

life quality
of senior citizens



in relation to
mobility conditions

proceedings of workshop III public sessions

deliverable D15p

Department of Technology and Society

Lund University, Sweden

July 2005



LUNDS TEKNISKA HÖGSKOLA
Lunds universitet

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May 2005



LUNDS TEKNISKA HÖGSKOLA
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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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Pro Skåne ● Lena Larsson ● Sweden

Stadt seniorenrat 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. However, mobility and related autonomy are very complex concepts which contain a lot of conditions on different levels of societal development. Therefore, the main task of scientific expertise in this field is to develop a strategy of analysis which is capable of integrating these manifold aspects on an empirical basis.

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 and finalisation & 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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Pro Skåne • Lena Larsson • Sweden

Stadtseniorenrat der Stadt Nürnberg • Jürgen Bischoff / Karl-Heinz Ludwig • Germany

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INTRODUCTION

This document contains the minutes of the 3rd Consortium Meeting, Workshop III of the project SIZE which took place in Lund, Sweden from 18th-21st May 2005.

On the 18th May, the speakers for the Conference day already met in the afternoon. They clarified open questions, harmonised their presentations, had a brief run-through the agenda and check on the technical equipment in order to guarantee a smooth performance of the Workshop.

The first day, 19th May, was planned as a dissemination and a "Conference day for invited experts and senior citizens" at "Vårdvetenskapens hus". In total 55 persons attended the conference. In the evening a dinner was held on "The Bishops House" in central Lund.

The second day, 20th May, was a separate day for consortium sessions and was arranged at "Vårdvetenskapens hus" as well. In total 25 persons attended the meeting. In the evening a dinner was held at "Häckeberga castle" 30 minutes south of Lund.

The third day, 21st May, was divided into three parts. For the consortium members except the Swedish delegation, the day started with a study trip to Kristianstad and Lund, looking at examples of "good practice". The Swedish delegation held a dissemination seminar for the local senior citizen organisation "PRO Skåne" at Star Hotel in Lund. In total 150 persons attended this meeting. In the afternoon all consortium members continued the consortium sessions at the Department of Technology and Society. With this, three very interesting workshop days ended.

Responsible for the work package

Responsible for the planning of the work shop are Agneta Ståhl and Monica Berntman, Department of Technology and Society, Lund University, Sweden, with valued comments from the coordinator team Dara Fischer and Ralf Risser, FACTUM OHG and Barbara Reiterer, University of Vienna, Austria.

Responsible authors of this deliverable are Oscar Grönvall, Agneta Ståhl and Monica Berntman, Department of Technology and Society, Lund University, Sweden.

All practical arrangements around the workshop were done by Kerstin Jakobsen, Lund University, Sweden.

CONFERENCE DAY FOR INVITED EXPERTS AND SENIOR CITIZENS, THURSDAY, 19TH MAY 2005

Agenda: Conference day

08:30-09:00 Registration		
Plenary Session I		<i>Chair: Susanne Iwarsson</i>
09:00-09:30	Welcome and introduction of the SIZE Project	Prof. Ralf Risser, FACTUM OHG, Austria Ivor Ambrose, Project Technical Assistant, EC, Belgium
09:30-10:00	Mobility in Space and Time	Prof. em. Olof Wärneryd, Lund University, Sweden
10:00-10:15	SIZE: Senior citizens' view on mobility. Results from focus group and in-depth interviews.	Prof. Dr. Heinz Jürgen Kaiser, University of Erlangen, Germany
10:15-10:30	SIZE: Experts' view on mobility of senior citizens. Results from focus group and in-depth interviews.	Dr. Lidia Zakowska, Cracow University of Technology, Poland
10:30-10:40	SIZE: The standardised survey – tools and methods	Dr. Hector Monterde i Bort, University of València, Spain
10:40-11:00 Coffee Break		
11:00-11:20	SIZE: The quantitative survey – senior citizens' view on mobility	Prof. Dr. Heinz Jürgen Kaiser, University of Erlangen, Germany
11:20-11:40	SIZE: The quantitative survey – experts' view on mobility in old age	Dr. Lidia Zakowska, Cracow University of Technology, Poland
11:40-12:15	Comments on the findings from senior citizens in the Consortium	All seniors
12:15-13:00	Comments on the findings from SIZE project	Prof. em. Olof Gunnarsson, Chalmers Technical University, Sweden Prof. Sandra Rosenbloom, University of Arizona, US
13:00-14:00 Lunch		

Plenary Session part II		<i>Chair: Heinz Jürgen Kaiser</i>
14:00-15:30	Presentations from related research on ageing in other EU-projects: ENABLE AGE MOBILATE The Austrian project "Alt.Macht.Neu" The Swedish Project "Let's go for a walk"	Prof. Susanne Iwarsson, Lund University, Sweden Dr. Heidrun Mollenkopf, University of Heidelberg, Germany DI Eva Doring, RES[i], Austria Prof. Agneta Ståhl, Lund University, Sweden
15:30-16:30	Coffee Break	
16:00-17:00	Mobility in Old Age, A European Policy Perspective Discussion	Ann Frye, Department for Transport, UK
17:00-17:15	Closing of Conference	Prof. Agneta Ståhl, Lund University, Sweden Prof. Ralf Risser, FACTUM OHG, Austria

Attendance

Invited speakers:

Mr Ivor Ambrose, Project Technical Assistant, EC, Belgium (IA)
 DI Eva Doring, RES[i], Austria (ED)
 Mrs. Ann Frye, Department for Transport, England (AF)
 Prof. em. Olof Gunnarsson, Chalmers Technical University, Sweden (OG)
 Prof. Susanne Iwarsson, Lund University, Sweden (SI)
 Dr. Heidrun Mollenkopf, University of Heidelberg, Germany (HM)
 Prof. Sandra Rosenbloom, University of Arizona, US (SR)
 Prof. em. Olof Wärneryd, Lund University, Sweden (OW)

Project partners:

University of Vienna, Austria..... Barbara Reiterer (BR)
 FACTUM OHG, Austria..... Ralf Risser (RR)
 Dara Fischer (DF)
 University of Erlangen – Nuremberg, Germany..... Heinz Jürgen Kaiser (HJK)
 Bertram Kraus (BK)
 National University of Ireland - Traffic Research Unit / Donncha O´Cinneide (DOC)
 Counselling & Health Studies Unit Ciara Staunton (CS)
 Università degli Studi Roma Tre, Italy Lucia Martincigh (LM)
 Manuela Sasso (MS)

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Lund University, Sweden	Agneta Ståhl (AS)
.....	Monica Berntman (MB)
.....	Kerstin Jakobsen (KJ)
.....	Oscar Grönvall (OGr)
Cracow University of Technology, Poland	Lidia Żakowska (LZ)
.....	Monika Kubiak (MK)
Centrum Dopravního Výzkumu (CDV), Brno, Czech Rep.	Karel Schmeidler (KS)
Universitat de València, Spain	Hector Monterde i Bort (HMiB)
.....	Diego Moreno Ribas (DMR)
Stowarzyszenie Wychowanków Politechniki	Władysław Muszynski (WM)
Krakowskiej, Poland	Stanisław Juchnowicz (SJ)
.....	Roman Kahul (RK)
Associazione Abitare e Anziani (AeA)	Mario Corsini (MC)
.....	Rossana Zaccaria (RZ)
Pro Skåne	Malte Lindborg (ML)
.....	Mona Mattsson (MM)
Stadtseniorenrat der Stadt Nürnberg	Karl-Heinz Ludwig (KHL)

Invited experts/ representatives from senior citizen's associations

Åhsberg, Bertil - Sweden
Björnsson, Viveca - Sweden
Brännström-Forss, Birgitta – Sweden
Carey, Mary Eithne – Ireland
Carlsson, Gunilla – Sweden
Costanzi, Carla – Italy
Ekström-Persson, Solveig – Sweden
Jansson, Emma – Sweden
Johnsson, Gerd – Sweden
Karrman, Margareta – Sweden
Lindahl, Birger – Sweden
Olofsson, Lars – Sweden
Rishøj-Kjär, Marlene - Denmark
Rosenkvist, Jenny - Sweden
Ryning, Robert - Sweden
Svensson, Helena - Sweden
Wennberg, Hanna - Sweden
Westerlund, Yngve - Sweden
Wretstrand, Anders – Sweden

PLENARY SESSION I

Chair: Prof. Susanne Iwarsson

Introduction of the Conference day

Agneta Ståhl (AS) started the Conference welcoming everyone and presented the group responsible for the preparations of the Conference. AS presented the chairwoman for the first part of the day, Susanne Iwarsson (SI).

09:00 Welcome and introduction of the SIZE Project, Ivor Ambrose

Ivor Ambrose (IA), born in England, holds degrees in Applied Social Sciences and Environmental Psychology. From 1985 he worked for 14 years in the field of building and environmental research at the Danish Building Research Institute, specialising in design-programming and evaluation of housing for disabled and elderly people, indoor climate studies, and Information and Communication Technologies in the home. He then worked as an Expert at the European Commission DG Information Society in Brussels, in the Unit for "Applications Relating to Persons with Special Needs, including the Disabled and the Elderly". Now based in Athens, Greece, he acts as an advisor and technical assistant to the European Commission on research and development projects concerned with "The Ageing Population", Disability, Employment, Information Society Technologies, Accessibility and Design for All.

For IA's power point presentation please look at the SIZE-Homepage:

<http://www.size-project.at/conference.htm>

IA stated that SIZE is one of 120 projects in the 5th Framework programme and is an important project, trying to find methods for coping with questions about mobility and the ageing population. The question is how to adapt the society for the ageing population. To gather all knowledge in this and similar areas the European Union has reserved 190 Million Euro for "Thematic networks" and IA invited the SIZE-members into this kind of network.

IA said that it is important and good, that persons in high positions in society are attending this type of projects and take part of the results as well. He emphasised that it is important that the "results" not only stay on paper but also produce an "outcome", with better conditions for senior citizens.

General information about EU research can be found on the following homepages:

<http://europa.eu.int/comm/research> and <http://www.cordis.lu/>

09:15 Welcome and introduction of the SIZE-project, Ralf Risser

Ralf Risser (RR) is an associated professor at the Department of Technology and Society, Lund University, Sweden and owner of the consultants firm FACTUM OHG, Austria. Together with Anton Amann from Vienna University, RR is the main coordinator for this project.

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For RR's power point presentation please look at the SIZE-Homepage:

<http://www.size-project.at/conference.htm>

Below an extract from the power point presentation is provided.

RR presented an overview of the SIZE-project:

The central EU goals of policies regarding elderly are to maintain mobility with an autonomous and independent life and being mobile without being (too much) dependent on others. Mobility is an important stimulus to remain active. If outdoor activities vanish this often means reduced health and greater isolation and passivity. In other words immobility and huge costs for society.

The SIZE project's objectives are:

- To explain and to describe the present mobility situation of senior citizens from the target group's perspective
- To motivate action from the side of the authorities and other relevant groups in society who are, or feel, responsible in this area
- To provide guidance for the setting up and the implementation of policies towards "keeping the elderly mobile"

Through this project we are looking for better understanding of mobility problems of elderly citizens and the main questions are:

- How do they cope with the limitations of old age?
- What is positive today, from their own point of view? What should be kept as it is? What is negative?
- Which measures would improve their situation?
- Would these measures be feasible and realistic?
- What prevents measures that are considered useful from being implemented?

09:30 Mobility in Space and Time

Olof Wärneryd (OW) was born in 1931, and since 1997 he is professor emeritus in Social and Economic Geography, Lund University, Sweden. In his Master of Arts from 1963 he has geography, mathematics, pedagogy and academic courses in basic computer science and oceanography. In 1965 he became Licentiate in Philosophy with a thesis in Social and Economic Geography and in 1968 he defended his doctor thesis "Interdependence in Urban System" in the same discipline. After some years as associate professor at Göteborg University he was appointed as full professor in Social and Economic Geography at Lund University in 1974 and held the chair until 1997. During his years at the department in Göteborg he was also acting as head of the department. During 1980 – 1990 he was Dean of the Faculty of Social Sciences at Lund University and belonged to the university board 1985 – 1991.

For OW's written presentation please look at the SIZE-Homepage:

<http://www.size-project.at/conference.htm>

OW started the conference by setting the scene about mobility in space and time. He presented an overview over how people have been travelling between places over centuries. He started by saying that he is glad to be demanded as a speaker and a senior citizen instead of only having demands and being a senior citizen.

OW said, "I suppose that some of you watched the Pope's funeral on TV six weeks ago. As never before in history most people in the world could simultaneously follow the ceremony on TV. In spite of that, around two million people went to Rome to attend the funeral. Out of them, one million came from Poland by air, train, bus, car and perhaps even by bicycle. Only 300,000 persons could stand inside the area in front of Saint Peter's Cathedral. The others watched the funeral at 25 big TV-screens in certain places in Rome, which must in many ways have been quite uncomfortable compared with sitting in your favourite chair or sofa at home with all service within reach. But, nevertheless two million people went there. It is interesting to notice that there were so many young people coming from all over the world to Rome. How many watched TV I do not know, but let say at least one billion".

All the people that attended the funeral of the Pope are one modern example of mobility, but physical movement over long distances has always existed. The Vikings are one example, another are those 200 Swedish students that were studying in Italy and Germany 300 years ago. A journey is about *existence*, *attendance* and *imitation*, you have/want to attend another place. We have always been mobile even if the distances have changed. Before the industrial revolution we travelled in average less than 1,5 km per day and now we travel about 50 km per day.

OW concluded his presentation by saying that he hoped for many years still to be mobile, playing golf, skiing downhill etc. With his presentation he set the frame for the conference saying that man has always been mobile but in different ways and that it is natural to be mobile as a senior citizen as well.

10:00 Senior citizens' view on mobility. Results from focus group and in-depth interviews

Heinz Juergen Kaiser, born in 1945, is professor of Psychology. He is Academic Director at the Institute for Psychogerontology of the University of Erlangen-Nuremberg. He was vice-president and secretary of the German Society for Gerontology and Geriatrics (DGGG; 2000-2002); since 1998 he is chairman of the Interdisciplinary Association for Applied Gerontology (IAAG). His main research fields are action theory, subjective aspects of ageing, traffic psychology and mobility in old age.

For HJK's powerpoint presentation and written presentation please look at the SIZE-Homepage: <http://www.size-project.at/conference.htm>

The following text is an extract from the written presentation.

HJK started to say, that after more than a decade of particular research on mobility in old age we can formulate a lot of expectations about a realistic description of the situation of senior citizens with respect to their outdoor mobility.

The western industrialised countries have become very mobile societies wherein motorised mobility plays the most important role as a mode of coping with every day logistic problems as well as a life style. Elderly people of nowadays have grown up in a world with massively increasing mobility during the course of their life time. To a certain amount they share the

common life style, and in the plurality the senior citizens are active, relatively healthy and economically well situated in most of the countries in which SIZE research was accomplished. Nevertheless the modern mobile society is not age irrelevant. Research results show, that traffic environment and elderly people do not match in a number of aspects.

When we interviewed 225 elderly people from the age of 60 to over 85 years, in eight European countries as well in focus groups as within in-depth interviews with individuals we were told of all of these complaints, of course. But because of the in-depth style of our interviews we experienced more than that. We are now able to accentuate the actual situation in the way how European countries can deal with mobility in their greying societies productively in the future.

The qualitative study wanted to point out the mobility situation of senior citizens of the future according to five questions, see RR presentations above.

The interviewed senior citizens mostly realise a "normal" life quite similar to people in the middle ages. But there is a common conviction most of our interviewees shared: Elderly people are often discriminated in their societies, especially by negative stereotypes of the old age. This form of discrimination indeed has consequences for the mobility planned and realised by senior citizens, because the social environment seems to be not friendly, not supporting and auxiliary to them.

In the qualitative study the research partners of SIZE stressed the social aspects of mobility as basic conditions of older people's mobility more than research projects did before. A lot of contributions of the elderly in the interviews could be related to social topics: statements about fears while being outdoors, about impressions of strangeness, about the lack of contact persons, about achievement requests for the elderly in traffic, about the responsibility for the current situation. Considering the emphasis the senior citizens laid on social aspects of mobility one could get the idea that the work for traffic safety of senior citizens, for a convenient mobility for the elderly should take over a new orientation.

To satisfy mobility needs is much easier on the basis of a good financial and material equipment, that is an outstanding experience of our seniors. A rich man doesn't have any mobility problems at all. A high or only sufficient pension is, of course, not understood for all seniors and not taken for granted in all countries of our study. Therefore our research partners proposed access to public transport for all seniors independent from their income level.

Personal conditions are strongly related to social factors: As presumably most important *personal* conditions the emotional phenomenon of fears was mentioned by the interviewees. Senior citizens are aware of the fact that the physical development in old age leads to a reduced information processing speed. Beside the high speed of traffic processes were typical physical barriers, bad pavements, badly adapted vehicles, insufficient street illumination, lack of ramps in public buildings were mentioned.

Social limitations often are founded in a lack of understanding or a misunderstanding of elderly people by others. Because of this fundamental disregard they feel like losers when walking or cycling. If driving a car, the seniors will perceive prejudice expressed by younger drivers because of the slower and more cautious actions of older drivers. While experts stress technical measures to improve mobility of elderly people the seniors themselves propose measures targeting to social conditions.

We found a high consensus about the reasons for the absence of implementations of necessary measures to improve seniors' mobility: First of all the financial situation of the countries. Nowadays we can observe an increase of private richness and public poverty all over Europe. Under such conditions it will be difficult to give new orientation to social and welfare politics, less than ever with regard to elderly people. The interviewed seniors tend to

estimate aged people as underrepresented in the field of politics and are handicapped there because of their loss of financial power and their image as second class road users.

Elderly people all over Europe are convinced that an enhancement of their mobility situation demands far more than the removal of physical barriers or the improvement of technical means and architectural facilities. They see very clearly the role of social norms, social relations and societal climates and they put them on the top of their implicit agenda of things to change. But at the same time they agree, that the "social way" is exactly the most difficult one to go. They trust in technical development as an advantage for their mobility, but they express great scepticism in changing the attitudes of the average citizen as well as of politicians.

10:15 Experts' view on mobility of senior citizens. Results from focus group and in-depth interviews

Lidia Zakowska, Ph.D., Civil Engineer and Adjunct (teaching and research) at Cracow University of Technology, Department of Architecture, Descriptive Geometry and Engineering Graphics Section (A-9), Cracow, Poland. Her research interests are in Geometric Highway Design, Road Aesthetics, Traffic Safety, Driver's Perception and Behaviour, 3D Visualisation and Applications of Computer Graphics into Road Design.

*For LZ's power point presentation please look at the SIZE-Homepage:
<http://www.size-project.at/conference.htm>*

The text below is an extract from the power point presentation.

LZ showed the results from the qualitative studies with experts, in all 250 persons. Experts were professionals from one or more of the following population sectors: Professionals from traffic management and design, representatives of institutions dealing with traffic and access planning (town council, traffic police...) and experts on: traffic, senior citizens and physical handicaps or restrictions, from different political parties, trade unions and other associations.

Experts saw problems for elderly people in terms of fear: Fear for personal security, of walking at night (specially in rural areas), of being clamped by the crowd, of overcrowded streets and buses, of being pushed around when trying to get on means of public transport during the peak times and of cyclists.

Seniors and experts agreed on that technological acceleration is a main problem in old age. In a technical aspect there are lots of areas to consider. Differences of accessibility in urban and rural areas, sidewalks and pavements, crossings and so on. Some suggested improvements are: Voice signals, cycling road infrastructure, walking and cycling modes apart. The experts pointed on the progress in public transport adaptations: low floor, subway station elevators, etc.

In the area of law and policy perspective there is a two folded problem with institutions not taking interest in elderly persons' problems on the one hand and that senior groups are not influential enough on the other hand. As a result we get poor regulations or regulations that still are ineffective due to exceptions or because of being poorly executed, and sometimes we even have too many regulations. One important legislation issue is greater enforcement of speed.

10:30 The standardised survey – tools and methods

Hector Monerde i Bort, (HMiB), born 1956 in Benetusser (Valencia), Spain, is a Psychologist with a Ph.Dr degree from the University of Valencia, 1989. The title of his thesis is "Risk Perception and Decision-Taking in Simulated Situations of Driving". HMiB is Associate Professor at the University of Valencia. Dept. of Methodology of Behavioural Sciences.

For HmiB's power point presentation please look at the SIZE-Homepage:

<http://www.size-project.at/conference.htm>

The following is an extract from the power point presentation.

HMiB described the methodology to develop the quantitative instruments (questionnaires) to be used in this phase of the SIZE project (WP's 8 & 9). The task was to find a method to convert qualitative information into quantitative and it was carried out through 12 steps.

Step 1: Searching for statements

Step 2: Listing & grouping by frequencies

Step 3: Reception of table-sheets by the partner responsible (UV)

Step 4: Joint statements & transfer frequencies by country

Step 5: Pre-selection of statements

Step 6: Re-classification statements

Step 7: Pre-redaction as questionnaire items

Step 8: Proposals for extra questions/variables (to be included)

Step 9: Co-write the 1st version of "Senior's" questionnaire by the team of partners involved

Step 10: Send it to the rest of the partners and to open an evaluation period

Step 11: Check the suitability through a pilot study with some small samples of older adults

Step 12: Getting the definitive forms

11:00 The quantitative survey - senior citizens' view on mobility

For HJK's power point presentation and written presentation please look at the SIZE-Homepage: <http://www.size-project.at/conference.htm>

Here is an extract from the written presentation.

HJK started by telling that the senior citizens' questionnaire was a questionnaire with a lot of items and several different textual dimensions. By this instrument we got a lot of data related to several dimensions of the problem of seniors' mobility and we were confronted with a lot of possibilities to analyse the data and, especially, the relations and correlations between the data. To use the options of the data pool we differentiated six groups of items related to:

- the person of the interviewee,
- his/her state of mind and mood (above all: fears),
- his/her quality of life,

- barriers impeding mobility,
- solutions toward a (satisfying) mobility, and
- political options for solutions.

Totally 3.309 persons in eight European countries were interviewed. With respect to mobility, living alone doesn't seem to be a disadvantage. Those who are living with a partner in a house or a flat are often less autonomous and more handicapped. Members of seniors' organisations seem to be a privileged group. They are more autonomous, more satisfied with their life, they have a higher income and are better equipped in the field of mobility means. Driving a car is somewhat a matter of income. Driving the own car supports the independence of living, the maintenance of social networks and the arrangement of leisure activities. It is an advantage in old age.

Though autonomy and satisfaction indices showed a satisfactory life situation of the elderly in general, they themselves expressed a lot of criticism with respect to modern traffic and its conditions.

The planning and selection of outdoor activities and the realisation of outdoor mobility are tightly linked to emotional states such as wishes/desires and aversions, hopes and fears.

Because of the great quantity of the "barriers part" of the questionnaire (18 items!) we have collected a great mass of data. And because of the great variability of the data there are problems of finding the characteristics of the data pool and of interpreting the results. As a short summary: Calculating the statistical means of the scale values of all barrier items and the numbers of answers that indicate the single barriers as "most time or always an obstacle", we are able to point out the "worst five" of those barriers which are: Inconsiderate car drivers (49,3), lacking toilets (48,5), vehicles on footpath (43,9), vehicles overcrowded (41,5) and negative attitudes toward aged people (38,5).

If we analyse single measures of solutions, we get the following order: enforce speed restrictions (83,6), adapt vehicles (78,0), increase safety (77,5), improve pavements (77,4), adapt housing and public buildings (74,9), reduce the cost of Public Transport (PT) (74,5) and campaign age topics (70,6).

What we called a "social" or "societal" aspect of mobility reflects the results of political action. And all proposals for solutions, even the technical ones, call for political action, if they want to be implemented into every day life of citizens.

The implementation problem is threefold: The implementation of solution measures

- needs acceptance by the target groups,
- has to solve conflicts between different groups of road users with different interests,
- and needs political decisions, a political will to be carried out.

Following our results, the management of conflicts will be an important task within implementing measures. For example: 46,2 % of our sample expressed a rather sceptical attitude towards the possible measure of giving priority to pedestrians and cyclists, but the other half of the sample (52,8 %) showed a high affirmation. The attitude for or against depends on having a driving licence or not. Thus it makes sense to search for measures without a high conflict potential. Nearly two third of the sample agreed with priority for public transport, also the drivers in our sample predominantly accepted priority for PT.

In the beginning I said: *"By this instrument we got a lot of data related to several dimensions of the problems of seniors' mobility."* Confronted with a lot of different results

showing the complexity of the problem as well as that of the target groups, the consequence must be an interdisciplinary and multi-professional approach of future work. I dare to make a prognosis: Future work will emphasise the co-operation of numerous persons, authorities and institutions relevant for processing mobility in the sense of traffic participation of the elderly. Single measures will become part of a network of measures, programs and actions which only at large are able to guarantee the results which are wanted by society.

Questions from the auditory:

Only one question from the auditory was asked. Birger Lindahl said, I don't agree that it is better living alone in old age, referring to the presented results.

HJK answered, it is a statistical answer depending on that most handicapped people live together with someone and therefore it seems that people are more healthy living alone.

11:20 The quantitative survey – Experts' view on mobility in old age

For LZ's power point presentation please look at the SIZE-Homepage:
<http://www.size-project.at/conference.htm>

Below is an extract from the power point presentation.

LZ said: For the quantitative survey we tried to have one third of politicians, technicians and advisors, but few politicians participated.

Seniors' fears, in expert's opinion, very often are related to victimisation, falling down in the street and aggression from vehicle drivers.

Swedish seniors are less afraid than others. The financial situation (affording mobility aids, private cars, petrol or taxi) was expressed as being worst in Poland, followed by Spain. The best financial situation was expressed by experts from Germany, Sweden and Czech Republic!

Experts' view that the most serious barriers to seniors' mobility are lack of toilets (mean rate 2,03)¹, inconsiderate car drivers (1,98), decreasing senses (1,97), vehicles on footpaths (1,88) and reliance on other people (1,81) and not so often limiting barriers to seniors' mobility are loose animals (1,32), uncomfortable design of cars (1,33) and lack of punctuality in PT (1,35).

There are no significant differences regarding barriers to infrastructural solutions but financial problems dominate as an answer in all countries.

As a recommendation for future research LZ gave two examples:

- A traditional, simple and effective aid, the WALKING STICK should be brought back to use. The idea of introducing the modern technology (GPS navigation system, phone connection to emergency, hospital, nurse, close relatives or friends) into the walking stick seems to be very promising.

¹ The respective values for computing the means were: 0 – never, 1 – sometimes, 2 – most of the time, 3 – always.

- Exceeding speed limits is one main cause to road accidents. This is a problem of interdisciplinary nature and needs to be further discussed and elaborated on internationally.

11:40 Comments on the findings from senior citizens in the Consortium

Karl-Heinz Ludwig (KHL), Germany:

With regard to the interviews the interviewees expressed themselves like this:

- Telephone-interviews were absolutely refused, because there are often confidence tricksters causing financial harm.
- Front-door-interviews were also refused, because of the fear that criminals may enter the flat.
- Group-interviews were regarded as most practical - because of the possibility to get information in case of uncertainties.

Regarding the results of the qualitative and quantitative studies our impression is that development of Public Transport in Germany is certainly on its way. Essential changes towards a barrier free Public Transport were stressed by seniors, as well as a decreasing of physical and technical barriers which are linked with outdoor mobility as a pedestrian, cyclist, user of public transport or as a driver.

In contrast to these findings the older adults stressed rather bad social conditions as matter of concern (lack of considerateness and respect), they stated a discomfort with the present situation and blamed it as hindrance for outdoor mobility. The structure of public transport supply and daily needs and services is more tense for older adults in rural suburban areas.

Totalling the research intensifies KHL's opinion that we must focus on urban centres because an overall satisfying infrastructure is not possible. Older adults should move in time to urban centres to enjoy the full choice of modes of mobility and a nearby infrastructure.

Stanislaw Juchnowicz (SJ), Poland:

We hope that the SIZE project will contribute to a better mobility for senior citizens. There is a lot to be done. It is a well known fact that the number of senior citizens is increasing and therefore it is important to have an environment fulfilling the requirements of everyday living: in-door mobility (local housing, architectural & design activities) and outdoor-mobility. Living in an integrated community is also an important factor and architects have to consider this fact: Design rules for a suitable environment to facilitate the fulfilment of needs (social life, easy use of services). It was interesting to hear IA present the area of "design for all".

SI interposed that the need of good mobility is important everywhere and therefore a crucial issue.

Malte Lindborg (ML), Sweden:

Fear is a big problem especially in the urban area. Senior citizens do not go out when it is dark, even if the actual risk is not as high. Another problem is the fact that in many old houses which are equipped with an elevator, there are still 8-10 steps between the elevator and outside. We have had a good conversation (conference) between senior citizen organisations and politicians. The problem is that there is not enough money to cope with the problem.

SI interposed, it is easy to blame the economy.

12:15 Comments on the findings from SIZE Project, Olof Gunnarsson

S. Olof Gunnarsson (OG) is professor emeritus in Urban Planning at Chalmers University of Technology, Göteborg, Sweden and President of the Pedestrians Association Sweden (FOT)

OG started by saying: There are two types of professors, those who are "retired" and those who are "tired"... The topic for today's conference is good mobility for senior citizens. OG started to comment the project asking; "What is the problem?" The problem is to overcome the difference between reality and our goals/needs/visions. But different persons have different goals also as senior citizens.

Secondly OG discussed the difference between mobility and accessibility. Accessibility is on a "higher" level than mobility. Mobility is an action and you satisfy your needs by accessibility. As a comment to the project OG said that; "I need more of the word accessibility".

One measure to overcome accessibility/mobility problems is to start inspection groups. Those groups can identify lack of continuity, barriers, wide streets, bad adaptation, obstacles, stops, pedestrian tunnels, the conflict between cyclists and pedestrians and inadequate maintenance. A big issue is also the high speed of motor vehicles.

Health benefits of walking, if you have a "good foot", is that it is easier to be mobile and it is easier to have a good social life. The principles for good planning should be to plan for pedestrians at first, cyclists second and after that public transport and last for cars. The principles for a human city could be summarised as **S**afety and security, **P**roximity (short distance), **A**daptation and accessibility, **C**omfort and convenience, **aE**sthetical (**SPACE**). An important factor for good walking mobility is that there is a strong political will. For example the area of London has a goal of being the most walking friendly city in the world in 2010. Copenhagen is already an example of good walking environment.

Comments

After OG's presentations HJK commented that OG asked about "what is the problem". The SIZE-project has taken a lot of ill defined problems and transformed them to well defined problems. We have to make them comparable.

One main task of the project is to find measures for good mobility for senior citizens. OG commented this, by saying that if we cannot change reality then maybe we will have to change our goals.

12:30 Comments on the findings from SIZE Project, Sandra Rosenbloom

Dr. Sandra Rosenbloom (SR) is Professor of Planning, Adjunct Professor of Natural Renewable Resources, Adjunct Professor of Gerontology, and Adjunct Professor of Women's Studies at the University of Arizona. She is internationally known for her scholarship on the transportation and community development implications of societal trends, particularly suburbanisation, the ageing of society, the increasing labour force involvement of women with children, and the growth of groups with special needs. She is also an acknowledged expert on the role of the private sector in the provision of public services. Her international

and comparative research has been supported by the European Council of Ministers of Transport (ECMT), the Organisation for Economic Co-operation and Development (OECD) as well as the governments of Australia, France, and the Netherlands.

SR commented that three things about the SIZE-project impress:

- First a comparative analysis between countries is being done,
- Second, mixing between quantitative and qualitative studies is done and a qualitative study has been started to give input to the quantitative,
- Third the involvement of seniors in the whole process, not only as a target group.

The findings from the project are interesting in many ways. For example the difference between the senior citizens' and the experts' view of problems. The problem is that senior citizens experience the problem and the experts only think there are problems. For example the social worker only sees the sick immobile persons and not the whole picture. We have to see senior citizens as a system with various needs. It is important to see senior citizens as a heterogeneous group. For example in a mixed focus group of "Hispanic Americans" and "born Americans" the Hispanics did not identify mobility as a problem. Their friends and family are helping them and as a "born American" you want to be mobile on your own. For the group of "afraid" people the answer may be to bring service home to them.

Senior citizens are one forth and soon one third of the society and you might ask why this group is not more politically active. One answer is that we do not want to see the problem ahead, and when we've got the problem we do not have the energy to cope with it and to be politically active. For example the American senior citizen lobbyist group AARP, are not doing anything about these questions. They are young seniors and do not see the problem.

SR suggested some solutions. First, it is probably better to focus on the children of the senior citizens, because they see the problem of their parents and have to take care of them. Can we help the children through making it easier for the senior citizens, the children may be prepared to take those questions into consideration. Secondly, it is dangerous to stress the poverty of this group, we do not let the market help to find solutions.

We should not ask the senior citizens for the solutions of the problem. We don't ask seniors how to repair a hole in the street, we let the experts do that. In this case we are the professionals and we have the reasonability. And in this aspect the results from the SIZE-project have the potential to be of great importance.

PLENARY SESSION II – PRESENTATION FROM RELATED RESEARCH ON AGEING IN OTHER EU-PROJECTS

Chair: Heinz Jürgen Kaiser

14:00 The EU project ENABLE AGE

Susanne Iwarsson is an occupational therapist by training and has extensive clinical experience from geriatric rehabilitation and primary health care. She is professor in gerontology at the Faculty of Medicine, Lund University, with special interest in older persons, housing issues, geriatric rehabilitation, and assistive technology. Her research team is primarily engaged in research on person-environment-task transactions, with a particular emphasis on accessibility to the physical environment, most of the projects targeting older people and their environments. She was the co-ordinator of the EC-funded ENABLE-AGE Project during 2002-04.

For SI's power point presentation please look at the SIZE-Homepage:

<http://www.size-project.at/conference.htm>

The text below is an extract from the power point presentation.

SI presented the ENABLE AGE project: "Enabling Autonomy, Participation, and Well-Being in Old Age: The Home Environment as a Determinant for Healthy Ageing". The ENABLE-AGE Project strove to contribute to following research shortcomings:

- more explicit consideration of the environment in ageing studies
- better understanding and in-depth knowledge of person-environment fit processes
- exploration of relationships between home environment and health in very old age
- data on housing and health situation among very old people in different European countries

An important conceptual framework of ENABLE-AGE is Lawton's Ecological Theory of Ageing (ETA).

The research was made in different sub studies. First one survey study followed by an in depth study followed by another survey study. Parallel with this they did a policy update review. This ended in developing an optimised methodology for comprising measures on objective and subjective housing characteristics and evidence based recommendations for healthy housing solutions across Europe.

The results showed for example that:

In the Relationship Housing x Health it is not the environmental barriers that are the big problem. Low magnitude of accessibility problems are related to independence and environmental mastery as well as less depression in all sites.

In the area of Usability & Housing Satisfaction, the studied group had generally positive perceptions but there were risks for accidents and people were less positive over time. And there were some uncertainties whether the home would suit if the situation changed. The oldest persons had difficulties managing their home and things could have been more optimally arranged. Outdoor activities diminished over time.

Conclusions:

Research on housing and health should consider both objective and subjective aspects of housing.

Accessibility is related to subjective aspects of housing, in particular to performance of activity.

It is accessibility (personal capacity in relation to environmental barriers) rather than only environmental barriers that is related to health.

Comments

The chairman HJK thanked SI for the presentation and commented that this was a very interesting concept.

Because of the tight agenda other questions were asked to wait until the discussion later.

14:20 The EU project MOBILATE

Dr. Heidrun Mollenkopf was Senior Researcher at the German Centre for Research on Ageing (DZFA) at the University of Heidelberg, Department of Social and Environmental Gerontology, until December 2004. Her main research interest is the interplay among personal, societal, technical, and environmental conditions with regard to maintaining autonomy and social participation and, by this, quality of life in old age. She has been in charge of large-scale research projects on the outdoor mobility of older people and on technology and ageing, and she has published widely in these fields.

For HM's power point presentation please look at the SIZE-Homepage:

<http://www.size-project.at/conference.htm>

Below is an extract from the power point presentation.

HM presented the MOBILATE project "Enhancing Mobility in Later Life" – a European survey. The project made an overview on travel patterns of older adults in urban and rural areas of five European countries and studied what conditions promote or hinder older citizens' possibilities to get around. The project aimed 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 project combined different data-sources and 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).

Some results from the project are:

- Self-assessed physical mobility is best in the Netherlands and worst 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.

Outdoor mobility as 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 are satisfaction with public transportation, physical mobility, ability to actively drive a car. There is a necessity of improving the situation particularly for pedestrians and users of public transportation.

There are 4 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.

There is a necessity for: fully accessible public transportation options, accessible shops and services in easy reach and mutual consideration.

14:40 The Austrian project: Alt.Macht.Neu – "Ideas for a senior citizen friendly city"

Eva Doring (ED), studied Landscape Planning at the University of Natural Resources and Applied Life Sciences, Vienna. ED works in the field of participation in planning procedures. Field of interest: old age and the city, feminist planning, temporary use of open space, empowerment.

For ED's power point presentation and written presentation please look at the SIZE-Homepage: <http://www.size-project.at/conference.htm>

Here is an extract from the written presentation.

ED presented the project Alt.Macht.Neu – Ideas for a senior citizen friendly city. Alt.Macht.Neu focuses on the microscopic level of the topic „old age in the city“ – they worked with a small group of senior citizens in one district in Vienna.

The 3 main OBJECTIVES of Alt.Macht.Neu were:

- empowerment of senior citizens (by means of activation and participation)
 - develop ideas for a senior citizen friendly city together with those concerned
 - exchange information between older people
 - form a lobby for the interests of senior citizens
- raising awareness of planners and decision makers
 - invite decision makers and trained experts to share experiences with the everyday life - experts

SIZE Deliverable D15

- generate knowledge on how to work with a hard to reach group in a participation process and gain insight into the qualities of a residential area for the senior citizens living there

To do so, we documented the participation process with protocols of observation and reflection.

The old people's home „Haus Rossau“ where we worked with a group of older people is situated quite close to the city centre and the Donaukanal. The canal is a recreation area within close reach. The situation of local supply is quite good – there are supermarkets, banks, pharmacies at hand. Because of the topographically different levels the buildings have to be adjusted to street level – many shops have at least one step at the entrance. Since the 9th district has a long history there are some squares and buildings under protection of historical monuments. Therefore you can find cobblestone pavement and many steps.

Alt.Macht.Neu was formed by a core group of 8 persons and by a group of about 20 interested or associated members, who would not attend the meetings continuously but who were present at the public meetings. They were informed and kept inquiring about the status-quo of AMN. For this pool the old people's home was a viable platform.

Already in the first workshop the participants picked out an obstacle that accounts for the biggest problems for them: The steps disturb the connection to the closest recreation area, the Donaukanal. They cause detours and the feeling of insecurity when having to cross the street there. Another problem is the closest supermarket with two steps and insufficient handrails.

Every Friday afternoon members of the local pensioner club as well as inhabitants of the old people's home are invited to a coffee-break with different kinds of entertainment or lectures. We used this wider platform to discuss with about 50 elderly people life quality and problems they face while being outside.

In Workshop 3 we discussed the topic of surfaces and different patterns of mobility. Since the group of older people is very heterogeneous, the demands on adequate external space and urban design diverge strongly.

For our picnic, Workshop 4, we went to the recreation area at Donaukanal where there are tables with benches attached. At the picnic we incidentally happened to evaluate a table-bench-combination, a piece of urban furniture that can be found in almost every bigger park in Vienna. We found out that they are far from usable for older people. In order to sit around the table facing each other you would have to climb over the attached benches.

During the following three workshops we collected all ideas that had come up and worked on an action plan. We intended to invite local politicians and municipal representatives to present the group's results. In the course of those meetings we understood some principles when working with a marginalised group. Not only are they rather hard to reach, they have also certain special needs that have to be taken into consideration.

On the mobility walk everyday life experts and trained experts exchanged experiences and opinions. About 30 senior citizens living in Haus Rossau and about 25 guests from the municipality, local commissions or interested neighbours participated in the event. In the relay walk different „mobility teams“ started from Haus Rossau, crossed two streets and reached the goal at the problematic steps in Seegasse. The mixed teams consisted of elderly people and guests. Each team could focus on a different „mobility type“: we had the wheelchair-team, the rollator-team and there was the team with walking sticks and crutches...

With the second public event the project AMN as it was designed ended. The group of senior citizens delivered the catalogue of ideas to the local politicians. The group members on the

other hand were quite proud that there came representatives from the municipality who were interested in their problems! They never would have believed it and quite appreciated it to be in the centre of attention.

Outcome

- Modification of the steps in the Seegasse – one barrier is going to be removed
- Continuing in a Local Agenda Group

The result from the project is that the social and the physical requirements together are important. For example a bad table construction made it harder for senior citizens to stay in the park playing cards.

To what the project boils down to are two main factors, which had been two principles of Alt.Macht.Neu:

- There has to be a cause to go outside instead of mental barriers that prevent from being mobile. Barriers can even be prejudice or vanity („I do not want to be seen with a rollator“) or others.
- There has to be support for the different personal strategies of coping with limitations.

The most fascinating aspect for ED was the expertise the Alt.Macht.Neu-group had on their neighbourhood and on coping with obstacles. Older people are indeed harder to reach and to integrate. But once involved in a participation process they can make immense contributions to it.

15:00 The Swedish project: “Let's go for a walk”

Agneta Ståhl, (AS) D. Eng., has a position as a professor at the Department of Technology and Society, Division Traffic Planning, at Lund University. Her speciality is research on the mobility needs of elderly and disabled persons including the adaptation of the physical environment, the regular public transport and the use of telematics in public transport and the private car. She has carried out numerous national and international studies on this subject for EU within the DRIVE II and the 4th Framework program, CEMT, OECD and the Swedish DOT and the National Road Administration. In 1989 she was the Conference Coordinator for the 5th International Conference on Mobility for Elderly and Disabled Persons in Stockholm. She is member of several Committees for TRB in Washington and is also during 1995 - 2004 an elected member of the board of the Swedish National Road Administration.

AS presented the Swedish project: "Let´s go for a walk" in Kristianstad. For AS's power point presentation and written presentation please look at the SIZE-Homepage:

<http://www.size-project.at/conference.htm>

Down below is an extract from the written presentation.

In Sweden, one important goal for the planning of municipal health services and care facilities is to provide elderly people with increased opportunity to continue living in their accustomed environment — living at home. One feature of living at home is the design of the outdoor environment, with regard both to physical details and to the transport facilities offered. Investing in improved accessibility to and use of the physical environment (housing,

public facilities, and the outdoor environment) enhances the possibilities for older people to live independently and enjoy a high quality of life.

The overriding purpose for this project was to increase the possibilities for older people to remain living at home, develop knowledge about how the outdoor physical environment can be designed to enable older people to get safely and confidently to their destinations, and above all to employ this knowledge and apply it via municipal administration and concrete measures. The specific sub-goals were: to increase accessibility in the physical environment and in public transportation in the area. The project is based on user participation. The elderly people participated in the entire project and co-operated in the design of their local outdoor environment.

The project consists of four parts; pre-studies, continual dissemination of information about the results obtained, detailed planning of improvements and implementation of these in the outdoor environment and finally an evaluation. The pre-studies contained a number of sub-studies that provide high reliability concerning the issue at hand.

First a mail questionnaire. All of the elderly people living in the area were sent a questionnaire by mail in May, 2002. At that time, there were 550 people aged 65 or more in the area. The aim of this questionnaire was both to chart the travel habits, activities and residential situations of the elderly in general, and to identify the problems they experienced in the outdoor environment, how often such problems were encountered, and also to obtain a description of what specific places in the outdoor environment they thought were dangerous. The interviewees were also asked to submit proposals for eliminating the obstacles they reported.

Second participant observations. 11 people attended in participant observations. The criteria for this selection were that the person had reported problems and obstacles in the traffic environment. The point of this observation was to register critical incidents along the way to one or two important destinations selected by the subject.

Thirdly research circle. A further selection of 8 people was made. The criteria for this selection were the same as for those who participated in the participating observations, with the added requirement that the subject had also proposed solutions to the problems and obstacles reported in the mail questionnaire. Eight more people were added to this research circle; they represented the Swedish National Road Administration, the municipal health services and care facilities, the public services administration, the two political blocs in the municipality, public transportation, tenants' associations and landlords. This research circle was headed up by two researchers and the overriding purpose of this part of the project was to come up with a program for improvements in the local outdoor environment.

Some results. In the participant observations, a good deal of detailed information was supplied about how various problems operated in practice. The importance of the need for benches in the area was very obvious. Sidewalks were narrow and slanted to the side, which often means that a pedestrian chooses to walk on the street instead. And cyclists on the pedestrian roads were an obvious problem.

The research circle discussed more deeply the shortcomings and obstacles in the outdoor environment of the area. Particularly difficult places were examined in detail and the participants in the research circle made an initial overall list of the improvements discussed. This resulted in a strategy for the improvements namely that the upgrading of the outdoor environment should improve the usability for people who use some walking aid such as a walker. This means that the improvements primarily focused on maintenance, bevelling, snow removal, and benches. Next came improvements more related to traffic technology, like the regulation of bicycle traffic and traffic lights at intersections.

The municipality worked out a proposal for an improvement program and this was adopted by the municipality in the spring of 2003. Construction processes were begun and concrete improvements began to be implemented in the Autumn of 2003. Improvements included in the framework of the project's budget should be in place during Spring, 2005.

AS ended stressing that the new challenges are to find out how we can transfer knowledge from the researchers to the builders. We have a lot of knowledge that must be transferred.

Comments

After the presentation HJK thanked AS and pointed out the research circles as a good example of respecting the knowledge of elderly as expert knowledge.

16:00 Mobility in Old Age, A European Policy Perspective

Ann Frye (AF) heads the Mobility & Inclusion Unit of the UK Department for Transport. The Unit initiates and co-ordinates developments in the transport field on all social policy issues. Ann has focussed on the transport needs of disabled and older people for over 20 years and has a leading role at both UK and wider international levels in developing the policy agenda and promoting change. She chairs a number of international groups working in this field including the Access & Inclusion Group of the European Conference of Ministers of Transport, the sub-group on disability issues of the European Civil Aviation Conference and (jointly) the USA Transportation Research Board Sub-Committee on International Activities in Mobility and Transportation.

*AF's power point presentation is attached in **Annex 1**.*

AF started with the question: How can we change our society for an ageing population? In whole Europe the population is growing older and older and it is of enormous concern. This is a management and resourcing issue, more than an economic issue. It is important to think of disabled in a whole context. We should ask ourselves what we want to have as elderly. For many senior citizens poverty is no problem. A lot of elderly travel to the warmth during winter months.

The car users who have to stop driving are less mobile than the ordinary public transport user. But for many older people public transport will only be an option if accessibility, reliability, information and personal security are improved. The bus fee is not the problem.

The day a person cannot put on his shoes, the health decreases as well as the social horizon. And for the society it will mean enormous costs. Another costly behaviour is the fact that a lot of elderly will retire to the rural areas and they do not want to think 30 years ahead, when the urban areas are better suited for caretaking.

One way of keeping senior citizens mobility is perhaps to give them restricted car licences. Instead of definitely stopping to drive it is maybe better to keep on driving in certain relations, for instance between home and the children.

Discussion

After AF's presentation a longer discussion started, continuing with questions as how to cope with the issue of "lack of money" and other questions about the need to and the problem to

introduce measures for older persons. In the following below the discussion is quoted in short:

HJK remarked that it is the same view as presented before, "even if it is not from a scientist". AF responded that, it is the same fact in both cases. As a policy maker it is important that researchers have done their job before the policy decisions. And with this comments to the presentation HJK asked the audience for questions and comments.

RR pointed on the fact told earlier in the morning that the experts opinion is that many measures are not done because of lack of money.

AF responded: It is a problem when the benefits of spending money now does not give money back immediately. The benefits of spending money now do not go directly to the society, but if we do not do something now it will be a huge problem in the future.

Yngve Westerlund said that the city of Göteborg recognises these costs as 2% of the income tax.

Mary Eithne Carey said that it is great that we live longer and that we are living independent lives. She wants to live where she always has lived. She pointed out that we are not "the elderly", we are "older people". She ended asking for an opinion on sheltered houses.

SI responded that some people like to stay in their homes while others do not want to stay in their homes since they feel that they constitute a hindrance for others.

A lady from the auditory pointed out, that there has been some time between the MOBILATE project and the SIZE project. Has the first project given any successful campaigns?

HM responded "old ducks with small ducks behind" are going slowly and it's the same with this subject. There are too many conflicts of interest.

A man from the auditory said that, old people are far too isolated. Urban planners should take this into consideration. Old people need friends and should not be isolated from other people. They should be able to stay in their neighbourhood.

IA said that the conference has given a wide range of facts. In this area we do not have a framework for gathering the facts. He asked the project members if there is a readiness of an "observatory" in this area. An observatory for exchanging knowledge of best practice or so to say, a bench-marking movement in this area that can move the agenda forward.

HM interposed that there are enough bus stops but too few buses. High step buses are not a big question any longer. Health problems were a bigger issue in the study and distance is next.

AF said if you design the public transport system properly you enhance the possibilities for elderly persons to use the system ("you speed up slow people").

AS emphasised that distance to the bus stop is a big problem, in a stated preference study from Lund, the biggest obstacle for people with disabilities was the distance. Older people without a disability were prepared to pay 1 SEK for 100 m shorter distance to the bus stop, whilst older people with a disability were prepared to pay 35 SEK.

SR pointed on an example of good practice from USA. Old people drive other senior citizens to different places at a much lower cost than a taxi. In this way the driver helps others and at the same time the driver gets a kind of company. SR sees a big difference between men and women as drivers. Even if a lot of the women have driving licenses it is 2 or 3 times more common that a man is the driver. One explanation is that women are more insecure. It is also much more likely that women are walking.

DF emphasised the importance of urban planning. The question which becomes increasingly important is whether a city, a village can adapt to an ageing population. Suburban areas are very often not designed for an ageing population.

The discussion above has pointed out that there are still problems to solve. Means for solving those problems are the idea of an observatory and to present the facts about high costs in the future if we do not do anything now.

CLOSING OF THE CONFERENCE DAY

RR ended the day. He thanked the auditory for the input and closed by saying that the workshop has helped us to point out three conclusions.

- We have learned to address the group of senior citizens as "older people" instead of "the elderly".
- It is important that we as researchers communicate with policymakers.
- We have many specialities in the consortium but we have no specialists in communication and economics. It is of big importance to have this expertise in the next step of the project.

The consortium will work for an observatory in this area, it is of great importance to have bench-marking in different issues.

CONSORTIUM STUDY TRIP, SATURDAY, 21ST MAY 2005

Attendance

Guides for study-trip, Saturday:

Mai Almén, Hinderfri design AB, Sweden (MA)

Helena Svensson, Vägverket Konsult (HS)

Project partners:

University of Vienna, AustriaBarbara Reiterer (BR)

FACTUM OHG, AustriaDara Fischer (DF)

University of Erlangen – Nuremberg, GermanyHeinz Jürgen Kaiser (HJK)

.....Bertram Kraus (BK)

National University of Ireland - Traffic Research Unit /Donncha O´Cinneide (DOC)

Counselling & Health Studies Unit.....Ciara Staunton (CS)

Università degli Studi Roma Tre, ItalyLucia Martincigh (LM)

.....Manuela Sasso (MS)

Cracow University of Technology, PolandLidia Żakowska (LZ)

.....Monika Kubiak (MK)

Centrum Dopravního Výzkumu (CDV), Brno, Czech Rep.Karel Schmeidler (KS)

Universitat de València, SpainHector Monterde i Bort (HMIB)

.....Diego Moreno Ribas (DMR)

Stowarzyszenie Wychowanków PolitechnikiWladyslaw Muszynski (WM)

Krakowskiej, PolandStanislaw Juchnowicz (SJ)

.....Roman Kahul (RK)

Associazione Abitare e Anziani (AeA)Mario Corsini (MC)

.....Rossana Zaccaria(RZ)

Stadtseniorenrat der Stadt NürnbergKarl-Heinz Ludwig (KHL)

08:00 Examples from Lund and Kristianstad

The guide for the study-trip, architect Mai Almén (MA) took the group to Kristianstad where she presented the project "Let's go for a walk". MA showed the measures that have been taken in the project area. *For more information, see AS's power-point presentation and written presentation on the subject at the SIZE-Homepage:*

<http://www.size-project.at/conference.htm>

After Kristianstad the group returned to Lund. In Lund they studied the special service system. Helena Svensson (HS) guided the group in Lund and presented the Public transport

systems in Sweden. *For more information see HS's written presentation at the SIZE-Homepage: <http://www.size-project.at/conference.htm>*

DISSEMINATION SENIOR CITIZEN ´S DAY, PUBLIC SESSION - SATURDAY, 21ST MAY 2005

10:00 Presentation of SIZE results for Swedish Senior citizens

*The power point presentations for the presentation of SIZE results for Swedish Senior citizens are in Swedish. The attendance list is attached in **Appendix A** to this report.*

In total 150 persons attended the meeting. The presentation started with an introduction to the SIZE-project followed by a presentation of PRO's participation in the project and after that the results from Sweden and from the whole project. The conference ended with a panel discussion.

Chair Harry Nilsson (HN) welcomed the attendance and gave the floor to RR.

10:10 Introduction to SIZE

RR presented the SIZE project and told that the project is focusing on both senior citizens' mobility directly and on experts' point of view in the subject. The ideas for the project are:

- The size standards in infrastructure should develop out of sizes appropriate for humans.
- An independent life demands mobility.
- You have to understand the problems to do something about them.

The project methods have been

- In-depth interviews and focus groups
- Standardised survey
- And last but not least this type of workshops

Even if the experts know that particular measures are helping senior citizens they do not introduce them. Often lack of money is named as the reason, but conflicts of interest are more likely the reason. You have to have a powerful lobby group to "win the money".

Possible measures:

Adapt the conditions of: Infrastructure, traffic characteristic, cars and public transport, communication, attitudes, respect for others and correction of prejudices.

You can also help the senior citizens to adapt to the conditions by training, information etc.

10:30 PRO as a partner in SIZE

ML described the work of PRO organisations in the project. An important part of the job has been to raise an interest for the project and to find interested people participating in the survey. "The fact that PRO has been a partner in the project has offered the opportunity to deliver our standpoint on the subject."

As an example of differences between the participating countries, ML told about the meeting in Ireland. "In Sweden we can look in front of us only worrying about bushes and such, but in Ireland you have to look down to avoid big holes in the pavement."

"The project will soon be finished. Now we have to summarise what we have learned and hopefully we can work something good out of it." ML hopes that the project material can be used in PROs future work.

10:40 Results from the Swedish study

AS and MB presented the results from the Swedish study. AS started with an overview over senior citizens mobility in general. Mobility can be expressed in terms of security, accessibility and/or usability. Sweden has a strong legislation in this area, but there is still more to be done.

When you are studying accidents among senior citizens falls are the most predominant types of accidents. 9 out of 10 are falling accidents. These accidents do not only happen in wintertime.

After this 3rd workshop, we are going to make guidelines on how to improve the mobility for senior citizens.

Five main questions were asked in the interviews. How do you cope with the traffic system? What increases or decreases your mobility? What measures improve today's situation? Are the measures possible and realistic to accomplish? Why do you think that these measures are not implemented?

Some results:

In Sweden there are 1.6 million people older than 65. 69 % of them have a driving licence.

The results show that the senior citizens are less afraid than experts think. But the pattern is the same when it comes to questions about what is decreasing the mobility. Experts and senior citizens have the same ideas about what measures can be taken to improve the mobility.

The most common factors of fear are fear of assaults and theft, fear of falling down, fear of being pushed, do not trust drivers and do not like to drive any more. The most common factors as obstacle for mobility are lack of toilets in public space, ruthless drivers, overcrowded means of public transport and vehicles on the pavements. Common problems in traffic are low respect for speed limits, unsafe public places with few police officers, no company on the walks, hard to find any seats on the bus. And the most common answers about measures improving today's situation are: more security, better maintenance, stronger enforcement of speed restrictions, more accessibility, adapted and comfortable public transport and public spaces more accessible for senior citizens.

Our conclusions are, if anything is to be usable, we have to continue to work with the users.

11.30 What have we learned?

RR presented some results from the ongoing analyses. He started to comment the Swedish results and said it is important to interpret the differences between senior citizens' point of view and the experts. What does experts "52 %" mean in relation to seniors' "95 %" and so on.

In short you can say that "dynamics" are a problem. The traffic situation is too dynamic many times. For senior citizens a pedestrian friendly environment is important and an advantage, and this can also support a sustainable transport system.

Understanding others is important: Slower car traffic will improve the situation for pedestrians and cyclists. Senior citizens feel that others do not take their situation and problems seriously. It is important to be independent and for this mobility is a big issue. Better understanding should improve traffic safety. Education of persons in the public transport system is an important issue as well.

Experienced lack of security hinders senior citizens from outdoor activities. More systematic surveillance will help.

11:45 Panel discussion

The panel discussion started with a presentation of the participants. In addition to the former speakers the following persons attended:

Solveig Ekström-Persson (SEP), Chair of the Technical board in City of Lund, presented the work of her organisation. SEP said that we take care of all inhabitants' "all day life". We are responsible for the traffic system and for drinking water and waste water.

Olle Thor (OT), City of Malmö, is an engineer working with accessibility issues.

Birger Lindahl (BL), City of Helsingborg, is a politician and a member of the disabled advisory board in Helsingborg.

The panel tried to answer the following questions:

Question 1: The Brno report says that there are a lot of old women with driving licences, have you considered the importance of parking places for elderly?

Answer: Yes we consider this issue in the project.

Question 2: Are you as a politician or engineer going to consider the results from SIZE?

SEP –We are already working with the questions, especially in the public transport system. We also have 30 km/h in all our housing areas and we have participated in the ISA-project (Intelligent Speed Adaption system).

OT - We have an ongoing pilot project about accessibility for disabled people. But we need help in lobbying for money in this area.

BL - More knowledge is needed and it has to be spread to all planners and builders. These questions should have higher priority regarding funding.

Question 3: Who is responsible for the accessibility in the city?

Question 4: Why do bus drivers start before people have taken their seat?

Question 5: As a senior citizen it is hard to be standing in the bus and the new buses have fewer seats. Why?

Question 6: In regional traffic, the busses are still "high floor" busses, why?

SEP - Q5 and 6 are typical questions about conflicts of interest. We have given more space to wheelchair users. The low floor long distance buses are not comfortable enough.

ML said that OT pointed at an important issue, we have to convince the decision makers that senior citizens' mobility is an important question.

OT - Q3: The City is responsible. Q4: We are making changes in the bus system and hopefully it will then take care of this situation.

Question 7: Cyclists are a big hazard for pedestrians, is it possible to legislate on some sort of driving licence?

Question 8: Is it possible to get the reports from your project? We will need them in our future work.

Question 9: Cyclists parking everywhere, what can be done about it?

Question 10: In the old county of Kristianstad distances between the bus stops are long. In some areas they do not have any snow removal on the walking paths. What can be done?

AS -I am concerned about the trend of having longer distances between the bus stops. For people with walking problems this is the most important question. I am also concerned about how different cities are giving less special service traffic licenses, now when the ordinary public transport system is more accessible. I am very concerned about the future.

SEP - I am supporting AS in her points of view. In Lund we have a Service Route system but unfortunately there are not many passengers. We have special education for the drivers about disability and consideration.

Question 11: The new law of zebra crossings is a traffic hazard, now people run out in front of the cars. What can be done?

Question (comment) 12: It is important to consider the details. Long distance to the bus stop, stress in the public transport system are important questions. We all have to help.

Question 13: The intervals of traffic signals are too short. What can be done?

SEP said it would be nice with a special "Mobility Day" for senior citizens every year.

BL - In Helsingborg we have special city walks, with the aim to find difficulties in the traffic system.

AS said that the questions above are all important for the SIZE project. And she said that it is possible to adjust times in traffic signals, it is a matter of interest.

RR - We are all pedestrians, it should not be death sentence if you make a mistake.

HN thanked all for participating.

List of Participants on Senior citizen day, PRO Skåne Appendix A

Invited speakers for panel discussion, Saturday:

- Solveig Ekström-Persson, City of Lund, Sweden (SEP)
- Birger Lindahl, City of Helsingborg, Sweden (BL)
- Harry Nilsson, Chairman PRO Skåne, Sweden (HN) - chair of conference
- Olle Thor, City of Malmö, Sweden (OT)

Project partners:

- FACTUM OHG, Austria Ralf Risser (RR)
- Lund University, Sweden Agneta Ståhl (AS)
- Monica Berntman (MB)
- Oscar Grönvall (OGr)
- Pro Skåne Malte Lindborg (ML)
- Mona Mattsson (MM)

<i>Attendance</i>	<i>Numbers</i>	<i>Local PRO-organisation</i>	<i>First name</i>	<i>Sir name</i>
x	1	Bara	Arno	Schmidt
x	2	Bara	Gudrun	Persson
x	3	Bara	Irma	Malmberg
x	4	Bara	Karl-Ivar	Persson
x	5	Barkåkra	Anna-Maj	Kamf
x	6	Barkåkra	Ann-Lis	Johansson
x	7	Barkåkra	Folke	Nilsson
x	8	Barkåkra	Greta	Lemminge
x	9	Billeberga	Allan	Björk
x	10	Billeberga	Anna-Lisa	Olsen
x	11	Billeberga	Brita	Björk
x	12	Billeberga	Inga-Lill	Ramström
x	13	Billeberga	Ingvar	Rydkvist
x	14	Billeberga	Jan	Gustafsson
x	15	Billeberga	Johnny	Lundgren
x	16	Billeberga	Kaj	Olsen
x	17	Billeberga	Marianne	Gustafsson
x	18	Billeberga	Ylva	Liljebblad
not	19	Billinge	Asta	Hansson
not	20	Billinge	Bertil	Hansson
x	21	Billinge	Helga	Olsson
x	22	Billinge	Sture	Olsson
x	23	Bjuv	Gun-Britt	Andersson
x	24	Blentarp	Ann-Britt	Nilsson
x	25	Blentarp	Maywi	Rasmussen

x	26	Borrby	Ann-Marie	Thyrén
x	27	Borrby	Barbro	Pettersson
x	28	Borrby	Jutta	Andersson
x	29	Borrby	Ulla	Egertz
x	30	Dalby	Ingrid	Nilsson
x	31	Dalby	Jan	Möllerström
x	32	Dalby	Kerstin	Hedengård
x	33	Dalby	Kjell	Jönsson
x	34	Dalby	Sven	Hedengård
x	35	Elbogen	Arne	Wingren
x	36	Eslöv	Elisabeth	Bergman
x	37	Eslöv	Elsa	Johansson
x	38	Eslöv	Ywonne	Håkansson
x	39	Fabrikstean	Majken	Lindberg
x	40	Fabrikstean	Torsten	Brandt
x	41	Fridhill	Astrid	Schulttz
not	42	Fridhill	Börje	Schulttz
x	43	Fridhill	Erik	Mikkelsen
x	44	Fridhill	Hjördis	Falkensson
x	45	Genarp	Börje	Larsson
x	46	Genarp	Olle	Henningsson
x	47	Glimåkra	Alva	Börresen
x	48	Glimåkra	Berith	Örlebäck
x	49	Glumslöv	Bertil	Pålsson
x	50	Gylle-Kyrkoköpinge	Olle	Johansson
not	51	Helsingborg	Hans G	Möller
x	52	Husie	Börje	Nilsson
x	53	Husie	Elvy	Westerberg
x	54	Husie	Stina	Christoffersson
x	55	Hästveda	Olof	Claeson
not	56	Hästveda	Sonja	Claeson
not	57	Juvelen	Egon	Hagenkötter
x	58	Kristianstad	Knut	Welander
x	59	Kävlinge	Allan	Särbring
x	60	Kävlinge	Bengt	Johansson
x	61	Kävlinge	Yngve	Svensson
x	62	Kävlinge	Åke	Ohlsson
x	63	Landskrona Västra	Bertil	Jönsson
x	64	Limhamn	Birgit	Anderberg
not	65	Limhamn	Inger	Jørgensen
x	66	Limhamn	Mona	Mattsson
x	67	Lindängen	Karl-Olof	Tunhov
x	68	Lomma	Ingemar	Lindblad
x	69	Lomma	Vera	Svensson
not	70	Lund	Ann-Marie	Persson
not	71	Lund	Birgith	Hansson
x	72	Lund	Brita	Larsson

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x	73	Lund	Eva	Svensson
x	74	Lund	Gertrud	Englesson
x	75	Lund	Hans	Larsson
x	76	Lund	Ruth	Lindqvist
x	77	Lund	Sven	Englesson
x	78	Lund	Ulla	Tynell
x	79	Löddeköpinge	Ing-Mari	Elmros
x	80	Löddeköpinge	Ruth	Persson
x	81	Löddeköpinge	Tyra	Gislander
x	82	Metallfyran	Ilse	Chlad
x	83	Mörarp-Påarp	Stig	Hallström
x	84	Oxie	Berit	Persson
x	85	Oxie	Clarie	Andersson
x	86	Oxie	Wivi	Ahlberg
x	87	Persborg	Lennart	Johansson
not	88	Persborg	Märta-Stina	Johansson
x	89	PRO Skåne	Harry	Nilsson
x	90	PRO Skåne	Lena	Larsson
x	91	PRO Skåne	Malte	Lindborg
x	92	PRO Skåne	Mona	Karlsson
x	93	Pålsjö-Östra	Gun	Eskilsson
x	94	Ramlösa	Anna-Maria	Ward
x	95	Sandvången	Berndt	Gustafsson
x	96	Sandvången	Wiola	Jeppsson
x	97	Slottstaden	Agne	Lindholm
x	98	Slottstaden	Brita	Björk
x	99	Slottstaden	Elisabeth	Wennberg
x	100	Slottstaden	Margaretha	Lindholm
x	101	Slottstaden	Margith	Brandin
x	102	Slottstaden	Ulla	Brorsson
x	103	Slottstaden	Ulla	Rodhe
x	104	Staffanstorp	Agne	Mårtensson
x	105	Staffanstorp	Boris	Wegestål
x	106	Staffanstorp	Britt-Marie	Wretling
not	107	Staffanstorp	Daisy	Engström
x	108	Staffanstorp	Gull-Britt	Johansson
x	109	Staffanstorp	Karin	Wegestål
x	110	Staffanstorp	Kjell-Åke	Johansson
x	111	Staffanstorp	Nancy	Mårtensson
x	112	Stenestad	Agne	Jönsson
x	113	Stenestad	Anita	Hilding
x	114	Stenestad	Göte	Hilding
x	115	Stenestad	John	Isberg
x	116	Stenestad	Reinhold	Danielsson
x	117	Stora Köpinge	Einar	Rasmusson
x	118	Stora Köpinge	Henry	Jönsson
x	119	Svedala	Birgit	Mårtensson

x	120	Svedala	Frida	Svensson
x	121	Svedala	Gustav	Klyft
x	122	Svedala	Herman	Henriksson
x	123	Svedala	Herta	Rasmusson
x	124	Svedala	Ingrid	Hjelm
x	125	Svedala	Kerstin	Nordqvist
x	126	Svedala	Wiggo	Nordqvist
x	127	Tomelilla	Agne	Persson
x	128	Tomelilla	Ammi	Larsson
x	129	Tomelilla	Anne-Marie	Mårtensson
x	130	Tomelilla	Hugo	Lantz
x	131	Trelleborg	Annie-May	Ohlin
x	132	Trelleborg	Gun	Wihlborg
x	133	Trelleborg	Gunnel	Lövdahl
x	134	Trelleborg	Ingrid	Jönsson
x	135	Tyringe	Birgit	Håkansson
x	136	Tyringe	Gunilla	Ohlsson
x	137	Tyringe	Kurt	Wijk
x	138	Tyringe	Rune	Håkansson
x	139	Tågarp	Einar	Erlandsson
x	140	Tågarp	Kjell	Rosengren
x	141	Vollsjö	Gunborg	Johansson
x	142	Vollsjö	Gunilla	Jönsson
x	143	Åhus	Torsten	Svärdh
x	144	Åhus	Johnny	Ahlm
x	145	Åkarp	Einar	Hult
x	146	Åstorp	Inga	Olofsson
x	147	Åstorp	Ingrid	Billberg
x	148	Åstorp	Stig Lennart	Nilsson
not	149	Ängelholm	Maj-Britt	Wallin
x	150	Ättekulla	Harry	Persson
x	151	Ättekulla	Ulla	Persson