



WSP Report 2010:100

Mobility in old age

Implications of senior life transition points

WP1 Sweden

Final report

2010

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This report presents results of research performed in the SENTRIP project. SENTRIP ("Senior Life Transition Points and their Implications for Everyday Mobility: perspectives, patterns, scenarios and the issue of car use") is an European Research Area/ERA-NET project within the call Keep Moving. Keep Moving was a joint call under the umbrella of ERA-NET TRANSPORT.

The project is carried out in cooperation between six research environments in Austria, the Netherlands and Sweden. It comprises six sub projects exploring different aspects of how mobility in old age is affected by transition points. The transition points that are studied are transition from working life to retirement and from a two-person household to a one-person household.

More information and publications can be found on ERA-NET TRANSPORT's website www.transport-era.net.



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1 Introduction

Mobility can be defined as the possibility and ability to overcome physical space (Amann et. al., 2003), which in turn connects the concept of mobility to accessibility. Lacking mobility is a constraint for the individuals who for some reason cannot transport themselves to overcome space. These individuals are dependent on the help of others. In modern society, with its geographical separation of activities, mobility thus becomes a prerequisite for independence and is a key factor in the ability to sustain an independent way of life (Mollenkopf et. al., 2005).

Ageing brings about both psychological and physiological changes that may affect the ability to master the outdoor and travel environments (Lawton 1986; Marcellini et. al., 1998). Travel patterns also change with increasing age, as retirement usually brings about a decline in travel. This means that older persons make fewer and shorter trips than other groups in society and also use walking and public transport to a greater extent. This is especially true for the “old” older persons, i.e. people over 75 years of age (SIKA, 2005). Consequently it is those who depend most on accessible outdoor and travel environments who have the least ability to cope in these kinds of environments.

For older persons, losing the ability to participate in outdoor activities can create a vicious circle of immobility, implying that an important stimulus for senior citizens to remain active vanishes. Therefore, it should be an important priority for modern welfare states to improve the mobility of its older citizens, to eliminate mobility barriers and, in doing so, to contribute to maintaining older persons’ active lives.

Issues on mobility in old age are addressed in SENTRIP, an European Research Area/ERA NET project entitled “Senior Life Transition Points and their Implications for Everyday Mobility: perspectives, patterns, scenarios and the issue of car use”. The transition points that are studied are transition from working life to retirement and from a 2-person-household to a 1-person household. The project is carried out in cooperation between six research environments in Austria, the Netherlands and Sweden and comprises of six projects (work packages) exploring different aspects of how mobility is affected by transition points in old age.

This report consists of two studies performed in Sweden: a cross-sectional study (2008) where the overall mobility patterns of older persons were explored and comparisons were made between older people that were/were not at one of the two transition points in focus and a longitudinal follow-up study (2010) that explores the stability of the mobility changes over time for the older people that were found to be at one of the transition points in 2008.

Together with comparable studies in Austria (2008) and the Netherlands (2008) this forms a comprehensive basis on which to base the later work packages focussing on in-depth studies of the subjective aspects of mobility among the increasingly heterogeneous groups of older persons.

1.1 Purpose

The purpose of this study was to provide an overview of how the mobility of older persons in two regions in Sweden was affected in connection with senior life transitions.

1.2 Methodology

Cross-sectional study (2008)

The cross-sectional questionnaire was developed in cooperation between Sweden, Austria and the Netherlands. The core questions of the questionnaire were identical with the possibility for each country to add country-specific questions. See appendix A for the Swedish questionnaire (2008).

The questionnaire needed to reach both those in transition from working life to retirement and those in transition from a 2-person to a 1-person households, and for comparison also older people from non-transitional 1-person households and non-transitional 2-person households.

The actual age of retirement was estimated to approximately 62 years. In order to reach a sample size that allowed comparison of these four groups the questionnaire was sent out to 5,000 people of age 62 and older, half of which were from Skåne county and half from Östergötland county, see figure 1. The questionnaire was sent out to all postal code areas ensuring responses from both urban areas and semi-urban areas.

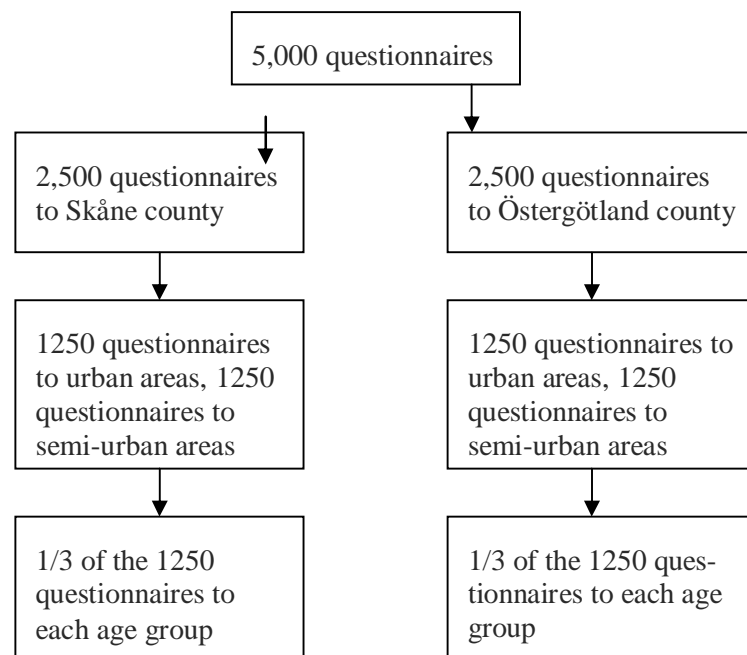


Figure 1: Overview of the data collection in 2008 cross-sectional study

As the number of younger older people (65-75 years) generally exceeds that of older older people (75+ years) in the population measures were taken to ensure that the sample would encompass a sufficient quantity of both younger older and older older people. This was done by dividing the respondents into three age groups (62-67 years, 68-75 years and >75 years).

The questionnaires together with a reply-paid envelope were sent out to respondents by mail in November 2008 and were followed up with a reminder postcard a week later. The sample consisted of 2033 responses which gives a response rate of 40 % which is what can be expected from this age group.

Longitudinal follow-up study of respondents in transition (2010)

The longitudinal follow-up study of respondents in transition in 2008 was performed for each of the transition points, that is, one questionnaire was developed for those in transition from working life to retirement and one for those in transition from a two person household to a one person household.

The questionnaires were based on the cross-sectional questionnaire with the exception of questions about transition from working life to retirement were omitted from the questionnaire to the respondents in transition from a two person household to a one person household in 2008 and vice versa. Furthermore a few questions that would guide researchers in two sub projects of the SEN-TRIP-project (work package 3 and 4) when approaching respondents for an interview were added to the questionnaires. See appendix B and C for the questionnaires used in the 2010 longitudinal follow-up study.

In the 2008 cross-sectional study performed 318 respondents were found to be in transition from working life to retirement and 135 respondents were found to be in transition from a two person household to a one person household.

The questionnaires together with a reply-paid envelope were sent out to respondents by mail in November 2010 and were followed up with a reminder postcard a week later.

259 of the 318 respondents in transition from working life to retirement in 2008 answered the longitudinal follow-up questionnaire in 2010 giving a response rate of 81 % (54 % women and 46 % men).

88 of the 135 respondents in transition from working life to retirement in 2008 answered the longitudinal follow-up questionnaire in 2010 giving a response rate of 64 % (63 % women and 37 % men).

1.3 Data analysis

The result is presented in figures with distribution on background variables as sex, age, residential area. Significant testing was done by using Chi-Square-test for comparing groups in the 2008 year data set. When comparing 2010 with 2008, a non-parametric test, Wilcoxon Signed Ranks Test, was used. Significance level was set at 5 %.

2 Cross-sectional study (2008)

2.1 Characteristics of the respondents

A total of 2033 persons answered the questionnaire. 49,1 % of the respondents were from Skåne and 50,9 % from Östergötland.

Both the age and gender distribution was rather similar in the sample, with somewhat more women (N=1056) than men (N=969) answering the questionnaire (8 respondents did not state their sex).

The age groups in the analysis followed the widely used limits for younger older (65-74 years) and older older (> 75 years) people that allow comparisons with other studies on mobility in old age. The majority of the respondents belonged to the younger older or older older age groups.

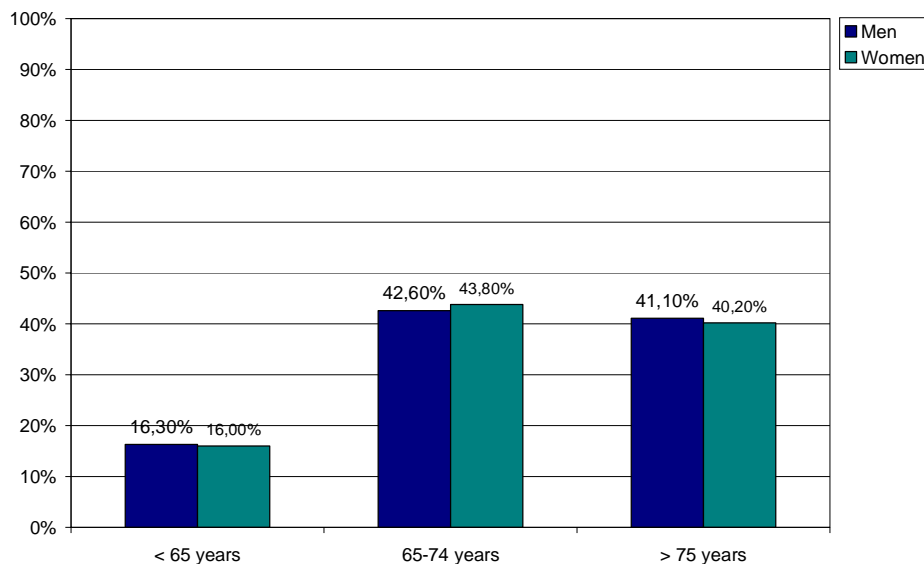


Figure 2: Age and gender distribution

Most of the respondents were retired (87%). The remaining 13 % worked or were currently unemployed (0,6 %). The majority of those who worked belong to the youngest age group. A small number of younger older also worked.

Figure 3 shows that 97 % of the respondents lived in one and two person households of which one person households made up 32 % and two person households 65 %. Of those who lived in a two person household 96 % shared their household with their spouse or partner.

The share of one person households' increase and the share of two person households decreased with age. This was especially true for the older older women.

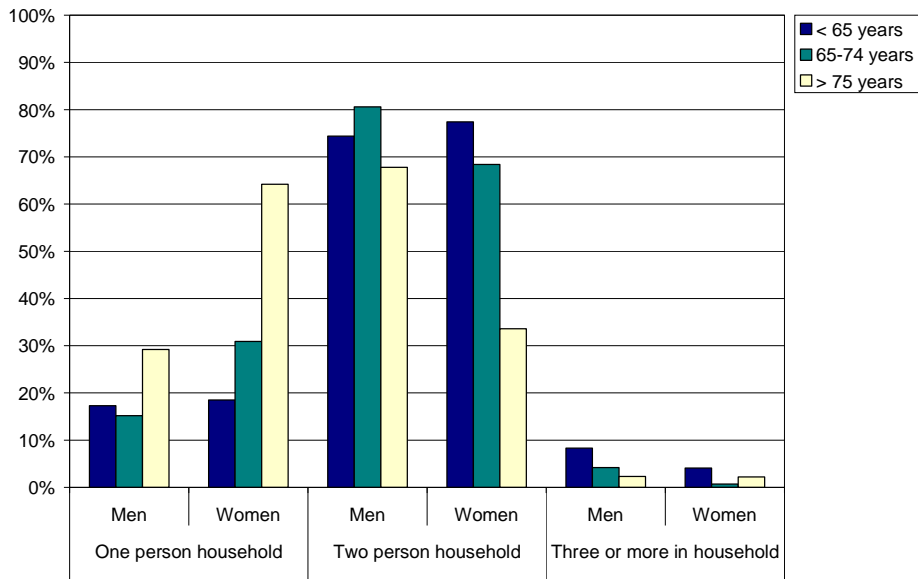


Figure 3: Household size distribution in gender and age groups

The most common impairments were loss of stamina, loss of lower extremity skills, severe pain and poor balance. The impairments tended to be more common among the older respondents. There were no differences in occurrence of impairments among men and women.

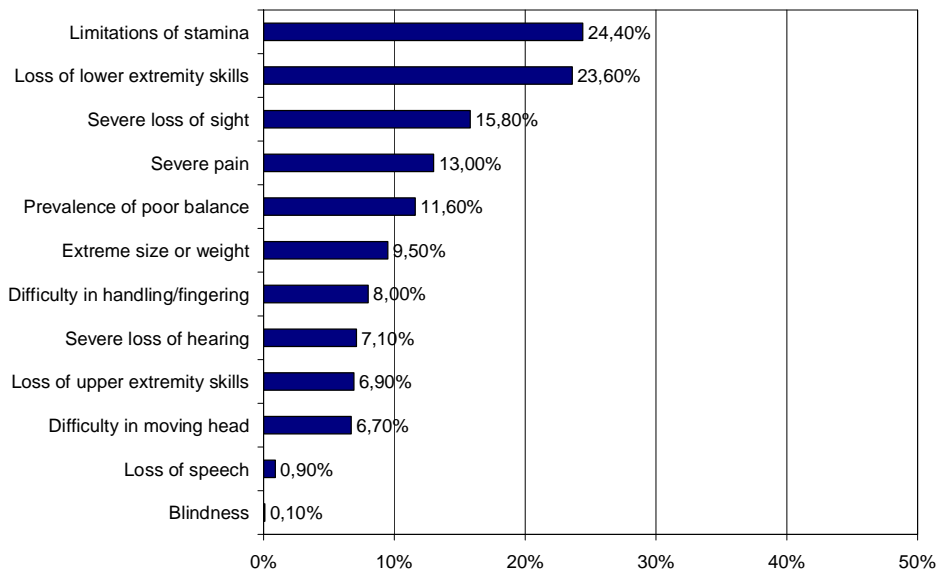


Figure 4: Type and occurrence of impairments

Both younger older and older older respondents had more impairments than the youngest age group. This was especially true for the older older respondents. No differences between women and men were found. 235 respondents or 11 % had 4 or more impairments, see figure 5.

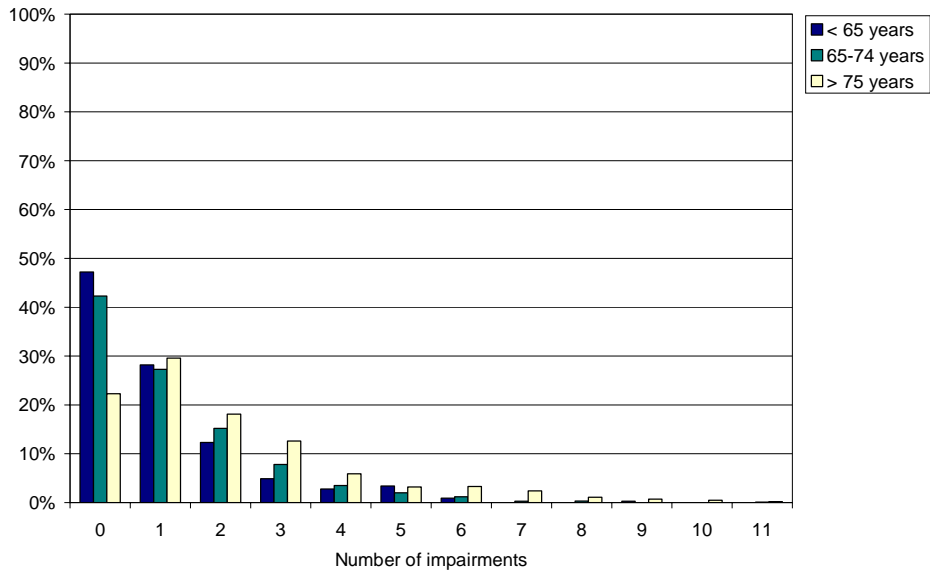


Figure 5: Number of impairments in age groups

The use of walking sticks decreased and the use of rollators increased with age. In the whole group of respondents about 9 % used a rollator and 7 % used a walking stick outdoors.

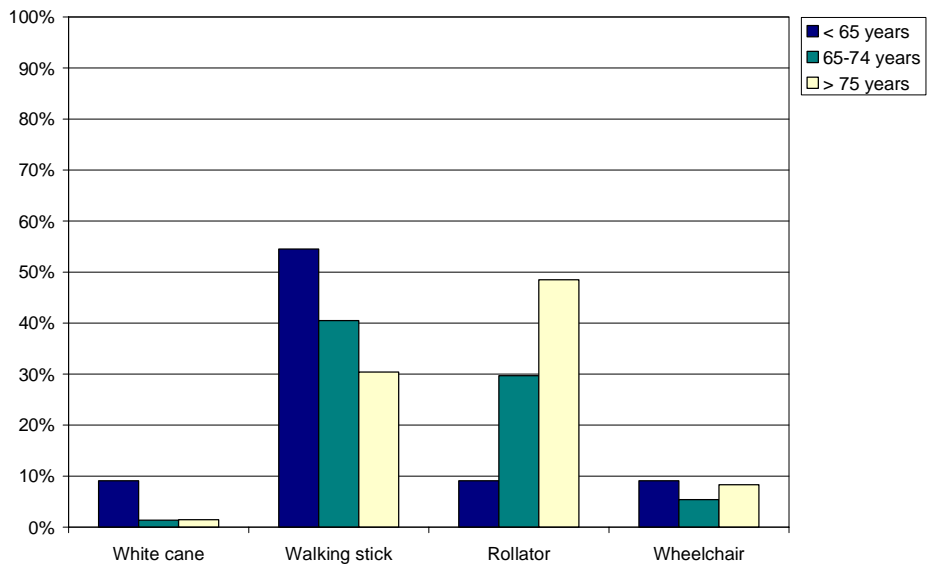


Figure 6: Use of walking aids outdoors based on age groups

2.2 Activity level outside home

The majority of the respondents left their home every day to do errands or take a walk. The youngest age group and the younger older respondents were more active than the older older respondents - a larger share of the older older respondents left their home quite seldom compared with younger age groups.

Among the older older respondents the men were significantly more active than the women.

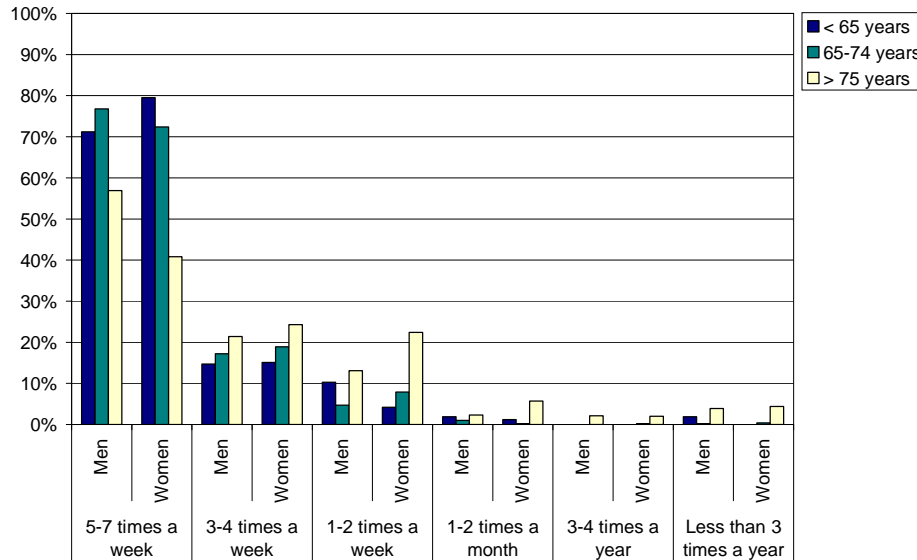


Figure 7: Frequency of leaving home in gender and age groups

Living in an urban or a rural area had no significant impact on the frequency of how often men or women or different age groups left their home.

The number of impairments did have a significant impact on the frequency of activity outside one's home; the older older respondents left their home less often with increasing amount of impairments compared with younger age groups with the same number of impairments.

2.3 Most important mode of transport

On the question of the most important transport mode 60 % of the respondents answered “driving” as being most important. 18 % of the respondents considered walking and 9 % cycling as their preferred mode of transport.

When it comes to public transport 6 % of the respondents considered public transport to be their most important travel mode whereas 5 % state special transportation services to be their most important travel mode.

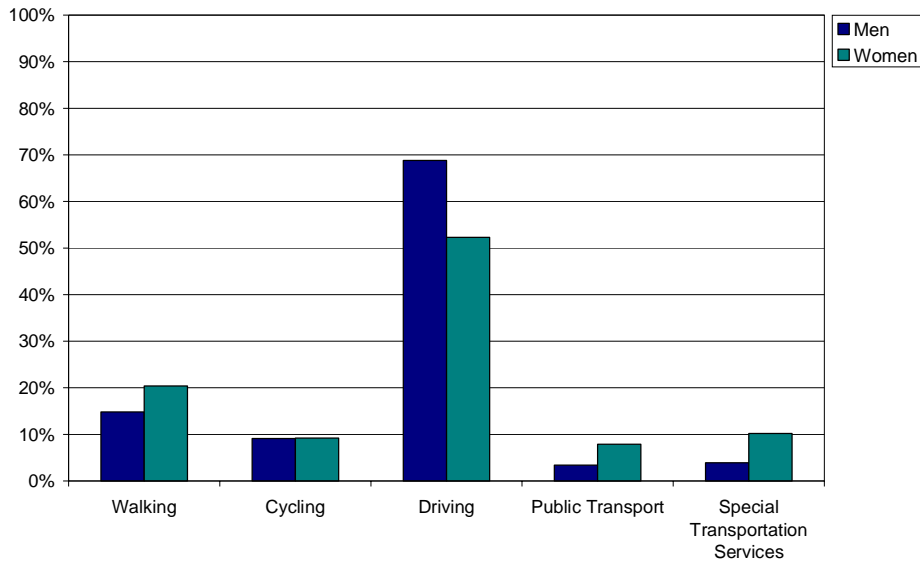


Figure 8: Most important mode of transport based on gender

Men more than women considered driving as their most important mode of transport whereas women to a greater extent than men found walking and different forms of public transport to be their most important mode of transport. The differences between women and men were significant.

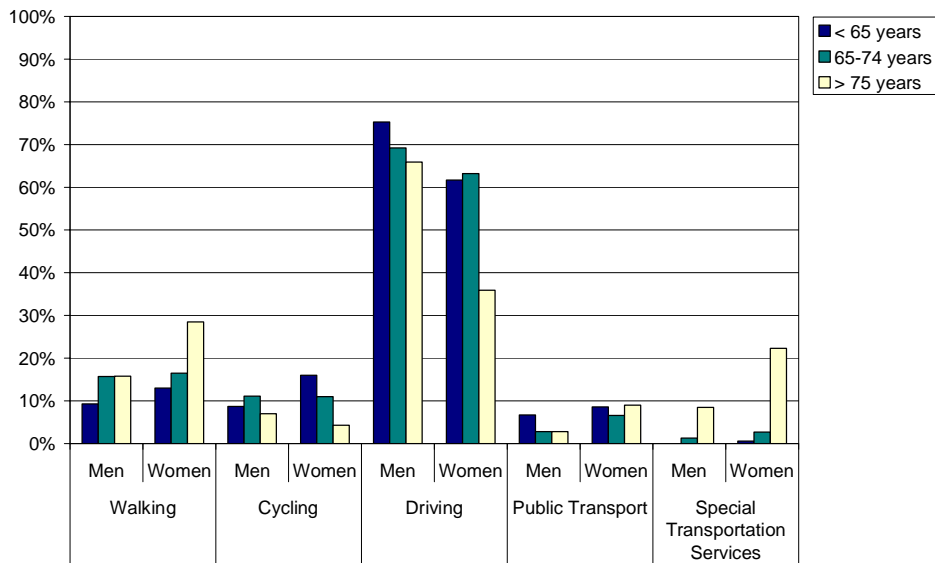


Figure 9: Most important mode of transport based on gender and age group

When both gender and age groups were considered it was clear that driving as the most important travel mode decreased with old age. This was particularly true for older older women whereas walking, public transport and special transportation services became more important for this group. The older older men found driving to be their most important travel mode to a greater extent than women in the same age group. Walking and special transportation services also increased for the older older men, but not public transport. The differences between women and men were significant in the younger older and the older older age groups.

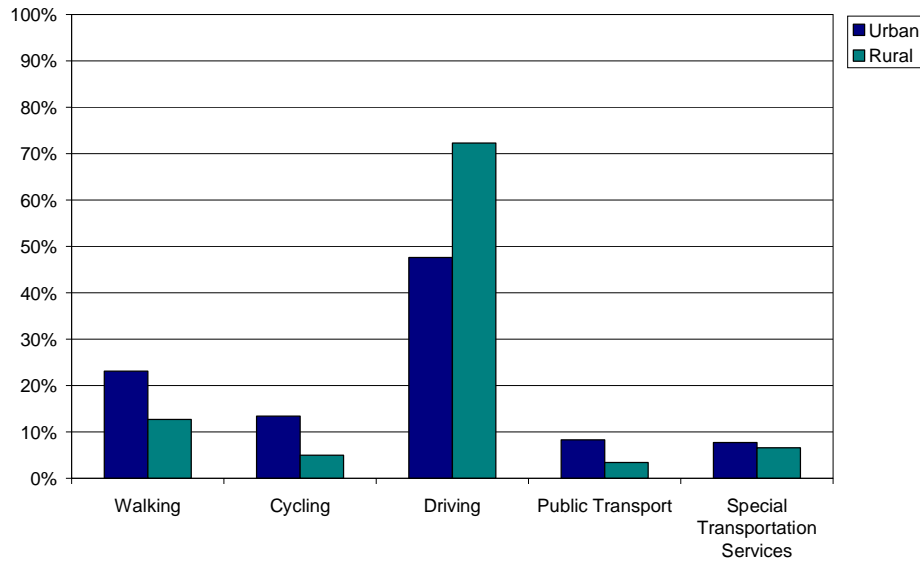


Figure 10: Most important mode of transport based on living in urban and rural areas

Driving was the most important travel mode in both urban and rural surroundings. Urban dwellers among the respondents found walking and cycling to be their most important mode of travel to a greater extent than respondents living in rural surroundings. This also applied for public transport whereas the car was the most important mode of travel for respondents living in rural areas.

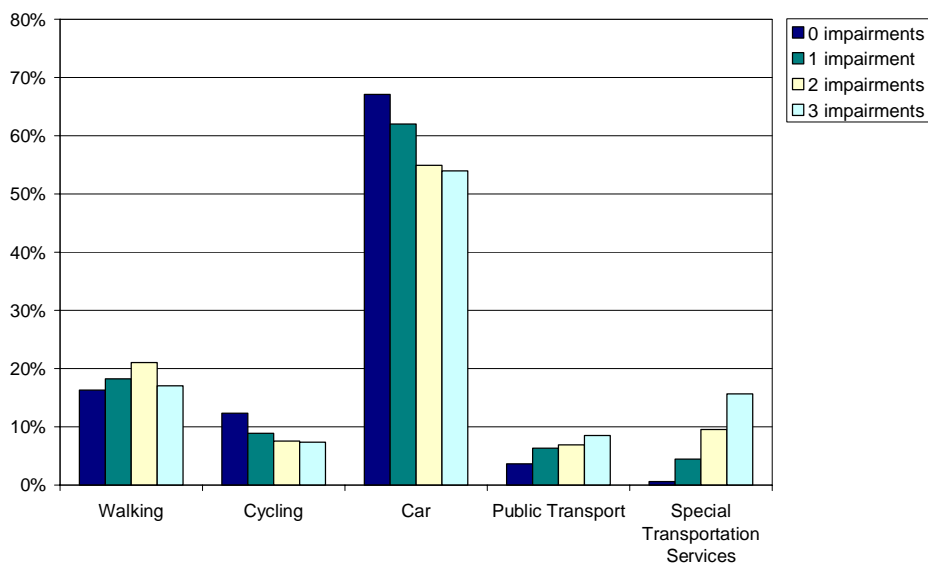


Figure 11: Most important mode of transport based on impairments

Public transport and special transportation services as most important mode of travel was higher among respondents with more impairments. Driving was more common as most important mode of travel among the respondents with fewer or no impairments.

2.4 Valuation of possibilities to travel

The majority of the respondents either found their possibilities to travel in general to be very good or good. It was primarily those in the younger age groups that were very satisfied with their possibilities to travel. The older respondents were generally satisfied with their possibilities to travel but were not as categorical as the younger age groups.

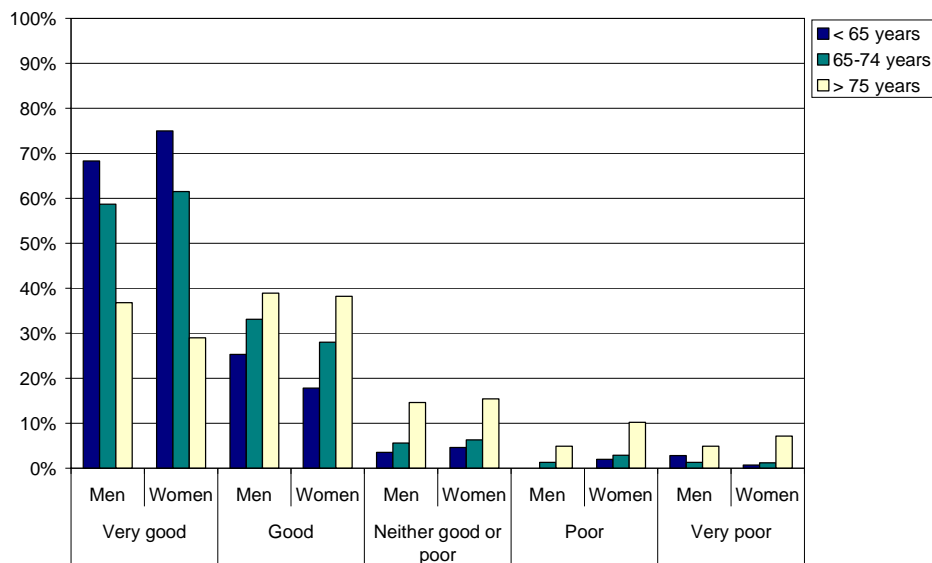


Figure 12: Satisfaction with possibilities to travel based on gender and age groups

The younger older respondents living in urban areas were significantly more satisfied with their possibilities to travel than those in the same age group living in rural areas. These differences were not seen for the other age groups. The satisfaction also declined with an increasing number of impairments even though the overall satisfaction was high.

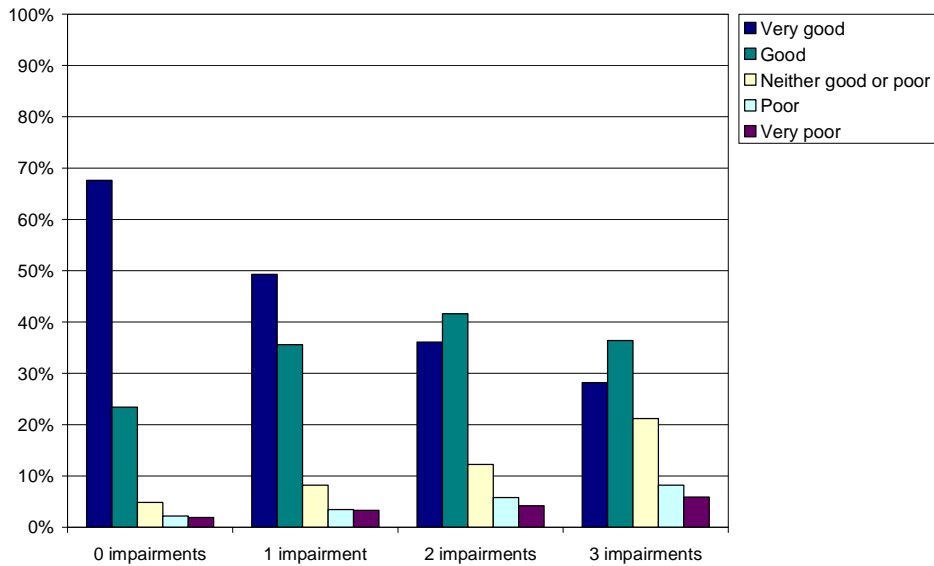


Figure 13: Satisfaction with possibilities to travel based on number of impairments

2.5 Use and need of modes of transport

One central aim of the study was to find out how older people use and value their possibilities to use different modes of transport. Another aspect of this was to find out how necessary different modes of transport were in the everyday lives of older people. The analysis was based on all respondents and exceptions are clearly stated.

Walking

Frequency of walking

The younger age groups were active when it came to walking; a majority of both women and men walk every day or almost every day. This was also true for the older men among the respondents, whereas the older women did not walk as often. Subsequently more of the older women left their home less frequently.

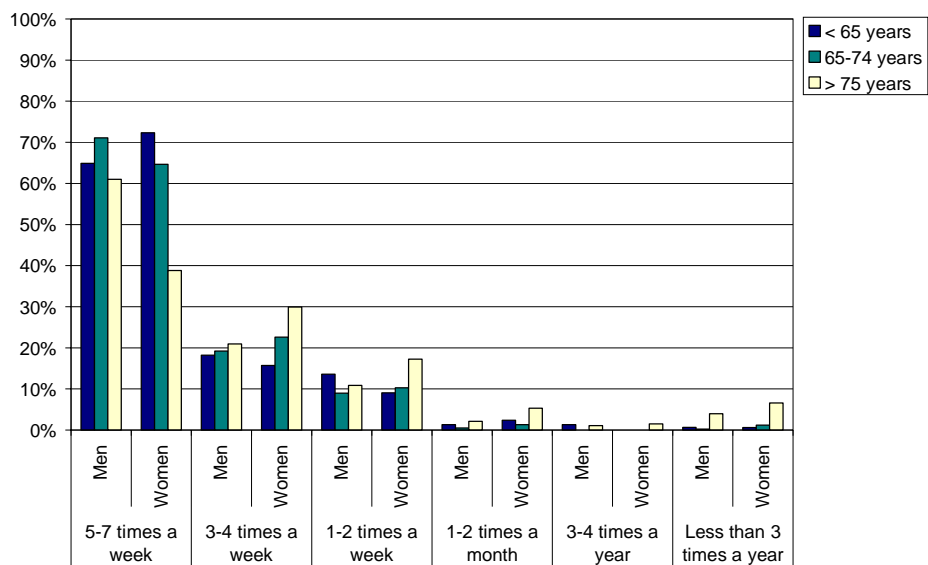


Figure 14: How often do you walk?

Approximately 30 % of the respondents in the two younger age groups did not walk every day.

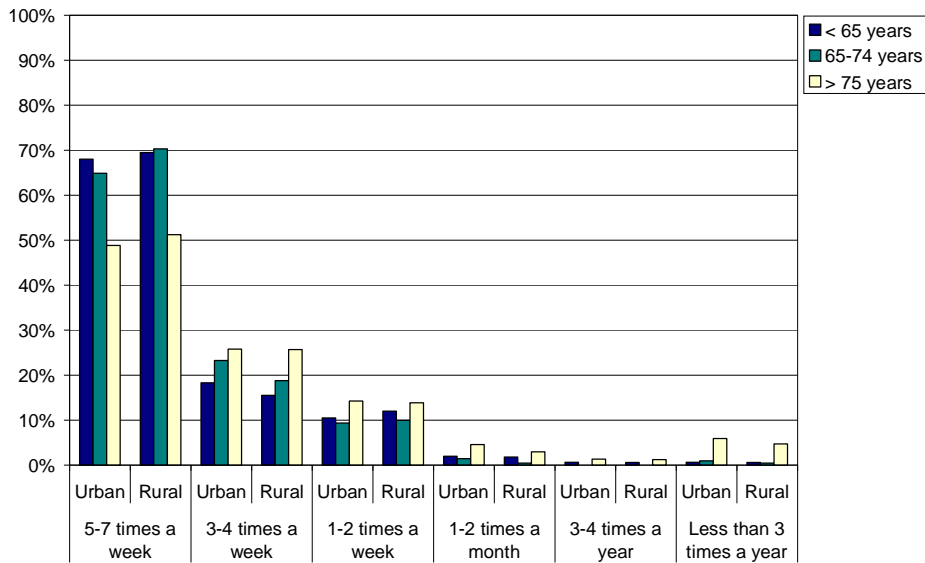


Figure 15: Walking in urban and rural areas

Walking seemed to be as common in urban areas as it was in rural areas. Again the older respondents walked less frequently than the younger age groups. The urban or rural setting did not impact the frequency of walking among the respondents. No differences in valuation of walking as a travel mode were found between urban and rural respondents.

With an increasing number of impairments walking frequency decreased (figure 16) even though the overall walking frequency is high.

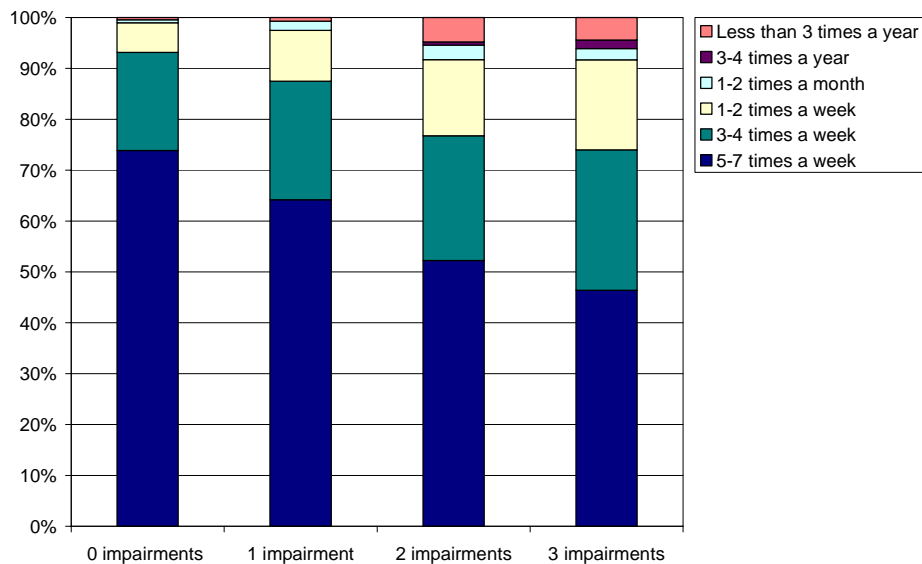


Figure 16: Walking among people based on number of impairments

Valuation of walking as a transport mode

The overall individual satisfaction with walking as a transport mode was high among those who walk several times a week, but decreased with a lesser frequency of walking. This was especially true for the older older respondents that did not walk frequently.

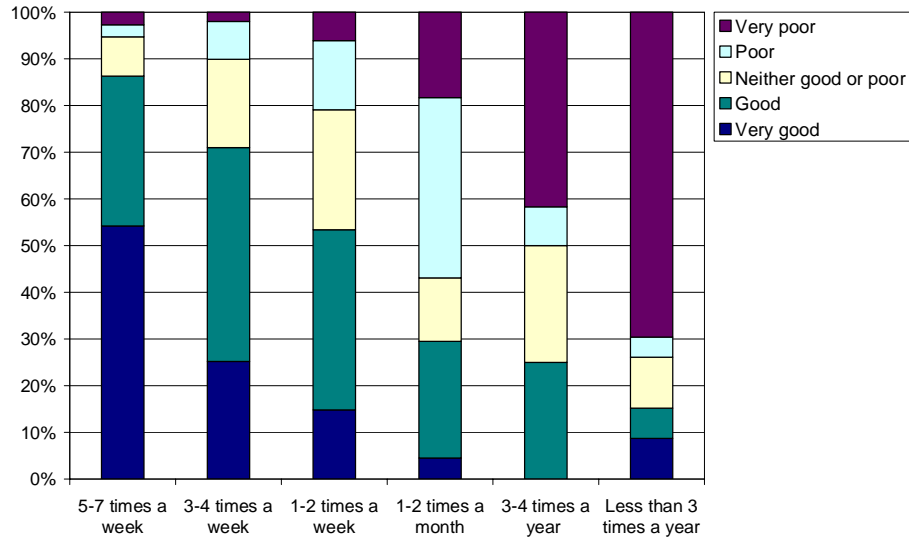


Figure 17: Valuation of walking as a transport mode based on frequency of walking

There were also significant differences between older older women and older older men, where women valued walking as a travel mode as very poor to a greater extent than men (10,8 % compared with 6,9 %). The men were also more positive toward walking than the women (27,8 % compared with 19,6 %).

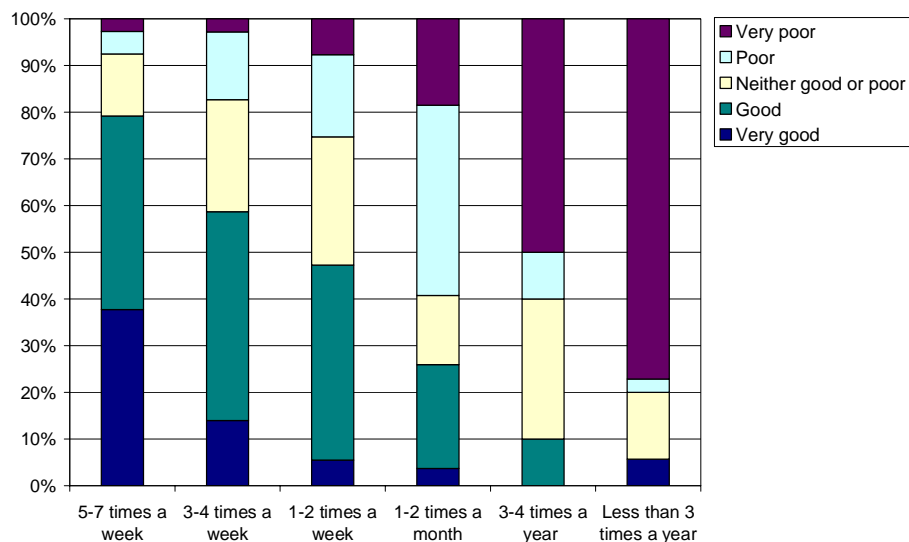


Figure 18: Valuation of walking as a transport mode based on frequency of walking among older older respondents

Necessity to walk for everyday activities

On a 5-grade scale from absolutely necessary to not necessary at all to walk for everyday activities older men and women graded the necessity higher than the younger age groups. This was true for all activities for the older age group.

Walking as a mode of travel in one's life was highly valued (> 50 % positive) among the respondents even though the older respondents were somewhat less satisfied.

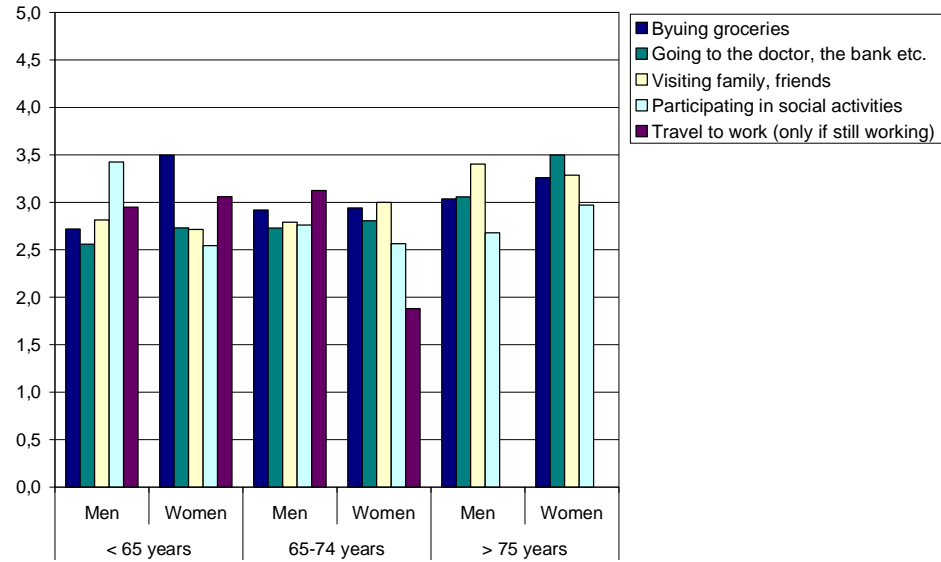


Figure 19: Necessity to walk in everyday life: gender and age groups

The men in the youngest age group primarily graded walking most necessary when participating in social activities whereas the women in this age group graded walking as most necessary when grocery shopping.

Cycling

Frequency of cycling

Cycling was most common among those in the two younger age groups where approximately 40 % of both men and women cycled at least 1-2 times a week. In the oldest age group men cycled more at least 1-2 times a week more than twice as often as women (28,4 % compared to 12,7 %). Cycling was least common among the older older respondents.

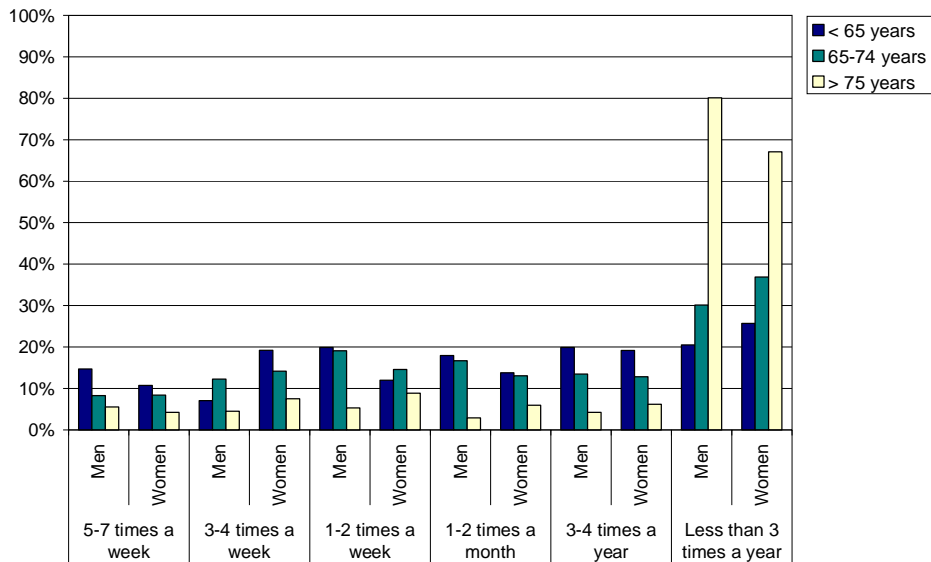


Figure 20: How often do you cycle?

Urban residents among youngest age group and among the older older age group cycled 5-7 times a week three times as often as the rural residents.

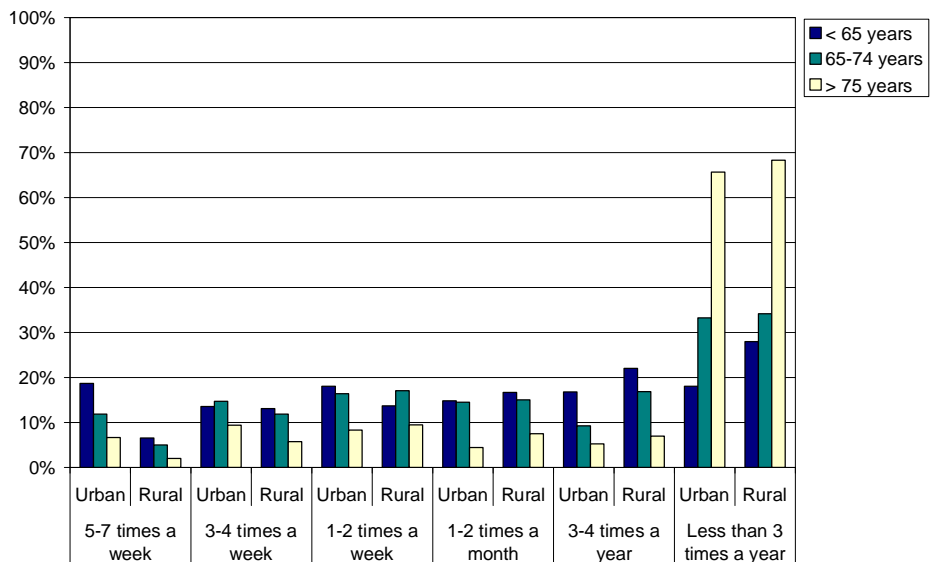


Figure 21: Cycling in urban and rural areas

Urban respondents in the younger older age group cycled 5-7 times a week twice as often as the younger older rural respondents. Of the urban respondents in the youngest age group 50 % cycled at least 1-2 times a week compared to 33 % among the rural residents in the same age group. Cycling 1-2 times a week was as common among urban and rural respondents in the younger older age group.

Among the older older respondents cycling at least 1-2 times a week was more common among the urban residents (24,4 % compared with 17,2 %).

The number of impairments has an impact on the frequency of cycling but the results were inconclusive as the respondents with 2 impairments cycled less than those with 3 impairments. The result was not influenced by whether the respondents were urban or rural residents as the groups of respondents with 0-3 impairments were roughly the same size in both urban and rural areas.

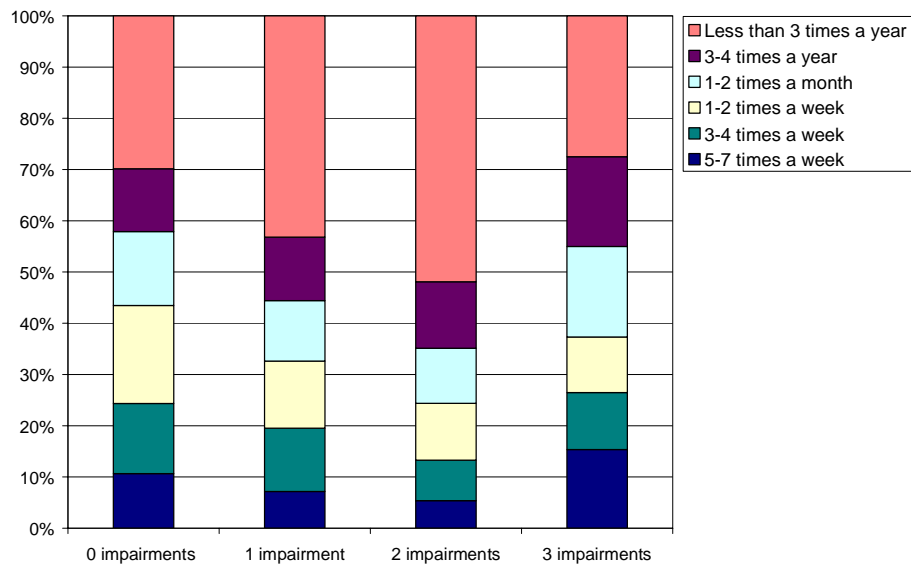


Figure 22: Cycling among people based on number of impairments

Valuation of cycling as a transport mode

The valuation of ones possibilities to cycle was high among the respondents. Even among those who cycled only 3-4 times a year over 50 % valued their possibilities to cycle as “good” or “very good”.

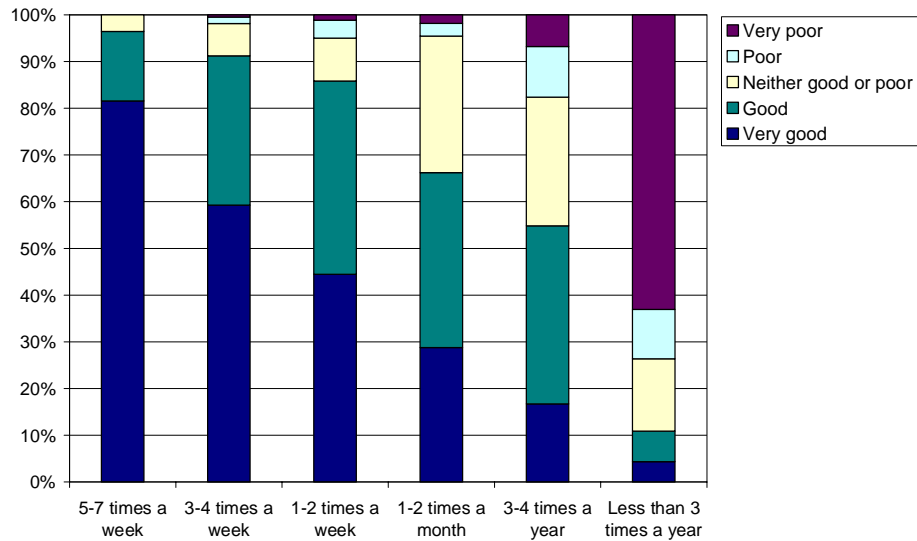


Figure 23: Valuation of cycling as a transport mode on the basis of frequency of cycling

However, the number of impairments an individual has affected the valuation of cycling as a possible transport mode significantly.

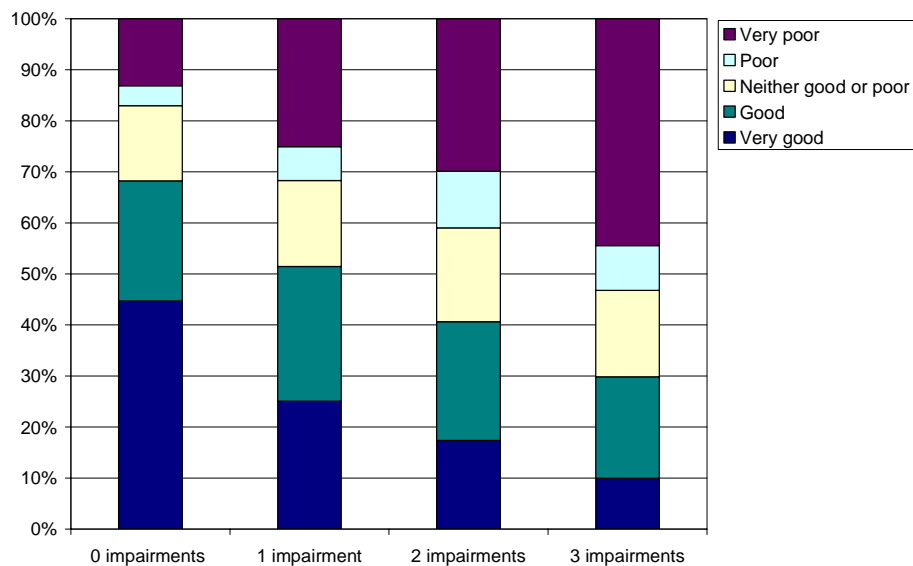


Figure 24: Valuation of cycling among people with impairments

Necessity to cycle for everyday activities

On a 5-grade scale from absolutely necessary to not necessary at all to cycle for everyday activities no significant differences were found between the means of women and men in the different age groups. Cycling was not very necessary as a travel mode for everyday activities.

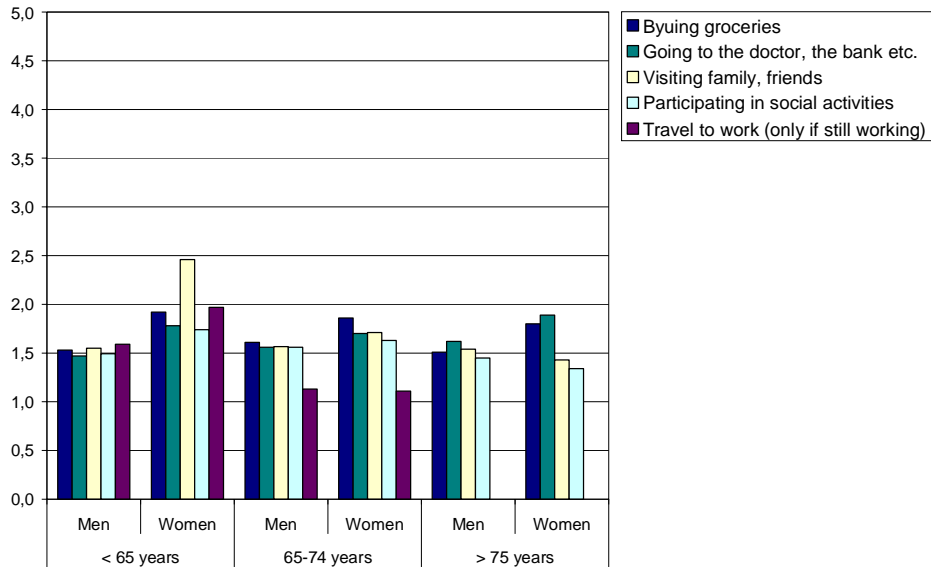


Figure 25: Necessity to cycle in everyday life: gender and age groups

Driving

The results for driving as a transport mode was analysed among those respondents who have a driving license and a car in the household (N=1278). The share women and men with a driving license was fairly equal in the two younger age groups whereas less of the older women than older men had a driving license.

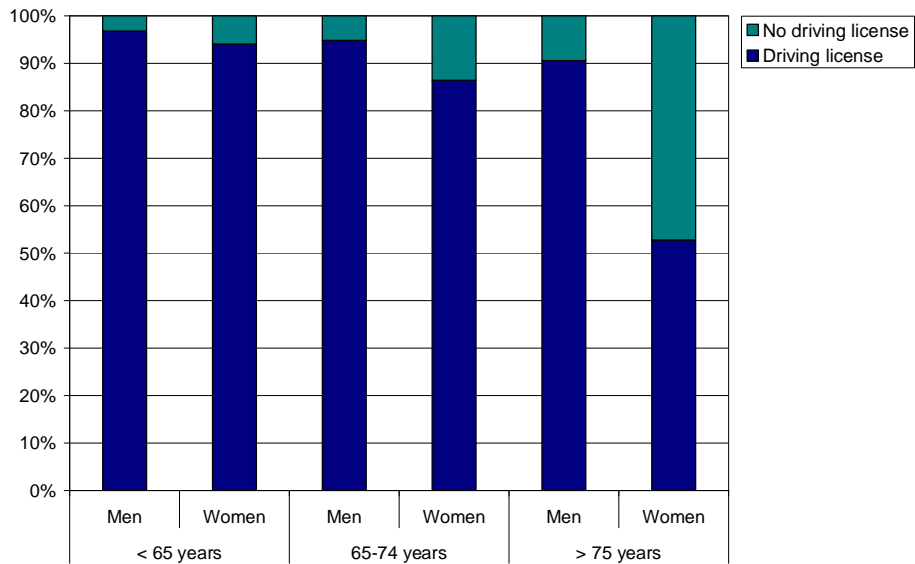


Figure 26: Share of women and men with driving licenses within each age group

The same was true for the share of women and men with a car in their households. A somewhat larger share of the older women had a driving license than had a car in their household.

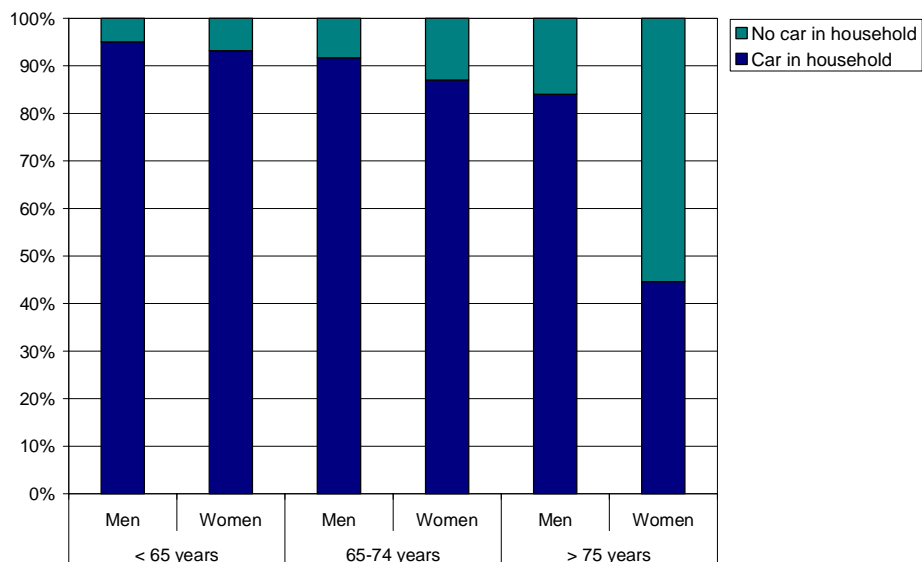


Figure 27: Share of women and men with a car in their household within the age groups.

Frequency of driving

The most active drivers were found among the younger older drivers where 95 % of the men and 76 % of the women drove at least 1-2 times a week.

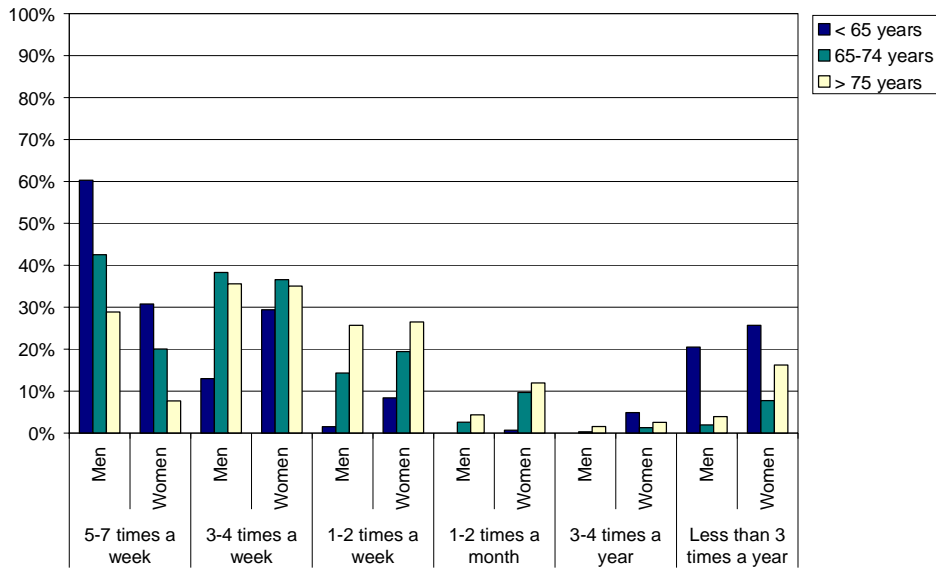


Figure 28: How often do you drive?

Men in all age groups drove to a greater extent than women. The difference between men and women was smallest in the youngest age group where 75 % of the men and 69 % of the women drove at least 1-2 times a week. The difference was largest among the older older drivers where 90 % of the men and 69 % of the women drove at least 1-2 times a week.

Driving was more common in rural areas than in urban areas even though the majority of the drivers in all age groups drove at least 1-2 times a week.

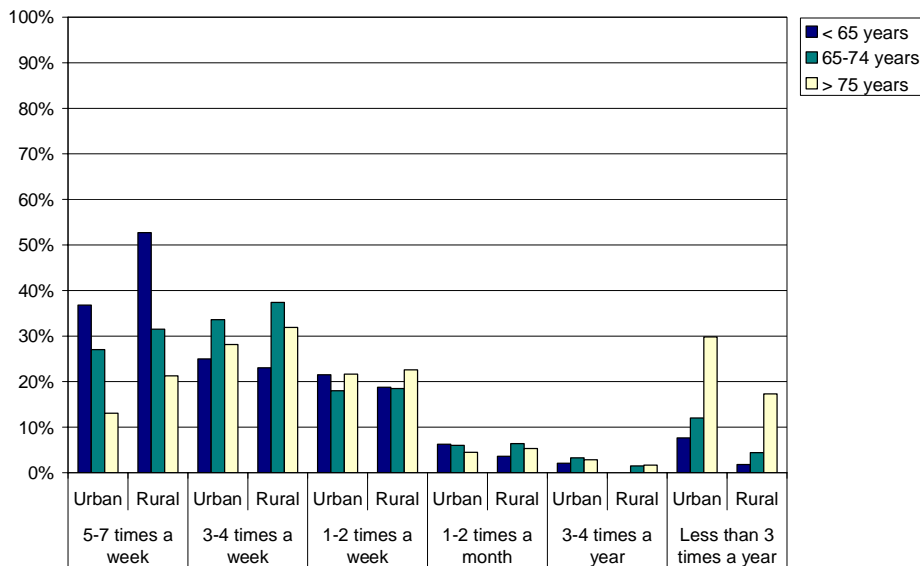


Figure 29: Driving in urban and rural areas

Respondents in the youngest age group drove to a greater extent than did respondents in the older age groups. Among the youngest age group 95 % of the rural drivers drove at least 1-2 times a week whereas only 83 % of the urban drivers drove at least 1-2 times a week.

79 % of the younger older rural drivers drove at least 1-2 times a week while 87 % of the rural drivers in the same age group drove as often. In the older older group of drivers 76 % of the rural drivers and 63 % of the urban drivers drove regularly (at least 1-2 times a week).

It was most common for the older older drivers to drive less regularly.

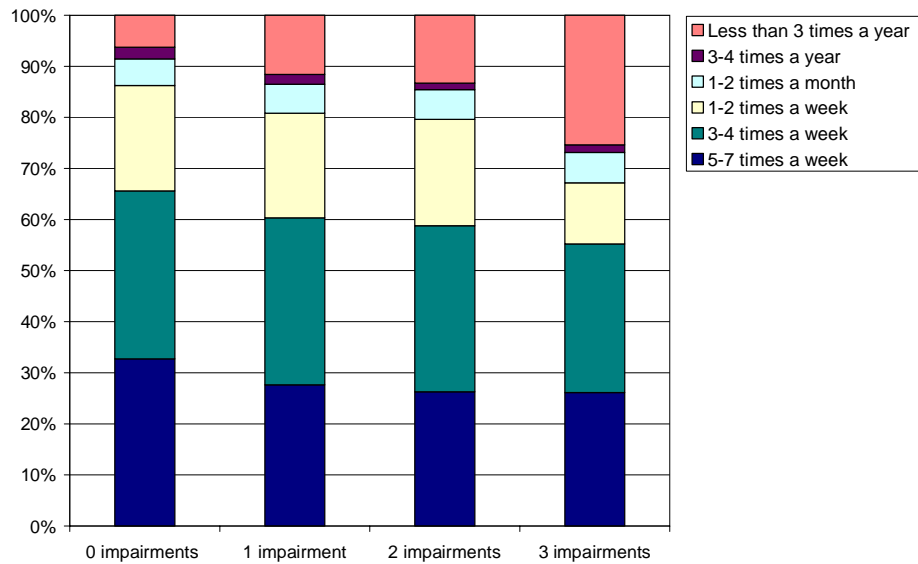


Figure 30: Driving among people based on number of impairments

Driving was common regardless of occurrence of impairments. However, driving was slightly less common among drivers with 3 impairments.

Valuation of driving a transport mode

Those who drove regularly (1-2 times a week) were satisfied with their possibilities to drive. Those who drove 1-2 times a month were most satisfied.

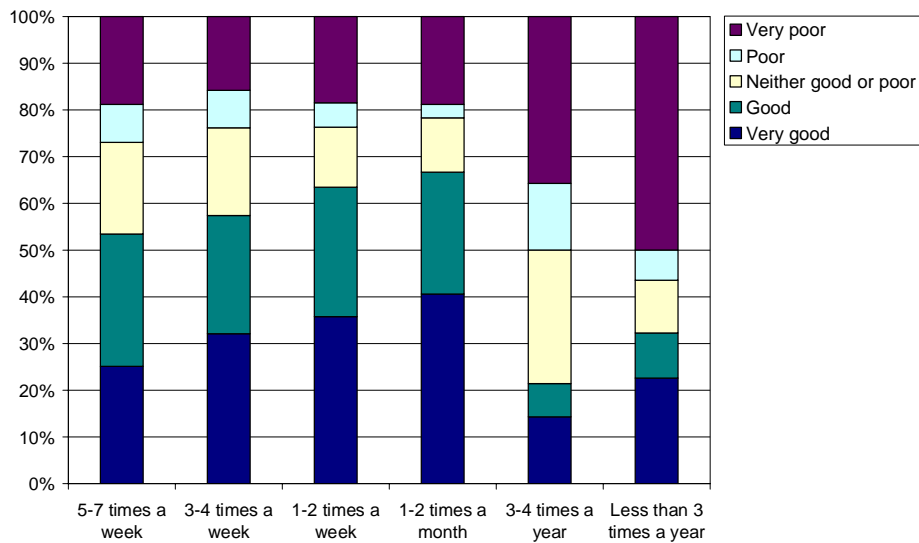


Figure 31: Valuation of driving as a transport mode on the basis of frequency of driving

Necessity to drive for everyday activities

On a 5-grade scale from absolutely necessary to not necessary at all to drive for everyday activities no significant differences were found between the means of women and men in the different age groups. Driving was necessary for both women and men in all age groups. All means for all groups were above 3.

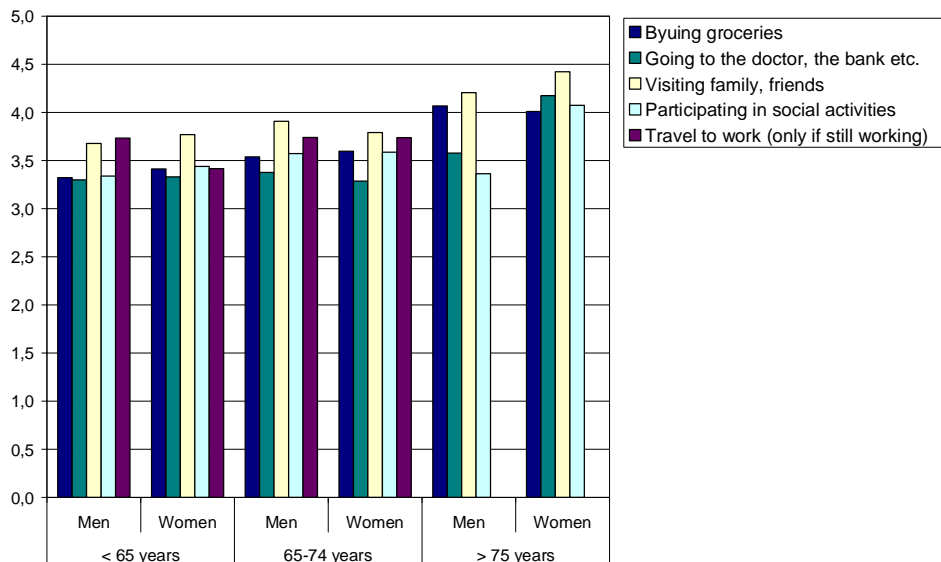


Figure 32: Necessity to drive for everyday activities

Getting a lift

Frequency of getting a lift

Getting a lift regularly (at least 1-2 times a week) was most common among the younger older respondents (59 %) and least common in the youngest age group (46 %). In the older older age group 56 % travelled regularly by car driven by someone else.

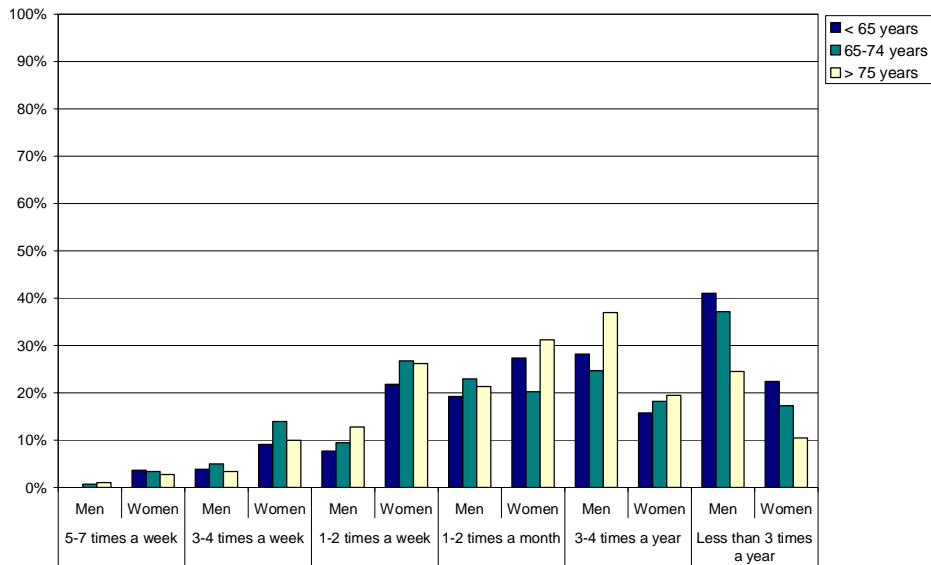


Figure 33: How often do you get a lift?

Getting a lift was as common among urban respondents as it was among rural respondents. The frequency was not very high in general but the frequency of getting a lift was higher in the older older age group where 33 % of both the urban and rural respondents got a lift with someone else at least 1-2 times a month. In the younger age groups getting a lift was somewhat more common among the rural residents.

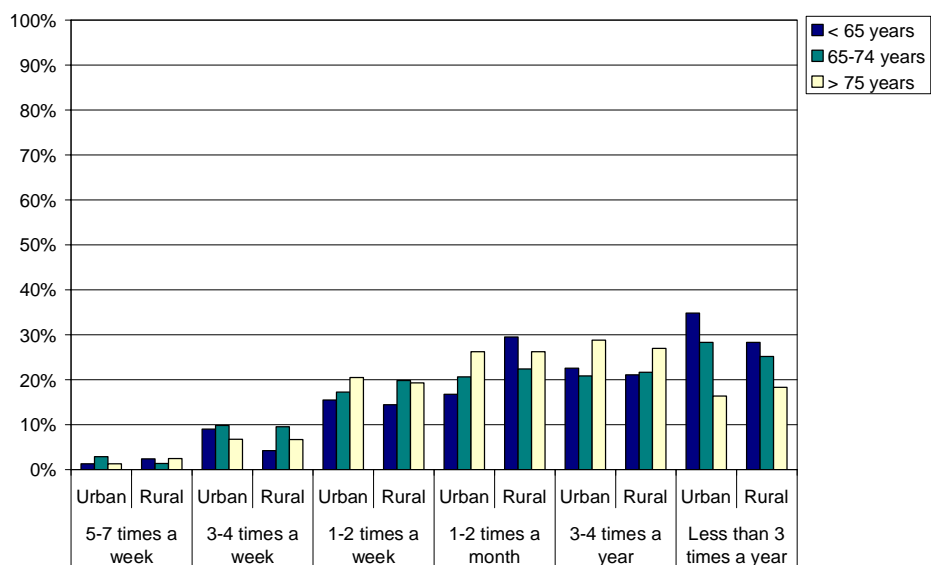


Figure 34: Getting a lift in urban and rural areas

Among the younger older respondents 53 % of the rural respondents got a lift at least 1-2 times a month compared to 53 % among the urban respondents. The corresponding figures for the youngest age group were 51 % and 43 %.

Getting a lift was also more common among people with some kind of impairment than among respondents with no impairments.

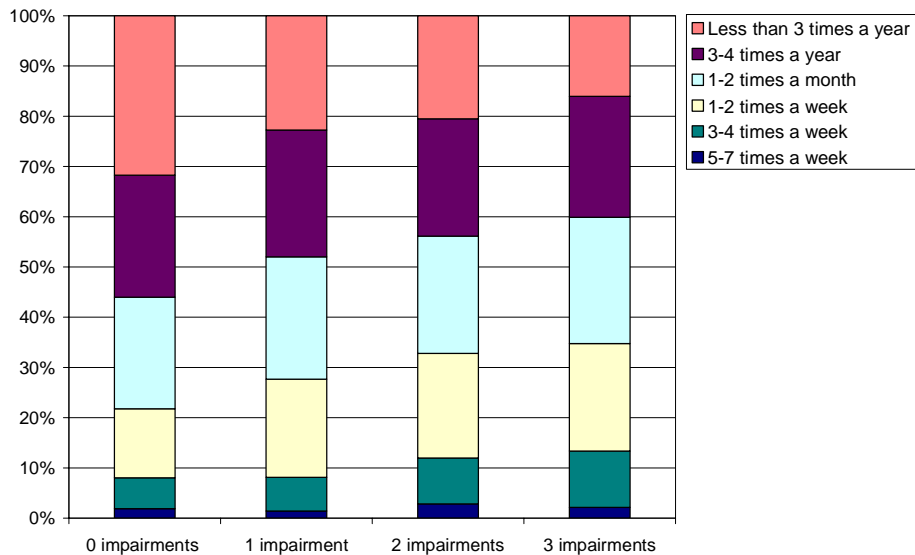


Figure 35: Getting a lift based on number of impairments

Valuation of getting a lift as a transport mode

Regardless of travel frequency the respondents were pleased with their possibilities of travel by getting a lift. More than 50 % of the respondents found their possibilities to travel with someone else to be “good” or very good” despite the frequency of travel.

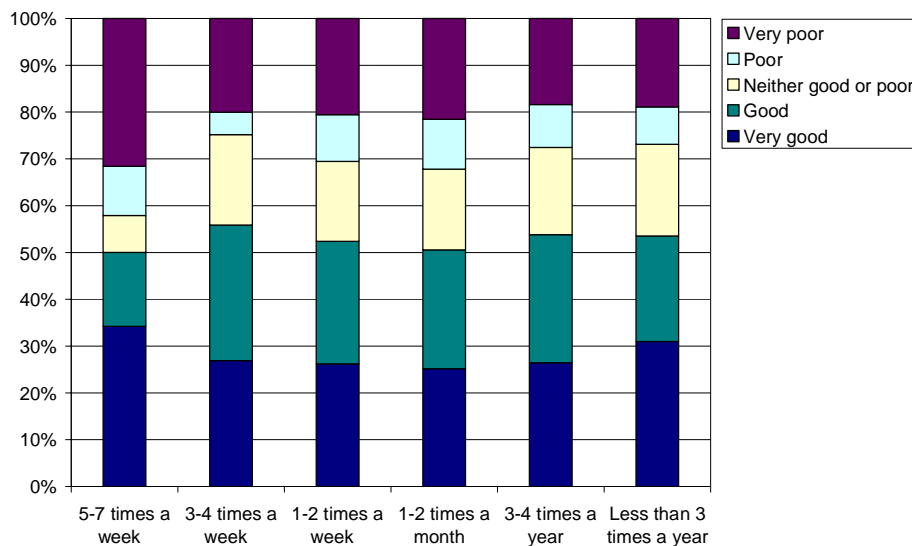


Figure 36: Valuation of getting a lift on the basis of travel frequency

Necessity to get a lift for everyday activities

Women generally find getting a lift for everyday activities to be more necessary than did the men. This was true for all age groups and the differences were significant regardless of activity.

However, getting a lift for everyday activities was not very necessary for the youngest age group but it did become more necessary with increasing age. Getting a lift was especially important for older women.

Women also seemed to be more in need of getting a lift for everyday activities with increasing age than men: The valuation of necessity for getting a lift was equal between women of the youngest age group and the younger older men, as it was between the younger older women and the older men.

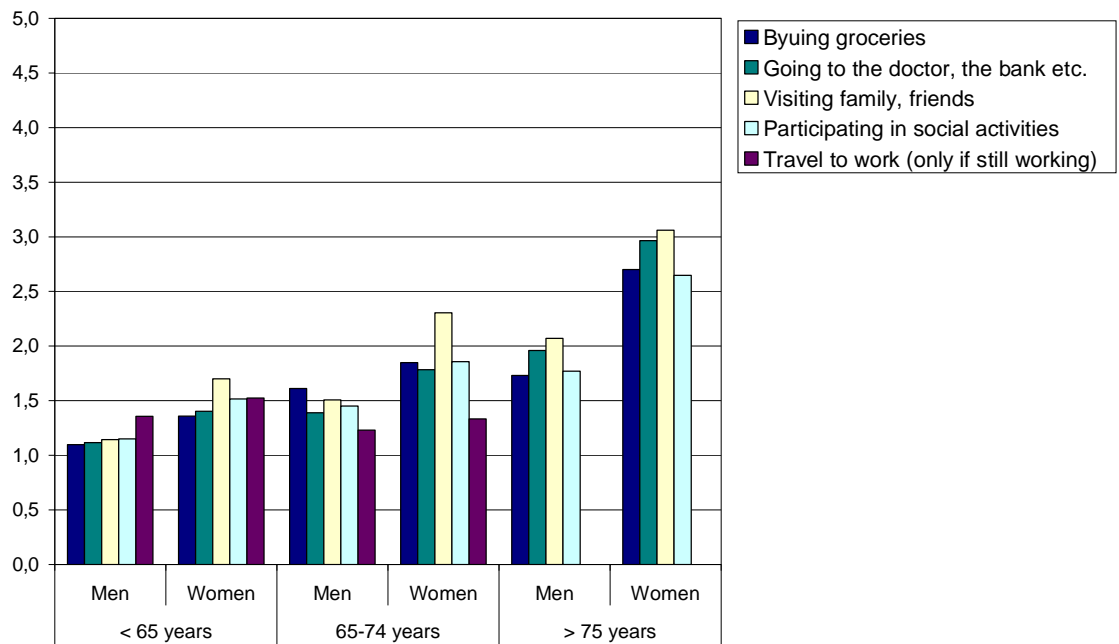


Figure 37: Necessity of getting a lift for everyday activities

Public Transport

Frequency of travel by Public Transport

Public transport was not a very common transport mode among the respondents. Most of the respondents travelled less frequently than 1-2 times a month, this was especially true for the older older respondents.

Women in the two older age groups travelled more by public transport than men in the same age groups. 36 % of the younger older women travelled by public transport at least 1-2 times a month compared with 24 % of the men in the same age group.

The difference was even more prominent in the older older age group where 32 % of the women travelled by public transport at least 1-2 times a month compared with 19 % of the men.

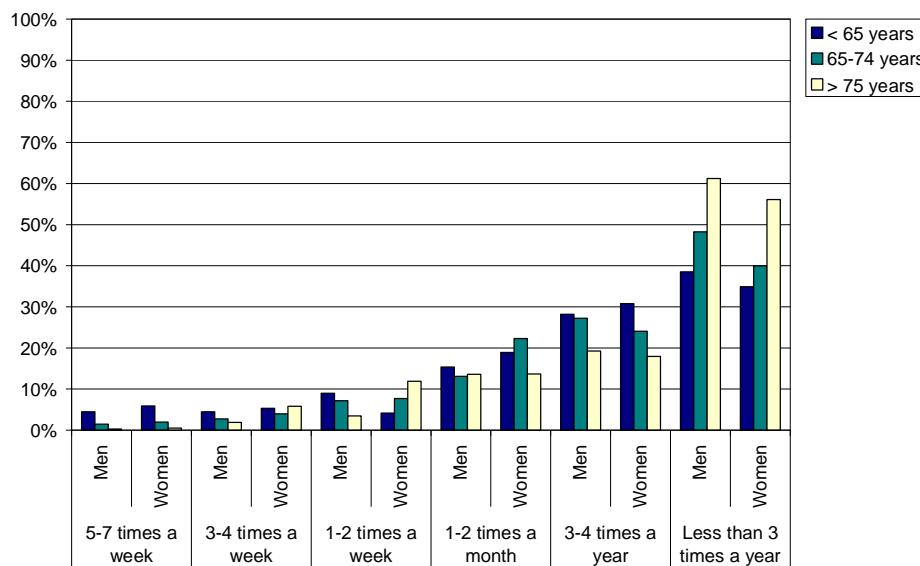


Figure 38: How often do you travel by Public Transport?

When travel by public transport was compared between urban and rural residents the figures were somewhat different: Travel by public transport was significantly more common among urban respondents in the two younger age groups but significantly more common among rural residents in the oldest age group.

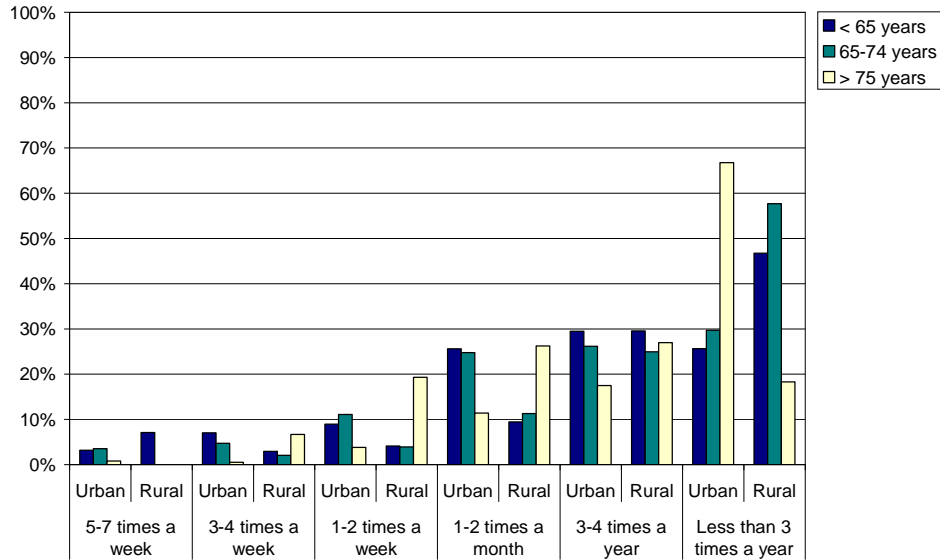


Figure 39: Travel by Public Transport in urban and rural areas

45 % of the urban residents in the youngest age group travelled by public transport at least 1-2 times a month compared with 24 % of the rural residents in the same age group. 44 % of the urban residents among the younger older and 17 % of the rural residents travel by public transport at least 1-2 times a month.

In the older older age group the corresponding figures were that 17 % of the urban respondents travelled with Public Transport at least 1-2 times a month compared with 52 % of the rural respondents.

Frequency of travel by Public Transport was not dependent on number of impairments among the respondents; the travel frequency was low regardless of number of impairments.

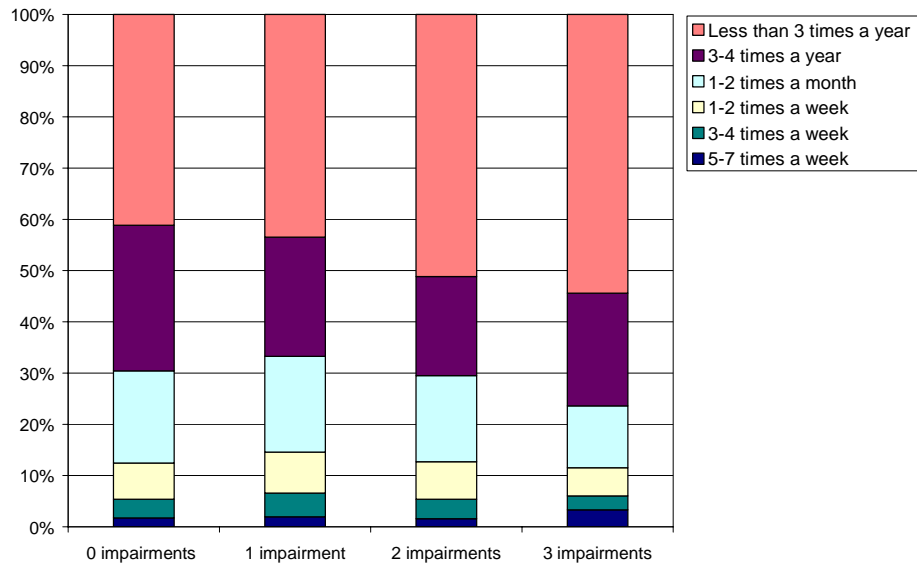


Figure 40: Travel by Public Transport based on number of impairments

Valuation of public transport as a transport mode

Regardless of a rather low travel frequency the respondents were generally very pleased with their possibilities of travel by Public Transport. More than 50 % of the respondents that travelled at least 1-2 times a month found their possibilities to travel by public transport to be “very good”. Also more than 50 % of the respondents travelling by public transport 3-4 times a year found their possibilities to travel to be “good” or “very good”.

The respondents who travelled less than 3 times a year did not find their possibilities to travel by Public Transport as satisfying.

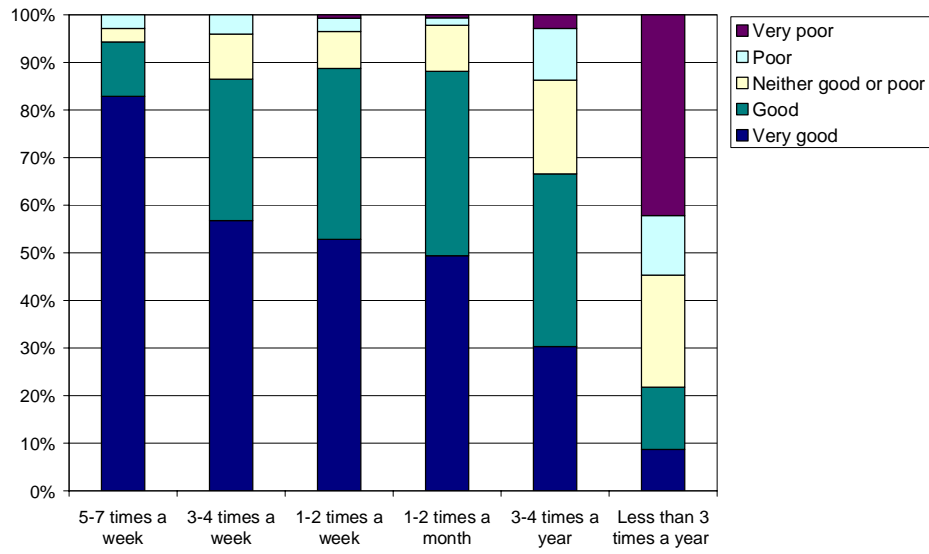


Figure 41: Valuation of travel by Public Transport on the basis of frequency of travelling

Necessity to travel by Public Transport for everyday activities

On a 5-grade scale from absolutely necessary to not necessary at all to travel by Public Transport for everyday activities significant differences were found between the means of women and men in the different age groups with the exception of travel to work among the younger older respondents. In all age groups women have higher means for all everyday activities than men in the same age group. The means are not very high, so travel by Public Transport is not a very necessary as a travel mode for everyday activities.

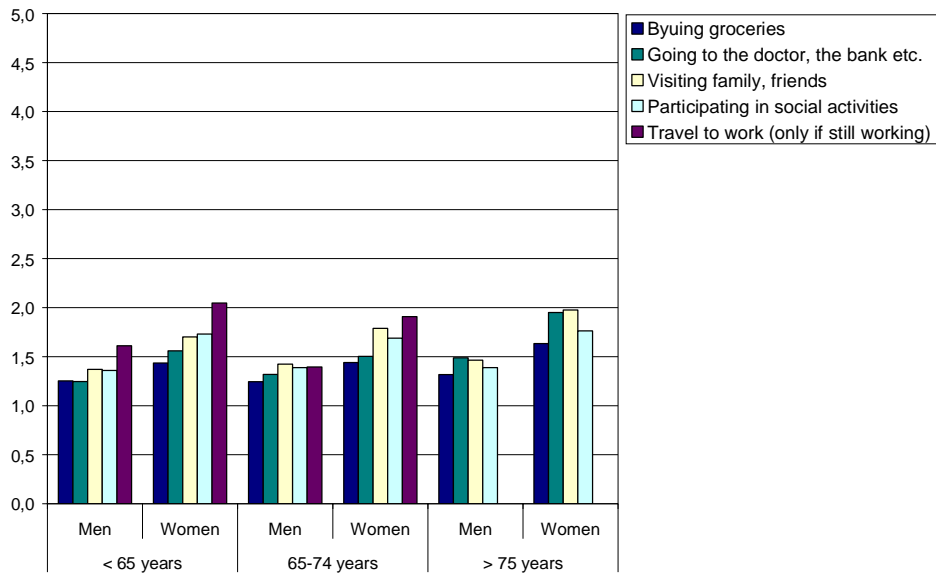


Figure 42: Necessity of travel by Public Transport for everyday activities

Special Transportation Services

The results for Special Transportation Services as a travel mode was analysed among respondents who had a STS-permit (N=227). Nearly all respondents with STS-permits were found in the younger older and older older age groups (only 1 % was found in the youngest age group). Approximately 2/3 of those with a STS-permit were women and 1/3 were men.

Among the younger older respondents with a STS-permit 43 % were men and 57 % were women whereas the corresponding figures for the older older respondents with a STS-permit were 31 % men and 69 % women.

Frequency of travel by Special Transportation Services

Women in the two older age groups travelled more by Special Transportation Services than men in the same age groups. 60 % of the younger older women travelled by Special Transportation Services at least 1-2 times a week compared with 17 % of the men in the same age group. The difference was less prominent in the older older age group where 22 % of the women travelled by Special Transportation Services at least 1-2 times a month compared with 17 % of the men.

When the figures for travel by Special Transportation Services at least 1-2 times a month were compared the differences were still significant but not as large as for more frequent travel: 87 % of the younger older women travelled at least 1-2 times a month compared with 58 % of the younger older men. Among the older older 58 % of the women travelled at least 1-2 times a month whereas only 42 % of the men travelled as often. Special Transportation Services was thus an important mode of transport, especially for the women.

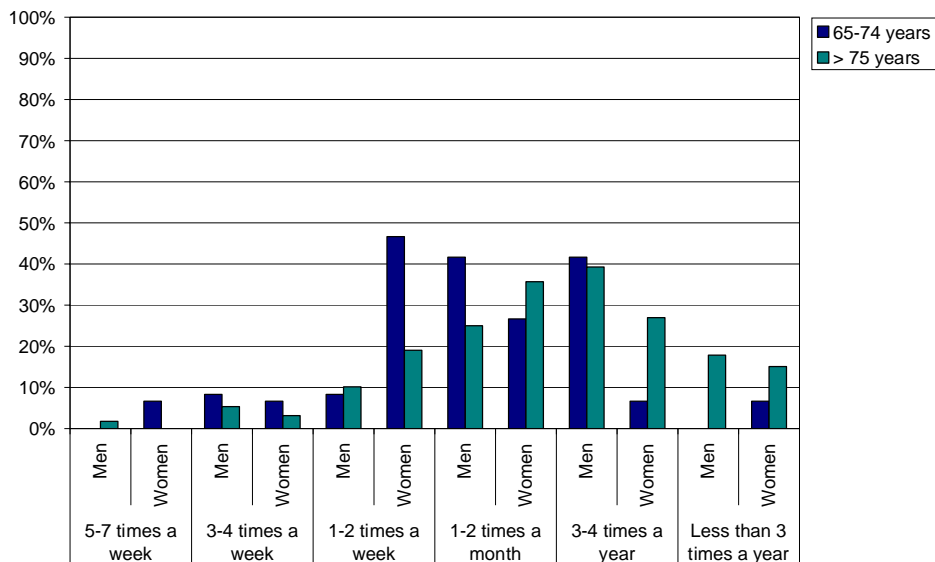


Figure 43: How often do you travel by Special Transportation Services?

When urban and rural respondents were compared we saw that Special Transportation Services played an important role for both groups but that it was especially important for the younger older rural respondents where 81 % travel at least 1-2 times a month compared with 64 % of the urban respondents in the same age group.

Among the older older respondents the pattern was the opposite: 48 % of the rural respondents travelled at least 1-2 times a month whereas 59 % of the urban respondents in the same age group travelled as often.

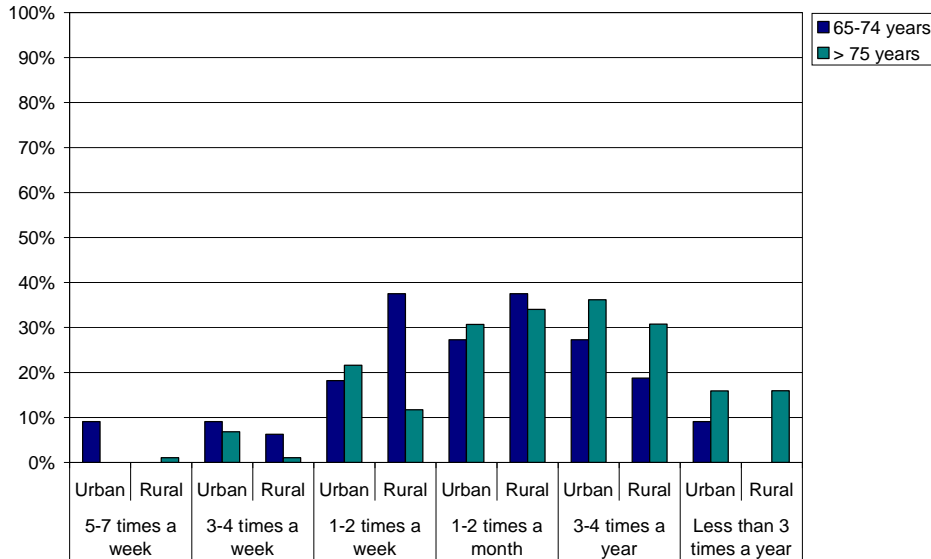


Figure 44: Travel by Special Transportation Services in urban and rural areas

The number of impairment did not have an impact on frequency of travel, which was reasonable as the permit is not based on number of impairments but on the ability to travel.

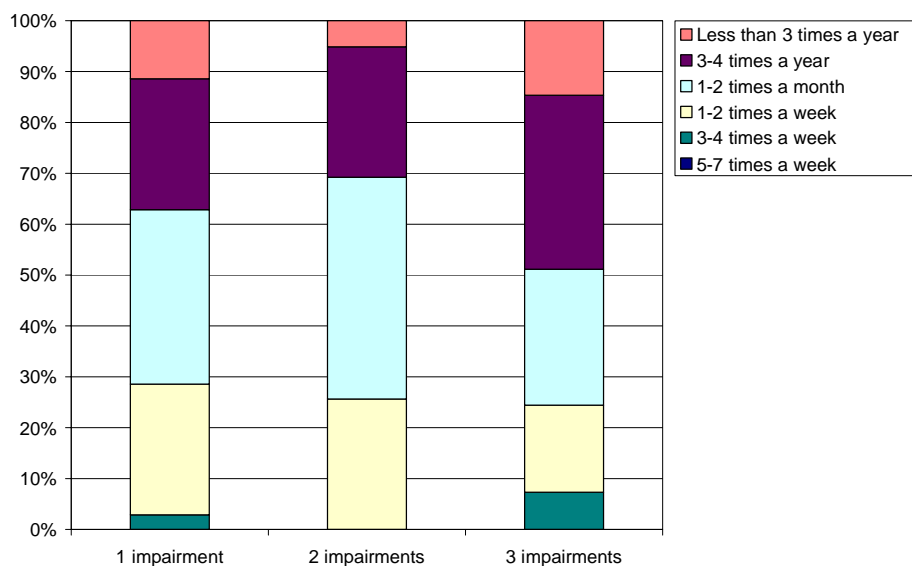


Figure 45: Travel by Special Transportation Services based on number of impairments

Valuation of Special Transportation Services as a travel mode

The respondents were very satisfied with their possibilities to travel by Special Transportation Services.

80 % or more of the respondents who travelled at least 1-2 times a month found their possibilities to travel by Special Transportation Services to be “very good” or “good”. Those who travel 3-4 times a year were also very pleased.

The respondents who travelled less than 3 times a year did not find their possibilities to travel by Special Transportation Services as satisfying.

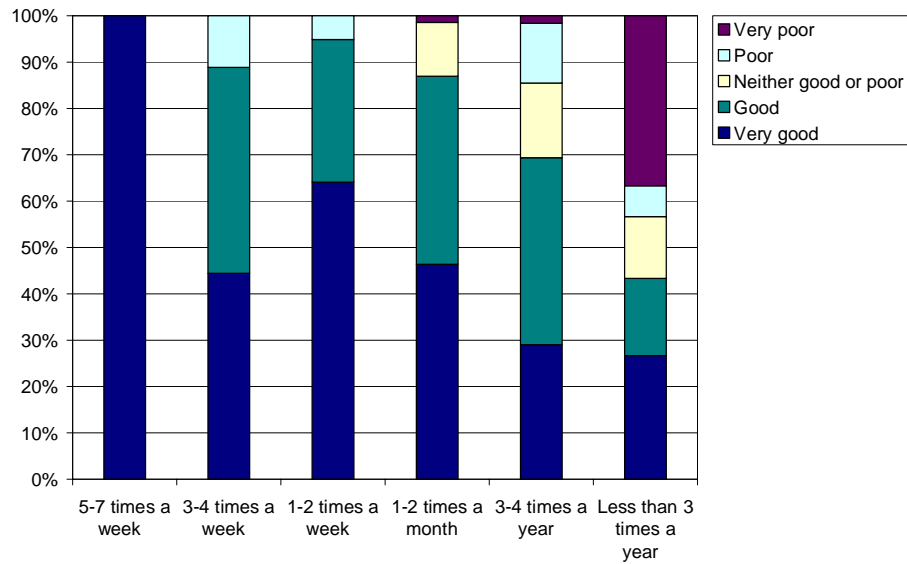


Figure 46: Valuation of travel by Special Transportation Services on the basis of frequency of travelling

Necessity to travel by Special Transportation Services for everyday activities

On a 5-grade scale from absolutely necessary to not necessary at all to travel by Special Transportation Services for everyday activities the respondents graded Special Transportation Services to be very necessary for all everyday activities (with the exception of travel to and from work which was not applicable for these respondents).

Significant differences were found between the means of women and men in the younger older age group. The women in this group had the highest means of all. No significant differences were found between the older older women and the older older men.

The means were very high, so travel by Special Transportation Services was in deed a very necessary transport mode for everyday activities for these respondents.

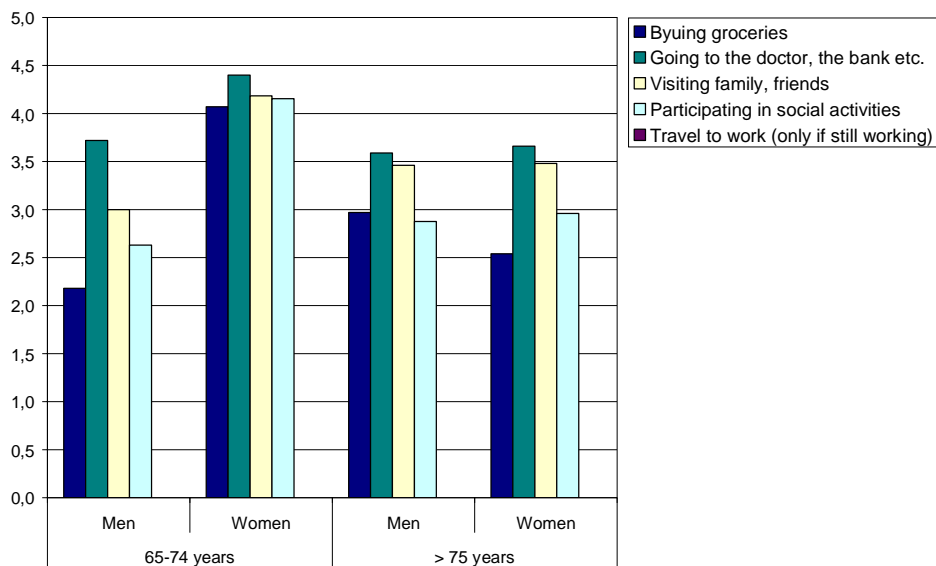


Figure 47: Necessity of travel by Special Transportation Services for everyday activities

3 Effects on mobility of transition from working life to retirement

Retirement is a radical change in life as the individual withdraws from working life and is no longer constrained by working hours or commute to and from work. This may result in changes in mobility. This chapter focuses on the respondents that were in transition from working life to retirement in 2008 and analyses their situation in 2008 and analyses possible changes in their mobility as a result of transition from working life to retirement.

Chapter 3.1 compares the mobility between respondents who were still working and those who were retired in the 2008 cross-sectional study. Also chapter 3.2 reports on the mobility of the respondents in transition from working life to retirement in the 2008 cross-sectional study.

Chapter 3.3 compares characteristics and mobility related responses from respondents in transition from working life to retirement in 2008 and who were in full retirement in 2010. Chapter 3.4 compares answers on questions regarding different modes of transport of respondents who were in transition from working life to retirement in 2008 and who were in full retirement in 2010. Both chapter 3.3 and 3.4 draw on both cross-sectional data from the 2008 study and the longitudinal follow-up of respondents in transition performed in 2010.

3.1 Comparison of mobility between working and retired respondents (2008)

The results presented in this chapter are based on comparisons of mobility between respondents who are still working (N=215) and those in full retirement (N=1724). As the study was primarily aimed at retired persons the number of working respondents is not very high. The results of this chapter should thus be seen as a basis for discussion rather than generalisations.

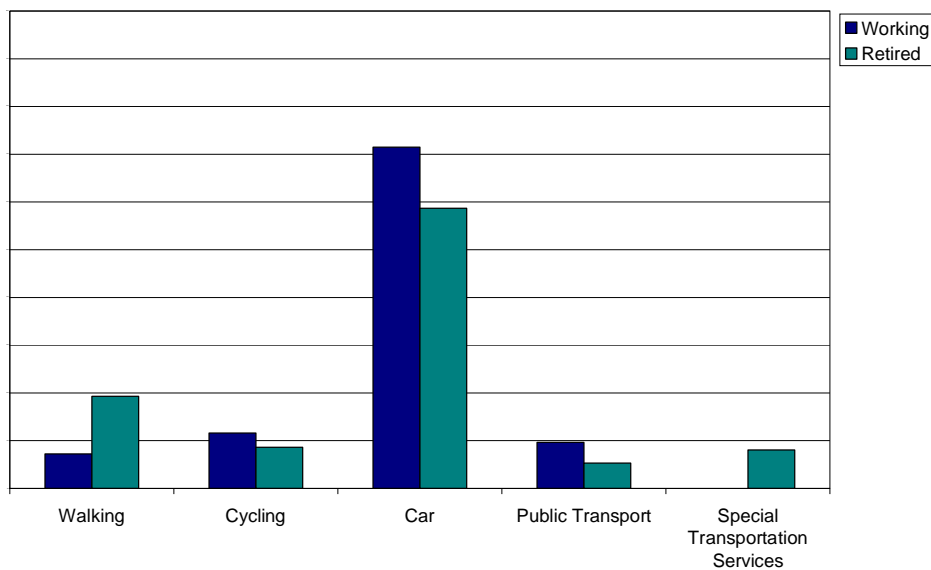


Figure 48: Most important mode of transport

72 % of the working respondents considered driving to be their most important transport mode while 12 % preferred cycling, 10 % Public Transport and 6 % walking. Special Transportation Services played no role (0 %).

Among the retired respondents 59 % considered driving to be their most important transport mode. 19 % regarded walking their most important transport mode while 9 % found cycling and 5 % Public Transport to be their most important transport mode. Special Transportation Services played a somewhat more substantial role among the retired respondents as 8 % considered this to be their most important transport mode.

Driving was thus a key transport mode for both groups although it was more important for the working respondents than for the retired respondents. Walking was more important to retired respondents than it was to respondents still working. Special Transportation Services were important to the retired respondents. The working respondents left their home more often than retired respondents but the frequency was not altered that much after retirement.

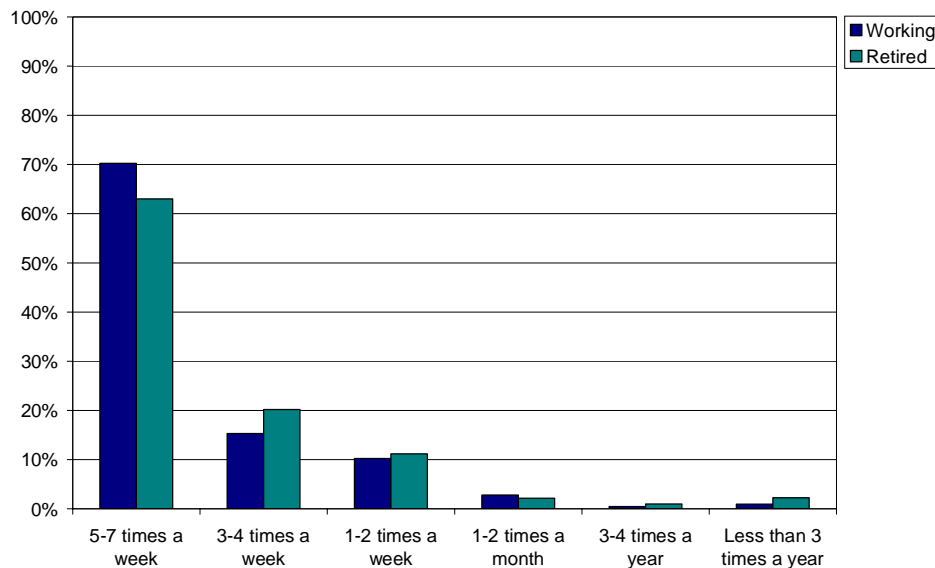


Figure 49: Frequency of leaving home

However, the retired respondents were less pleased with their possibilities to travel even though the satisfaction was rather high in both groups. 79 % of the retired respondents found their possibilities to travel to be “very good” or “good” compared to 92 % of the working respondents. 10 % of the retired and 4 % of the working respondents considered their possibilities to travel to be “poor” or “very poor”.

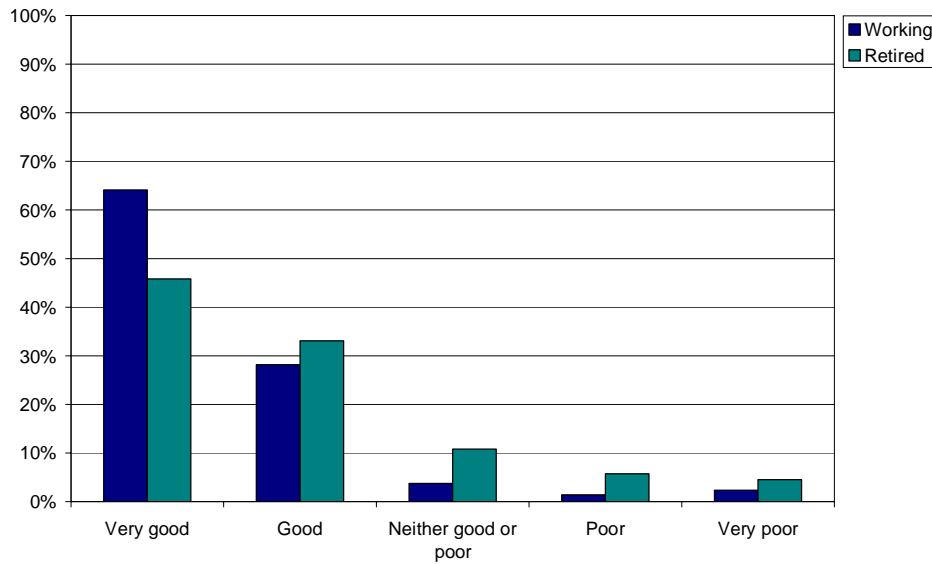


Figure 50: Satisfaction with possibilities to travel

3.2 Transition from working life to retirement (2008)

17 % (N=349) of the respondents in the 2008 cross-sectional study had retired sometimes during the past two years. 45 % (N=158) were men and 54 % (N=189) were women (two respondents did not state their sex). The average age was 67 years of which the youngest was 62 and the oldest 91 years of age. 53 % of the recently retired respondents lived in urban areas whereas 47 % lived in a rural area.

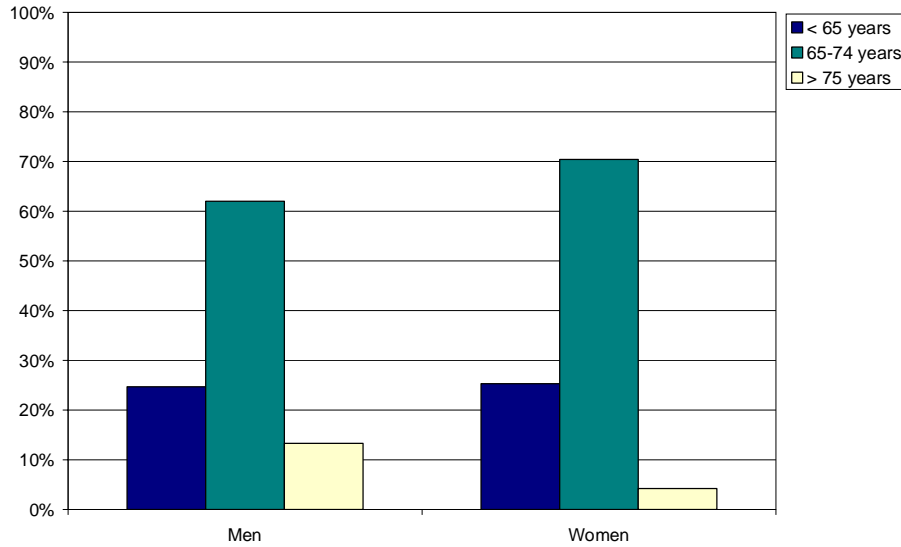


Figure 51: Respondents who have retired within the past two years, share of women and men divided into age groups

66 % of the respondents who have retired in the past two years considered “car” to be their most important transport mode. “Walking” was mentioned by 17 % and “cycling” by 10 %. Only 5 % considered public transport as their most important mode of transport.

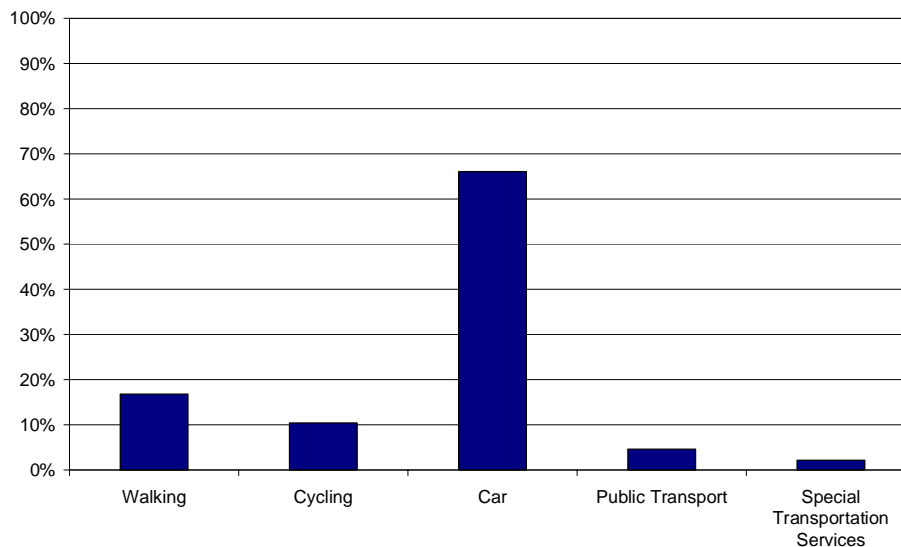


Figure 52: Most important transport mode among respondents who have retired within the past two years

73 % of the respondents left their home every day before retirement. 19 % left their home 3-4 times a week and only 7 % left their home more seldom than that. After retirement 92 % of the respondents left their home daily. 5 % left their home 3-4 times a week. Only 3 % left their home less frequently than 3-4 times a week.

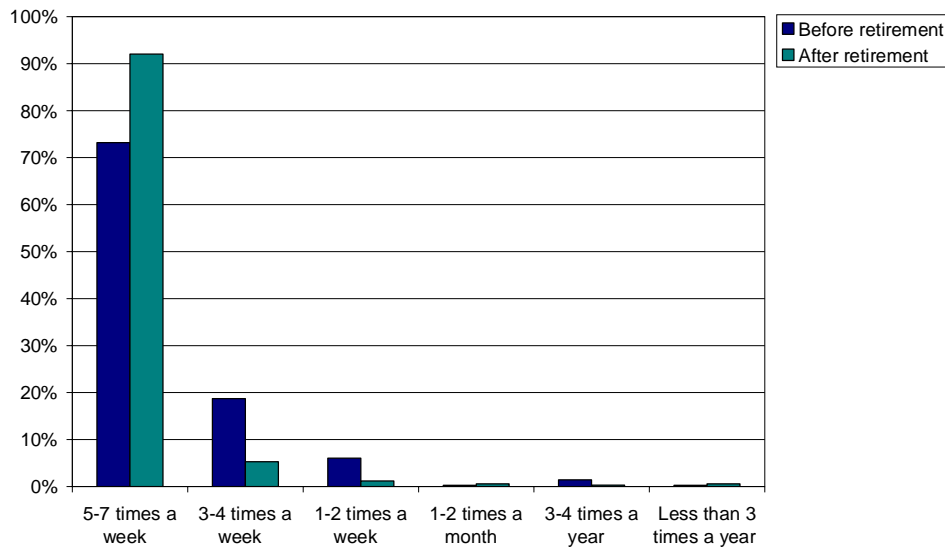


Figure 53: Frequency of leaving home before and after retirement

84 % of the respondents found their possibilities to travel to be “very good” or “good”. Together with those who are neutral they made up 92 % of the respondents. 8 % found their possibilities to travel to be “poor” or “very poor”.

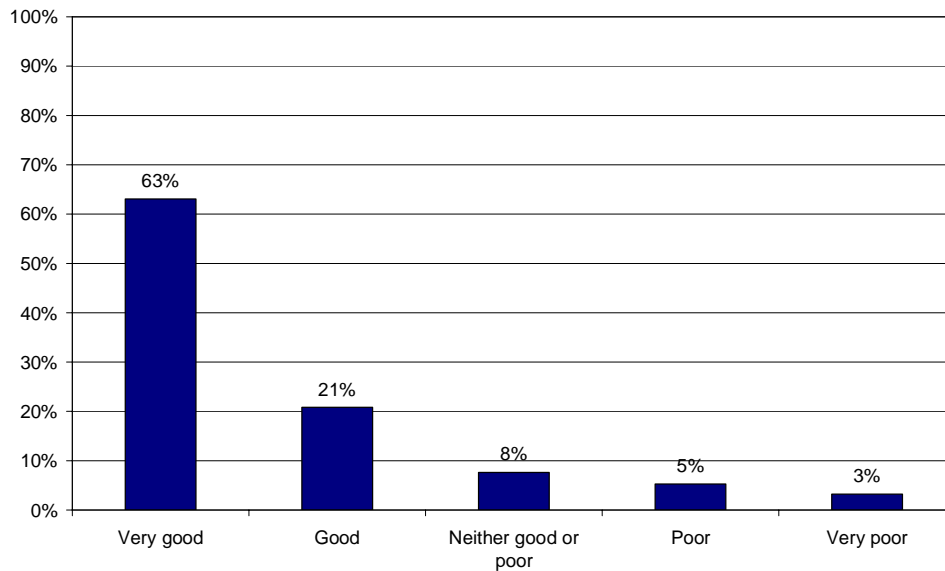


Figure 54: Valuation of possibilities to travel today (within two years from retirement)

53 % of the respondents found that their possibilities to travel had improved after retirement. In an open question about what it was that had improved their possibilities to travel the respondents mentioned that they had more time to do what they wanted and thus had more options when it came to when and how to travel. Some mentioned that their travel had become more spontaneous while others pointed out the possibility to plan their travel well in advance (as they now had time to do it). A few mentioned that they had received STS-permits after their retirement and that this had made them more independent from others in their travel.

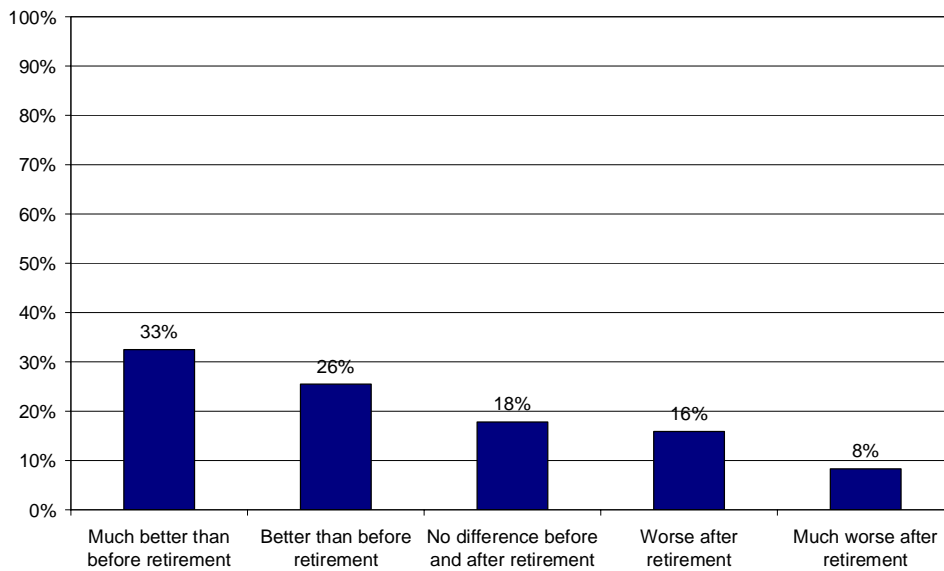


Figure 55: Comparison of possibilities to travel today compared with before retirement

24 % found that their possibilities to travel had become worse or much worse after their retirement. Thus the number of respondents that found their possibilities to travel becoming worse after retirement was rather low. However, the reasons for this were a focus of this study.

Those who found that their possibilities to travel had become worse after their retirement were asked about the reasons for this in a multiple choice question covering both individual and societal issues.

The most common reason was having become dependent on Public Transport for their travel. Dissatisfaction with the Public Transportation service together with becoming ill/illness getting worse was the next most common reasons.

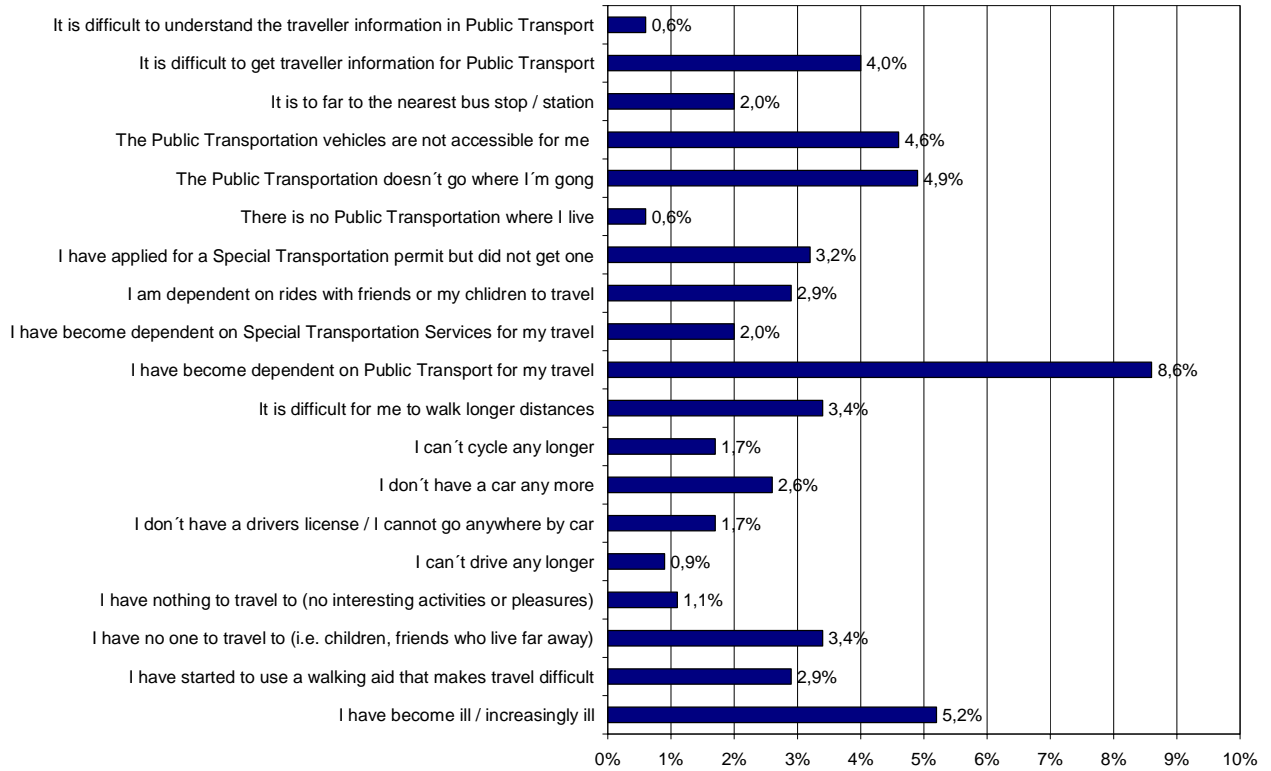


Figure 56: Reasons for possibilities to travel becoming worse after retirement

The negative impact on participation in social activities primarily resulted in the respondents spending more time at home, not visiting their children or friends as often as before retirement and not participating in as many activities outside their home as before.

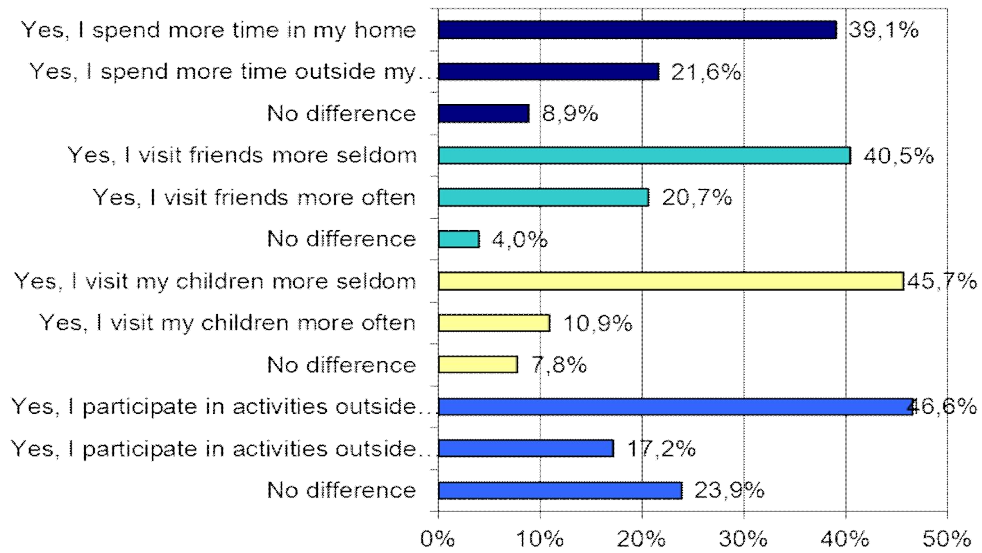


Figure 57: Impact of retirement on participation in social activities

3.3 Transition from working life to retirement (2008 and 2010)

259 of the 318 respondents found to be in transition from working life to retirement in 2008 also answered the longitudinal follow-up questionnaire in 2010. In this chapter the responses from 2008 and 2010 of these respondents are compared.

5 % of the respondents were younger than 65 years of age. 88 % of the respondents are now among the older group (65-74 years) and 7 % belong to the older older group (≥ 75 years). A higher proportion of men were in the older older group.

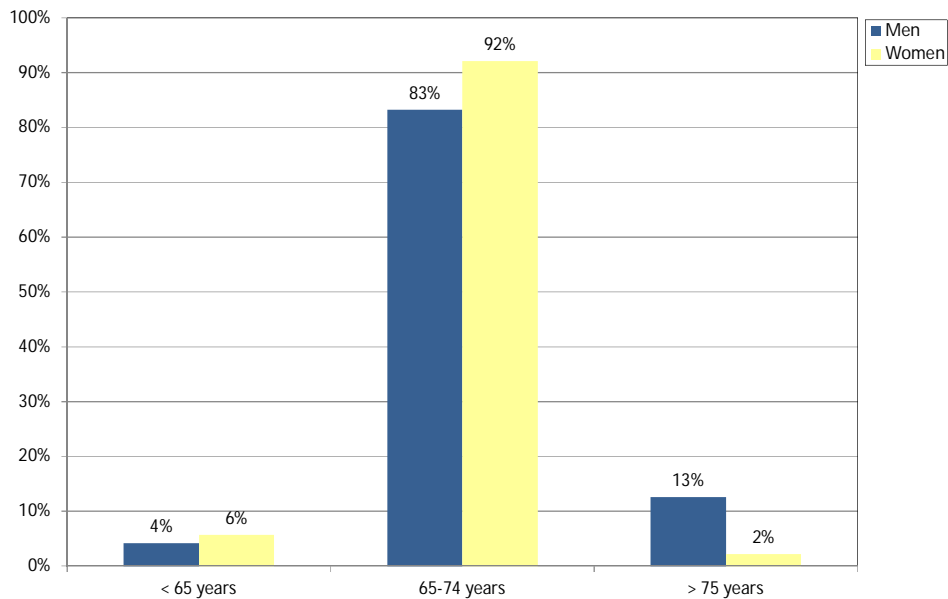


Figure 58: Share of women and men among respondents 2010.

Small changes in household size had occurred between 2008 and 2010 as 35 of the 36 one person households were still one person households and 199 of the 205 two person households were still two person households.

No significant differences in frequency of leaving home on a daily basis were found between 2008 and 2010, nor were there any differences between women and men in this regard. When age is considered on basis of frequency of leaving home only the younger older had significant changes: 84,6 % left their home every day in 2008 compared with 69,2 % in 2010.

The three most common types of impairments, loss of lower extremity skills, limitations of stamina and severe pain showed some of the largest increases in prevalence between 2008 and 2010. The average number of impairments in 2008 was 1,04 which had increased to 1,21, a significant increase ($p < 0,05$).

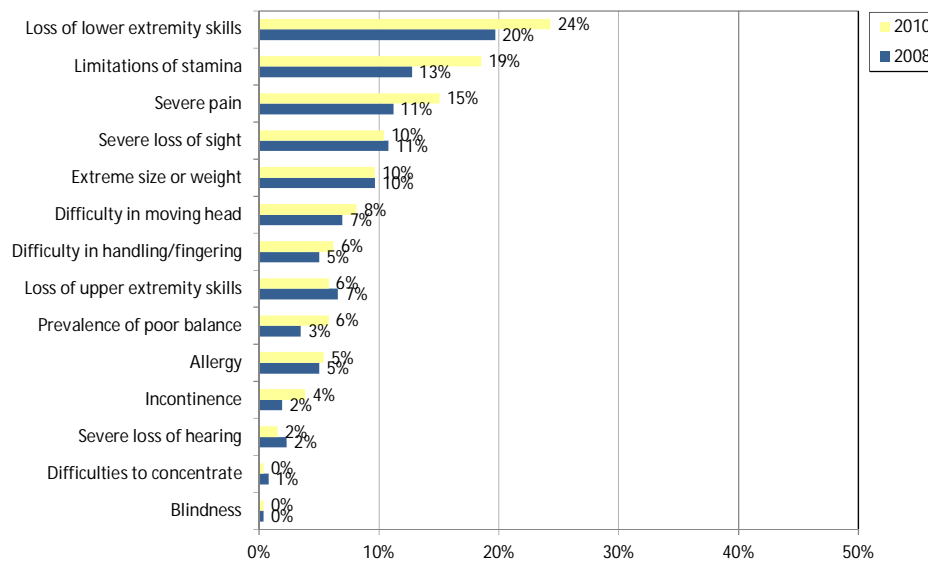


Figure 59: Comparison of functional limitations in 2008 and in 2010

The use of rollators and wheel chairs had become more frequent in 2010 compared to 2008 while the use of walking sticks had decreased. No respondent in this group used white canes.

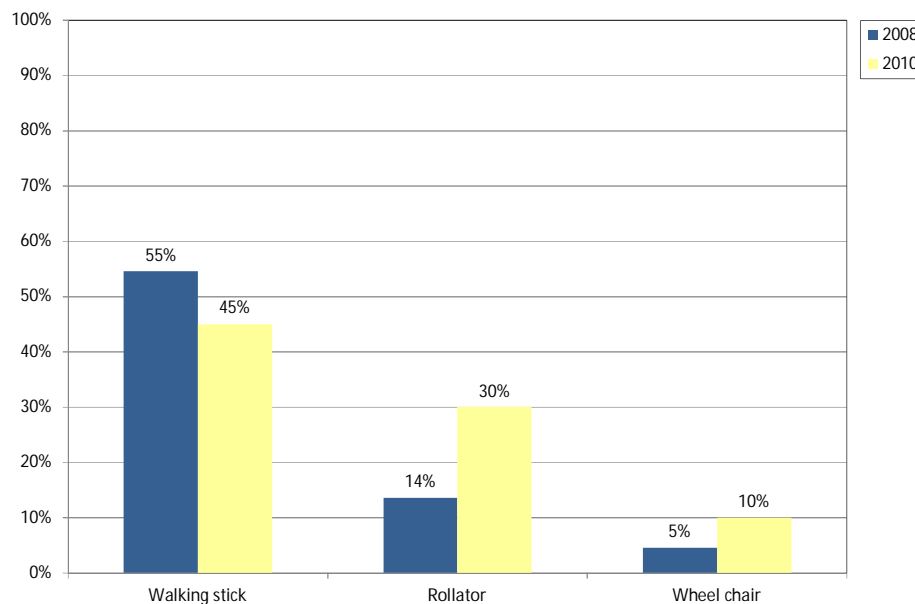


Figure 60: Use of walking aids in 2008 and in 2010.

The frequency of leaving home on an everyday basis had become somewhat less frequent in 2010.

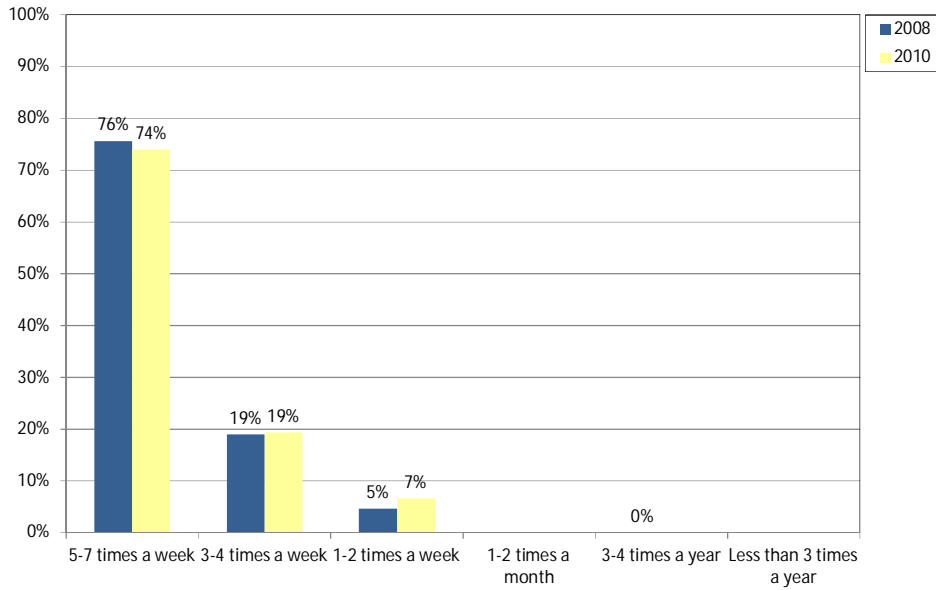


Figure 61: Frequency of leaving home in 2008 and in 2010

The frequency of leaving home for everyday activities had not changed in a significant way between 2008 and 2010 (Wilcoxon Signed Ranks Test). Furthermore, no significant differences were found between men and women for this question.

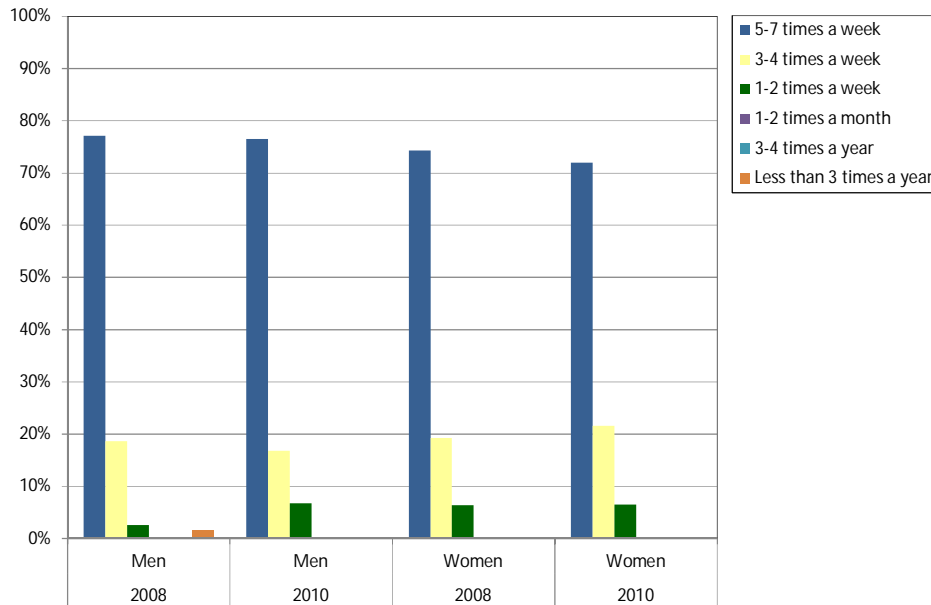


Figure 62: Frequency of leaving home in 2008 and in 2010; gender and age

The most important mode of transport had not changed in any substantial way between 2008 and 2010.

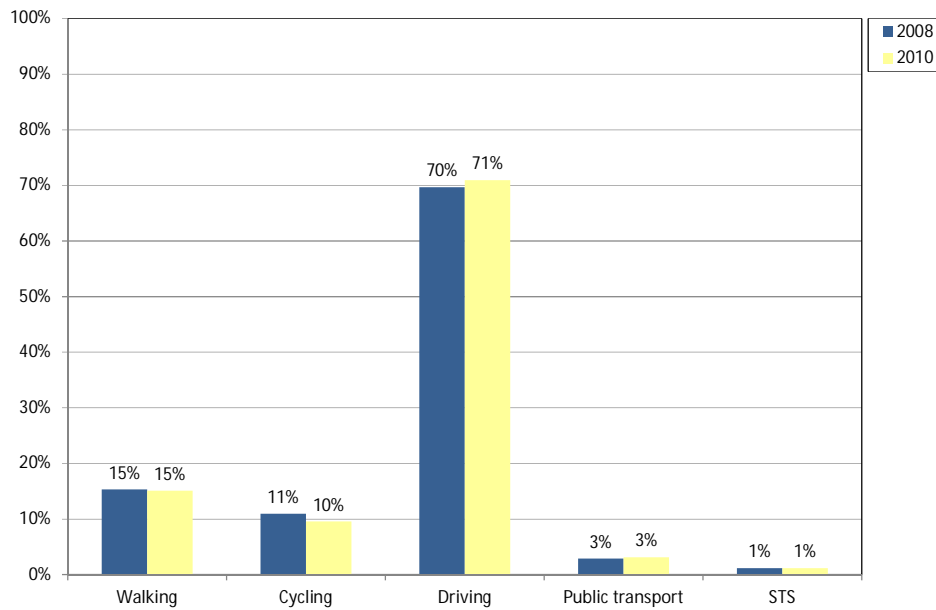


Figure 63: Most important mode of transport in 2008 and in 2010

When age is considered on basis of most important transport mode it becomes clear that driving had become somewhat more important for those under 65 years of age while walking had decreased in importance. The youngest group stated that only two of the modes were important and in 2010 the car was somewhat more important than in the previous study.

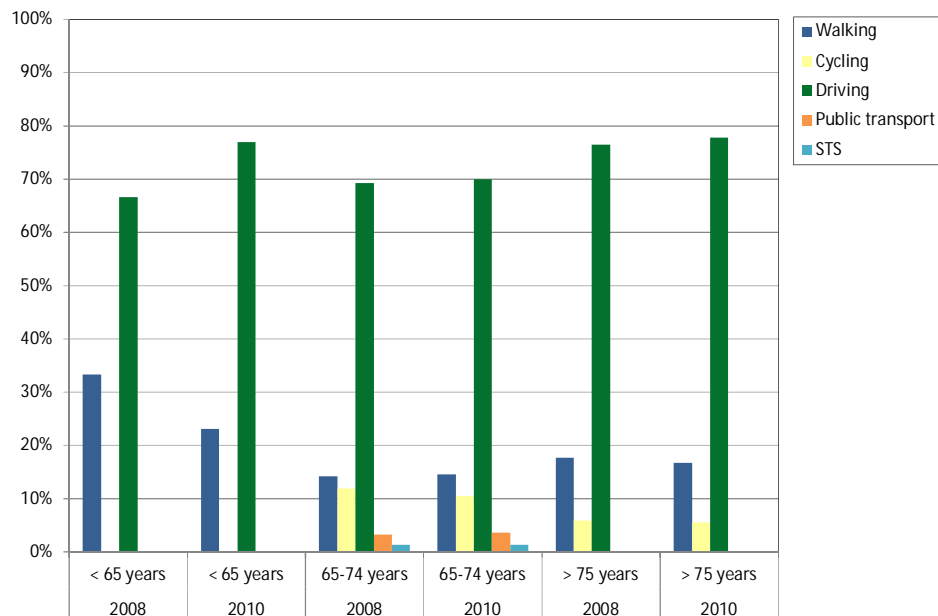


Figure 64: Most important mode of transport in 2008 and in 2010; age.

The valuations of possibilities to travel had not changed in a substantial way between being in transition in 2008 and after transition in 2010.

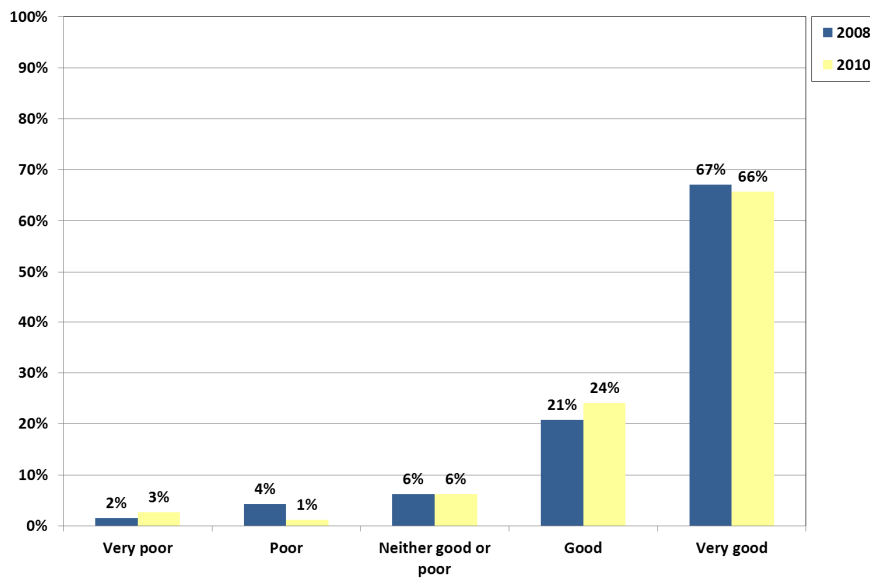


Figure 65: Valuation of possibilities to travel today; 2008 and 2010

However, when the valuations of possibilities to travel today were compared with the present view of possibilities to travel before transition from working life to retirement the share of positive responses had dropped in a significant way; when in transition to retirement most respondents found their possibilities to travel to be much better than before retirement. Today most respondents found no difference between their possibilities to travel today and before retirement.

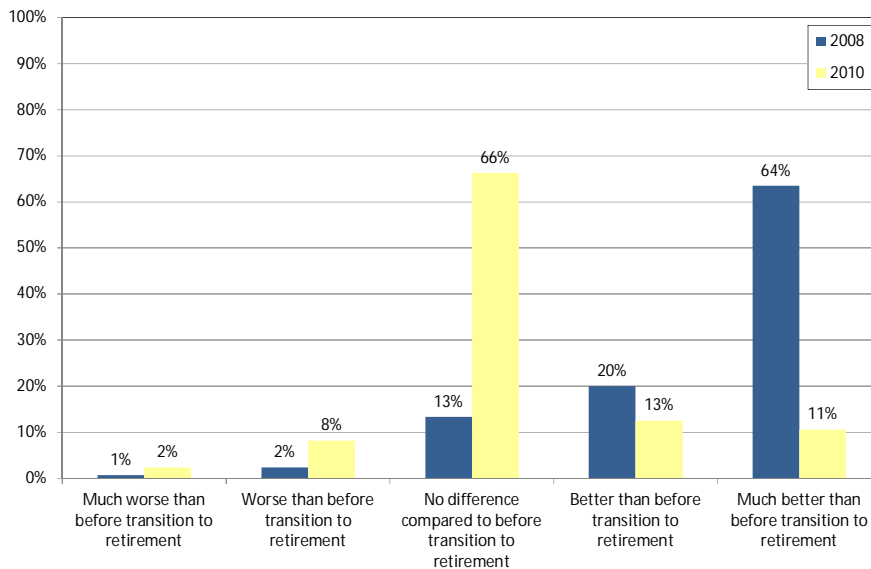


Figure 66: Valuation of possibilities to travel today (2008 and 2010) compared with before transition to retirement

Compared with the responses in 2008 physical restrictions seem to have a more substantial impact on the travel options of the respondents after transition in 2010. Difficulty to walk longer distances and deterioration in sight, balance or mobility have had a substantial increase between being in transition in 2008 and being in full retirement in 2010 which is in line with some functional limitations becoming more common between 2008 and 2010 (see figure 67).

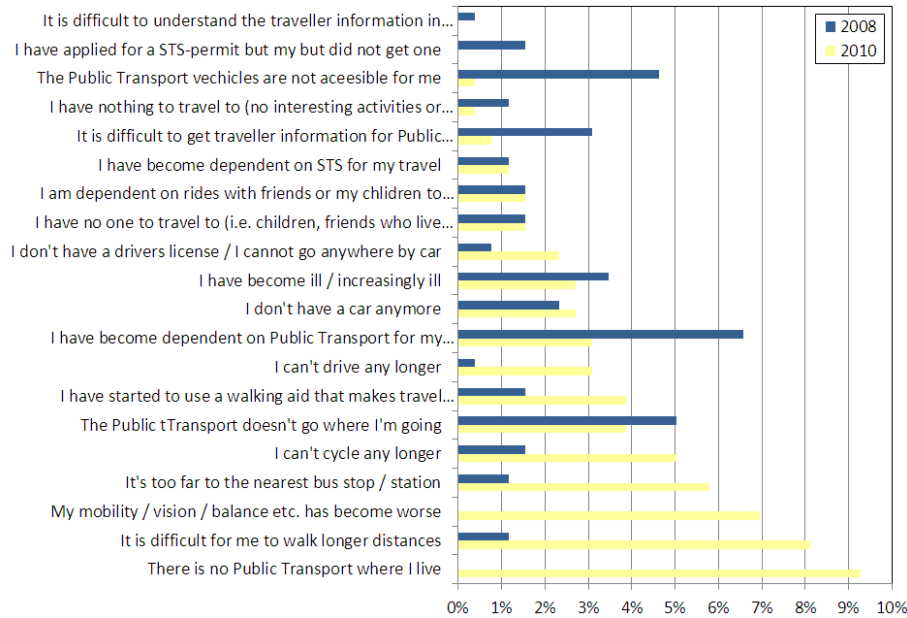


Figure 67: Reasons for possibilities to travel becoming worse, 2008 and 2010

However, this increase in restrictions of mobility does not seem to have had an impact on the participation in social activities compared with responses in 2008.

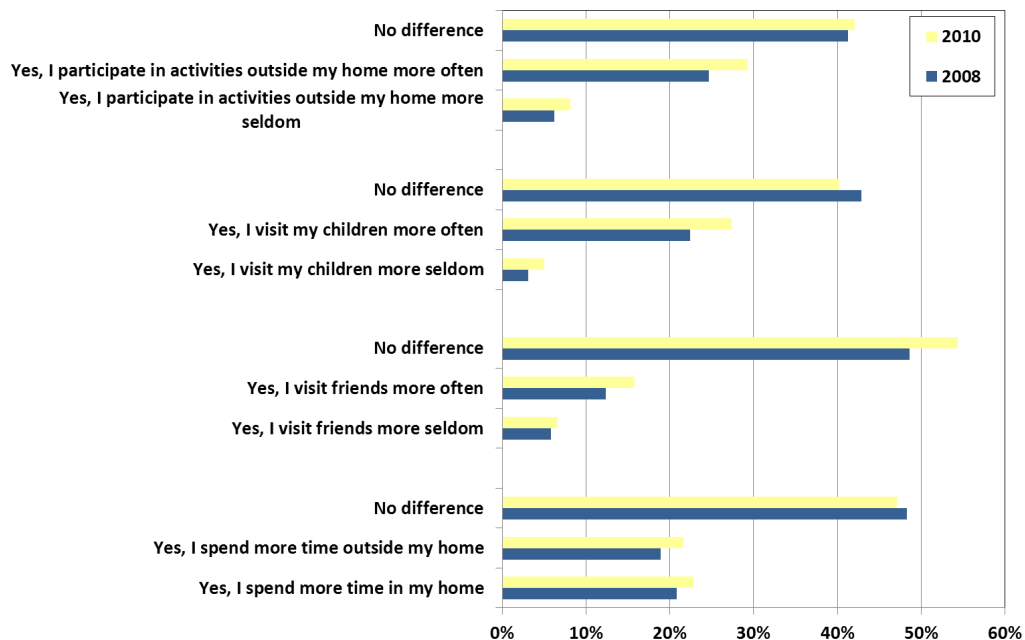


Figure 68: Effects on participation in social activities of possibilities to travel becoming worse after transition from working life to retirement compared to before transition, 2008 and 2010

3.4 Transition from working life to retirement - use and need of modes of transport (2008 and 2010)

259 of the 318 respondents (81%) who were in transition from working life to retirement in 2008 also responded to the longitudinal follow-up questionnaire in 2010 (in full retirement).

Walking

In transition from working life to retirement (2008) walking on an everyday basis decreased somewhat compared to when in full retirement (2010). Walking somewhat less often has become more common as walking 3-4 times a week has increased after transition to retirement.

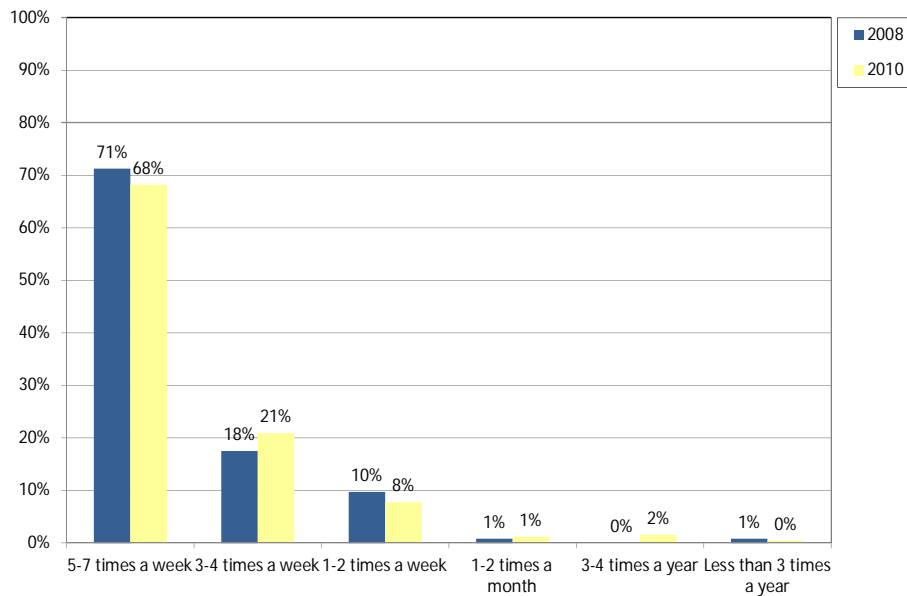


Figure 69: Frequency of walking in 2008 and 2010.

The valuation “very good” had decreased somewhat for those in transition from working life to retirement (2008) compared to being in full retirement (2010).

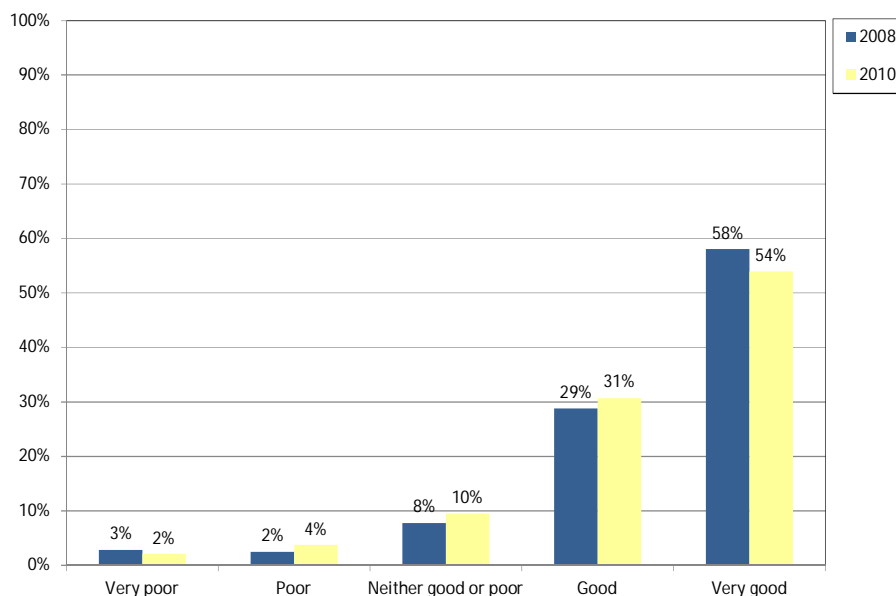


Figure 70: Valuation of walking in 2008 and 2010.

Relatively small changes in necessity to walk were seen between 2008 and 2010.

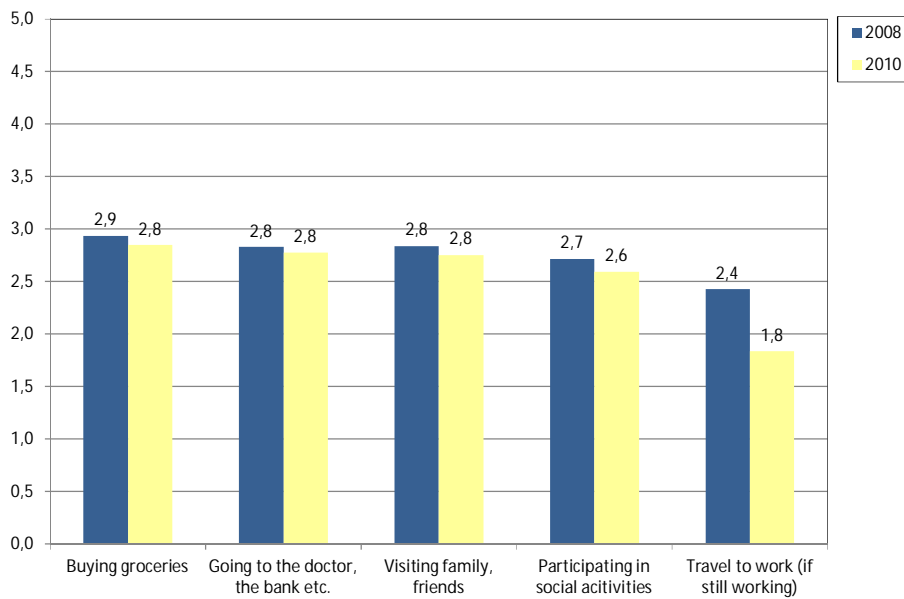


Figure 71: Necessity to walk for everyday activities on a scale from completely unnecessary (1) to completely necessary (5), comparison between 2008 and 2010.

Cycling

The frequency of cycling on an everyday basis had increased somewhat between 2008 and 2010.

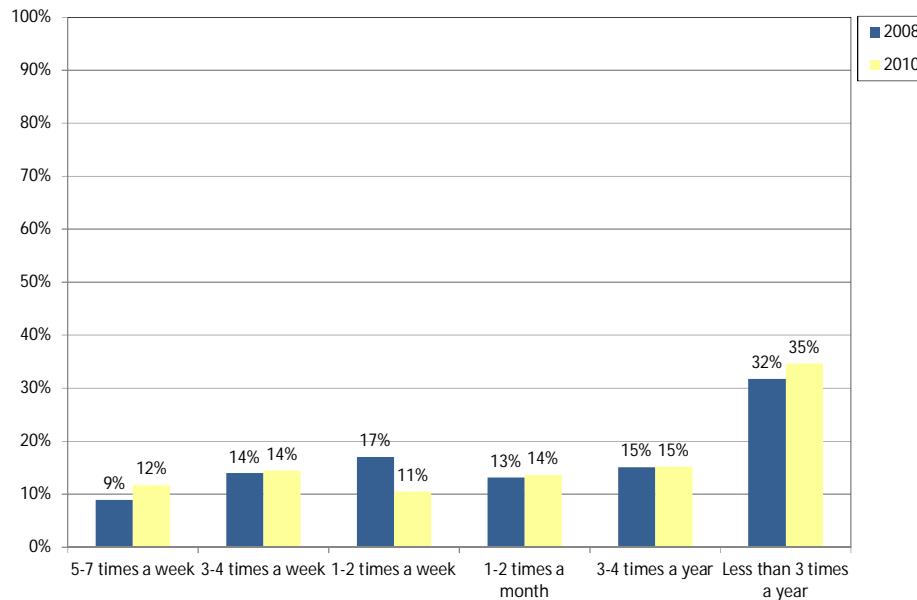


Figure 72: Frequency of cycling in 2008 and 2010.

The positive valuation of cycling as a transport mode for everyday activities had decreased somewhat between 2008 and 2010 while the negative valuation had increased.

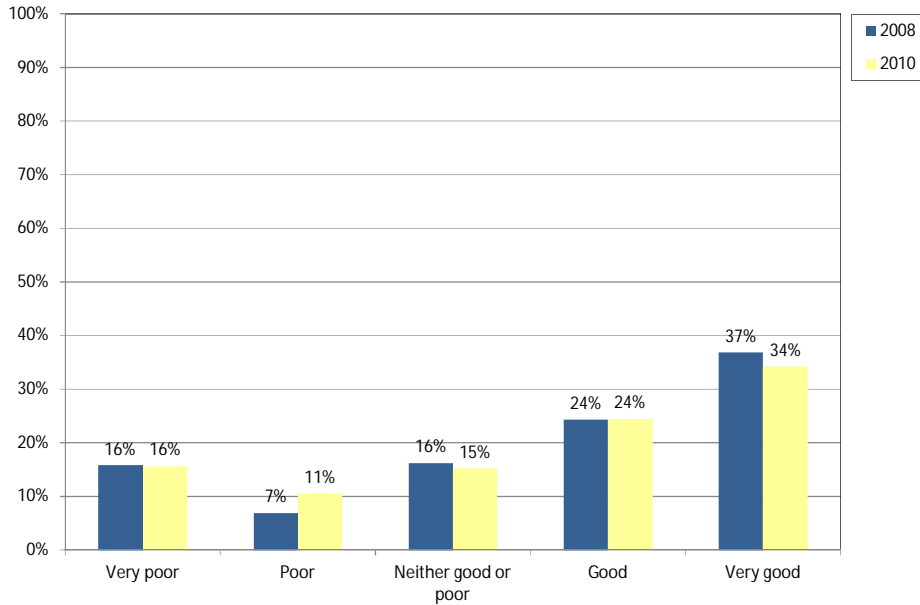


Figure 73: Valuation of cycling in 2008 and 2010.

Relatively small changes in necessity to cycle were seen between 2008 and 2010.

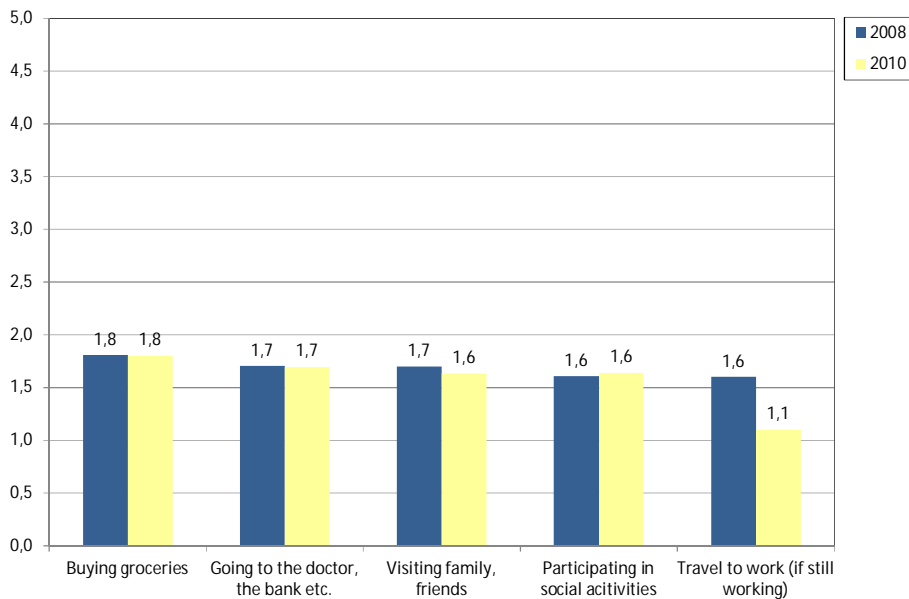


Figure 74: Necessity to cycle for everyday activities on a scale from completely unnecessary (1) to completely necessary (5), comparison between 2008 and 2010.

Driving

Small changes were found in access to a car: 90,8 % had a car in their household in 2008 compared to 90,7 % in 2010. However, 30 of the 259 respondents did not answer this question in 2008.

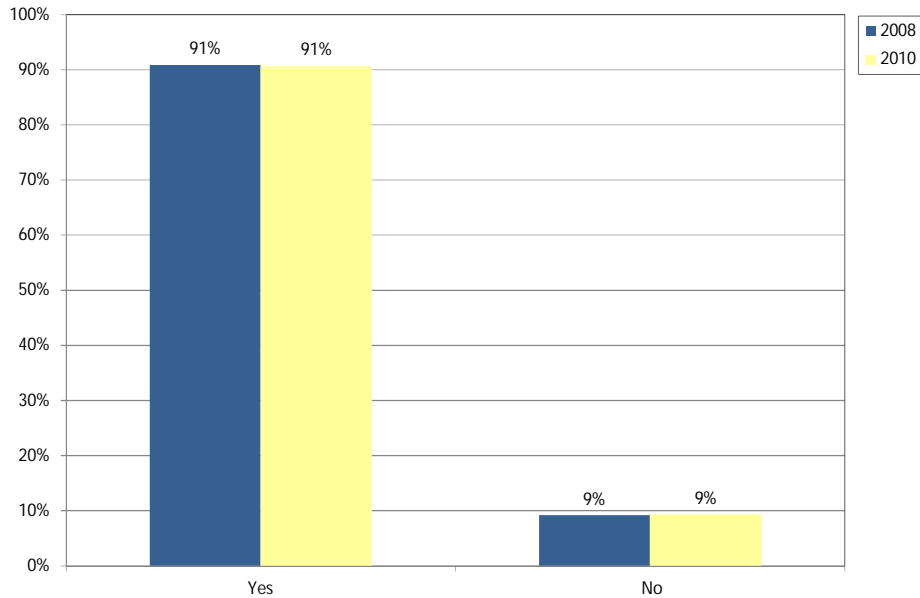


Figure 75: Do you have a car in the household?

No changes in were found in having a driver's license between 2008 and 2010.

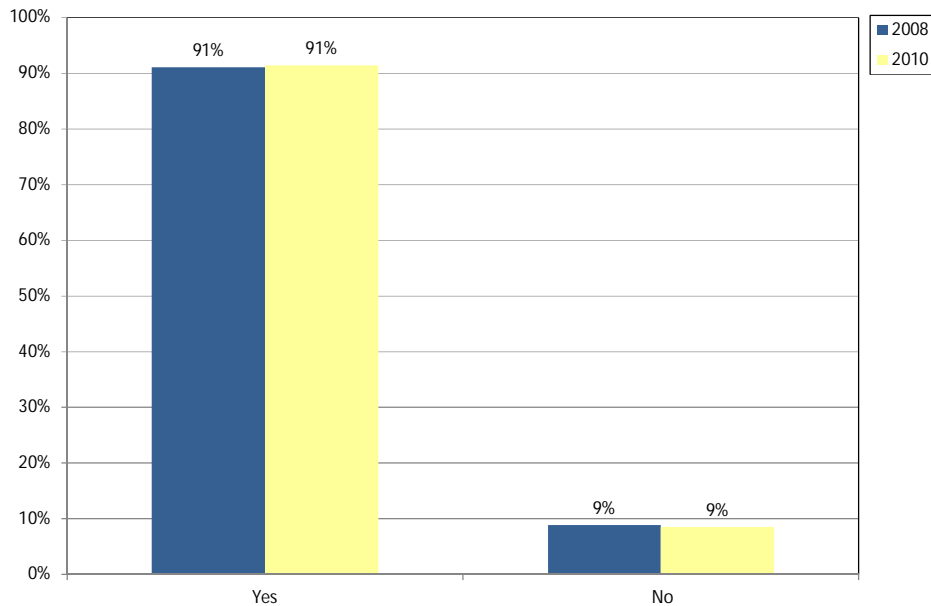


Figure 76: Do you have a driver's license?

Driving has become somewhat less frequent after retirement. 3-4 times a week was the most common frequency for those in full retirement in 2010 compared to those in transition from working life to retirement in 2008.

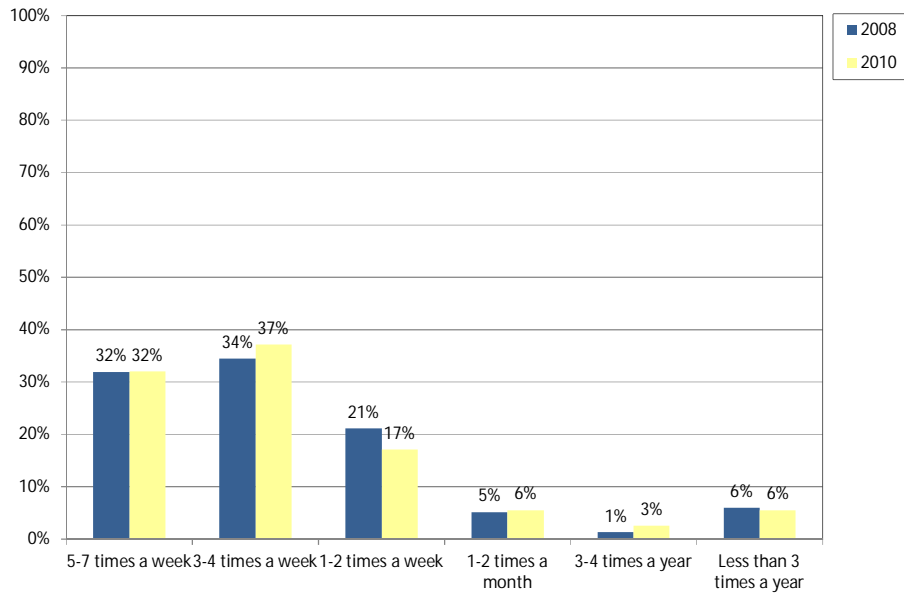


Figure 77: Frequency of driving in 2008 and 2010.

The valuation of driving as a transport mode as “very good” had decreased somewhat between 2008 and 2010 while the valuation “good” and “neither good or poor” had increased slightly.

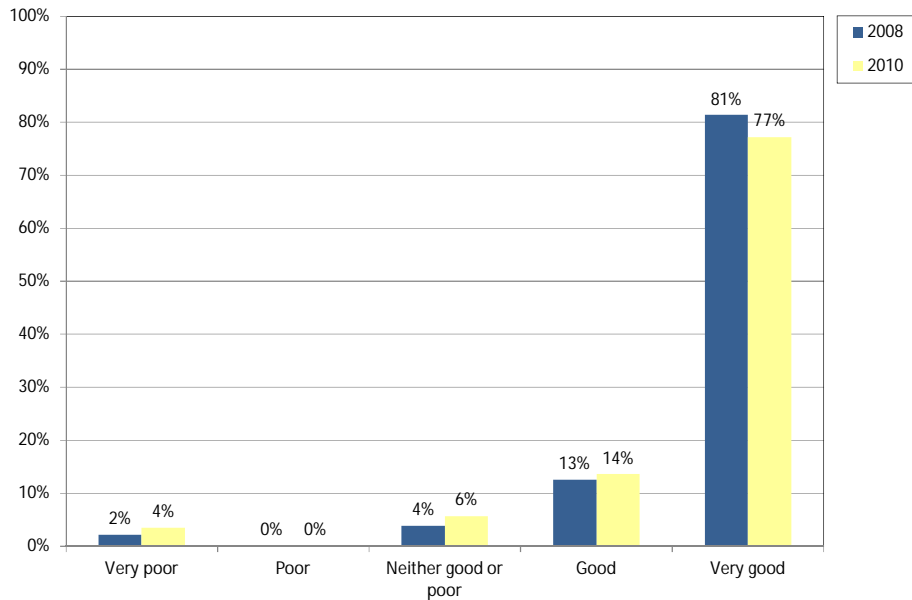


Figure 78: Valuation of driving in 2008 and 2010.

Driving is still a necessary transport mode for all everyday activities. A slight increase can be seen for going to the doctor, the bank etc. while visiting family and friends and participating in social activities had no change between 2008 and 2009.

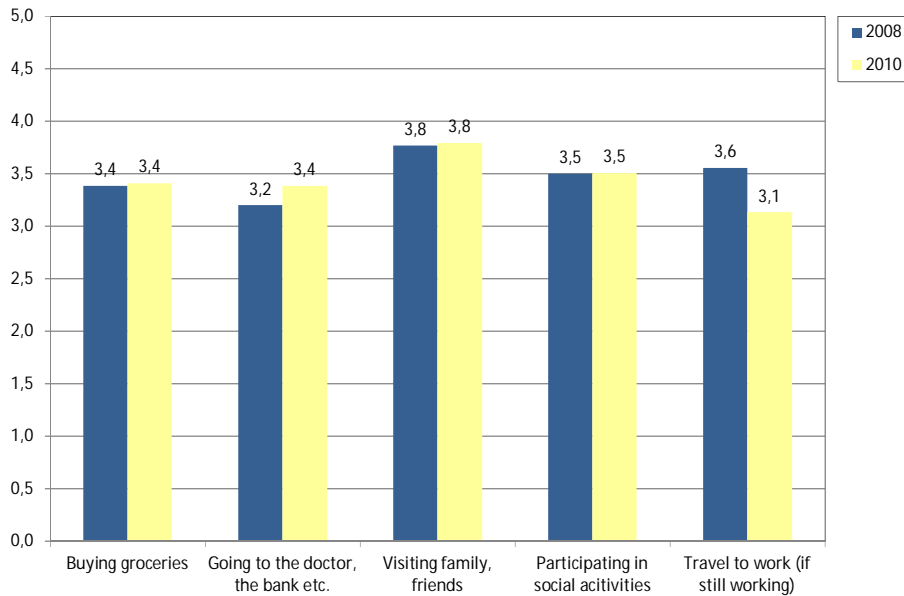


Figure 79: Necessity to drive for everyday activities on a scale from completely unnecessary (1) to completely necessary (5), comparison between 2008 and 2010.

Getting a lift

The frequency of getting a lift had not changed in a substantial way between 2008 and 2010. A slight decrease was seen for the more frequent options while the less frequent options showed a slight increase between 2008 and 2010.

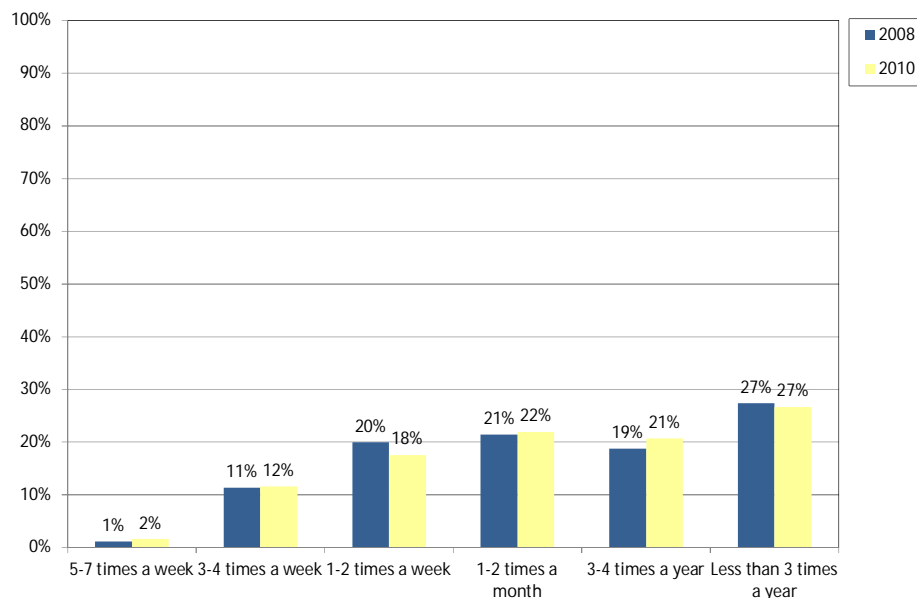


Figure 80: Frequency of getting a lift in 2008 and 2010.

The share of respondents who in 2008 found their possibilities to get a lift when they need to be “good” or “very good” had decreased slightly when compared to their answers in 2010.

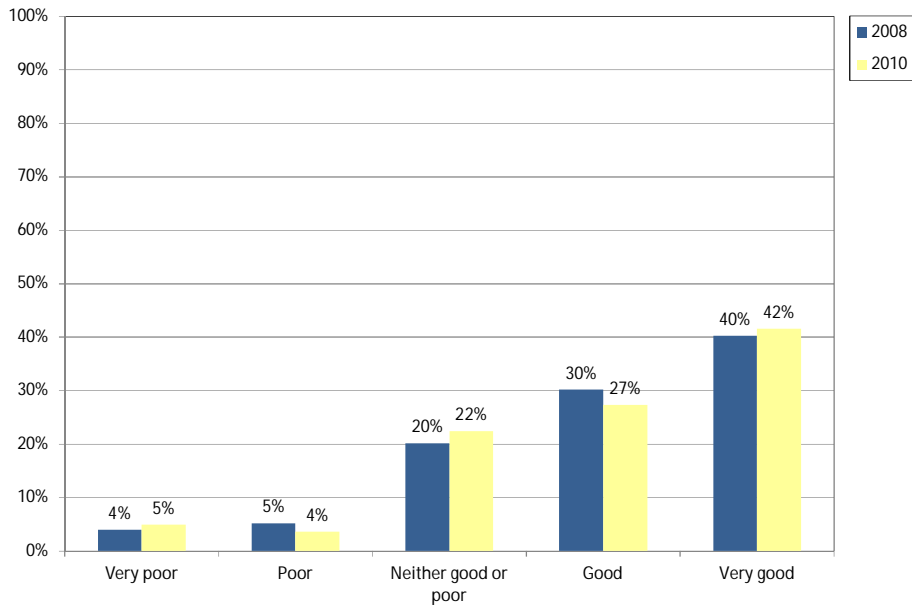


Figure 81: Valuation of getting a lift in 2008 and 2010.

The necessity to get a lift for everyday activities had not changed in a substantial way between 2008 and 2010.

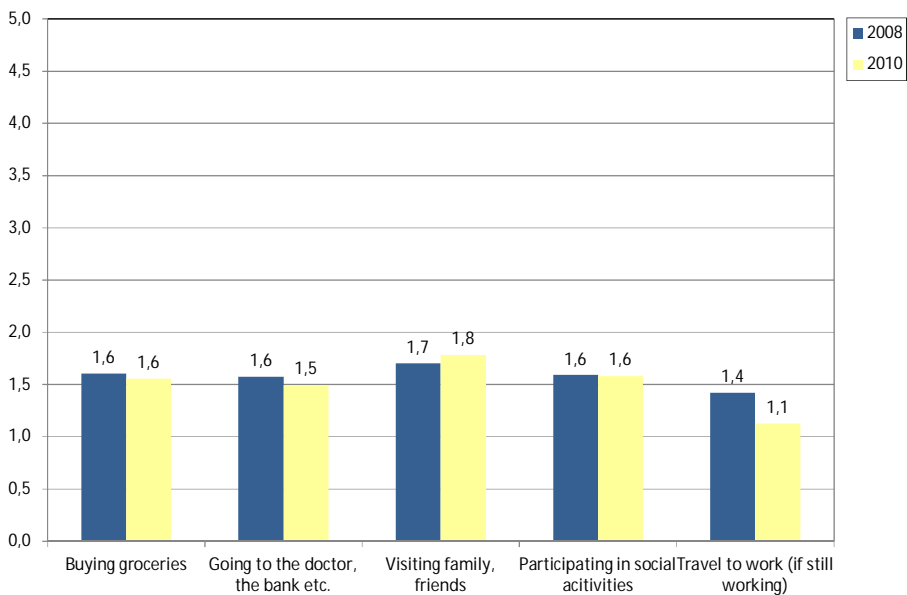


Figure 82: Necessity of getting a lift for everyday activities on a scale from completely unnecessary (1) to completely necessary (5), comparison between 2008 and 2010.

Public Transport

The use of public transport had not changed in a substantial way between 2008 and 2010.

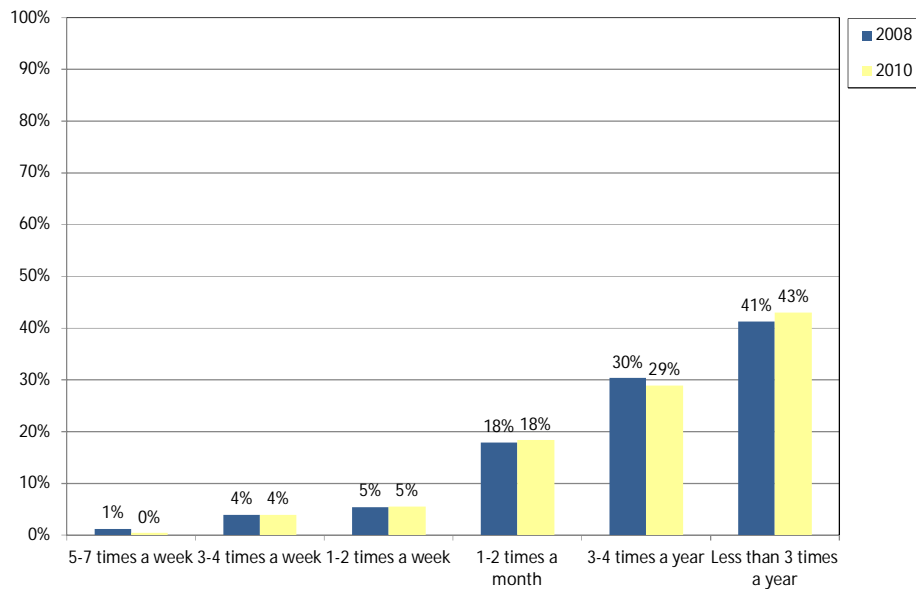


Figure 83: Frequency of using public transport in 2008 and 2010.

The valuation of “good” or “very good” possibilities to use public transport had not changed between 2008 and 2010 while those indifferent had decreased and those finding their possibilities to travel by public transport to be “poor” or “very poor” had had a slight increase between 2008 and 2010.

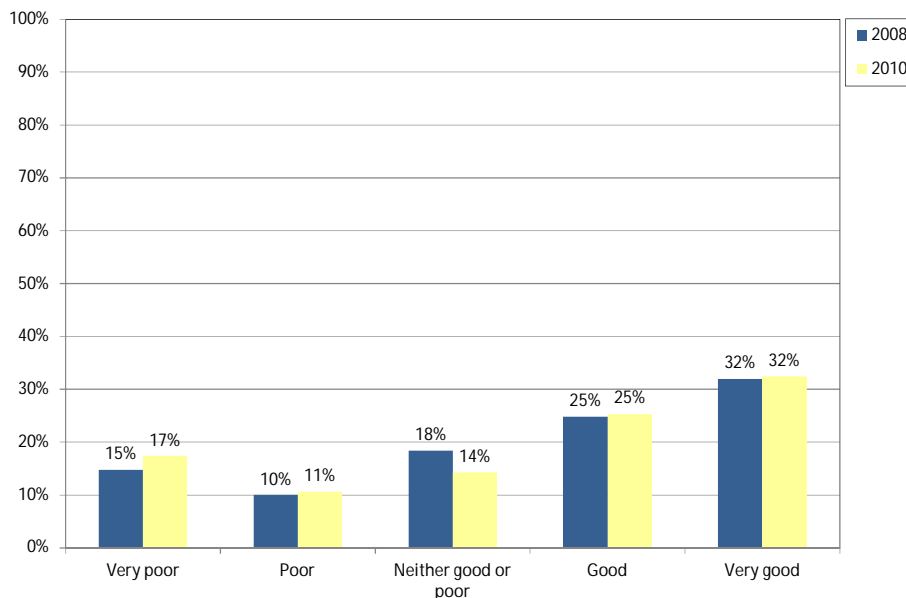


Figure 84: Valuation of using public transport in 2008 and 2010.

Use of public transport for everyday activities had decreased slightly for all activities between 2008 and 2010.

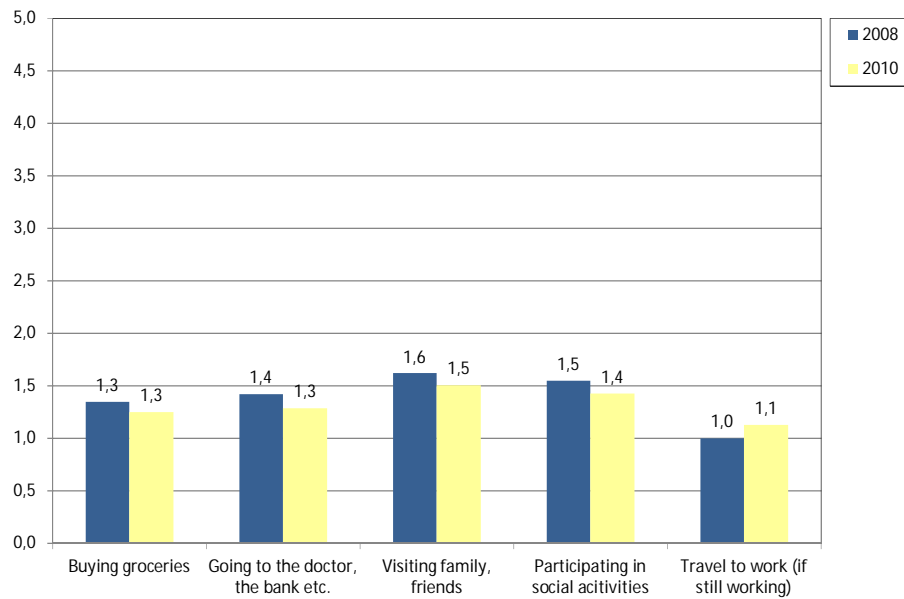


Figure 85: Necessity of using public transport for everyday activities on a scale from completely unnecessary (1) to completely necessary (5), comparison between 2008 and 2010.

Special Transportation Services (STS)

The proportion of STS-permits had declined: in 2008 2,4 % of the respondents were entitled to use this mode; two years later it was 1,9 %. In absolute figures, the number of respondents was 5 in 2010 compared to 6 in 2008. The small number of respondents does not allow further analysis of this group.

4 Effects on mobility of transition from a two person household to a one person household

Becoming alone in one's household can bring about changes in mobility either by the individuals mobility outside home becoming restrained due to changes in the transport modes that are available or the individuals mobility outside the home no longer being constrained by for example caring for an ill spouse. This chapter focuses on the respondents that were in transition from a two person household to a one person household in 2008 and analyses possible changes in their mobility that may have occurred as a result of this transition point. Comparisons are made between 2008 and 2010.

Chapter 4.1 compares the mobility between respondents who in 2008 were living in a two person household and those who were living in a one person household. Chapter 4.2 reports on the mobility of the respondents in transition from a two person household to a one person household. Both chapters refer to data collected in the 2008 cross-sectional study.

Chapter 4.3 compares the characteristics and mobility related responses in 2008 and in 2010 of those in transition from a two person household to a one person household. Chapter 4.4 compares answers on questions regarding different modes of transport of respondents who were in transition from a two person household to a one person household in 2008 and who were in a one person household in 2010. Both chapter 4.3 and 4.4 draw on both cross-sectional data from the 2008 study and the longitudinal follow-up of respondents in transition performed in 2010.

4.1 Comparison of mobility between respondents in two person households and one person households (2008)

The results presented in this chapter are based on comparisons of mobility between respondents living in a two person household (N=1309) and those living in a one person household (N=636).

69 % of the respondents living in a two person household considered driving to be their most important mode of transport compared with only 41 % of the respondents living alone. Walking was regarded as the most important transport mode among 14 % of the respondents living in a two person household and 26 % of the respondents living in a one person household.

The share of the respondents living alone who prefer Public Transport (9 %) was higher than the share of respondents living in a two person household (4 %). Special Transportation Services was also more common among the respondents living in a one person household: 16 % considered Special Transportation Services to be their most important transport mode compared with 3 % among those who living in a two person household.

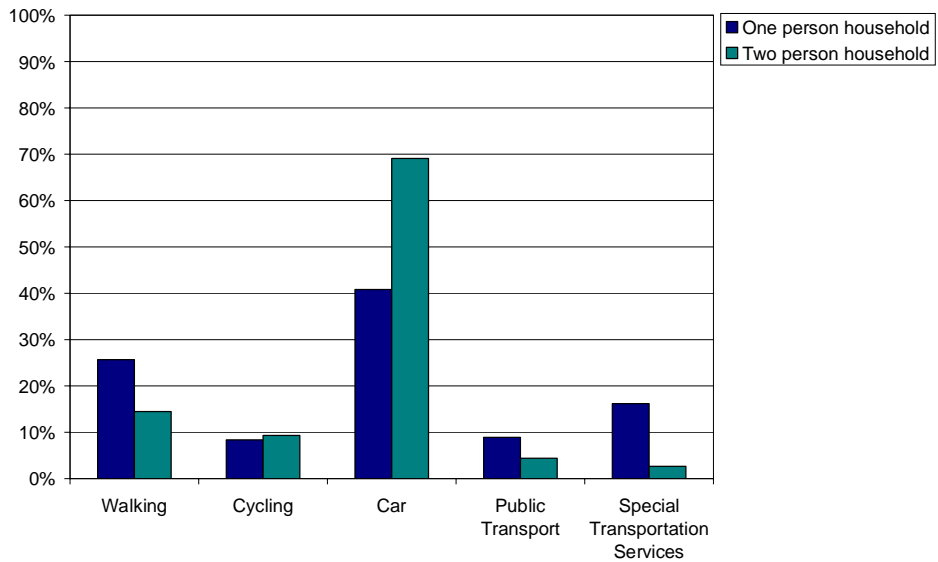


Figure 86: Most important mode of transport

Driving was thus a key transport mode for both groups although it was far more important for those in a two person household than for those living alone. Walking on the other hand was more important for those living alone as was Special Transportation Services.

The respondents living in a two person household left their home somewhat more often than those respondents living alone but the frequency was not altered that much after retirement.

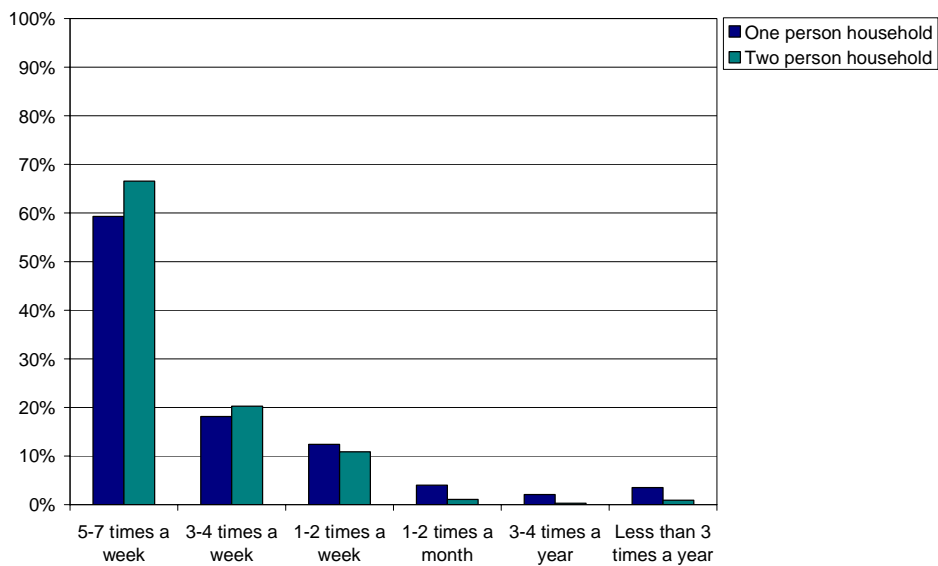


Figure 87: Frequency of leaving home

Respondents living in a two person household were more pleased with their possibilities to travel; 85 % of them found their possibilities to travel to be “very good” or “good” compared to 70 % of the respondents living alone. 7 % of the respondents living in a two person household and 12 % of the respondents living alone considered their possibilities to travel to be “poor” or “very poor”.

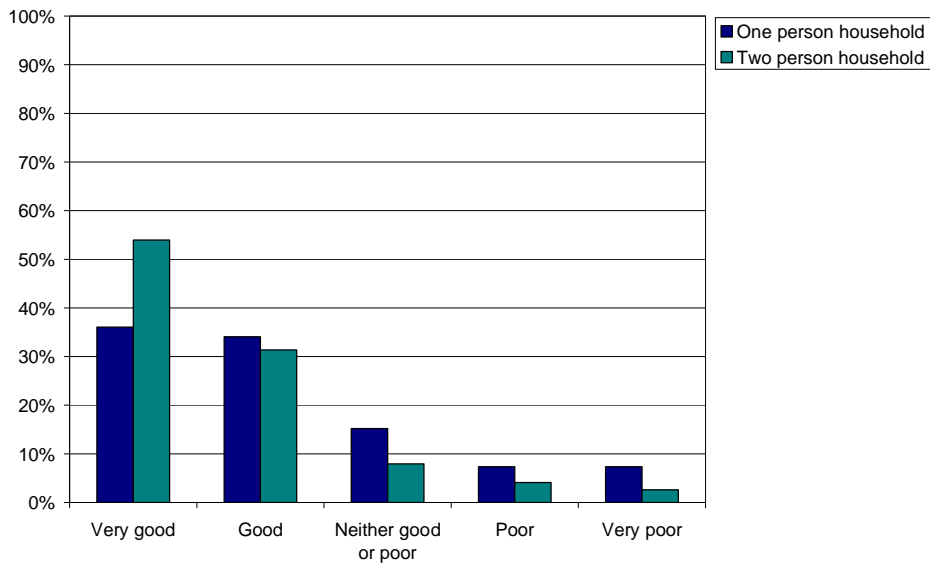


Figure 88: Satisfaction with possibilities to travel

4.2 Transition from a two person household to a one person household (2008)

In the 2008 cross-sectional study 8 % (N=163) of the respondents had changed their household composition from two persons to one person within the past two years. 44 % were men and 56 % were women. The average age was 77 years of which the youngest was 62 and the oldest 94 years of age.

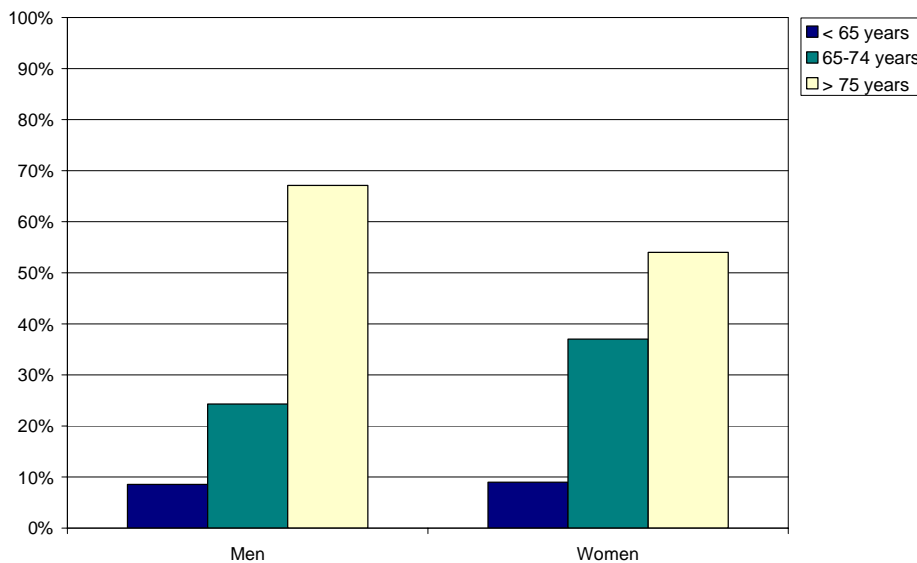


Figure 89: Respondents in transition from a two person household to a one person household, share of women and men in age groups

47 % of the respondents in transition from a two person household to a one person household considered driving to be their most important transport mode. Walking was mentioned by 19 % and Special Transportation Services by 15 %. 12 % found Public Transport, and 8 % considered cycling to be their most important mode of transport.

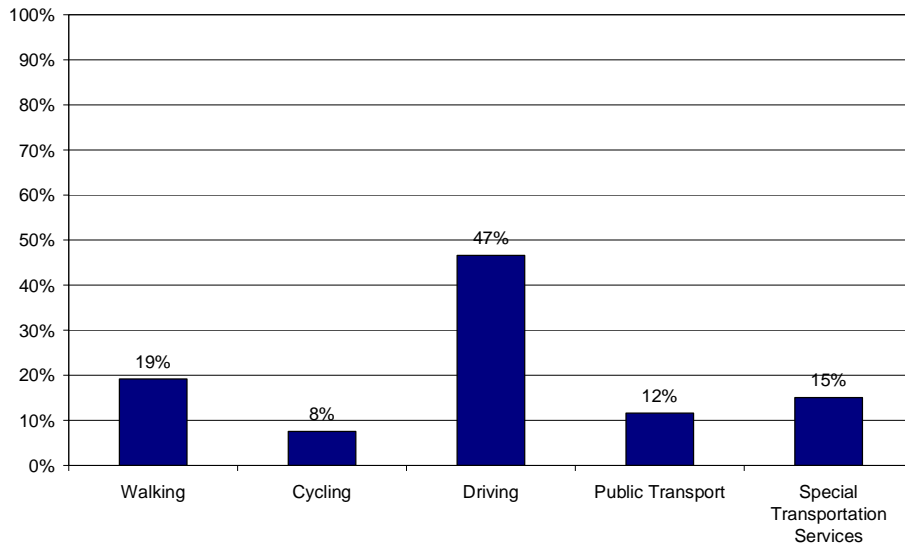


Figure 90: Most important transport mode among respondents in transition from a two person household to a one person household

67 % of the respondents left their home every day before transition to a one person household, 18 % left their home 3-4 times a week and 15 % left their home more seldom than that. After the transition to a one person household 51 % of the respondents left their home daily. 26 % of the respondents left their home 3-4 times a week and 13 % as seldom as 1-2 times a week. Very few left their home as seldom as 3-4 times a year but 6 % did leave their home even more seldom than that.

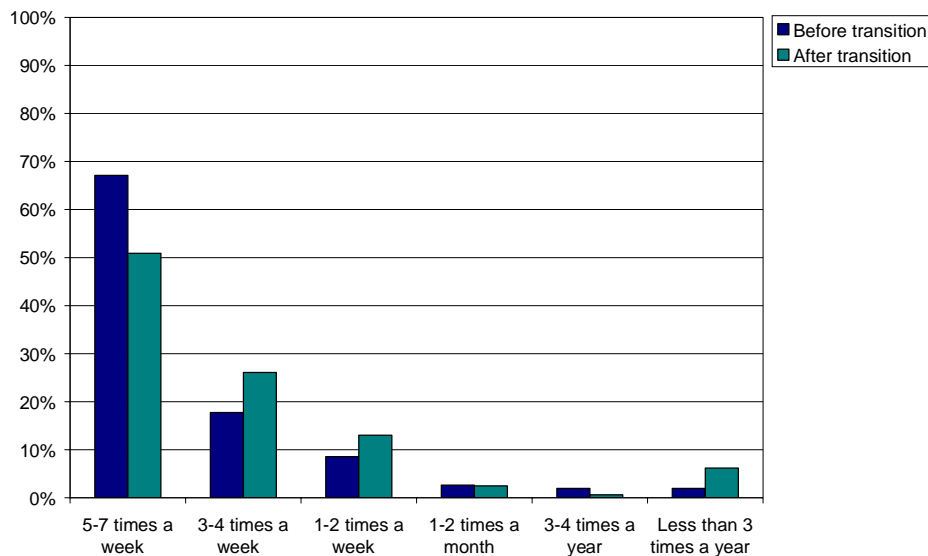


Figure 91: Frequency of leaving home before and after transition from a two person household to a one person household

69 % of the respondents found their possibilities to travel to be “very good” or “good”. Together with those who were neutral they make up 84 % of the respondents. 16 % found their possibilities to travel to be “poor” or “very poor”.

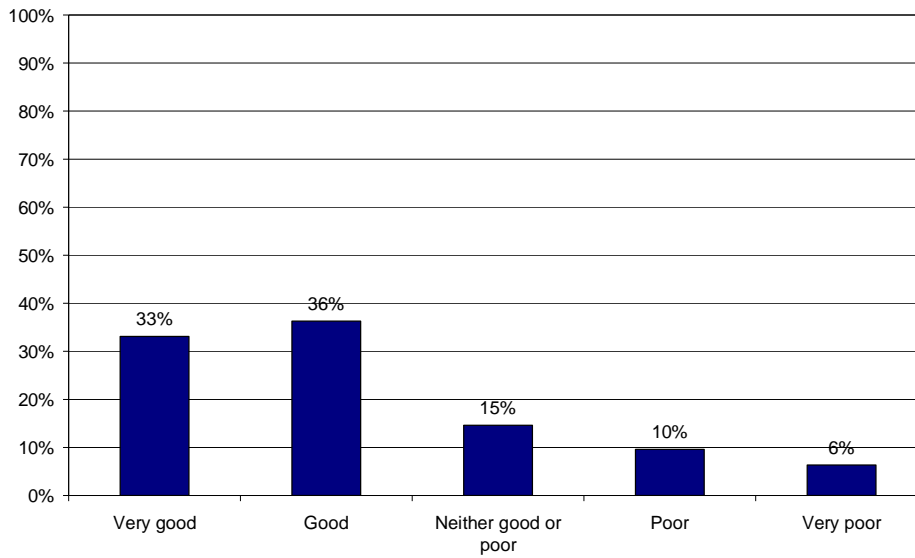


Figure 92: Valuation of possibilities to travel today (within two years from transition from a two person household to a one person household)

59 % of the respondents found that their possibilities to travel had improved after transition from a two person household to a one person household. Those who found their possibilities to travel having improved were asked (in an open question) about what it was that had improved their possibilities to travel.

The respondents mentioned that they had more time to do what they wanted and thus had more options when it came to when and how to travel. Some mentioned that they now can use their time as it pleases them and that they have fewer responsibilities now which made them more independent.

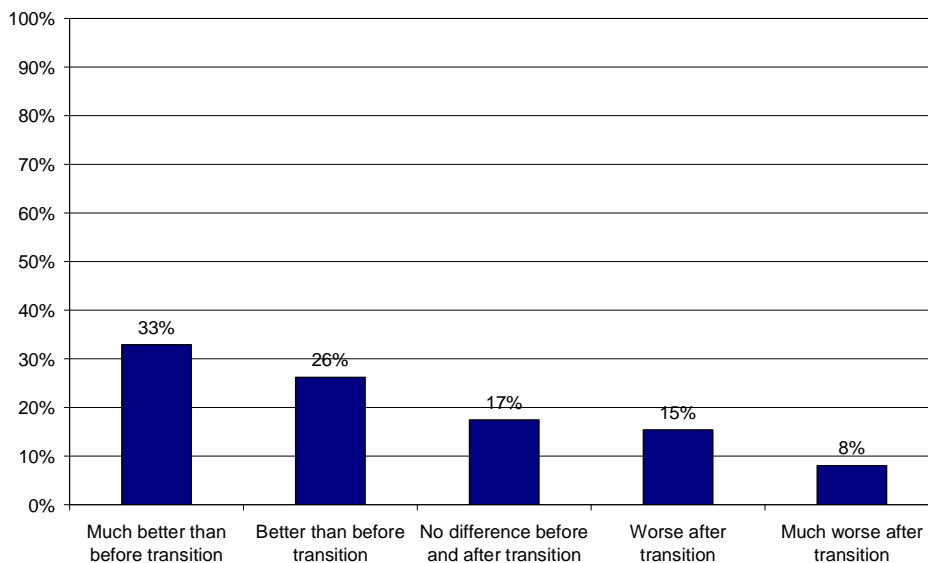


Figure 93: Comparison of possibilities to travel today compared with before from transition to a one person household)

Access to a car and having a STS-permit were other things that the respondents mentioned in connection with having improved possibilities to travel after transition from a two person household to a one person household.

23 % found that their possibilities to travel have become worse or much worse after transition from a two person household to a one person household. Thus the number of respondents that found their possibilities to travel having become worse after their retirement was rather low. However, the reasons for this were a focus of this study.

Those who found that their possibilities to travel had become worse after their retirement were asked about the reasons for this in a multiple choice question covering both individual and societal issues.

The most common reason was having become dependent on Public Transport for their travel. Dissatisfaction with the Public Transportation service together with becoming ill/illness getting worse was the next most common reasons.

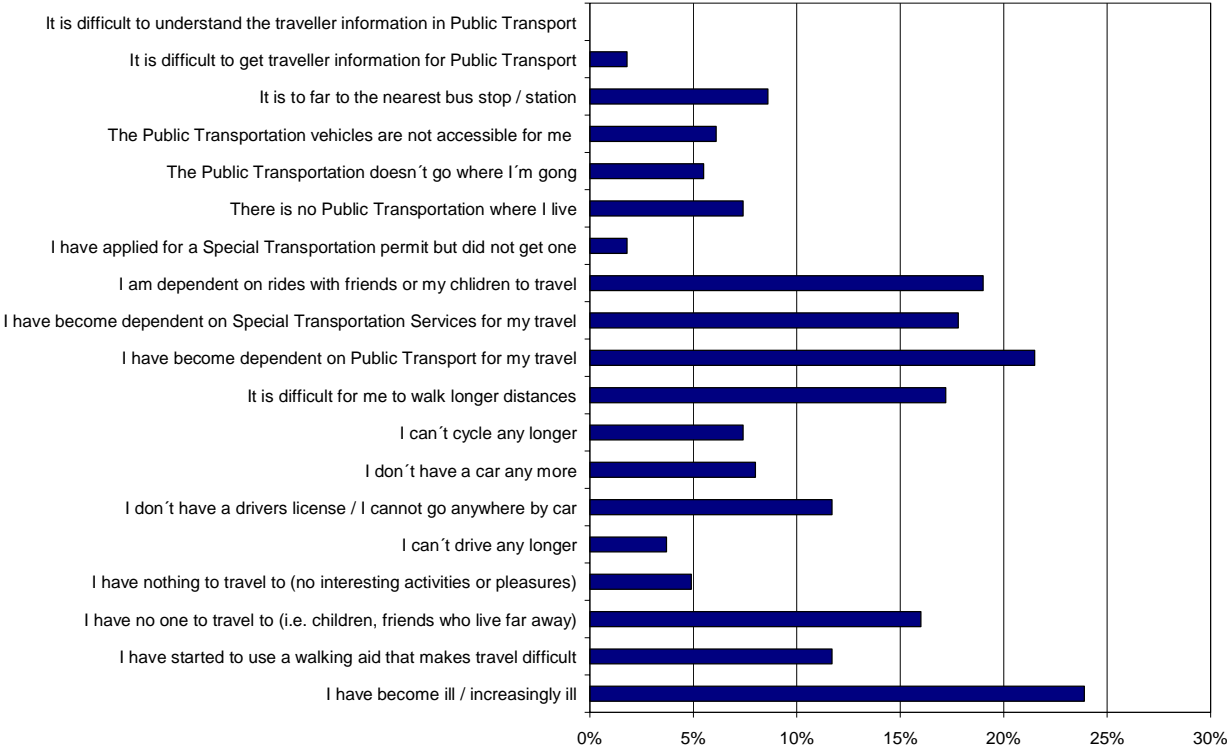


Figure 94: Reasons for possibilities to travel becoming worse after transition to a one person household

The negative impact on participation in social activities primarily resulted in the respondents spending more time at home and not visiting their children or friends as often as before becoming single in their household. Participation in social activities also declined. On the other hand quite a few did not experience any difference in their participation in social activities compared to before becoming single in their household.

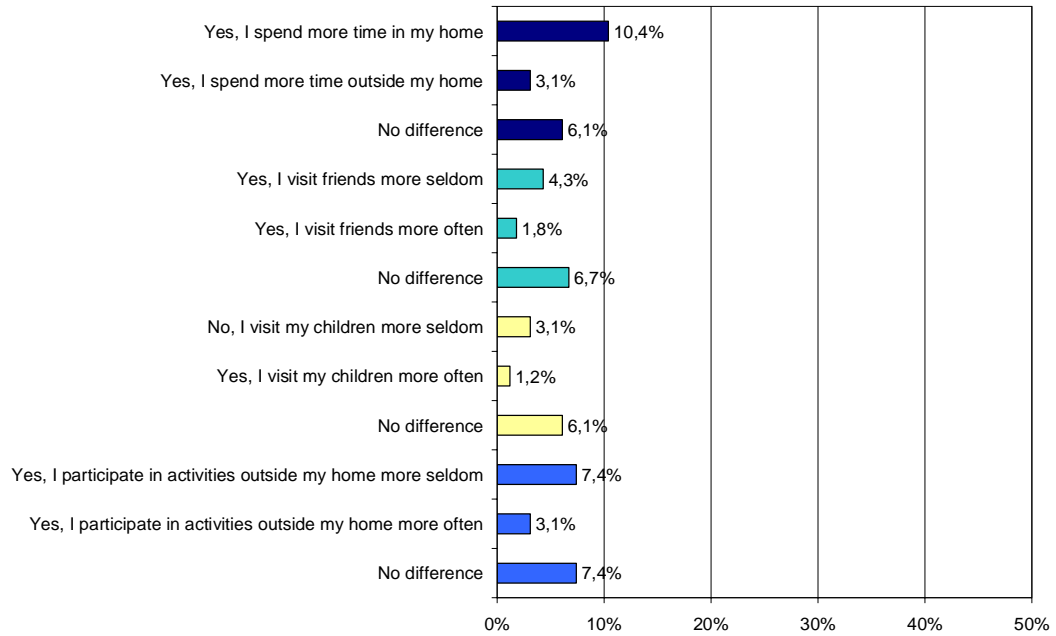


Figure 95: Reasons for possibilities to travel becoming worse after transition to a one person household

4.3 Transition from a two person household to a one person household; two-year follow-up (2008 and 2010)

88 of the 135 respondents found to be in transition from a two person household to a one person household in 2008 also answered the longitudinal follow-up questionnaire in 2010. In this chapter the responses from 2008 and 2010 of these respondents are compared. 3 % of the respondents were younger than 65 years of age. 28 % were now among the older group (65-74 years) and 69 % belong to the older older group (≥ 75 years). A higher proportion of women were in the older older group.

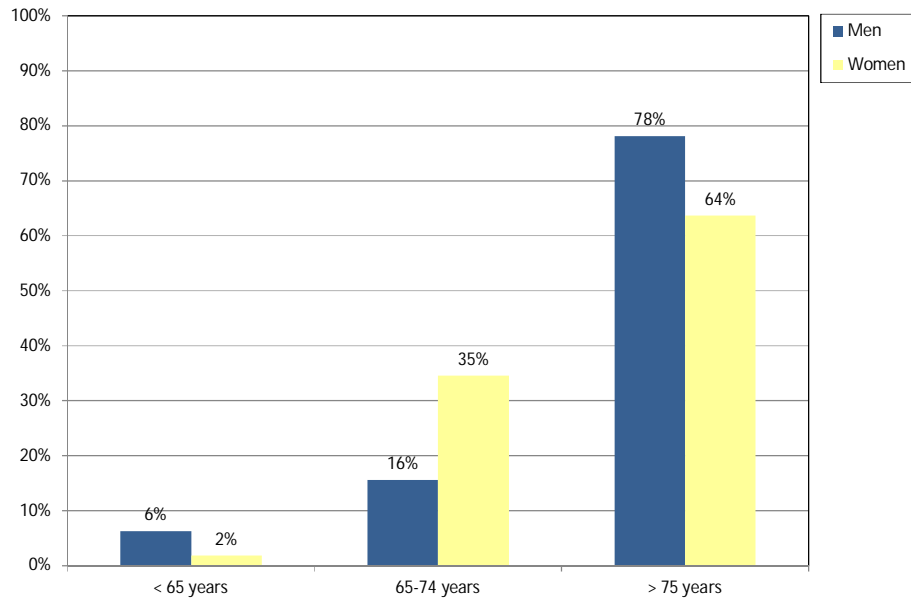


Figure 96: Share of women and men among respondents 2010.

Changes in functional limitations between 2008 and 2010 had primarily resulted in an increase of loss of lower extremity skills, difficulty in handling/fingering and loss of upper extremity skills.

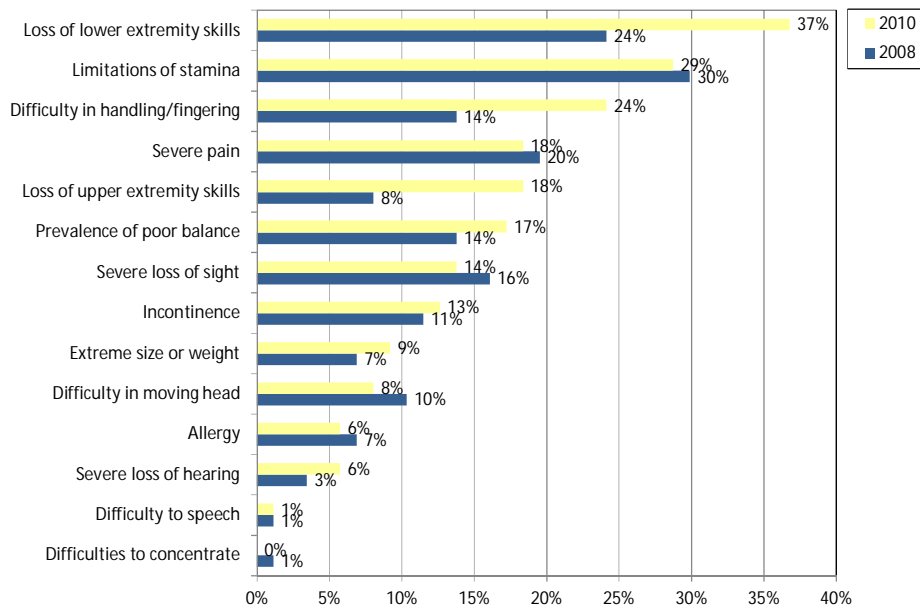


Figure 97: Comparison of functional limitations in 2008 and 2010 among respondents in transition from a two person household to a one person household.

The use of walking aids had increased somewhat between 2008 and 2010 with the most substantial increase among users of rollators and wheel chairs. Also use of white cane had increased between 2008 and 2010.

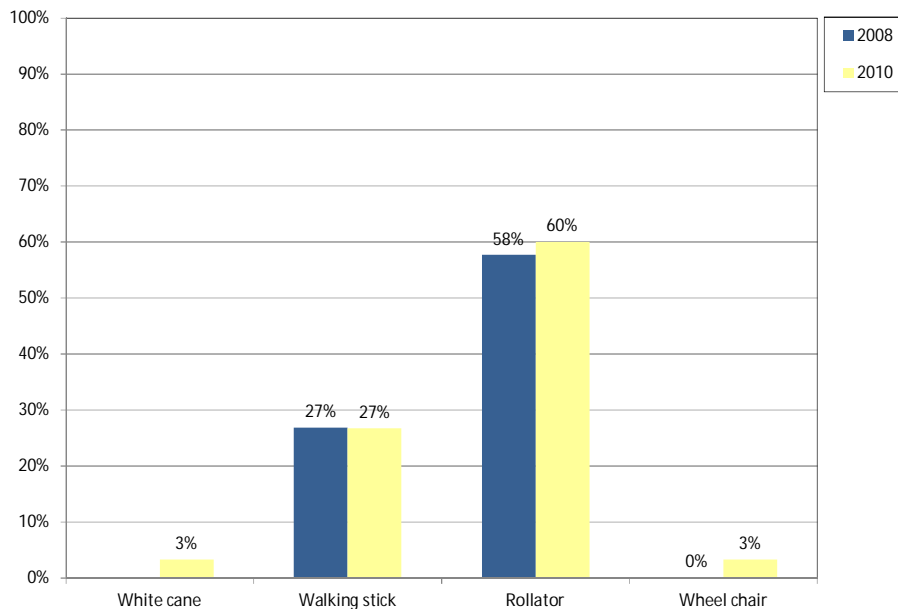


Figure 98: Use of walking aids in 2008 and 2010.

The frequency of leaving home on a daily basis had decreased after transition to a one person household, from 55 % in 2008 to 48 % in 2010. On the other hand the lower frequency of leaving home 3-4 times a week had increased from 23 % in 2008 to 31 % in 2010.

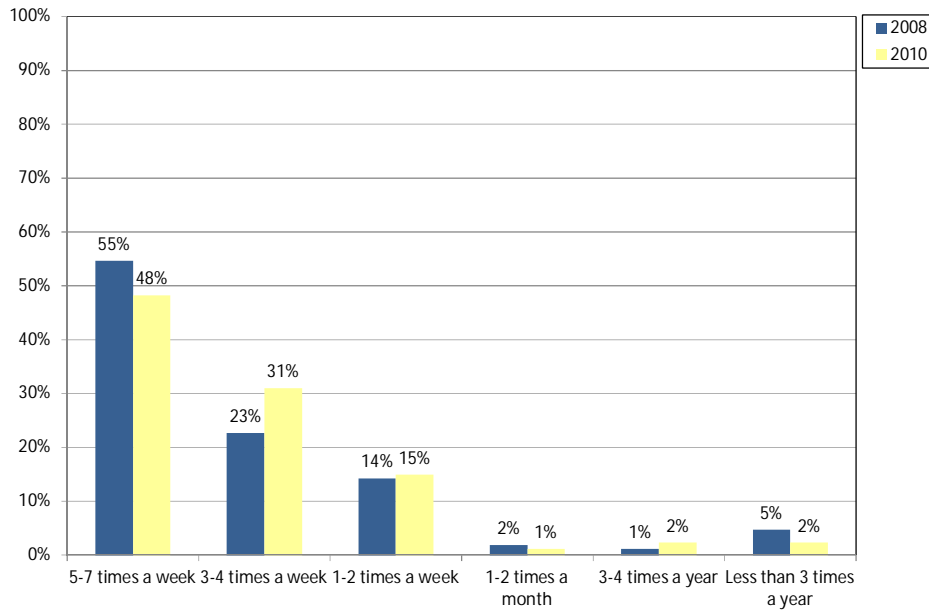


Figure 99: Frequency of leaving home in 2008 and 2010.

When age is considered on basis of frequency of leaving home both women and men had had a decrease and an increase in leaving home 3-4 times a week between 2008 and 2010.

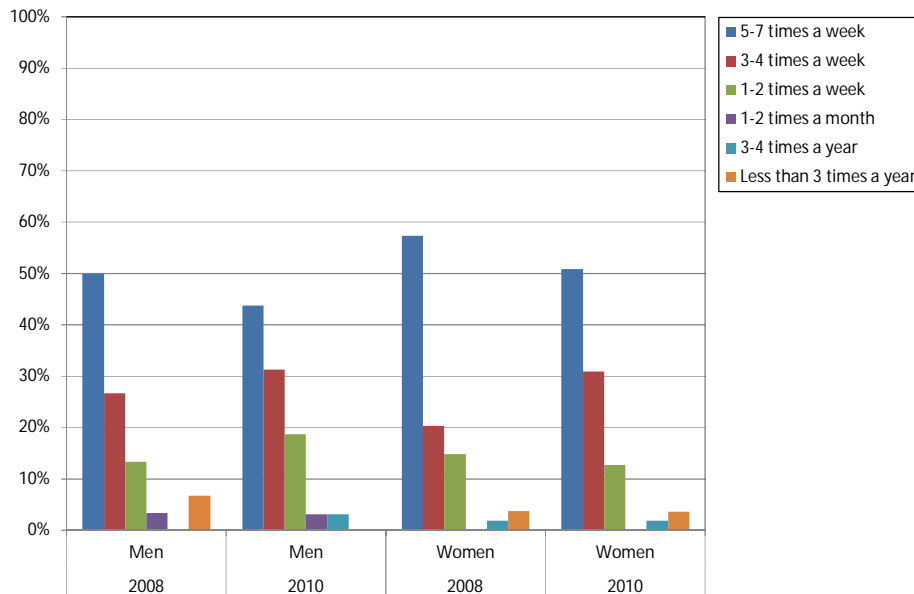


Figure 100: Frequency of leaving home in 2008 and 2010; gender and age.

A larger proportion of the respondents stated walking as their most important transport mode in 2010 than in 2008 and more respondents stated special transportation services (STS) to be their most important transport mode in 2010 than in 2008. Driving was the most important transport mode for most of the respondents both in 2008 and 2010.

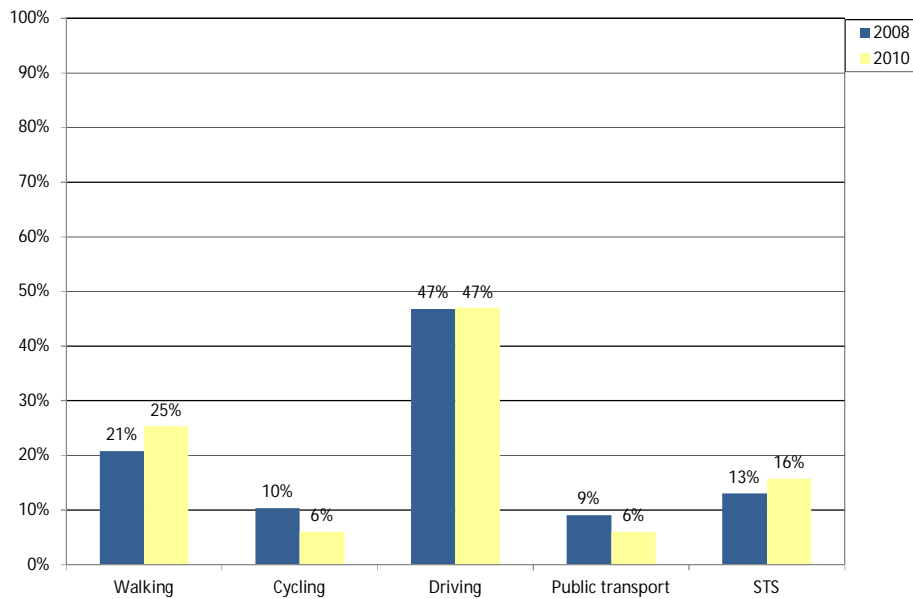


Figure 101: Most important transport mode in 2008 and 2010.

Driving had become more important for those between 65-74 years of age while cycling and public transport had become less important. For those over 75 years of age driving and public transport had become less important while walking and special transportation services had increased in importance.

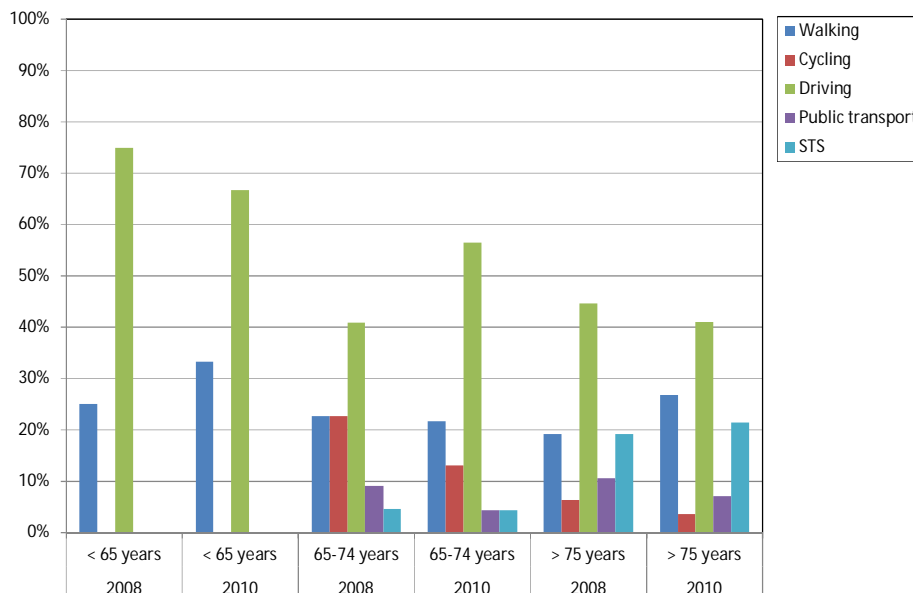


Figure 102: Most important transport mode of transport in 2008 (in transition) and in 2010 (in a one person household); age.

The valuation of possibilities to travel had not changed in a substantial way between being in transition in 2008 and after transition in 2010.

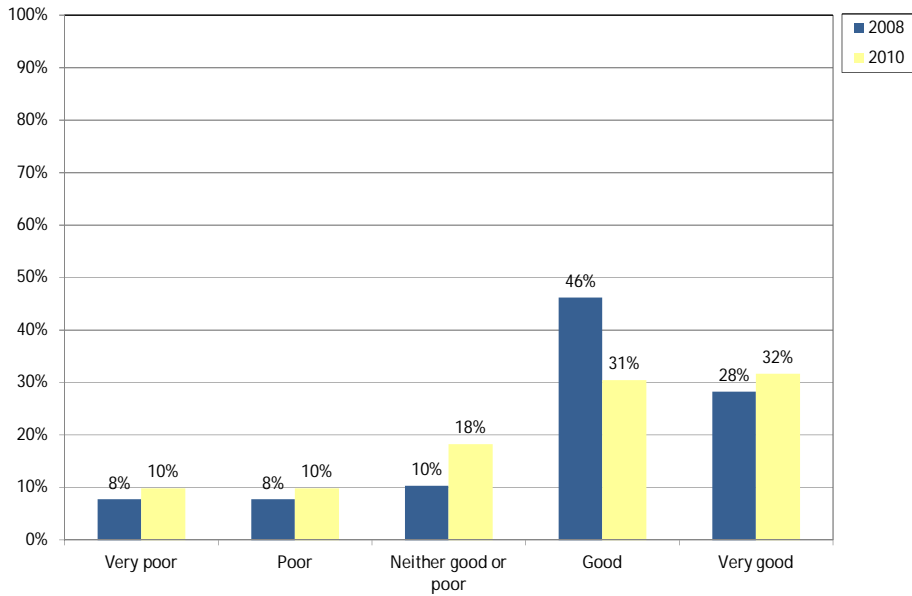


Figure 103: Valuation of possibilities to travel today. Comparison of answers in 2008 (in transition) and in 2010 (after transition).

When the valuations of possibilities to travel today were compared the present view of possibilities to travel before transition to a one person household the share of positive responses had dropped in a substantial way; when in transition to a one person household respondents found their present possibilities to travel to be better than before being in transition compared with a minority after transition.

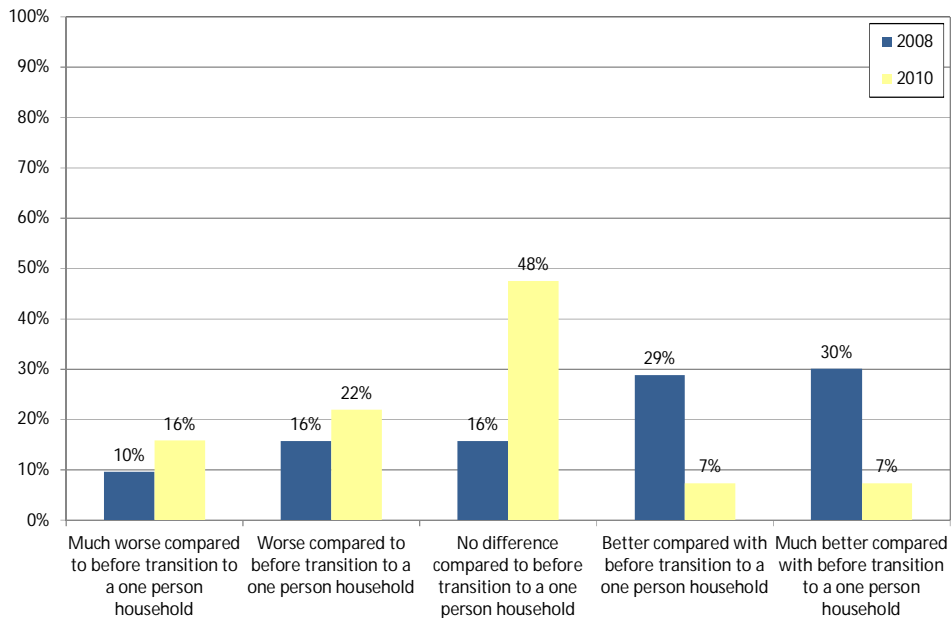


Figure 104: Valuation of possibilities to travel today compared with before transition to a one person household

Walking seems to have decreased between being in transition from a two person household to a one person household and living in a one person household. Also the possibilities to travel have decreased; not being able to cycle or drive any longer and having become dependent on public transport or rides with friends or ones children. The lack of interesting activities to travel to had also increased.

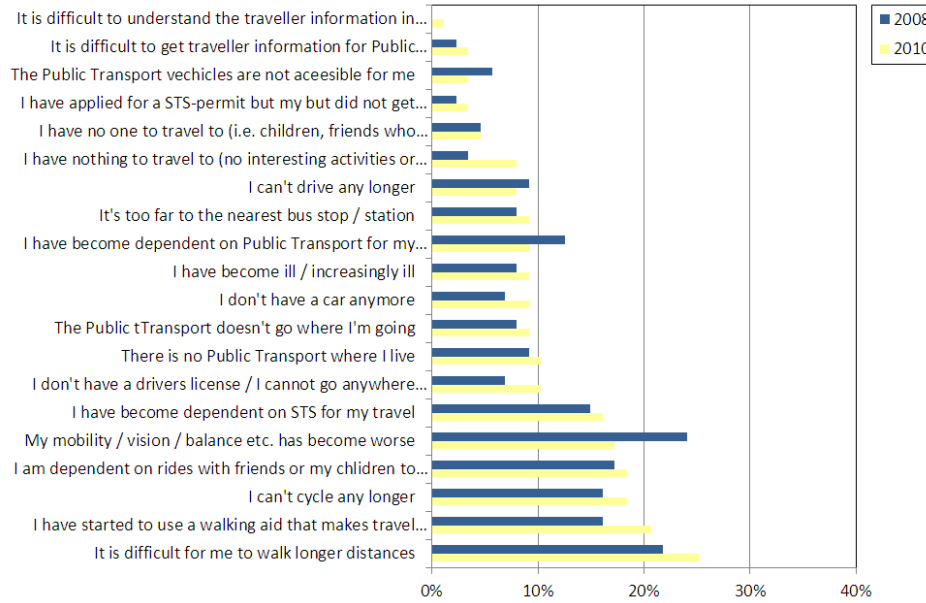


Figure 105: Reasons for possibilities to travel becoming worse after transition to a one person household compared to before transition.

This result in respondents participating in social activities outside home more seldom and also in visiting friends and one's children less often than before.

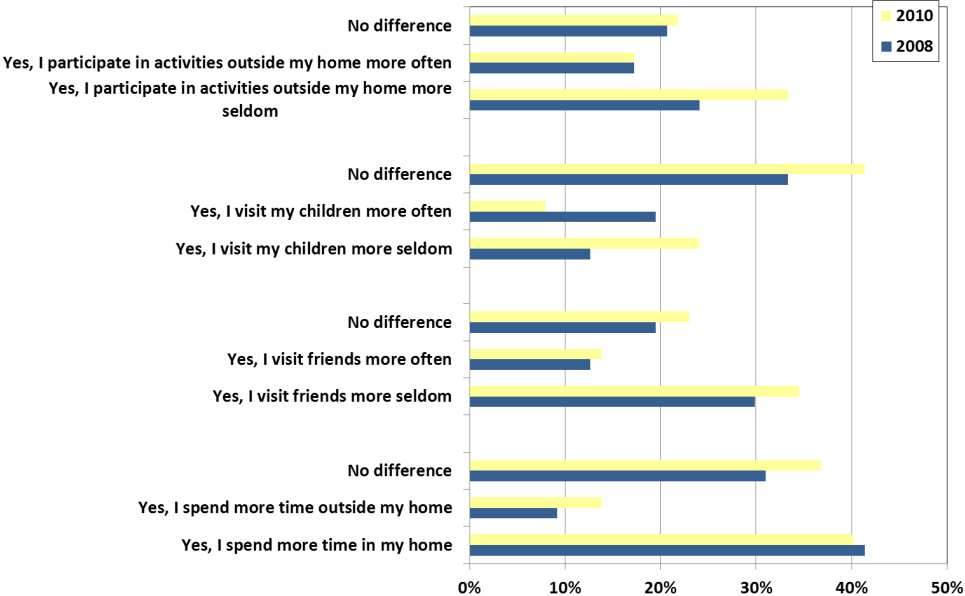


Figure 106: Effects on participation in social activities of possibilities to travel becoming worse after transition to a one person household compared to before transition.

4.4 Use and need of modes of transport

In the following chapter the cross-sectional study of respondents in transition from a two person household to a one person household is compared with the longitudinal follow-up made in 2010.

Walking

Walking had become somewhat more frequent on an everyday basis in 2010 compared with 2008 with walking on an everyday basis being the most common frequency in both 2008 and in 2010.

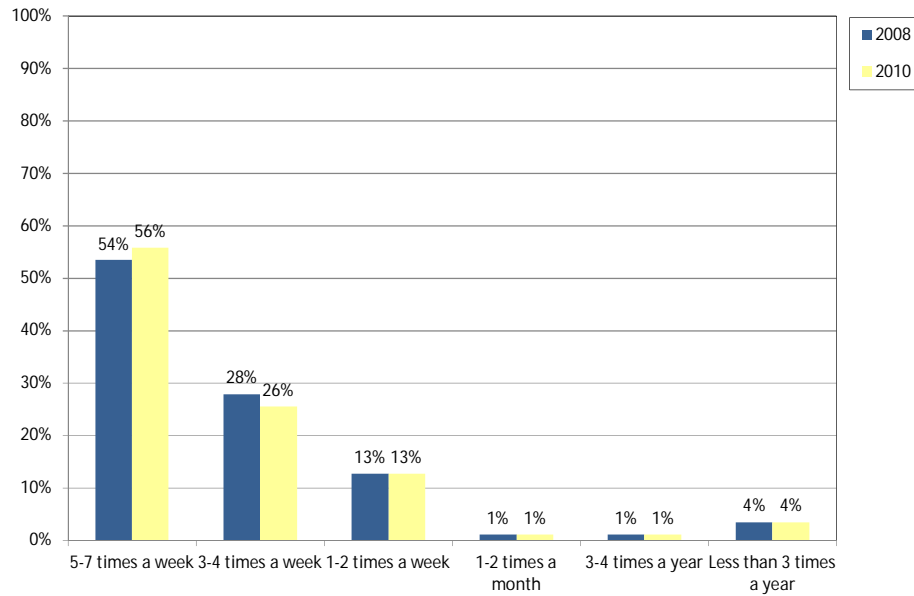


Figure 107: Frequency of walking in 2008 and 2010.

The valuation of possibilities to use walking as a transport mode had also improved between 2008 and 2010 with “very good” increasing and “good” decreasing.

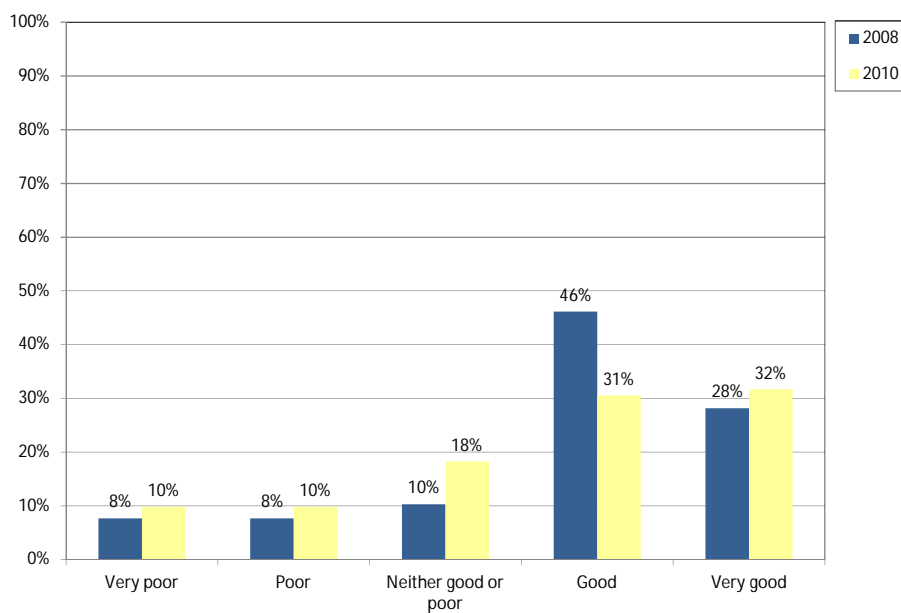


Figure 108: Valuation of possibilities to walk in 2008 and 2010.

Between 2008 and 2010 the necessity to walk for everyday activities had increased somewhat for going to the doctor etc. and visiting family and friends as well as for travel to and from work.

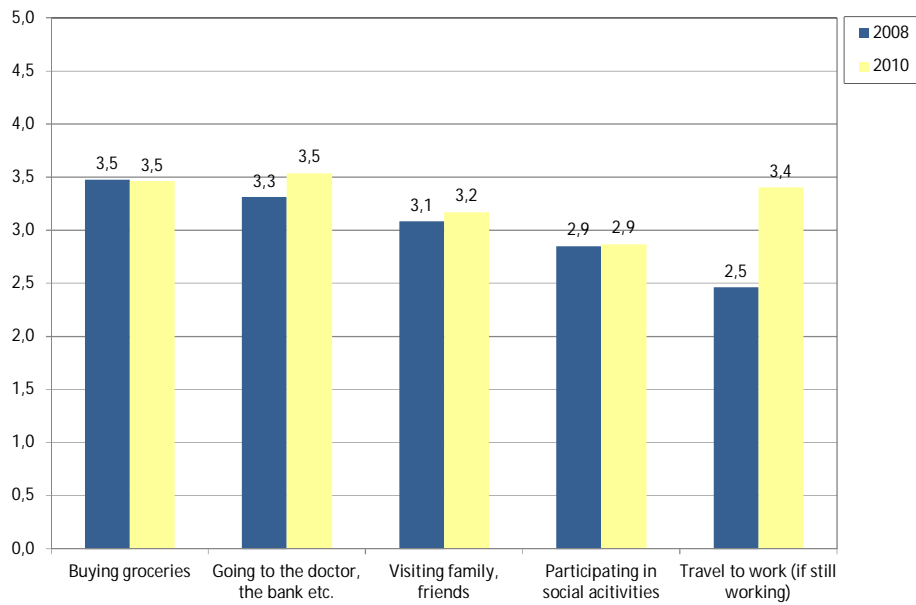


Figure 109: Necessity to walk for everyday activities in 2008 and 2010.

Cycling

Cycling as a transport mode on an everyday basis had become somewhat less frequent in 2010 compared with 2008.

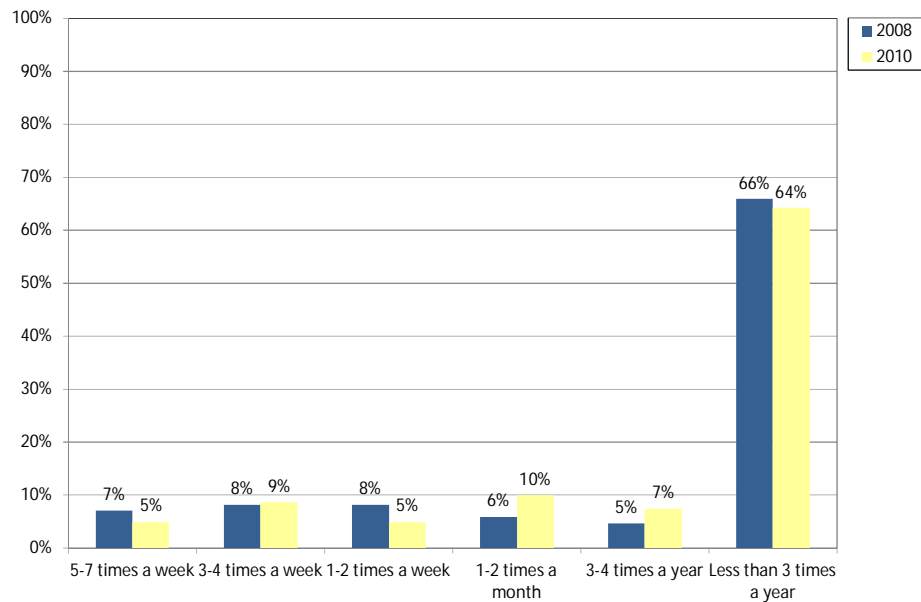


Figure 110: Frequency of cycling in 2008 and 2010.

Also the valuation of cycling possibilities had increased between 2008 and 2010.

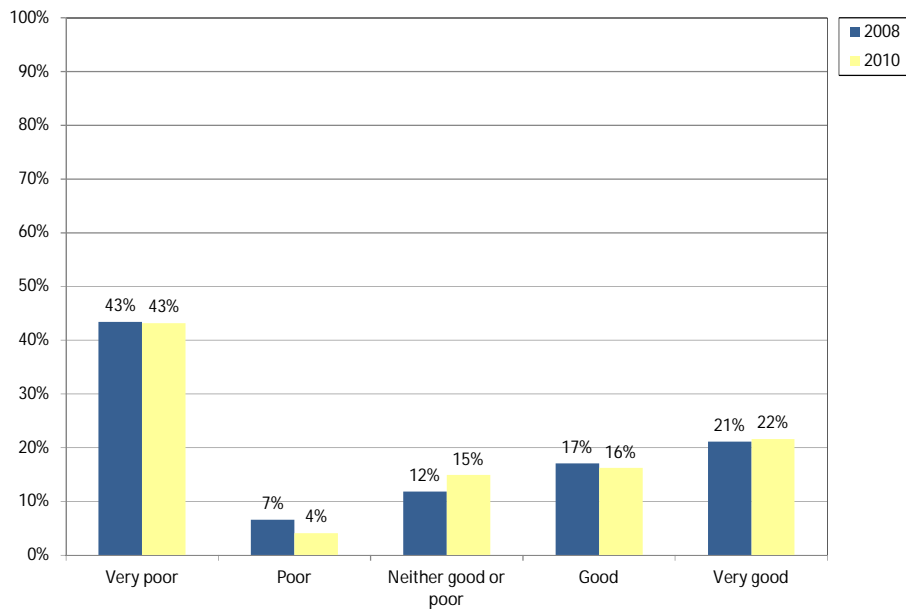


Figure 111: Valuation of cycling in 2008 and 2010.

The necessity to cycle for everyday activities had increased somewhat for all activities between 2008 and 2010.

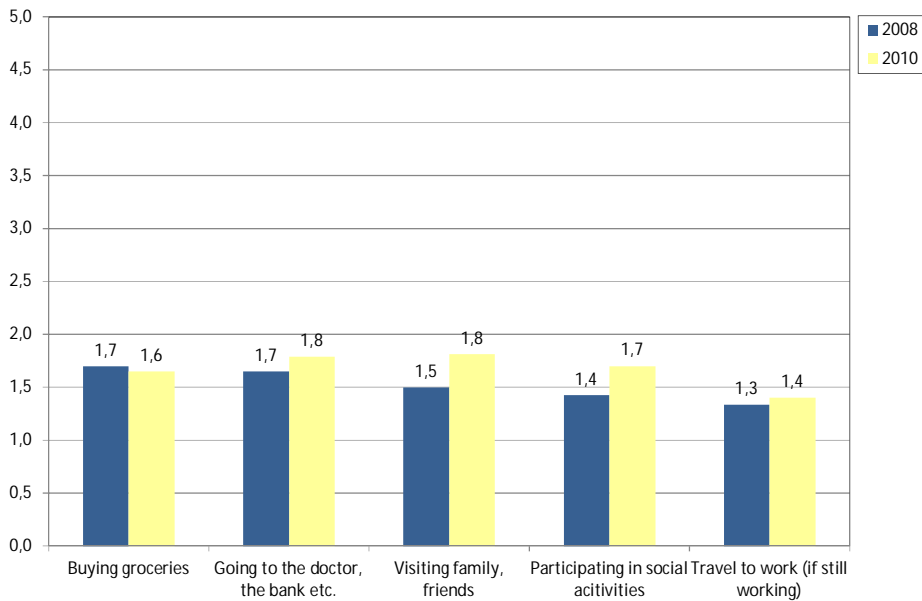


Figure 112: Necessity to cycle for everyday activities in 2008 and 2010.

Driving

The share of households with a car in the household had decreased somewhat after transition from a two person household to a one person household.

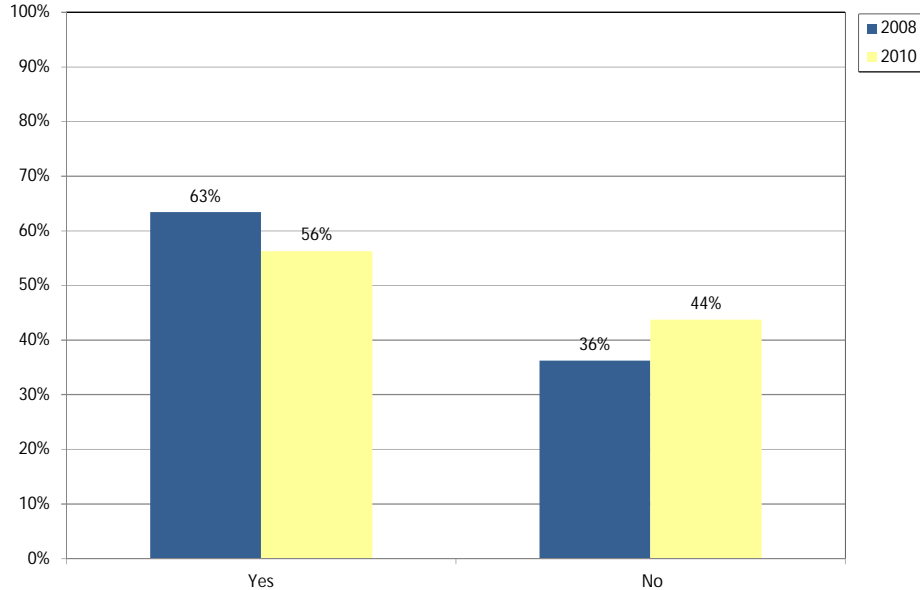


Figure 113: Do you have a car in the household?

The share of respondents with a driver's license had not changed between 2008 and 2010.

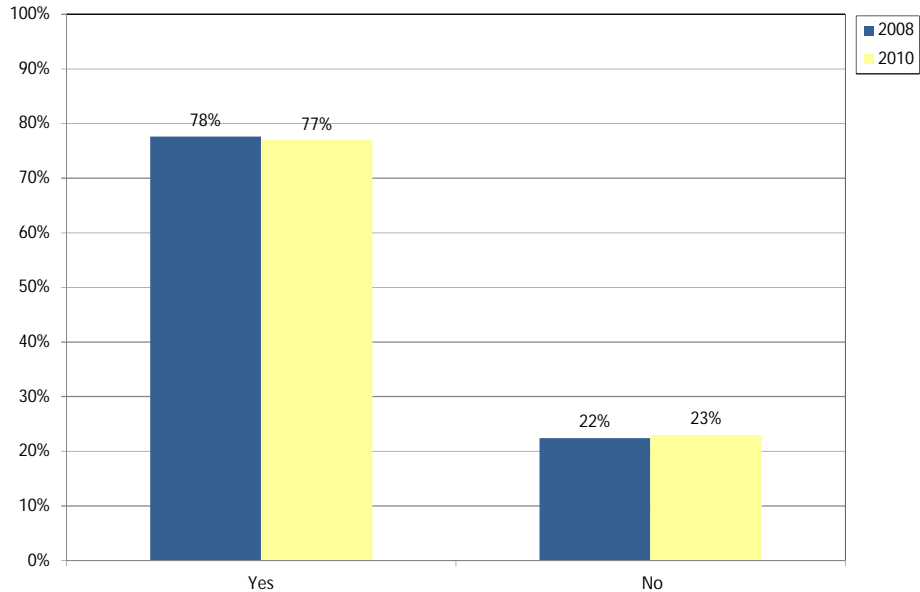


Figure 114: Do you have a driver's license?

Driving as a transport mode on an everyday basis had become less frequent in 2010 compared with 2008, with driving 3-4 times a week increasing after transition from a two person household to a one person household. Also driving less than 3 times a year had increased.

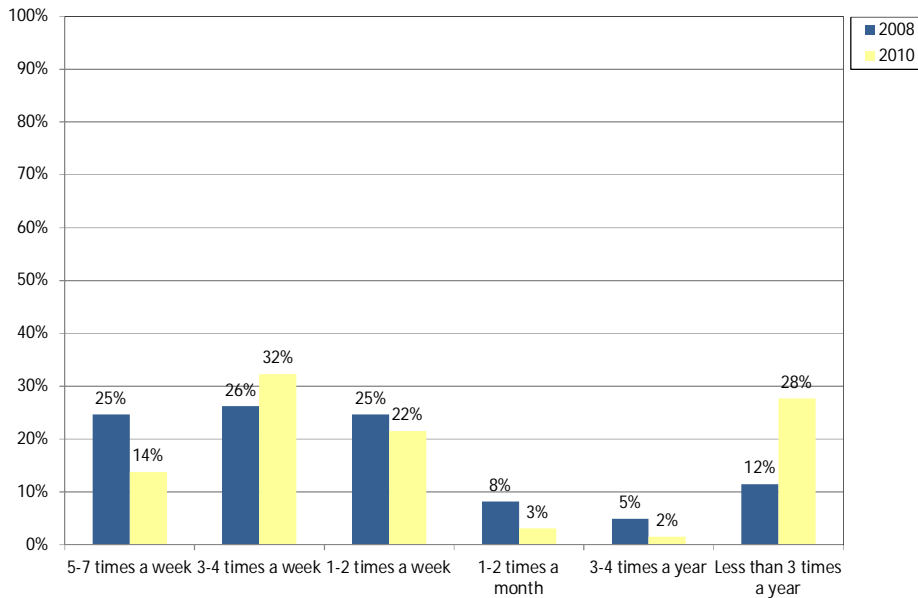


Figure 115: Frequency of driving in 2008 and 2010.

The valuation of possibilities to drive had also decreased somewhat between being in transition from a two person household in 2008 and living in a one person household in 2010 with “good! And “very poor” increasing and “very good” decreasing.

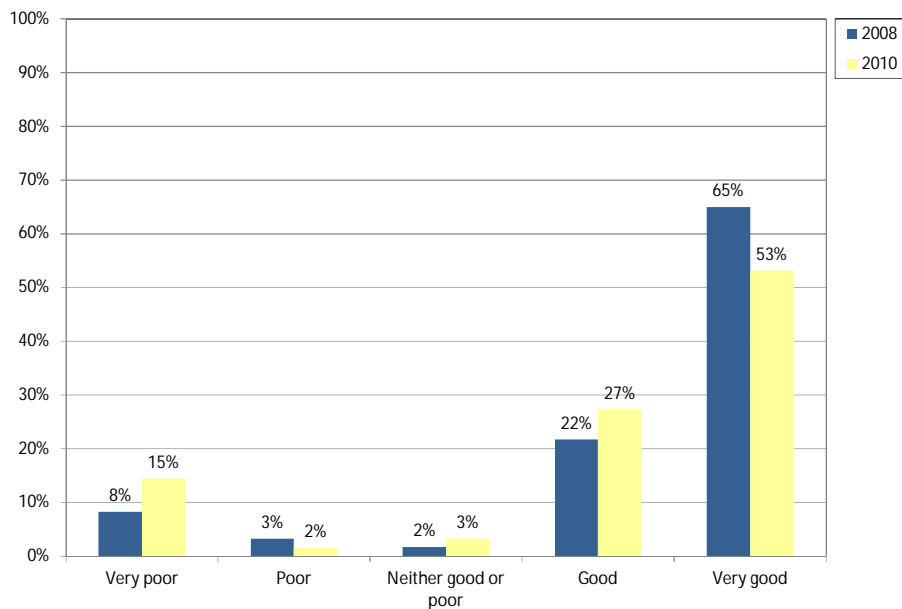


Figure 116: Valuation of possibilities to drive in 2008 and 2010.

The necessity to drive for everyday activities had not changed in a substantial way between 2008 and 2010 with the exception of travel to and from work which had decreased.

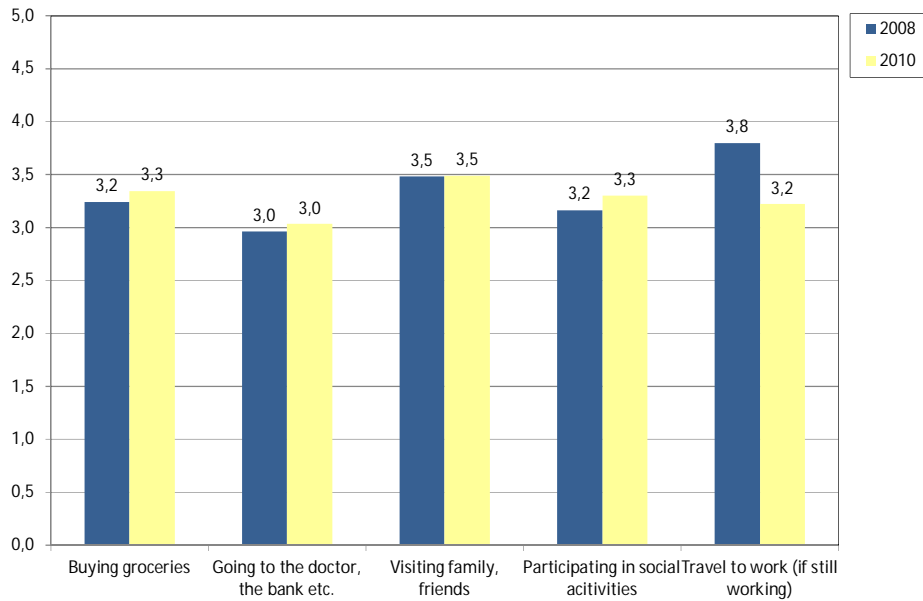


Figure 117: Necessity to drive for everyday activities in 2008 and 2010.

Getting a lift

Travelling by getting a lift with someone else had become less common after transition to a one person household.

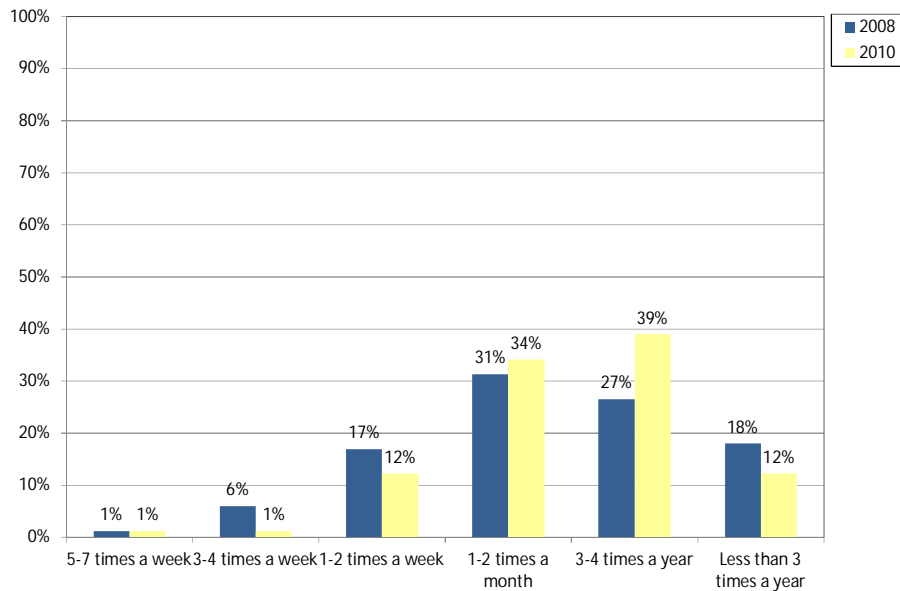


Figure 118: Frequency of getting a lift in 2008 and 2010.

The valuation of travelling by getting a lift with someone else had decreased somewhat between 2008 and 2010 with the majority still finding their possibilities to travel in this way to be either “good” or “very good”.

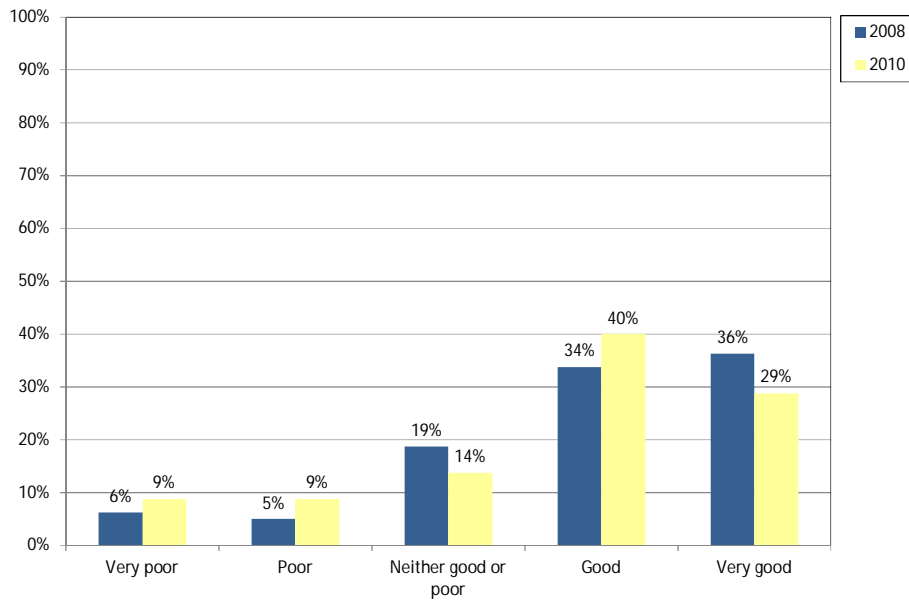


Figure 119: Valuation of getting a lift as a transport mode in 2008 and 2010.

The necessity of getting a lift for everyday activities had increased somewhat for most types of activities between 2008 and 2010, especially visiting friends and family and travel to and from work.

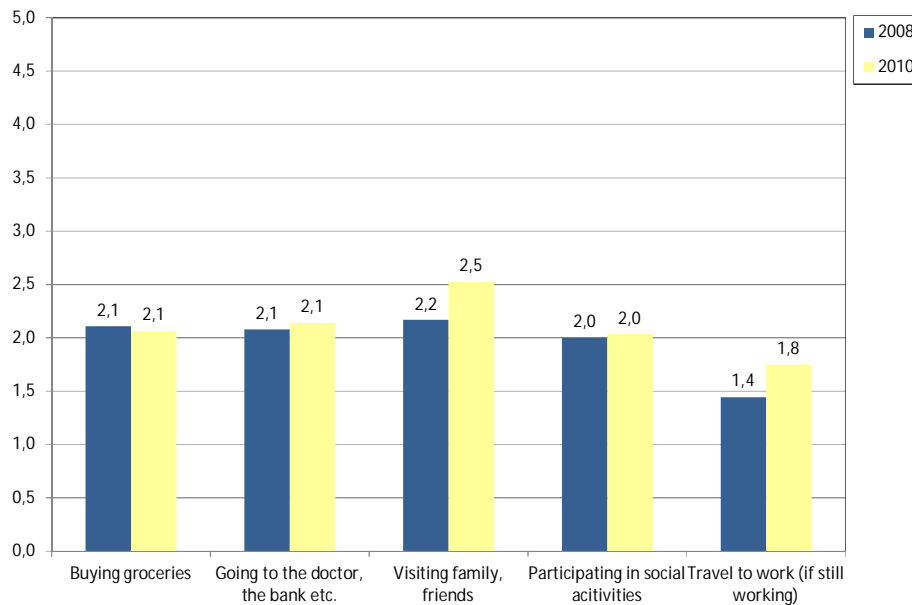


Figure 120: Necessity to get a lift for everyday activities in 2008 and 2010.

Public Transport

The frequency of using public transport on an everyday basis had decreased somewhat after transition, with the overall low frequency noted in 2008 being confirmed in 2010.

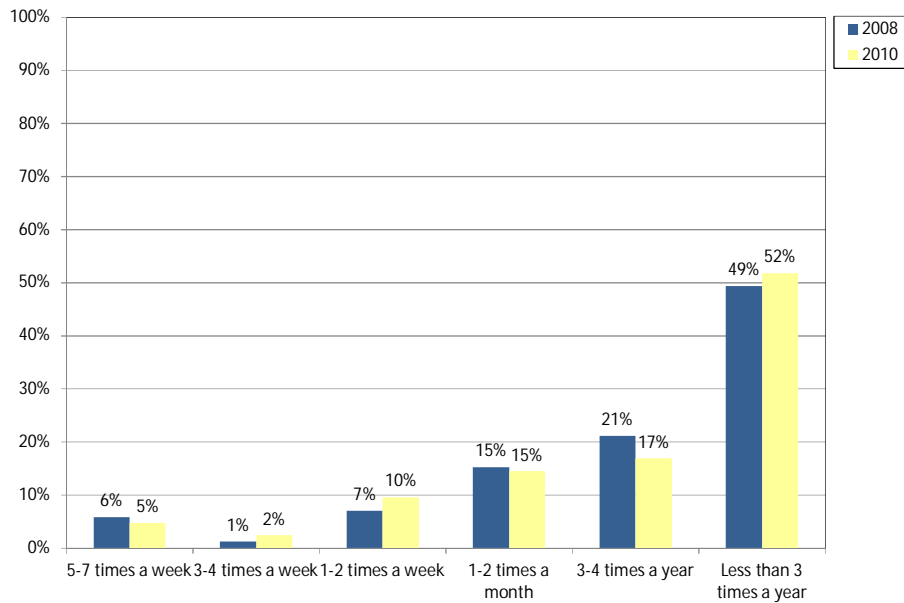


Figure 121: Frequency of travel by public transport in 2008 and 2010.

Small differences in the valuation of possibilities to travel by public transport were seen between 2008 and 2010. The share of respondents who found their possibilities to travel by public transport to be “very poor” or “very good” in 2008 had decreased while all other valuations had increased somewhat.

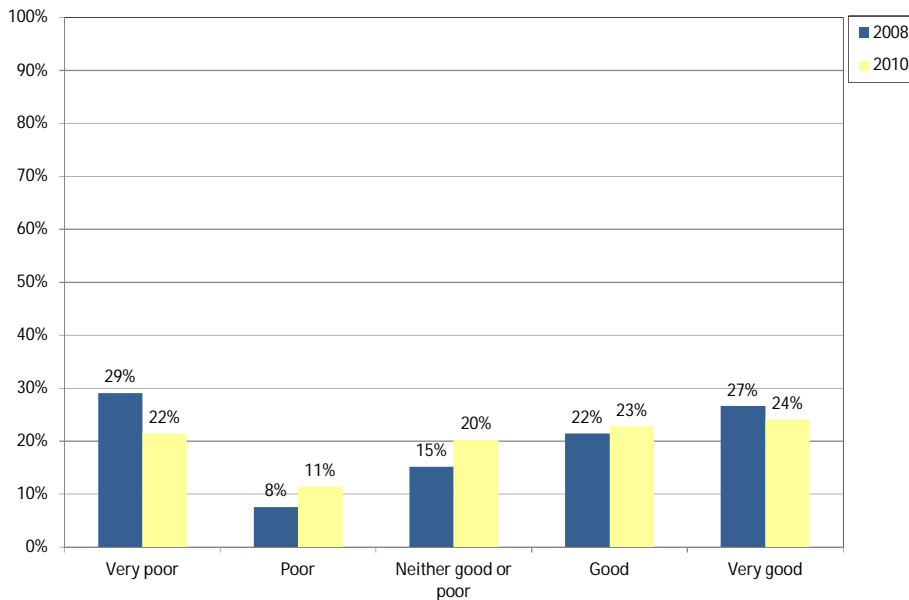


Figure 122: Valuation of travel by public transport in 2008 and 2010.

The necessity to travel by public transport for everyday activities had increased for all activities with the exception of travel to and from work.

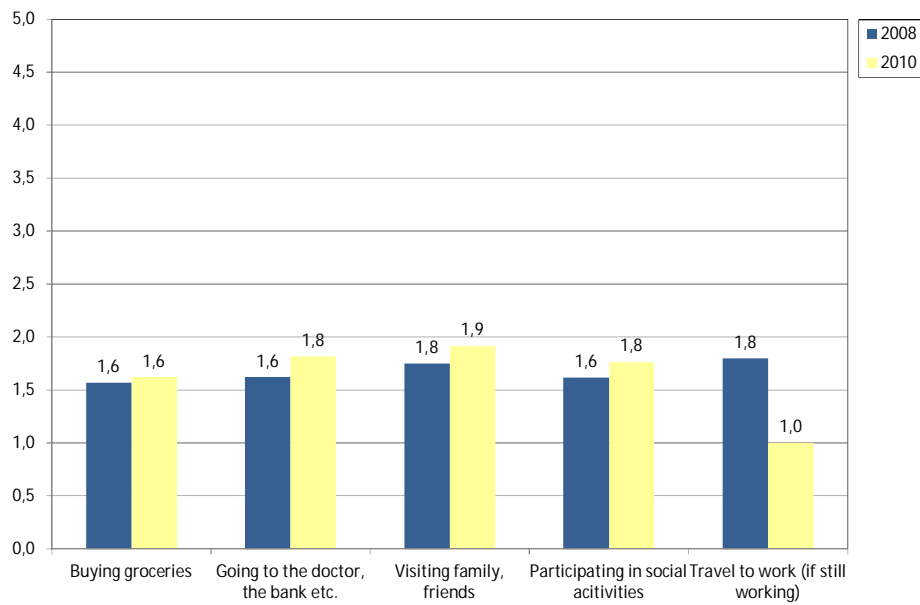


Figure 123: Necessity to travel by public transport for everyday activities in 2008 and 2010.

Special Transportation Services (STS)

The proportion of STS-permits had increased between 2008 and 2010: in 2008 21 % of the respondents were entitled to use this transport mode compared with 23 % in 2010. In absolute figures, the number of respondents increased with one person; from 18 to 19 persons in 2010. The small number of respondents does not allow further analysis of this group.

5 Summary of results

5.1 Transition from working life to retirement

For those in transition from working life to retirement in 2008 the most important mode of travel was driving: 66 % considered driving to be their most important mode of travel compared with 72 % of the respondents who were still working. 59 % of the respondents who were already retired (not in transition) considered driving to be their most important mode of travel. No difference in share of respondents in transition from working life to retirement was seen between 2008 and 2010.

Walking was the second most important mode of travel for those in transition from working life to retirement in 2008: 17 % considered walking to be their most important mode of travel compared with only 6 % of the respondents still working. Walking was somewhat more common among the respondents who were retired (not in transition) with 19 % considering walking to be their most important mode of travel. No difference in share of respondents in transition from working life to retirement was seen between 2008 and 2010.

Approximately the same share of respondents find cycling to be their most important mode of travel: 10 % of those in transition from working life to retirement, 12 % of those still working and 9 % of those in retirement (not in transition). No difference in share of respondents in transition from working life to retirement was seen between 2008 and 2010.

Public transport was the most important travel mode for 10 % of those still working while only 5 % of those in transition or those in retirement (not in transition) considered public transport as their most important travel mode. No difference in share of respondents in transition from working life to retirement was seen between 2008 and 2010.

8 % of the retired respondents (not in transition) considered Special Transportation Services (STS) to be their most important mode of travel while 1 % of those in transition found STS to be their most important mode of travel. No difference in share of respondents in transition from working life to retirement was seen between 2008 and 2010.

Driving was thus a key travel mode for all groups although it being more important for a larger share of those still working. Walking on the other hand was more important for those in retirement (not in transition) and those in transition from working life to retirement while the opposite was true for cycling and public transport.

When asked to assess their possibilities today compared with before retirement 59 % of those retired (not in transition) found their possibilities to travel having become much better or better after retirement compared with 84 % of those in transition from working life to retirement. However, two years after transition from working life to retirement the share of respondents in transition in 2008 considering their possibilities to travel having become better or much better after retirement had dropped to 24 %, while the share those who found no difference in their possibilities to travel before and after retirement had increased to 66 %.

24 % of those in retirement (not in transition) found their possibilities to travel having become worse or much worse after retirement while 3 % of those in transition considered their possibilities to travel having worsened. Among those in

transition from working life to retirement in 2008 3 % considered that their possibilities to travel had become worse or much worse after retirement. This share had increased to 10 % in the 2010 follow-up study.

In the two years that have passed since being in transition from working life to retirement the valuation of possibilities to travel had changed substantially from finding their possibilities to travel having improved considerably after retirement (2008) to finding no major difference between now and then. The share of respondents who found their possibilities to travel having become worse after retirement had also increased in the 2010 follow-up study.

When comparing the situation two years after transition from working life to retirement with when being in transition from working life to retirement, there thus seems to be a change toward considering travel possibilities today (after transition) being the same or worse.

The main reasons given for this deterioration of travel possibilities were mostly due to personal mobility issues like not being able to walk longer distances any longer, one's illness having become more severe, not being able to cycle or drive any longer, needing to use a walking aid etc. These reasons were not as noticeable in 2008. These changes had however not had any substantial impact on participation in social activities compared with 2008.

Small or no changes were seen in use, valuation and necessity of specific travel modes between 2008 and 2010 for respondents in transition from working life to retirement.

5.2 Transition from a two person household to a one person household

For those in transition to a one person household in 2008 the most important mode of travel was driving: 47 % considered driving to be their most important mode of travel compared with 69 % of the respondents who were still in a two person household. 41 % of the respondents already in a one person household (not in transition) considered driving to be their most important mode of travel. No difference in share of respondents in transition from a two person household to a one person household was seen between 2008 and 2010.

Walking was the second most important mode of travel for those in transition to a one person household in 2008: 21 % considered walking to be their most important mode of travel compared with 14 % of the respondents still in a two person household. Walking was more common among the respondents who were in a one person household (not in transition) with 26 % considering walking to be their most important mode of travel. Between 2008 and 2010 the share of respondents in transition to a one person household in 2008 considering walking to be their most important mode of travel had increased to 25 %.

Approximately the same share of respondents find cycling to be their most important mode of travel in 2008: 10 % of those in transition to a one person household, 9 % of those still in a two person household and 8% of those in a one person household (not in transition). Between 2008 and 2010 the share of respondents in transition to a one person household in 2008 considering walking to be their most important mode of travel had decreased to 6 %.

Public transport was the most important travel mode for 4 % of those still in a two person household while 9 % of those in transition to a one person household and 9 % of those in a one person household (not in transition) considered public transport as their most important travel mode. Between 2008 and 2010

the share of respondents in transition to a one person household in 2008 considering walking to be their most important mode of travel had decreased to 6 %.

16 % of the respondents in a one person households (not in transition) considered Special Transportation Services (STS) to be their most important mode of travel in 2008 while 13 % of those in transition found STS to be their most important mode of travel. Between 2008 and 2010 the share of respondents in transition to a one person household in 2008 considering walking to be their most important mode of travel had increased to 16 %.

Driving was thus a key travel mode for all groups although it being more important for a larger share of those still in a two person household. Walking on the other hand was more important for those in a one person household (not in transition) and those in transition to a one person household. Walking had also become the most important travel mode for a larger share of respondents in 2010 and thus resembling the figures for those already in a one person household (not in transition).

Public transport on the other hand had become the most important travel mode for a smaller share of respondents in transition to a one person household in 2008 compared with 2010. The share was more like those in a two person household than those in a one person household (not in transition).

The share of those considering STS to be their most important mode of transport had increased among respondents in transition in 2008 compared with the follow-up study in 2010: from 13% to 16 % becoming more like the respondents already in a one person household (not in transition).

When asked to assess their possibilities in 2008 (when in transition) compared with before transition to a one person household 59 % found their possibilities to travel having become much better or better after transition to a one person household. However, two years after transition to a one person household the share of respondents in transition in 2008 considering their possibilities to travel having become better or much better after retirement had dropped to 14 %, while the share those who found no difference in their possibilities to travel before and after retirement had increased to 48 % from 16 %.

26 % of those in transition to a one person household in 2008 considered their possibilities to travel having become worse or much worse compared to before transition. This share had increased to 38 % in the 2010 follow-up study.

In the two years that have passed since being in transition from working life to retirement the valuation of possibilities to travel had changed substantially: from finding their possibilities to travel having improved considerably after transition to a one person household (2008) to finding no major difference between now and then. The share of respondents who found their possibilities to travel having become worse after retirement had also increased substantially in the 2010 follow-up study.

There thus seems to be a change toward considering travel possibilities today (two years after transition) being the same or worse compared to before transition to a one person household.

The main reasons given for this deterioration of travel possibilities were mostly due to personal mobility issues like not being able to walk longer distances any longer, one's illness having become more severe, not being able to cycle or drive any longer, needing to use a walking aid etc. However, the reasons were given to the same extent in with minor increases for some of the reasons listed.

These changes had had some impact on participation in social activities compared with 2008.

Small changes were seen in use, valuation and necessity of specific travel modes between 2008 and 2010 for respondents in transition from a two person household to a one person household.

5.3 In conclusion

In conclusion the results suggest that those in transition from working life to retirement seem to move from being quite like those still working to becoming more similar to those in retirement (not in transition). The changes are not substantial, but nevertheless present in the results. This is also true for those in transition from a two person household to a one person household.

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