs etc.) and the interface with the public space

Within the law/policy perspective, there is an perspective indicating improvements. But still a twofold problem remains: Institutions are usually not interested in problems of older adults and the group of senior citizens is not influential (enough). As a result, there are poor regulations, regulations that are ineffective due to exceptions, proper regulations that are poorly executed, and at the same time there are too many regulations that negatively influence seniors' mobility and quality of life – many of them related to the demand of fluidity of car transport.

12:15 – 12:30 Results qualitative studies (experts) by Hector Monterde i Bort

Hector Monterde i Bort (UVEG, SIZE-Partner 9) presented the methodology and results of the qualitative studies with experts. Three main groups were considered as experts for the SIZE-project: politicians/decision makers, technicians and advisors. The volume of gathered information was so large that it was necessary to develop a method for looking for concrete responses, specifying their importance, selecting and classifying them. In sum, 5337 (primary) statements were filtered out of 257 interviews with experts. These statements were categorised, selected and classified (as basis for developing the standardised questionnaire).

Furthermore, the presentation by Hector Monterde i Bort focussed on the differences between senior citizens and experts. Generally spoken, the opinions of experts did not differ substantially from the opinions of senior citizens, but experts tend to propose more systematic measures. They showed more knowledge about technical and legal aspects of the problems, but displayed an insufficient insight into everyday routines of older people and "small problems". Experts also tend to perceive senior citizens as a homogeneous group of people with similar problems, interests and ways of living - but SIZE showed that this view is not correct, and so did many earlier studies.

Both experts and senior citizens agreed that modern society shows a preference for the youth. This disadvantage also seems to be due to a lack of social and political pressure from the side of the senior citizens (as a pressure group), in contrast to the efforts of other groups, like *wheelchair-users, the group of blind people*, etc. Both experts and seniors agreed that senior citizens need a strong lobby indeed. They also agreed that the disadvantageous situation is in many cases also negatively affected by the poor financial conditions of older people. On the other hand, senior citizens appeared to be more sensitive to design details and to aesthetic aspects (dirt in public places, unfriendly design in vehicles), and gave more importance to the human and social factors (unfriendliness of bus drivers, rude bus driving,...), than experts.

This shows that people in decision-making positions should still learn more about senior citizens. At the same time, the importance and necessity of debating planned measures with different groups of road users was revealed.

The presentation was closed with the statement that society is changing and that one has to realise that senior citizens today do not only represent the past, but that they in fact also represent the future.

Discussion & comments:

Gesa Hansen said that there are similar results from other projects dealing with senior citizens. As a recommendation, she asked a question: as lobbying of senior citizens lacks power – why not combine some (smaller) groups (senior citizens, people with disabilities, etc.)? One good example is readability: a lot of improvements for senior citizens are useful for all. This argument should be used for lobbying.

Assunta D'Innocenzo argued that some problems could be solved with universal design and that we should leave behind the separation of disabled people, old citizens etc. She added that urban mobility is important, but one should also focus on rural areas.

As an answer, Gesa Hansen mentioned that universal design is good in principle, but not always the answer, because in some areas it does not work and in many cases lacks good adaptation (e.g., regarding IT).

12:30 – 12:50 Comments of senior citizens by M. Sánchez Piñana (TYRIUS)

As the representative of the Spanish senior citizens' association TYRIUS (SIZE-Partner 11), Mercedes Sánchez Piñana presented some summarising comments on the qualitative studies. She concentrated on the psychological variables raised by the SIZE-project, like fears, motives, personal experiences, states of mind etc. Nearly always, she stated, seniors experience mobility as equal to independence.

The ability to move around is an instrument of quality of life especially for older people. The deterioration of the sensory-motor system tends to lead to a predisposition to pain; fear of falling is very common, which goes hand in hand with a loss of confidence in their own abilities, and increased insecurity, especially if the situation is complicated by a visual or aural problem. Often they feel the need for company to realise everyday tasks, because company gives them confidence.

It is important that the physical conditions of the public space are motivating and encouraging people to go out. It would be very effective to propose positive measures that promote mobility, that break the physical resistances that the elderly come across, and that being in the street is itself a social activity. We find an analogy between the idea of being able to go out, and the idea of well-being and quality of life.

In order to cope with the present mobility situation, senior citizens look for compensatory activities, such as adult education, pensioners' clubs, leisure associations, voluntary work, etc., where they find themselves stimulated by the novelty and the feeling of being useful. They try to avoid the use of sticks and other forms of technical help as long as possible, due to fear of dependency upon them; they make use of ramps, islands and other supportive infrastructure elements, and they use public transport, often for short journeys.

To improve the situation of senior citizens, easy access to mobility means is fundamental. In terms of public transport, the frequency of services is very much appreciated, as well as a good network and availability of economic cheap tickets. It is very positive to reinforce this point, as the bus and metro can be social places, where the passengers meet neighbours, friends, relatives etc., and that gives an agreeable and familiar feeling.

Regarding gender issues, Mercedes Sánchez Piñana indicated that women tend to develop more diverse habits in terms of journeys close to their homes (shopping, visiting the family or friends, etc.). They spend more time travelling, they choose alternative itineraries, they avoid less secure areas, etc. Subjectively they perceive themselves to be at a greater risk during by night, and thus for them good lighting is very important. When a change to their surroundings is proposed, women are the first to come out against it, as they obviously systematically expect that the introduction of a new element could have negative repercussions in their lives; more traffic, more orientation problems, more effort to travel etc.

The conclusion would be that if we maintain and optimise ease and comfort in the public space, older citizens will experience more reinforcement (and less resistance) to go out, which is beneficial for maintaining their physical autonomy and mental health as long as possible.

12:50 – 13:10 Critical review “qualitative studies” by Annie Pausie

Annie Pausie, psychologist at INRETS/LESCOT talked about application and results of qualitative studies in SIZE.

In connection with the qualitative studies the impressive aspect, according to her, was the picture of eight different countries in Europe that was produced, there. Moreover, she considered comparison of seniors and experts as innovative and pointed out that there was a huge data base there regarding problems and barriers from all over Europe.

The "frustrating" thing according to her was that there were no satisfying solutions for all the problems at this point of work: She said that there was a strong need that solutions are produced, and that those necessary solutions that are mentioned both by the senior citizens and by the experts are implemented.

Discussion & comments:

Regarding this last comment by Annie Pausie, Ralf Risser indicated that there is not so much experience of translating research results in this area into solutions, as we do not have a tradition to do such analyses, yet, where we could learn how to proceed in this respect.

Session III

All presentations are available at the project's website www.size-project.at

14:10 – 14:25 Results quantitative studies (seniors) by Heinz Jürgen Kaiser

At the beginning of his presentation, Heinz Jürgen Kaiser (IPG, SIZE-Partner 3) explained the sample of the quantitative study (age and gender distribution) with senior citizens (3309 interviewed seniors in eight different countries). According to his notes, the analysis of the standardised questionnaire has shown differences of appraisal of mobility conditions, namely interpersonal, international and gender related differences; e.g., women are more concerned about fears, are less satisfied with mobility conditions and evaluate the improvement of mobility conditions as more urgent than older men do.

The interviewed experts laid emphasis on adaptation problems and on particular (negative) conditions of mobility (such as obstacles, barriers or traps), while senior citizens themselves assume a rather high remaining individual competence, but difficult global, general and social conditions.

Heinz Jürgen Kaiser illustrated some of the main fears of and barriers for senior citizens like, e.g., fear of victimisation or the fear of falling down. As the quantitative studies have shown, ruthlessness of car drivers is a central problem for senior citizens as well as lacking confidence that speed limits will be respected. Apparent domains of solutions and measures are, for example, health care, sufficient income, appropriate traffic planning and elimination of physical barriers. Less apparent domains are: reducing negative attitudes and inadequate social behaviour in society, and encouraging solidarity and co-operation.

14:25 – 14:40 Results quantitative studies (with experts) by Lidia Zakowska

Complementary to the previous presentation by Heinz Jürgen Kaiser, Lidia Zakowska (CUT, SIZE-Partner 7) showed the results on the experts' view on mobility in old age. 490 experts

were interviewed, divided into "politicians", "technical experts" and "advisors"; politicians often were too busy to participate, while technicians and advisors were helpful and interested. The most important fears of senior citizens in the experts' opinion are the fear of victimisation, fear of falling down in the street and of aggression from vehicle drivers.

The most serious barriers to senior citizens' mobility according to the experts' view are lack of toilets in the public space, inconsiderate car drivers, decreasing senses, vehicles on footpaths and the fact to have to rely on other people. The most urgent mobility solutions, according to the experts' opinion, are the enforcement of speed restrictions, the adaptation of housing and public buildings, the introduction of more low-floor adapted vehicles and the improvement and better maintenance of pavements.

14:40 – 14:55 Comments KH Ludwig (StSR) & M. Lindborg/M. Mattsson (Pro Skåne)

Presentation by Karl-Heinz Ludwig (StSR):

As representative of the Senior Citizens Advisory Board of Nuremberg, Germany (StSR, SIZE-Partner 14), Karl-Heinz Ludwig first of all gave some comments on the mobility of older adults today, compared with former times and with respect to the results of SIZE. He indicated that present societies are societies of longevity, that health restrictions arise at a higher age than earlier, and can be better compensated for (medicine, technology). From the viewpoint of a senior, Karl-Heinz Ludwig is of the opinion that the distinction between cities, suburban settlement and rural areas has a great impact on mobility and will get more important in future. The urgency of some measures to improve mobility gets clearer and the results of SIZE confirm our opinion that this development will become positive in future.

From the point of view of the Senior Citizens Advisory Board, the following issues addressed in SIZE are of interest: more control of speeds and traffic by local authorities, reduction of costs for mobility aids and for mobility for older people in general, better integration of different means of transport. Also adjustment and improvements of the traffic in order to become safer and more secure are necessary. It is also important to regard the fears of older citizens as serious.

Comments by Pro Skåne (Malte Lindborg and Mona Mattson):

There is a big difference between 60years old and 90years old seniors, they do not have the same problems and the same points of views – we have to realise this!

Regarding the question raised earlier "What do we really want?" Malte Lindborg answered that one has to ask the senior citizens! Senior citizens' organisations represent many members, for example Pro Skåne has about 45500 members in Sweden. Senior citizens have to tell politicians that they are part of the society. He gave an advise to all seniors: Get organised! Tell society and politicians what you want and need, as "we are a part of society".

Finally, he indicated that it would be good to involve more senior citizens associations in research projects in the future, in the way this was done in the frame of SIZE.

14:55 – 15:15 Critical review "quantitative studies" by Uwe Ewert

Uwe Ewert, psychologist of the Swiss traffic safety institution BFU (Beratungsstelle für Unfallverhütung) discussed the quantitative surveys, preparation, sampling, results.

The comparison of experts and seniors was commented very positively, and that so many European countries were involved. From a methodological point of view, the fact that pre-

tests of questionnaires had been carried out in several involved countries was commented with high appreciation.

It was questioned, though, whether the comments of all different groups of experts should be given equal weight (like, e.g., comments of researchers on the one hand and practitioners, on the other hand). Next, the formulation of some questions was considered somewhat misleading. In the discussion, then, it became clear that this was a very difficult problem to solve when as many languages are involved as in the case of SIZE (eight different countries). One could assume, though, that the formulation in the different languages would be "more correct" than the English basis version.

Discussion & comments:

A short methodological discussion, then, dealt with the calculation of means and medians on the basis of ordinal data, where different expert opinions were expressed.

Heinz Jürgen Kaiser expressed the opinion mentioned that the detected difference between experts and seniors could be caused by a typical research perspective. Experts concentrate on general findings and they look mainly at the agglutinated problems of seniors, while seniors themselves interpret the situation according to their individual experience. The research results can be seen as a mirror of the majority of senior citizens, and that is a competent, flexible, mobile and autonomous group, that is, of course, also critical with some of the things, often very diverse details and elements, that society "produces" for them. A problem that lies behind many details and elements that do not work may be connected to an attitude that does not take older citizens seriously.

Anton Amann answered the question "where are we after this study": We have an empirically supported higher level of conceptualisation after SIZE. Thus, real progress has been achieved.

15:15 – 15:30 Workshop III by Agneta Ståhl & Monica Berntman

Agneta Ståhl & Monica Berntman (LU, SIZE-Partner 6) summarised the third workshop of SIZE, which took place in Lund (Sweden) from on May 18th to 21st, 2005.

Day 1 was a conference and dissemination day, where 60 delegates from 11 European countries participated. Some SIZE-consortium members presented results from focus group and in-depth interviews as well as from the quantitative surveys with senior citizens and experts. Senior citizens organisations and invited experts gave comments on the project itself. Additionally there were presentations on related research projects like ENABLE AGE, MOBILATE, "Alt.Macht.Neu" and "Let´s go for a Walk".

The second day of the Workshop was a consortium day, where administration issues, input and conclusions from the first workshop-day as well as the forthcoming Workpackage 12 (Working out solutions) were discussed.

Day 3, as a dissemination day, started with a consortium study trip to the city of Kristianstad where the Swedish delegation presented the "Let´s go for a walk" project. As a public session a Senior Citizens' Day was organised, in parallel: SIZE was presented to 150 senior citizens from the Southern Region of Sweden Skåne. The workshop ended with a panel discussion with politicians, experts, senior citizens and SIZE consortium members. All three days gave the SIZE-consortium good input and helped to pinpoint conclusions.

15:30 – 15:50 Critical review of Workshop work by Lars Åberg

Lars Åberg, professor of psychology at the Universities of Uppsala and Borlänge talked about the workshops carried out in SIZE and whether they had fulfilled their function or not.

The organisation of workshops with so many different kinds of people involved was considered impressive, and a lot could be learned in that way. This way to work was seen as quite motivating for the participants.

But maybe more workshops would have been needed if one really wanted to improve one's perspectives and arguments over time with the help of discussions and group work. The project plan could have been more flexible in order to allow this. There should also have been more input from related research outside SIZE. Moreover, could of course not have been useful in the sense of providing "emergent knowledge", as no results were available, there. But of course the first workshop was necessary for the development of a detailed work plan.

One question referred to the representativity of workshops like those in SIZE: Can the invited people be seen as "typical" for the group they represent? The answer is of course "No", but this should not prevent them from listening to the presentations, from discussing, and from distributing results to the groups of people they represent.

Discussion & comments:

Heinz Jürgen Kaiser emphasised that all workshops in SIZE were necessary to plan further worksteps.

Session IV

All presentations are available at the project's website www.size-project.at

16:15 – 16:45 Working out solutions by Lucia Martincigh

As workpackage-leader for "working out solutions", Lucia Martincigh (UNIROMATRE, SIZE-partner 5), indicated the leading question for this important workpackage of SIZE: How to solve the most important problems with the most appropriate measures? To answer these questions and to handle the difficult task of translating data and results into solutions and measures, knowledge about the interrelation of problems and solutions as detected by older adults is necessary. Furthermore, Lucia Martincigh explained, we have to check on the suitability of such measures for meeting the older citizens' requirements and formulate recommendations and indications of suitable measures in order to keep older citizens mobile.

All problems which have been identified in SIZE were grouped into clusters which identify circumstances that are strictly connected to each others and that have similar solutions. Fears are related to these clusters and each cluster leads to possible areas of action. All collected measures (95) have been analysed and described in detail (name of the measure, type, field, explanation, and planned target of the solution).

After this detailed description of the process, Lucia Martincigh described the problems one by one, the related possible solutions and fields of actions, as well as specific measures. The presentation was closed with the hint on the involvement of senior citizens' associations in this part of SIZE work: the evaluation of the measures both by senior citizens and other SIZE partners will help to formulate the right recommendations and successful guidelines.

16:45 – 17:05 Comments by R. Zaccharia (AeA) & St. Juchnowiz (SWPK)

Presentation by Rossana Zaccharia (AeA)

Representing AeA, which is an Italian national non-profit association on "housing and old people", Rossana Zaccharia focused on four points: comments of senior citizens on the

measures identified by SIZE, the importance of lobbying, the conflict of interests between older citizens and associations of the third age as multipliers. She underlined that AeA is very interested in all kinds of research like in SIZE, which reveal a detailed picture of the reality of eight European countries, aiming at suggesting suitable interventions. From the experience of the associations of the third age, and specifically from AeA with its interest in housing solutions for the elderly, it is possible to draw a rule to measure life quality (even in relation to mobility); a rule which can be applied to different situations. Instead of adopting sectional models which cause division and isolation, it is important to experiment an adequate design for the different needs of a plurality of users, disadvantaged people included (philosophy of the "Universal Design").

Rossana Zaccharia once again underlined that one of the main reasons why experts and decision makers are not always aware of senior citizens' needs on mobility is that seniors' do not carry out sufficient lobbying and frequently their interests are represented by disabled people; often "healthy" seniors are not worried by this aspect of life, and fragile seniors do not have the strength to bring their problems to the public attention with appropriate power.

Furthermore AeA believes that a further step for associations is to become multipliers of the outcomes of studies and enquiries such as SIZE. Results should be used and experimented, with a co-operation among public administrations, experts and representatives of elderly people.

Presentation by Stanisław Juchnowicz (SWPK)

Stanisław Juchnowicz presented comments on the solutions of European senior citizens' mobility from the point of view of the Convent of Seniors StWychPK, Poland.

He reported that representatives of SWPK Senior Association discussed the SIZE results and did an evaluation of assessments for proposed measures based on the questionnaire. In doing so, the best measures were selected and described. After talking about this work, Stanisław Juchnowicz described some major problems and best solutions for these problems, for example:

- To solve the problem of inconsiderate car drivers, security cameras and district policemen should be established;
- To improve the (negative) attitudes of society towards older people, campaigns should be started and an appropriate image of senior citizens should be promoted.

Finally, he emphasised that SIZE has integrated both experts and seniors with the help of interviews and the discussions in the workshops.

17:05 – 17:25 Critical review "solutions" by Christer Hydén

Christer Hydén, professor of technology at Lund University, commented the solutions developed in the frame of SIZE and the methods used therewith.

The way chosen in SIZE in order to find ways to solve problems was considered as a clear strategy, the scheme for finding solutions was sophisticated. The result was, thus, a comprehensive and very interesting list of measures. Undoubtedly, there was an awareness raising aspect included in the workshops.

However, the actual definitions of solutions and measures are in some cases not clear. Moreover, measures should be selected on a theoretical basis; what is most promising, considering what is known in the area of mobility and traffic safety research? As it is now, there are difficulties to follow the „red thread“, because priorities are not sufficiently underlined.

17:25 – 18:00 Discussion & Perspectives

In the final discussion, the following points were resumed: Several interesting methodological issues were raised at the workshop, giving it an extra benefit with respect to learning for future activities. The definition dilemma - QoL, mobility, "old" - came up, as usual in connection with the topics treated in SIZE; one can define these concepts in a very detailed way, but when conducting interviews and carrying out surveys concerning these concepts, the question is if both detailed descriptions of concepts and implicit concepts are understood in the same way by all interviewees, anyway. In any case, there is not JUST ONE definition for all these concepts, and that is nothing new.

Workshops should be made more use of in order to hear from related research. Also possibilities to learn along several workshops should be better developed; from one workshop there should be a transfer to the next one and this would be the real progress with respect to emergent knowledge.

The most important, though not new, point was that awareness raising, by campaigning and similar procedures, is considered most necessary. But there is a dilemma; healthy seniors have no problems, they are therefore often not very active in the senior citizens association, while frail ones are too weak for lobbying and similar activities. Therefore, senior citizens' associations should receive public support in order to carry out marketing and lobbying activities to the advantage of senior citizens' mobility preconditions. The public interest is based on the "advantage-for-all" argument and the "cost argument".

Moreover, it is reminded of the fact that to implement measures demanded by the senior citizens (e.g., more assistance personnel, etc.) would produce a considerable number of new working places.

Conflicting interests have to be operationalised (e.g., roundabouts, pedestrian crossings), and solutions have to be found. SIZE and similar projects should take assistance of traffic planning there. At the same time, SIZE should forward relevant results – e.g. concerning the needs of older citizens - to the engineers.

Last but not least, targeted activities to reach decision makers are necessary, and they are in fact planned by the consortium, be it during or right after the life time of the project.

18:00 Closing comments by Ralf Risser

Ralf Risser closed the conference by summarising some important issues raised during the day:

- Some learning items: We have learned, due to the methods used in SIZE, and can improve the methodology used on basis of this
- Awareness raising issues seem to be in the centre of all necessary actions, and not least to this end senior citizens should organise themselves
- Social issues connected are connected with "money issues": Lobbying costs money, but would help the senior citizens' groups to make money available to the advantage of senior citizens
- Work on solving the problems we have identified can be structured much better after the workshop discussions: Some ideas on how to proceed have been provided
- It was once more emphasised, just in order not to forget it, that materials for dissemination should be produced and that they should be comprehensive, understandable, and not too voluminous.

2.3 Summary of the workshop (public day)

All results of SIZE were presented to experts (Gerontologists, psychologists, traffic planners, politicians) from outside the consortium, and to the consortium members. The feedback by the experts was that they had received a good overview of the project. They appreciated that the discussion was quite intensive and constructive. At the same time, the consortium felt that valuable comments were given, important for the final reporting and for further work. In general, the good quality of the methods and contents of SIZE was appreciated.

One critical remark was made that no policy makers had been present at the workshop, which should be compensated for by information of policy makers at other occasions in the near future (European Parliament, Conference of European Ministers of Transport CEMT, EU-Commission).

Not least, the participants – especially the involved senior citizens' associations - remarked that the presentation of results and discussions were very detailed and quite tiring. For similar events in the future it is suggested to split up presentations and discussions for 2 days instead of having all on one day.

The general opinion was, that the goals – a critical review of the project work and achieved results, hints and ideas for coming research, and advice for the last steps of SIZE research work – were reached successfully.

Input from senior citizens' associations that were partners in SIZE

The representatives of the senior citizens associations considered that the data received in the frame of SIZE as very useful. They were seen as a real motivation to more co-operation and to better lobbying by senior citizens associations, but also to look for synergies with other groups of road users. "What is good for senior citizens with respect to design and organisation of mobility preconditions provided by the public institutions is good for all other groups, as well." Awareness raising activities ("Ombudsman", more powerful senior citizens associations) would be a good and necessary support in connection with these goals.

The question was raised, however, whether the responsible people, decision makers, planners, media, etc., are reached, in order to make the project successful concerning the implementation of necessary measures.

3 ANNEX I: LIST OF ATTENDANTS

Name	Organisation
Agneta Ståhl	Lund University
Annie Pauzié	Inrets/Lescot
Anton Amann	Vienna University
Assunta D'Innocenzo	Abitare e Anziani
Barbara Reiterer	Vienna University
Bertram Kraus	IPG
Birger Lindahl	City of Helsingborg
Birgit Meinhard-Schiebel	Initiative Grüne SeniorInnen Wien
Christer Hydén	Lund University
Clara Musacchio	UNIROMATRE
Diego Moreno	UVEG
Don O'Conneide	Traffic Research Unit, University College Cork
Eleanor O'Leary	Counselling & Health Studies Research Centre, Cork
Gesa Hansen	Commission
Gudrun Haindl	FACTUM
Hector Monterde i Bort	UVEG
Heinz Jürgen Kaiser	IPG
Karel Schmeidler	CDV
Karl-Heinz Ludwig	Stadtseniorenrat Nürnberg
Lars Åberg	Uppsala University
Lidia Zakowska	CUT
Linda Steg	University of Groningen
Lucia Martincigh	UNIROMATRE
Luisa Castelli	Abitare e Anziani
Malte Lindborg	Pro Skåne
Mercedes Sánchez Piñana	Tyrius
Mona Mattson	Pro Skåne
Monica Berntman	Lund University
Oscar Grönvall	Tyrens/LTH
Ralf Risser	FACTUM
Roberto Fabbri	-
Roman Kahul	SWPK
Stanislaw Juchnowicz	SWPK
Susanne Iwarsson	Lund University
Uwe Ewert	BFU Schweiz