

Results of the quantitative studies with experts (WP9)

EXPERTS VIEW ON MOBILITY IN OLD AGE



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QUANTITATIVE STUDY

Method: STANDARDISED INTERVIEW

Area: Fears, mobility indicators, solutions and barriers

Subjects: 490 experts + 3309 seniors

19 solutions / main barriers



Country	N of experts	%
Austria	63	13%
Germany	62	12,7%
Ireland	45	9,2%
Italy	65	13,3%
Sweden	61	12,4%
Poland	60	12%
Czech Rep.	61	12,4%
Spain	73	15%
Total	490	100%



General conclusions regarding expert's sample

During the process of searching and inviting 60 experts (political, technical and advisory/research competencies) in each country to participate in the survey, the following characteristics and regularities has been observed:

- **politicians very difficult in co-operation, too busy,**
- **technicians and advisors helpfull and interested.**

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Seniors **fears** in expert's opinion

Most important fears

- **victimisation,**
- **falling down** in the street,
- **aggression from vehicle drivers**

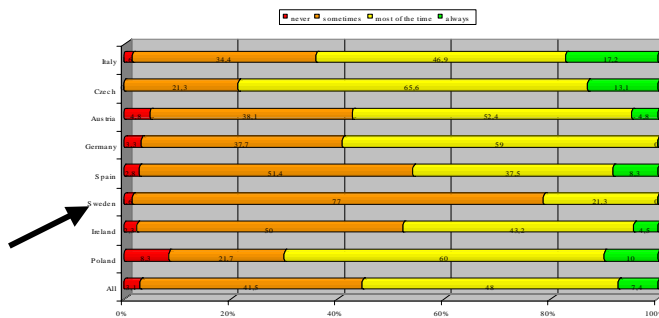
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Differences between countries (seniors' fears):

Swedish experts assessed level of fears of their seniors the lowest (8 out from 9 fears received the lowest rates in Sweden),

Swedish seniors are less afraid of **victimisation**, aggressive driving, etc., than other European seniors !



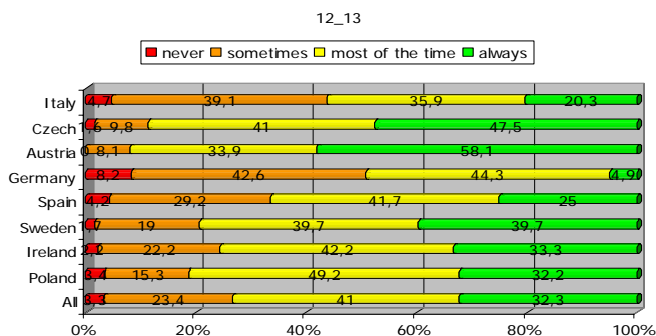
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Seniors mobility and QoL indicators (q.12)

the highest rates:

- seniors' satisfaction of special rates for public transport (mean 2,02),
- sufficient illumination in public places and infrastructure (1,47),
- financial conditions of seniors to have an own car (1,43).



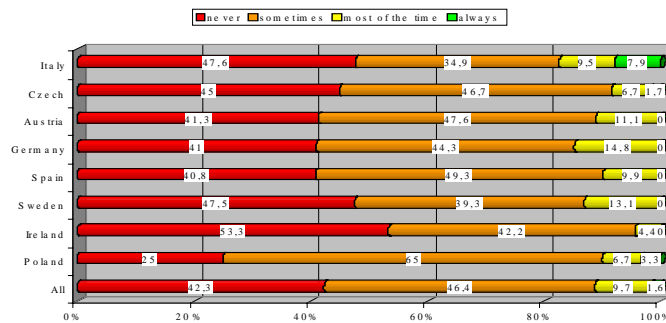
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Seniors mobility and QoL indicators

European experts rate **the lowest**:

- seniors can not be confident that **speed limits will be respected (the lowest rate in all countries, mean rate 0,71!)**
- seniors have no or very little access to cycling infrastructure (0,98),
- seniors have no good access to public toilets (1,03),
- seniors can not feel safe in public areas (1,08).



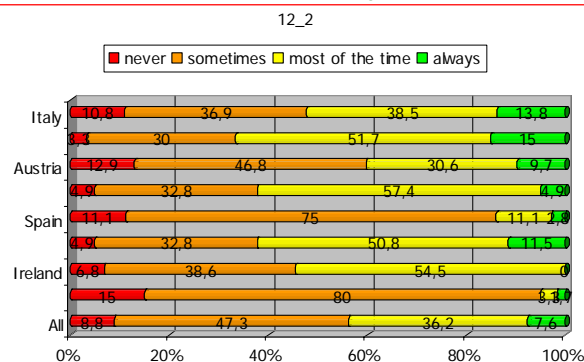
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Differences between countries (seniors mobility and QoL indicators):

financial situation

- **the worth** financial situation (affording mobility aids, private cars, petrol or taxi) was expressed **in Poland**,
- **the best** financial situation in **Germany, Sweden and CZECH!**

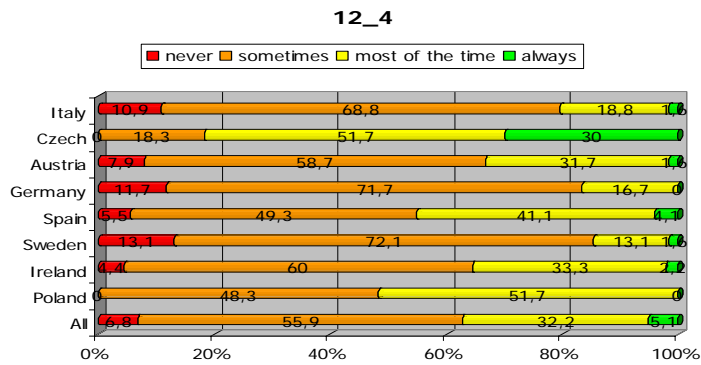


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Differences between countries (QoL indicators):

social climate

- **better than average** social behaviour (giving seating place in PT, getting company to walk..., feeling safe in public places due to police presence) is **in Poland and Czech**,
- **worth than average** is in Sweden, Germany, Italy.



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Differences between countries

(seniors mobility and QoL indicators):

public transport

- **positive opinion about PT in Austria and Czech**,
- **most critical opinion in Germany, Ireland, Italy**



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Experts' view on **barriers to seniors mobility**

the most serious:

- lack of toilets (mean rate 2,03),
- inconsiderate car drivers (1,98),
- decreasing senses (1,97),
- vehicles in footpath (1,88),
- reliance on other people (1,81).

not so often limiting seniors mobility

- loose animals (1,32),
- uncomfortable design of cars (1,33),
- lack of punctuality in PT (1,35).

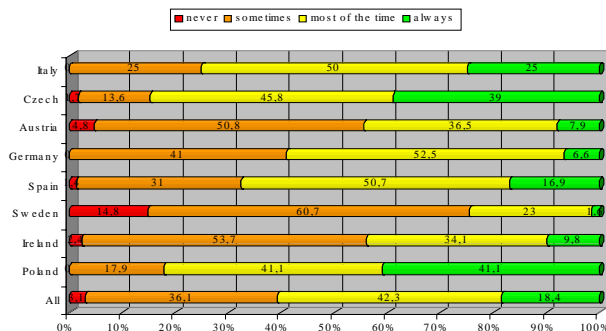
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Differences between countries (**barriers**):

public transport

overcrowded busses are a frequent barrier in Italy, Czech and Poland, sometimes in Spain, but not a serious problem in Sweden.



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SOLUTIONS

The most urgent mobility solutions, according to expert's opinion, are:

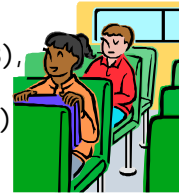
14-12. enforce speed restrictions (mean 2.27),

14-5. adaptation of housing and public buildings (2.18),

14-9. introduce more low-floor adapted vehicles (2.17)

14-14. improve pavements (2,16),

14-10. make more accessible and comfortable public transport



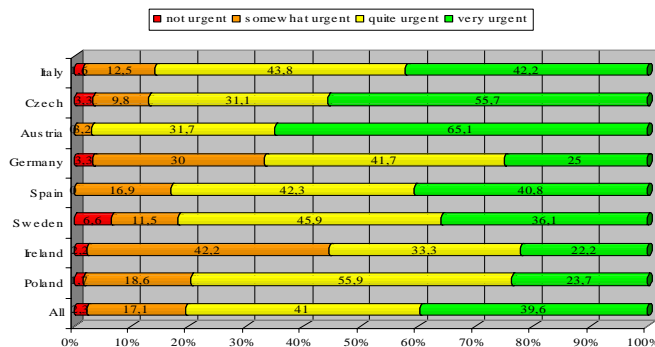
WP9 Results EU PROJECT SIZE, Workshop IV, Brussel 23 –24 March 2006

life quality
of senior citizens
size
in relation to
mobility conditions

Differences between countries (solutions):

infrastructure

- **housing adaptation** is most urgent in opinion of Austrians, but less urgent in opinion of experts from Ireland and Germany.



Very urgent
in most
countries

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BARRIERS

THE BANNISTER'S APPROACH: David Bannister (2002) classification of the causes which prevent measures that are considered useful from being implemented,

- Coordination problems
- Legal problems
- Financial problems
- Negative side effects over other activities
- Opposition of other collectives
- Cultural barriers
- Physical-topographical barriers



WP9 Results - SIZE, Workshop IV, Brussel 23 –24 March 2006

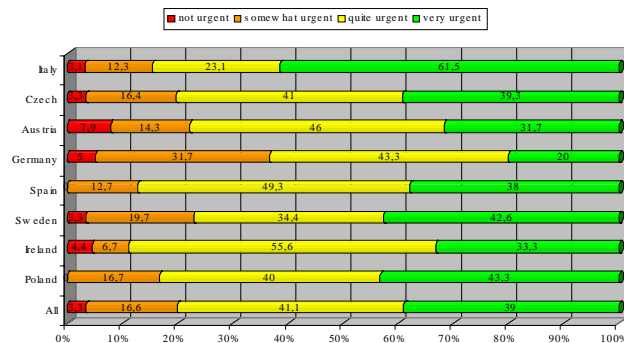
life quality
of senior citizens
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Differences between countries (solutions):

walking

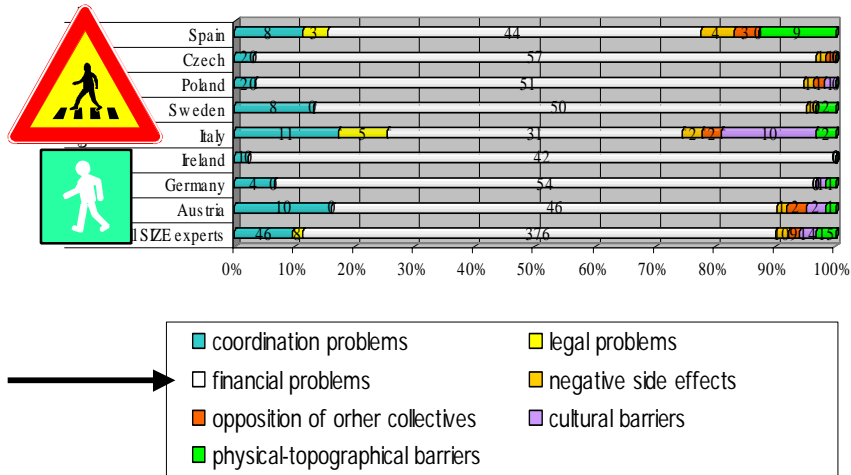
- only German experts said that it is not very urgent to **improve the pavements** (perhaps this improvement has been done in Germany??),

Very
urgent in
most
countries



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(17_14) Barriers to improve the conditions of pavements



WP9 Results - SIZE, Workshop IV, Brussel 23 –24 March 2006

life quality of senior citizens
size
in relation to mobility conditions

barriers of solutions - differences between countries

walking

- introducing more urban pedestrian paths has a main financial barrier, especially in Poland, Ireland and Czech, while in Spain and Austria opinion is distributed between different barriers,

(17_15) Barriers to introduce more urban pedestrian paths

Country/Group	coordination problems	financial problems	opposition of other collectives	physical-topographical barriers	legal problems	negative side effects	cultural barriers
Spain	10	25	0	11	0	0	0
Czech	4	43	0	8	0	0	0
Poland	4	47	0	0	0	0	0
Sweden	4	51	0	4	0	0	0
Italy	6	26	0	9	0	0	14
Ireland	2	36	0	2	0	0	0
Germany	6	40	0	10	0	0	0
Austria	14	16	0	14	0	0	0
all SIZE experts	49	28	2	60	0	0	0

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BARRIERS for proposed solutions:

walking

- *experts decided that the most important barrier to the solutions for walking*

(improving pavements, more foot-paths, reducing crossing distance) are



financial problems



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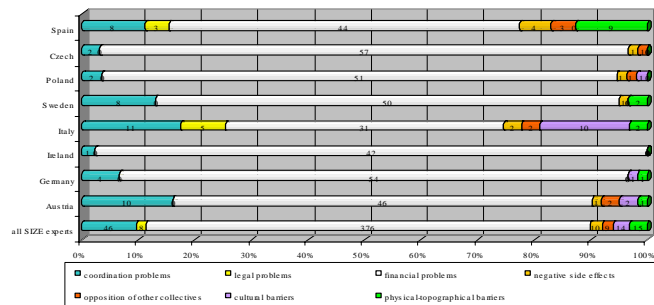
The Bannister approach and barriers of solutions

Differences between countries:

infrastructure

- no significant differences regarding barriers to infrastructural solutions, **financial problems** dominate in all countries

(17_14) Barriers to improve the conditions of pavements



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BARRIERS for solutions:

Infrastructure

- experts agree that the most important barrier to the infrastructural solutions (adaptation of road illumination, traffic lights and housing for seniors needs and increase of rest places in public area) are exclusively financial problems.



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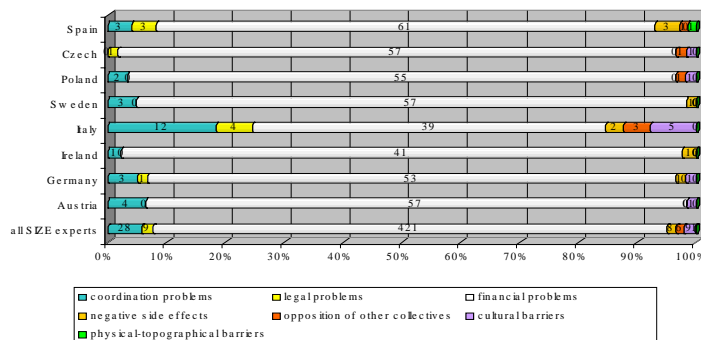
The Bannister approach and barriers of solutions

Differences between countries:

public transport

- no significant differences regarding barriers to solutions for public transport, **financial problems** dominate in all countries

(17_9) Barriers to introduce more low-floor vehicles: buses with low platforms, and kneeling buses



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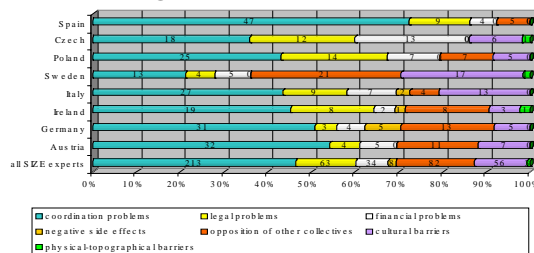


Barriers:

public transport: the most important barrier to the public transport solutions (adaptation of vehicles, accessible and comfortable stops and reduction of PT cost for seniors) are exclusively financial problems,

Social solutions have many mixed barriers

Example: nominating a senior representatives

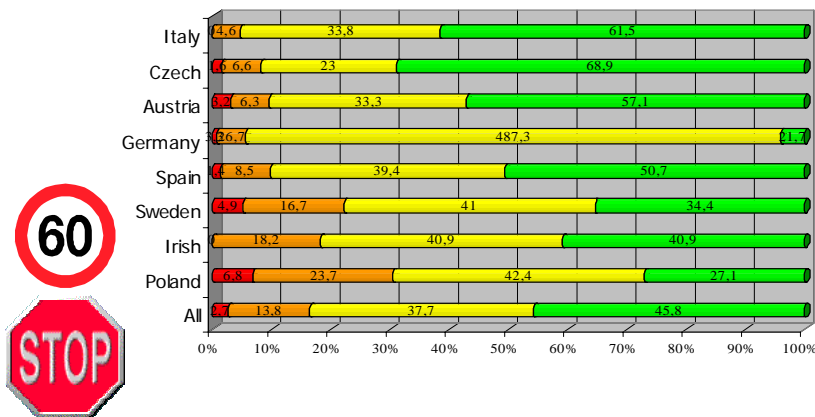


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(14_12) Solutions to mobility:

- How urgent do you consider the following measures would have to be undertaken to facilitate the mobility of older adults?

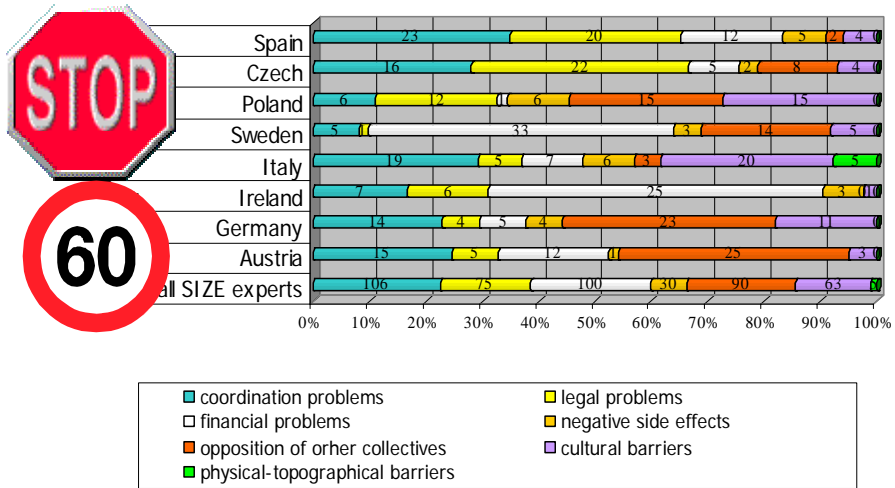
Greater enforcement of speed restrictions



17.12

What is the main difficulty in implementing a solution:

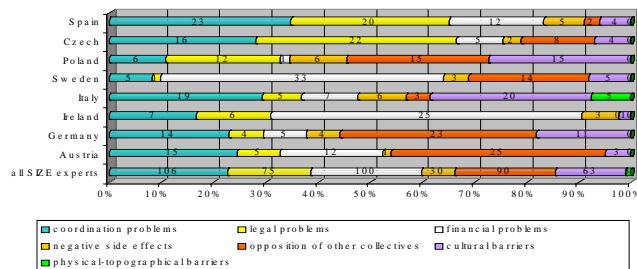
Introduce greater enforcement of speed restrictions



➤ barriers to introduce **greater enforcement of speed restrictions** received a very distributed opinion among countries:

- **opposition most important in Austria and Germany (40%),**
- **financial problems in Ireland and Sweden (58%, 55%),**
- **coordination problems dominate in Spain (34%),**
- **legal problems are most important in Czech (39%),**
- **cultural problems in Italy (32%),**

(17_12) Barriers to introduce greater enforcement of speed restrictions to reduce pedestrian accidents





Recommendations for future research

ENFORCEMENT OF SPEED RESTRICTIONS

Exceeding speed limits is one of the main cause of all road accidents.

- **the lack of agreement among experts in all countries on the barriers**
- **interdisciplinary nature**
- **needs to be further internationally discussed and elaborated.**



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Differences between experts competencies (solutions):

Experts of POLITICAL competences significantly differed from technicians in the following opinions:

- **enforcement of speed restrictions - politicians consider it more urgent, than technicians do!! - Is this an optimistic sign that politicians will support this enforcement??**
- **reducing crossing distance - experts of POLITICAL competences think that it is less urgent, than technicians and advisors do.**

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The political dimension (q.15)

Experts in general agree with all four statements, giving high rates of agreement (majority of *fully and mostly agree* rates).

The highest levels of agreement received ***problems of priority***:

- for bus and trams in towns, despite more burden for car drivers (mean rate 2,34),
- for cyclists and pedestrians in towns, despite more burden to other road users (1,92).

Slightly lower level of agreement received the improvement of access to public transport by governments and local authorities (mean rate 1,85)

The lowest agreement, but still 65%, received the statement that cut back of welfare/state funding would affect older people most (1,67).