

# Mobility – The impact of not driving on different non-driver subgroups

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# Key facts

- Most Australians, regardless of age or disability, rely on the car as their main mode of transport
- A lack of transport can create social exclusion and have a negative impact on an individual's quality of life
- “Social inclusion” is now recognised by Governments as being critical for the well-being of all individuals
- People who don't have good transport are more likely to suffer depression and other health problems
- The potential for social exclusion is an important consideration in driving cessation.

# RACV research

- How different non-drivers deal with a lack of mobility and transport in their daily lives
- Focus on three non-driver sub-groups:
  - Older
  - Disabled
  - Young
- Initial qualitative stage undertaken to explore key issues, then quantitative stage.



# Methodology

- Older non-drivers:
  - 225 telephone interviews with older non-drivers – aged 65+
- Disabled non-drivers
  - 76 telephone interviews with disabled non-drivers - aged 18-64 years
- Young non-drivers
  - 207 young non-drivers aged between 16-20 years interviewed in internet survey

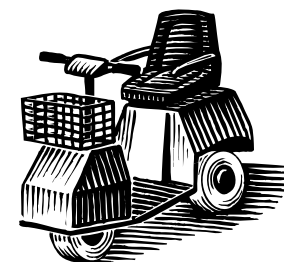
# Older non-driver survey

# What older non-drivers told us....

- Most made decision to stop driving themselves
- Health problems were main reason for stopping
- Most could undertake essential trips but missed out on social and recreational trips
- Half found it difficult to visit family and friends, do volunteer work and go on holidays
- One quarter had difficulty getting groceries and getting to health appointments

# Transport alternatives used...

- The most commonly cited transport options people **were aware of** in their area were:
  - Bus (76%)
  - Taxi (64%)
  - Train (54%)
- The most commonly cited transport options people **used** were:
  - Taxi (54%)
  - Electric mobility scooter (39%)
  - Bus (26%)



# Key considerations

- Need to consider driving cessation among older people and the impact this has on their mobility and well-being.

*“loss of mobility can have serious consequences for older people. Loss of independence and its adverse effects on an individual’s sense of well-being may carry greater weight than any risk of harm from traffic accidents” (OECD Report, 2001, p81)*

- Better transport options are needed, more information about transport and a greater emphasis on the maintenance of social activities.

# Disabled non-driver survey

# What disabled non-drivers told us...

- 64% of participants had driven a car in the past
- The main reasons cited for stopping driving was being too sick or incapacitated (70%)
- Many respondents found it very hard to
  - Go on trips (54%)
  - Get to functions (39%)
  - Visit family (38%)
  - Visit friends (27%)
  - Get to work (48%)

# Transport alternatives used by disabled non-drivers.....

- The most commonly cited transport options people **used** were:

- Taxi (70%)
- Train (55%)
- Bus (28%)



- The transport options that people **found difficult** to use were:

- Bus (50%)
- Train (24%)
- Tram (20%)
- Taxi (16%)

# Key considerations

- Only 30% of disabled non-drivers stated their transport needs were fully met
- Maintaining driving among disabled people has potential to help their mobility
- Emphasis on the provision of work and study related transport is needed
- Accessible transport and information about accessibility levels is important

# Young non-driver survey

# What young non-drivers told us...

- Main reasons for young people not driving were:
  - Haven't got around to it yet (55%)
  - Prefer to focus on study (39%)
  - Don't need to drive (26%)
- Most did not find it difficult to get to work or study
- Some reported difficulty getting transport for social and recreational purposes particularly in rural areas, country towns, or outer Melbourne

# Young non-drivers use public transport but..

Issues with public transport included:

- **Melbourne:** delays and lack of synchronisation of different types of transport
- **Country towns and rural areas:** lack of public transport, particularly at night and on weekend
- **Young women:** personal safety on public transport

# Key considerations

- Young non-drivers are the most mobile but a very small number in remote areas had limited transport options
- A few had difficulties getting employment due to a lack of transport
- Transport solutions should focus on those in remote areas and employment
- Changes to licensing age are not justified to address this problem

# Conclusions

- Holistic countermeasures at all levels of government needed:
  - Transport improvements across all modes
  - Full accessibility should be the aim
  - Land use planning
  - Social inclusion programs