Future mobility in an ageing society – where are we heading?

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Agenda

- Context
- An ageing population - some trends
- Two axes of interest and four scenarios
- Scenario outcomes:
  - Social practice
  - Travel behaviours
- Policy implications and challenges

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Trends: An ageing population

- Growing proportion of the population
- Rise of the older-old

Age group	Popln (m) 2007	Popln (m) 2025	% change
20-64	35.5	37.9	+7%
65-84	8.3	11.2	+35%
85+	1.2	2.4	+100%
Total adult	45.0	51.5	+14%

Healthy ageing
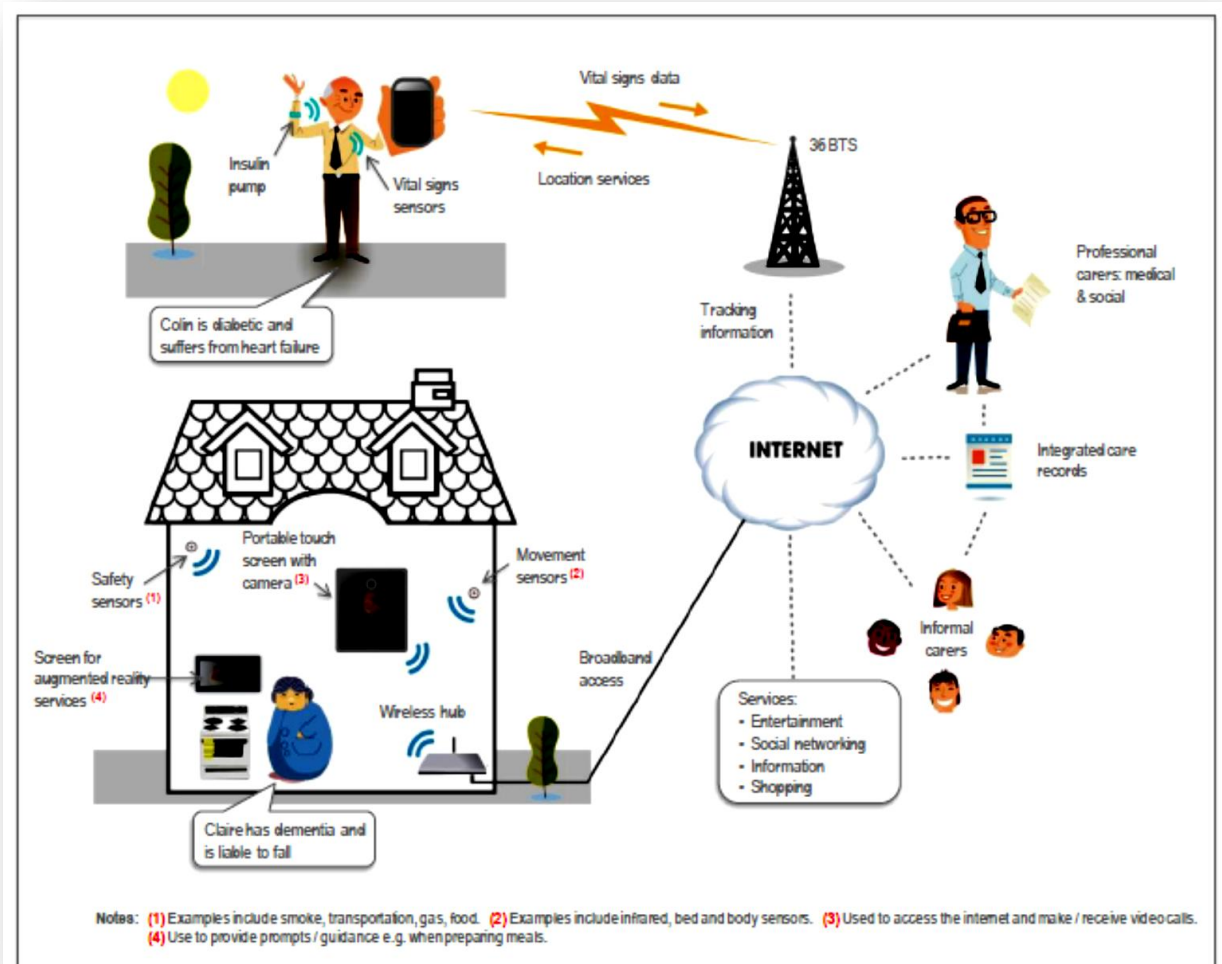
Finance

Employment / Retirement?

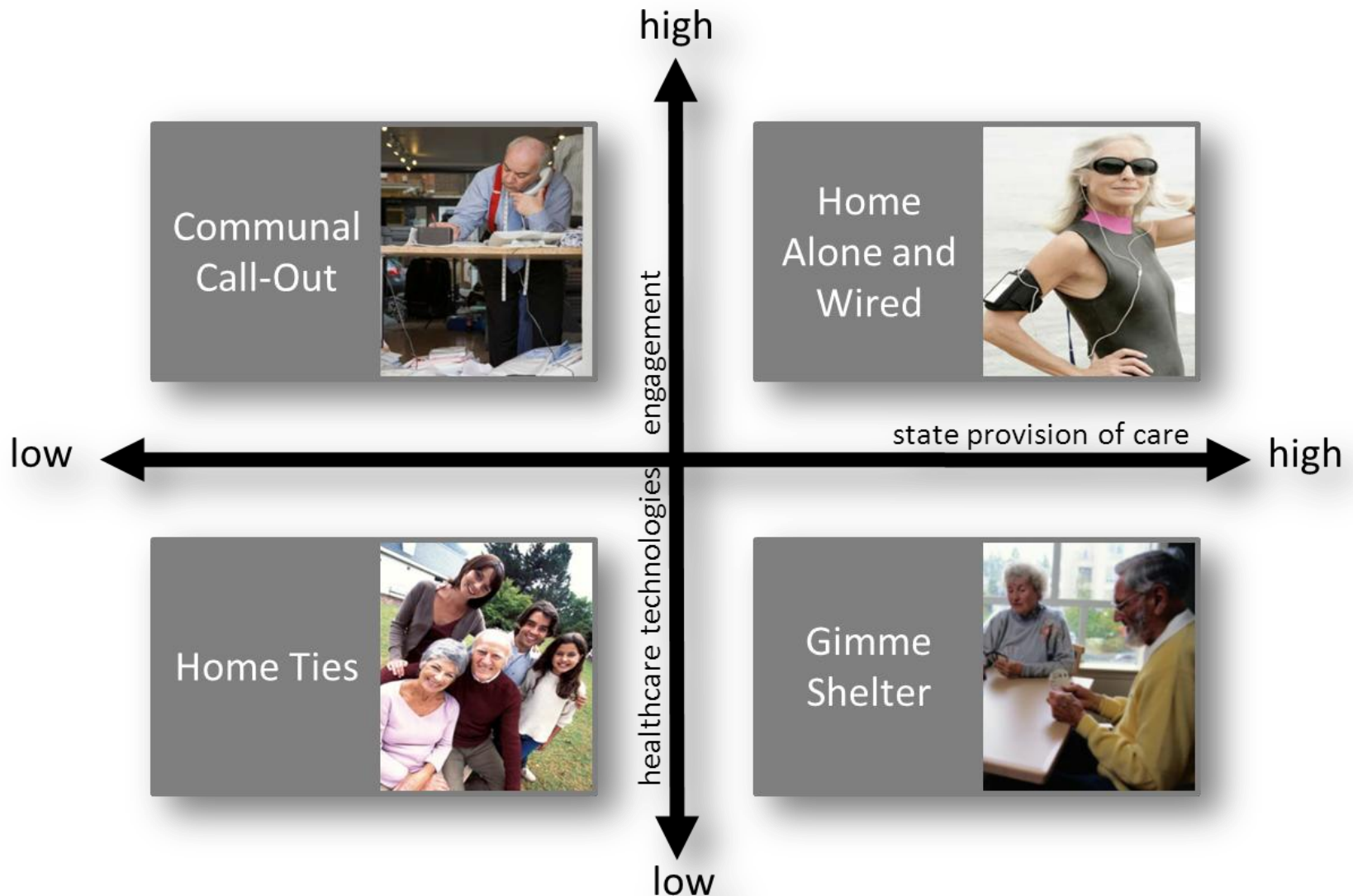Isolation

Provision of Care

The 'Care Miles' scenarios

- Two key 'uncertainties' to frame a scenario planning approach:

    – the extent to which assistive technologies will feature in and support living in later life

    – the extent to which the state would be able to provide care for older people

- Indicative 2030 time horizon

- An aim to expose uncertainty including around the interplay between the motor age and the information age

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Assistive (living) technologies

- **Continuous life style monitoring** (instead of alarm-based telecare systems)
- **Digital participation services** for work and leisure (to connect, engage, stimulate and entertain older people at home)

Plum Consulting. 2010. Assisted living technologies for older and disabled people in 2030: A final report to Ofcom.

The 'Care Miles' scenarios

Scenario snapshots

Scenario A: 'Communal call-out'
(high healthcare technologies engagement; low state provision of care)
- *People take responsibility for their own lives and care needs*
- *Most people remain in their own homes in older age - some continue in employment to fund care*
- *Wide array of (assistive) technologies available to support such individual responses – for those that can afford it*

Scenario B: 'Home alone and wired'
(high healthcare technologies engagement; high state provision of care;)

- *Shortage of care workers makes residential, and 'personal' care at home unaffordable for most people*
- *Older people are able to remain in their own home – although most live alone – as technology-enabled self-care is widespread (the state provides basic technology)*
- *Extensive monitoring and self-care have led to a healthier population and a greater expectation of remaining active in later life*

Scenario snapshots

Scenario C: 'Gimme shelter'
*(low healthcare technologies engagement; **high** state provision of care)*

- *State provision of care for some, but a scarcity of informal carers*
- *Older people unable to stay in their own homes, and with dispersed families they instead look to sheltered housing (this allows carers to service more clients)*
- *Less development and use of assistive technologies, and those available tend to be located communally to maximise use*

Scenario D: 'Home ties'
*(low healthcare technologies engagement; **low** state provision of care)*

- *Minimal care is provided by the state; most older people rely on informal care through their social networks if they remain in their own homes*
- *Where necessary they move closer to family (or move in with them) to facilitate this*
- *For those without this option, co-housing has become popular*
- *There are low levels of assistive technologies available*

Social Practice (I)

- **Living** Choices
  - Different possibilities for how older people will choose to, or have to live in the future
  - Living at home, communal living, shared living

- **Location** Choices
  - Access to services
  - Residential mobility, affordability
  - 'Clustering', retirement communities, social networks

  - What might this mean for services, community (age-mix)?

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Social Practice (II)

- Employment
  - Working to fund care
  - Tele-working, home working
  - Technology an enabler, but is there a 'digital divide'?
  - Possible support to employment for siblings

- Interaction with 'significant others'
  - Virtual-connectivity, remote monitoring, tele-working
  - Localisation of non-work activity
  - Do communal housing forms create new 'communities'?

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Travel Behaviours (I)

- **Individual versus collective transport**
  - Importance of car for independence versus care costs
  - Shared journeys, shared ownership?
  - Diffusion or concentration? Benefits for community solutions?

- **Active travel**
  - Symbiosis between cycling and walking and active aging
  - Assistive technologies could be beneficial
  - But what about the older-old? What about obesity?

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Travel Behaviours (II)

- ## Journey types
  - – '*Necessary*': Fewer health-related; more work related? Less demand on families?
  - – '*Discretionary*': 'Rebound' and replacement journeys – for leisure? To escape communal living?
  - – '*Care miles*': Home as trip attractor rather than generator
- ## Journey substitution
  - – Virtual accessibility rather than physical mobility
  - – 'Potential' and 'imaginative' travel

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Policy implications and challenges

- Outcomes of an ageing society may affect DfT policy – but the determinants cover multiply policy areas

- How might an ageing society be accommodated?
  - Remaining wedded to forecasts and trends engenders a conservative approach reinforcing the current regime of thinking
  - There is a need to confront uncertainty and explore diversity
  - Scenario planning is not about answers but a means to prompt inter-departmental policy debate

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Responding to indirect effects on travel

- Policy framing
  - **Inactive**: Little note of technology development, complexity of the future precludes trying to make too much sense of it, reinforces assumptions and forecasting
  - **Reactive**: Potential problem of different rhythms of change and policy response timescales
  - **Proactive** : Knowingly shaping society through (transport) policy rather than transport being subservient to it
- The (collective) challenge of being visionary
  - Older people and leading technologies and social practices of tomorrow different to those of today (though some glimpses today?)

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Transport policy – serving or shaping?

- Dominant mentality is still '*transport is here to serve society*' – epitomised by policies such as 'predict and provide'
- But transport also shapes society – social engineering whether by accident or by design
- The question then becomes not '*where are we heading?*' but '*where would we like to head?*'
  - Whilst seemingly more politically challenging, this may in fact offer better prospects for preparing for the uncertain future we now face

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