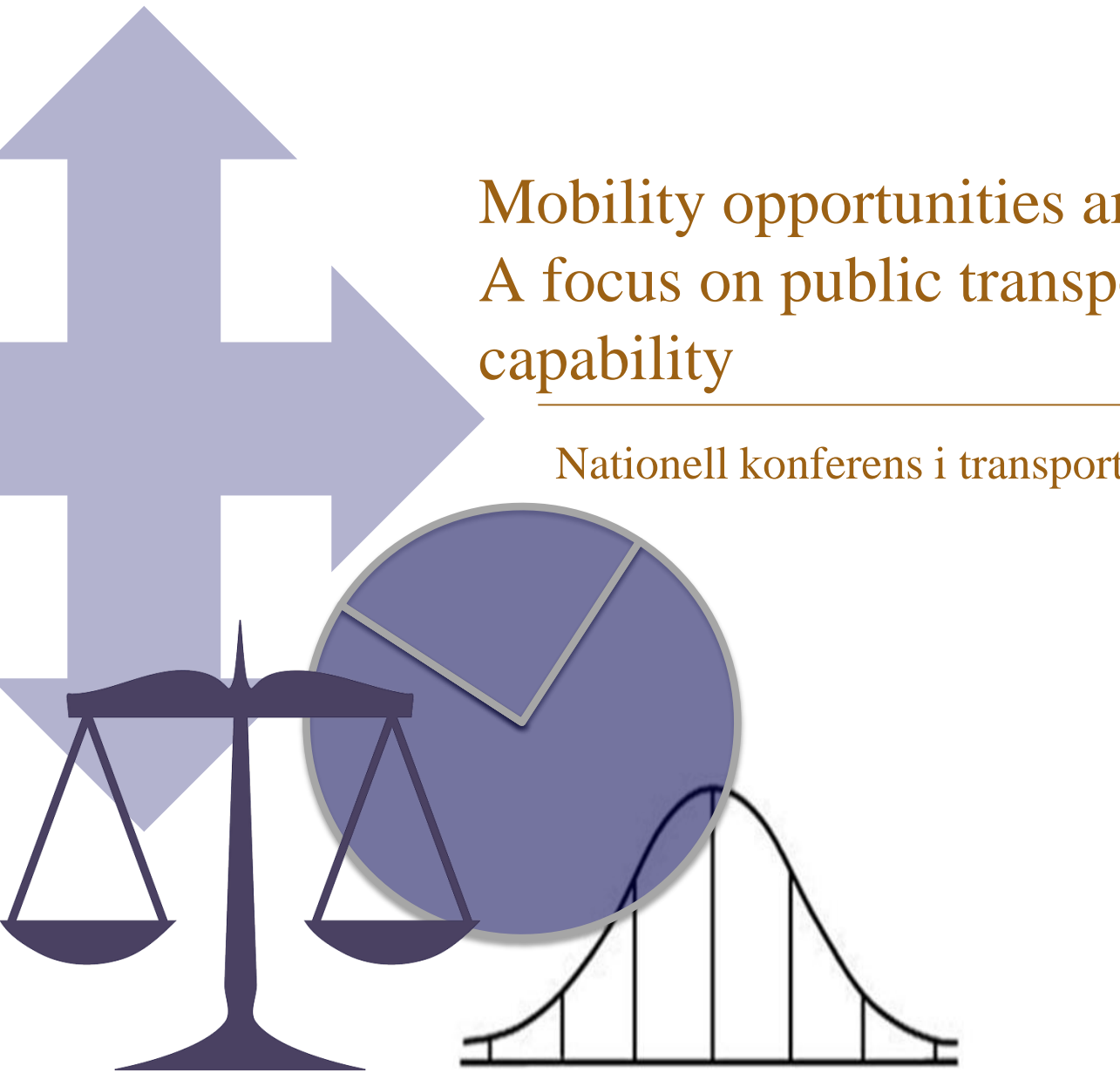


Mobility opportunities among older people: A focus on public transport, equity and capability

Nationell konferens i transportforskning 2016



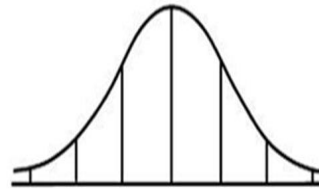
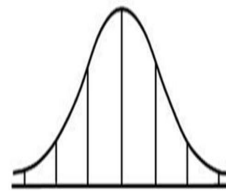
Jean Ryan

Transport and Roads, Department of Technology and Society · CASE · K2



Transport equity?

- Includes the distribution and re-distribution of ***mobility opportunities***
 - Spatial, temporal, socio-demographical

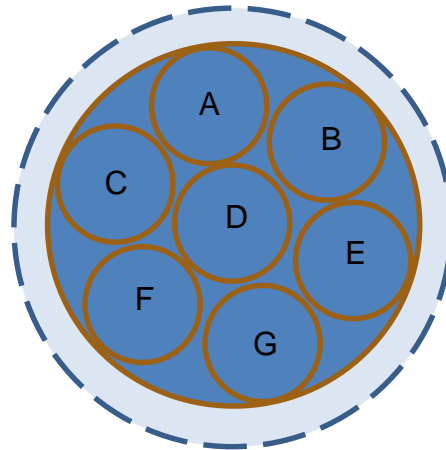


- Shaped by ***accessibility***
 - Micro
 - Meso
 - Macro

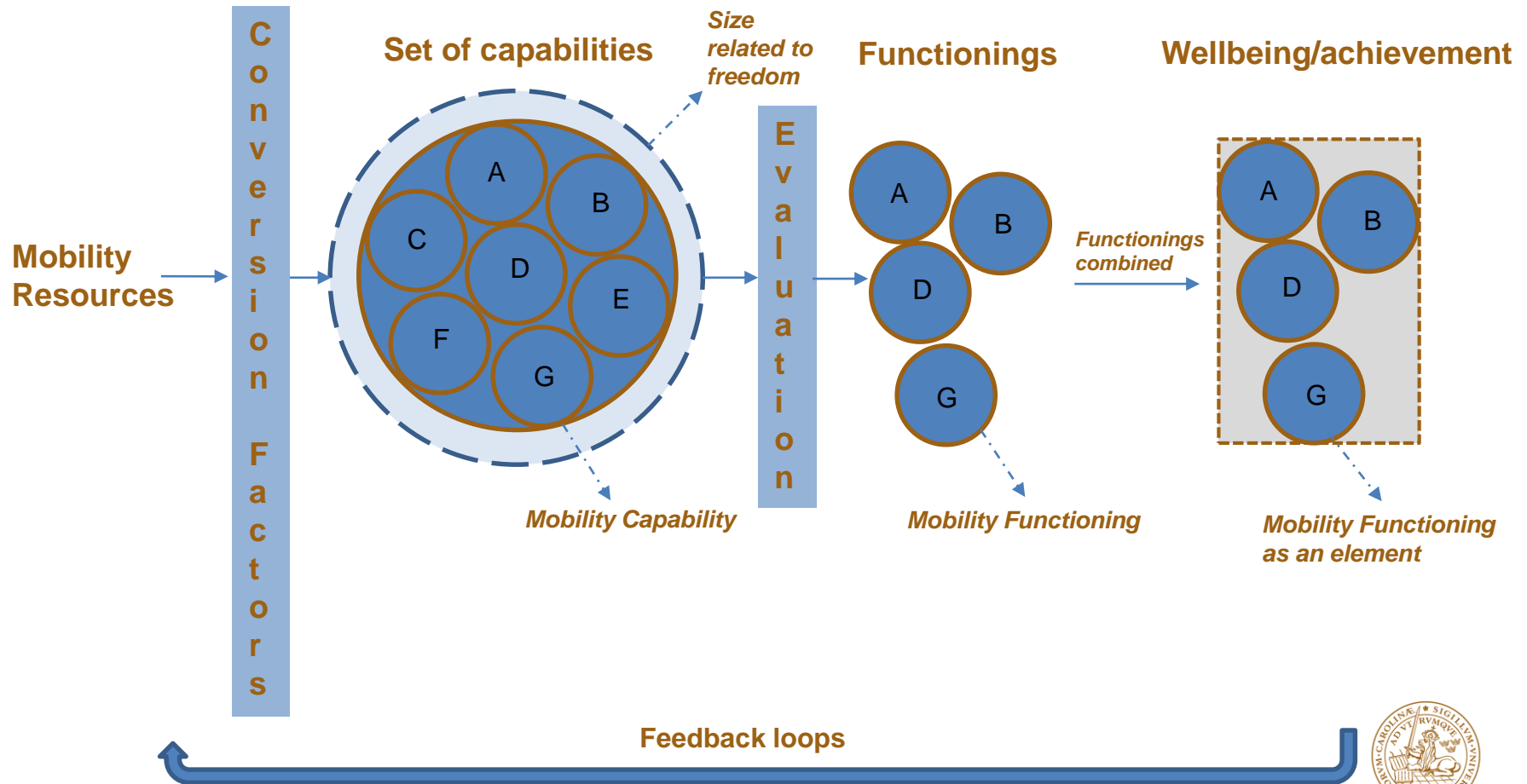


The individual's scope for action

- The individual's freedom to live the life they want
- **Potential mobility versus realised mobility**



Conceptual Framework: Amartya Sen's Capability Approach

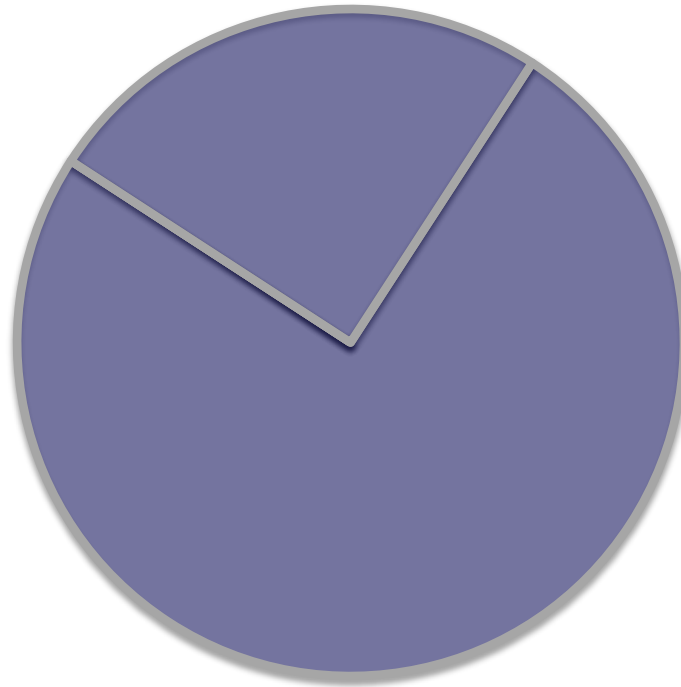


Source: Ryan et al., 2015



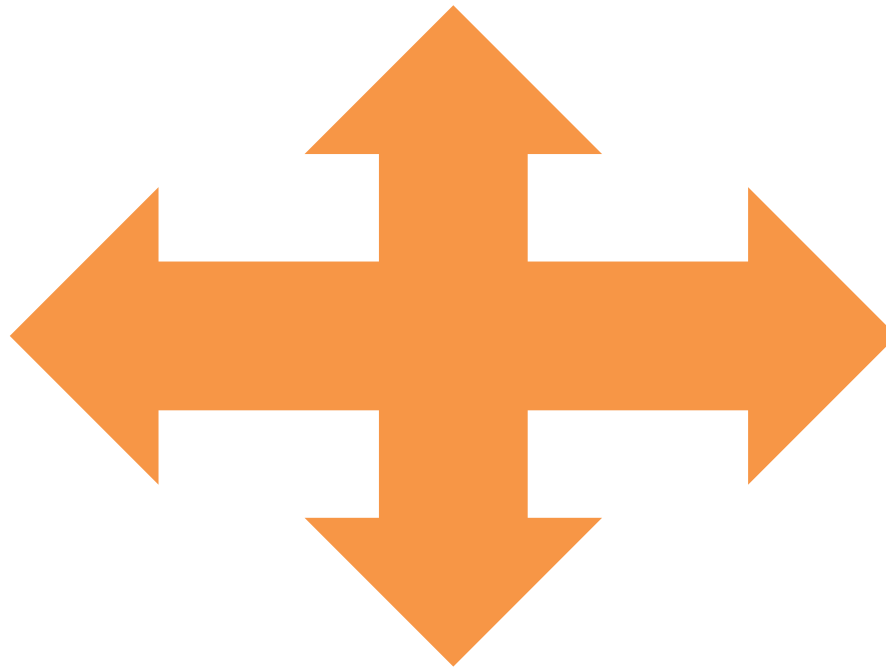
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“Older people” – A lot of variation



What is meaningful?

- Which trips are actually **important** to be able to carry out?



Potential versus realised

- **Potential – very difficult to capture.**
 - What can be reached is often quite subjective
 - Which trips can be carried out...? Accessibility?
According to whom?
- **Realised – relatively easy to capture. Difficult to interpret.**
 - What is reached is usually reported (e.g. RVU)
 - Often interpreted as there being a "choice" involved –
"modal choice"



Data collection

Stockholm, Gothenburg and Malmö large metropolitan regions:



Stor-Göteborg
(13 kommuner)



Stor-Malmö
(12 kommuner)



Source: Statistics Sweden, 2005



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Models and Statistical Analysis

Potential mobility

- Model I: Reduced capability (binary logistic regression)
- Model II: Fewer modal options (multinomial logistic regression)

Realised mobility

- Model III: Modal selection (descriptive statistics/crosstabs)



Models and Statistical Analysis

Potential mobility

- Model I: Reduced capability (binary logistic regression)
- Model II: Fewer modal options (multinomial logistic regression)

Realised mobility

- Model III: Modal selection (descriptive statistics/cross-tabs)



Typology of Resources and Characteristics

| |
|---|
| <p><i>Social resources</i></p> <ul style="list-style-type: none"> - household size - cohabiting (with a partner/spouse) - living alone - woman living alone - man living alone - having someone who can provide lifts (frequency in various groupings) |
| <p><i>Material resources</i></p> <ul style="list-style-type: none"> - annual household income (binary, various groupings) - access to a car - access to a bicycle |
| <p><i>Health condition resources</i></p> <ul style="list-style-type: none"> - self-reported health rating (various groupings) - self-reported health problems while undertaking trips (frequency in various groupings) |
| <p><i>Competence resources</i></p> <ul style="list-style-type: none"> - holding a driving license - holding a driving license and having access to a car |
| <p><i>Spatio-temporal contextual resources/conditions</i></p> <ul style="list-style-type: none"> - large metropolitan region of residence |
| <p><i>Temporal resources</i></p> <ul style="list-style-type: none"> - retired - partially retired |
| <p><i>Personal characteristics</i></p> <ul style="list-style-type: none"> - gender - age (continuous) - age (binary, various groupings) |
| <p><i>Mobility capability element*</i></p> <ul style="list-style-type: none"> - self-reported possibility to use public transport |

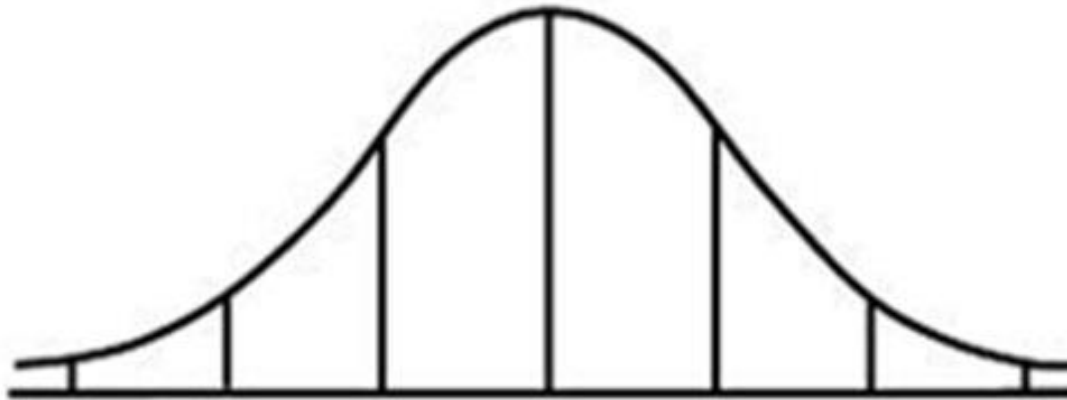


What do these preliminary results mean?

- Resources
- Variation
- Conversion factors
- Differing capability?
- Who should be the focus?
- Intervention possible?



What about transport equity?



What's next?

- Limitations...
- Geographical component
- Focus on one region
- Accessibility perspective with respect to capability



Thank you

Jean Ryan
jean.ryan@tft.lth.se



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