

# The benefits of older people's mobility

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# Who are older people?



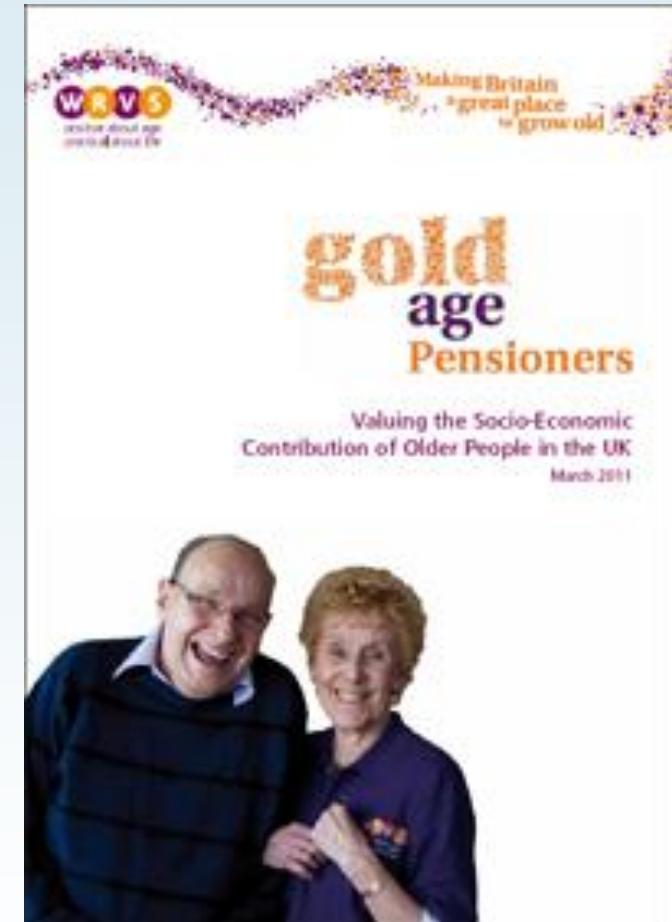
# Who are older people?



# The value of older people to society

The study ‘Gold Age Pensioners’ published by the WRVS (now the Royal Voluntary Service) in 2011 calculated the monetary value of the contribution of older people to society.

It included both contributions to the Exchequer and other contributions.



This is in addition to their non-financial contributions to family life, knowledge and society.

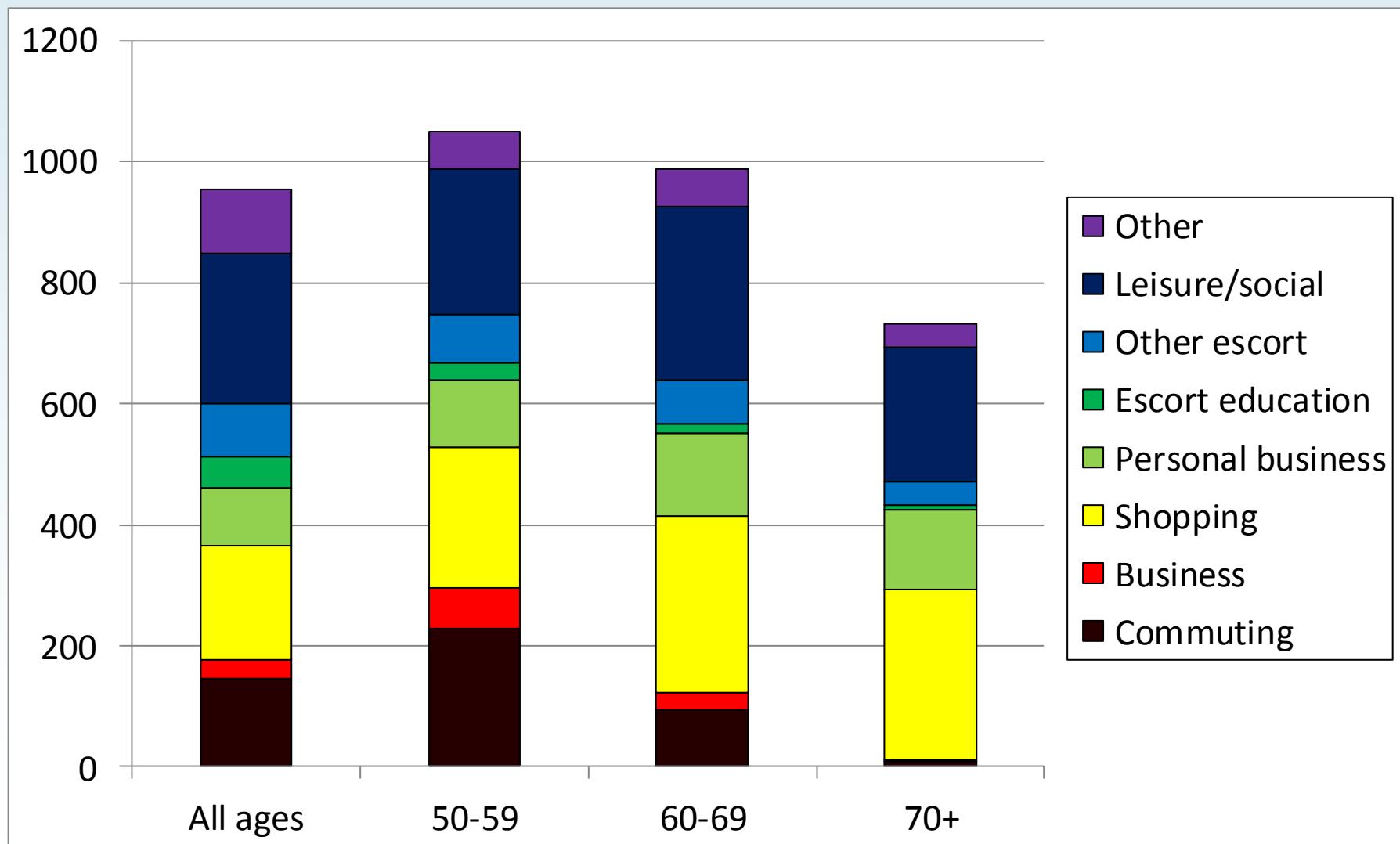
# The costs and contributions of older people in 2010 (2007 prices)

Costs	£B	Contributions	£B
Pensions	68	Consumption	76
Age-related welfare	23	Volunteering	11
Age-related health care	45	Routine childcare	3
<b>Total</b>	<b>136</b>	Social care	34
		Income tax	15
		NI	1
		VAT	15
		Excise duty	2
		Other contributions to the Exchequer	13
		Other non-exchequer contributions	7
		<b>Total</b>	<b>176</b>
<b>Net financial contribution to society</b>			<b>40</b>

# The costs and contributions of older people in 2010 (2007 prices)

Costs	£B	Contributions	Trips	£B
Pensions	68	Consumption	Shopping	76
Age-related welfare	23	Volunteering	Personal business	11
Age-related health care	45	Routine childcare	Leisure/social	3
<b>Total</b>	<b>136</b>	Social care	Leisure/social	34
		Income tax	Commuting	15
		NI	Commuting	1
		VAT	Shopping	15
		Excise duty	Shopping, driving	2
		Other contributions to the Exchequer		13
		Other non-exchequer contributions		7
		<b>Total</b>		<b>176</b>
<b>Net financial contribution to society</b>				<b>40</b>

# Number of trips per head per year in GB, 2012



Source: National Travel Survey 2012

# The benefits of older people's mobility

## Benefits to older people

- Better health
  - Physical health by being more active
  - Mental health arising from being independent, being included etc.
  - Easier attendance at healthcare facilities
- Better quality of life through social interaction and feeling valued
- Saving other people's time on escort trips

## Benefits to society

- Employment
- Voluntary work
  - Formal – NHS, charity shops etc.
  - Informal grandparenting etc.
- Spending in local shops, restaurants etc.
- Savings on NHS and special transport services

# Types of activities which older people would like to do more of

Activity	%
Visit family	12
Visit friends' homes	10
Meet friends elsewhere	10
Leisure/sport	8
Other shopping	7
Food shopping	6
Day centre visit	2
Post Office	2
Visit others in hospital	1

Source: Older people: Their transport needs and requirements, DfT, 2001

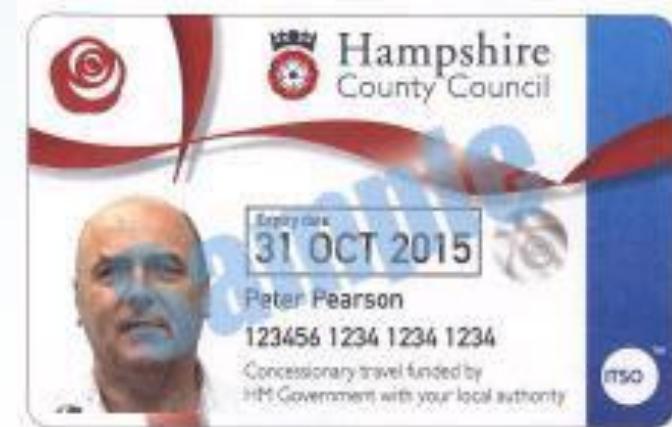
# Barriers to activities for older people

Activity	Direct transport/ journey %	Mobility/sensory/ health %	Non- transport %
Visit family	58	18	24
Visit friends' homes	46	27	25
Meet friends elsewhere	46	21	33
Leisure/sport	15	24	57
Other shopping	37	43	21
Food shopping	33	50	16
Day centre visit	25	30	45
Post Office	40	42	19
Visit others in hospital	65	23	13

Source: Older people: Their transport needs and requirements, DfT, 2001

# A successful policy - Concessionary bus travel in Great Britain

- In 2001, local half-fare off-peak bus travel was introduced for all those of pensionable age
- Eligible age for men reduced to 60 in April 2003.
- Concession extended to free local bus travel from 2006 in England (earlier in Scotland and Wales).
- Scheme extended to England-wide travel in 2008.
- 9 million pass holders in Britain on the grounds of age, 0.75 million on the grounds of disability.
- Costs over £1 billion per year.



# The impacts of CTPs on the wellbeing of older and disabled people

- Improved access to services such as medical facilities and Post Offices;
- Improved health by walking more;
- Greater inclusion of older and disabled people into society by giving them access to more opportunities for social activities;
- Easing the transition from driving a car to not doing so because they can use the bus to make trips that they find difficult by car such as at night, in poor weather and in large cities;
- General improvements to the quality of life of older and disabled people.

## The wider benefits of CTPs to society

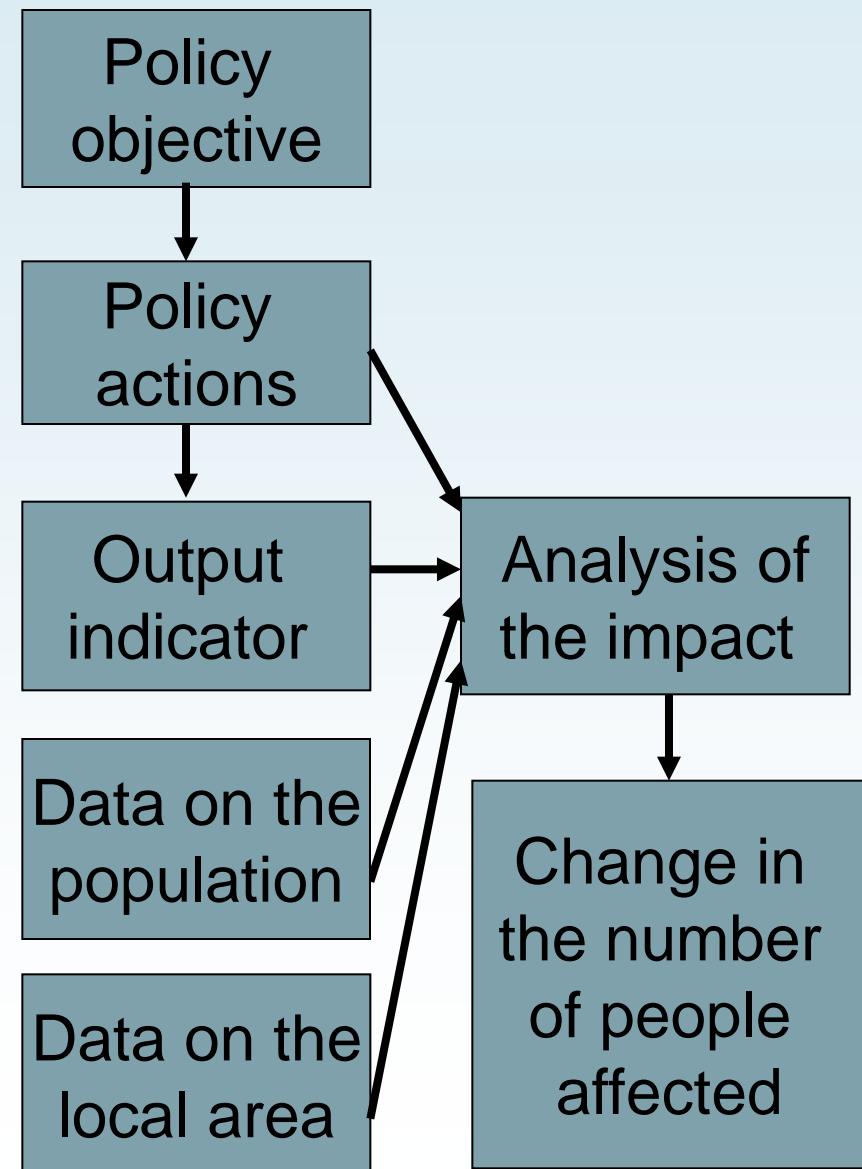
- Less car use and so a reduction in traffic;
- Voluntary work by older and disabled people – both formal and informal;
- Contributions to the local economy by spending money in shops, restaurants and leisure facilities;
- Savings to the tax payer of not providing some special transport services;
- A happier, healthier population of older and disabled people.

# Economic evaluation of the English national concessionary travel scheme

Benefits	£m	Costs	£m
Welfare gain to old users (transfer)	232	Reimbursement for revenue foregone	232
Welfare gain to new users	69	Reimbursement for additional capacity costs	22
Deadweight welfare loss	-0.5		
Decongestion and other externalities	19		
Wider economic impacts	42		
Welfare gains to other bus users	27		
Health benefits	16		
Bus externalities	-20		
Indirect taxation	-8		
Total	377		254
<b>Benefit-cost ratio</b>	<b>1.5:1</b>		

# Another approach to valuing accessibility improvements

A  
Methodology for  
Enhancing  
Life by  
Increasing  
Accessibility



# The application of AMELIA in St Albans

Policy objective: To increase the number of older people who can walk to the city centre in St Albans from the car parks

## Policy actions:

- Build more dropped kerbs
- Build wider pavements
- Build more road crossings
- Install more benches
- Install better street lighting
- Improve the public toilets

Output indicator: The cost per head of the policy action

# The estimated costs of the policy actions (in £)



Pavement - £65 per square metre



Benches - £500 each



Pedestrian crossings - £25,000 each



Dropped kerbs – £1,000 each side or £2,000 per crossing



Street lighting – £1,600 each new or £450 for an upgrade



Public toilets – £200,000 new or £25,000 for an upgrade

# Impact of the policy actions

Policy action	Number of extra elderly people who can walk to the city centre	Cost per head of policy action in £	Ranking from cheapest upwards
Providing dropped kerbs at existing crossings	8	£2,000	4
Providing wider pavements	4	£23,270	5
Providing crossings every 100m	0	-	6
Providing benches every 50m	1397	£53	2
Providing streets with better lighting	4068	£13	1
Improving the provision of public toilets	320	£1406	3

# Why do we need to be able to value accessibility improvements for older people?

- If we accept that older people make a positive contribution to society and that part of that contribution depends on being able to travel, then improving accessibility should enable that contribution to be enhanced.
- This means that many accessibility improvements for older people are being done not for charitable reasons or because the law requires it, but because there are good economic and social reasons to do so.
- But, it is difficult.

# Difficulties in valuing improvements to accessibility for older people

- It is possible to evaluate individual policies e.g. ENCTS
- It is possible to rank the cost-effectiveness of a set of possible policy actions, as shown with AMELIA
- But how do we determine the value of the improvement of a package of measures?
- Or determine the best way to spend, say, £100m to improve accessibility for older people.
- The answers to these questions would benefit the growing population of older people and benefit wider society.