TRANSPORT AND AGEING OF THE POPULATION

FEBRUARY 2002

FOREWORD

It is well known that populations are ageing in most countries. With the share of people over age 65 expected to increase by 40% over the next 30 years in ECMT Member and Associate Member Countries, the special needs of this segment of the population will be of increasing importance to policy makers – notably as concerns travel and accessibility to transport services.

Indeed, in the next two-to-three decades, older people will be on average relatively healthy and more independent during their retirement period than in the past. With expected education and income levels to be higher, they will also be comparatively more active than previously, and as a result, mobility and accessibility considerations will be of growing importance. With this in mind, the ECMT Working Group on Transport for People with Mobility Handicaps (now the Group on Access and Inclusion) undertook to better identify and understand these special transport needs for the ageing population.

The following report is the fruit of that work, which was undertaken in co-ordination with the ECMT Working Group on Road Safety and the OECD. The Conclusions and Recommendations of the Report, included at the front of the report, were presented to and approved by ECMT Ministers of Transport at their Council in Lisbon in May 2001.

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CONCLUSIONS

1.   This document concerns people aged 65 and over. In ECMT Member and Associate Countries, the proportion of the population in this age group will increase by 40% in the next thirty years and the number of people will double; the proportion over 80 will double and the number will treble. These facts directly concern us, as these people are ourselves.

2.   Older people in the future will have better health, higher levels of education, better housing and higher incomes than older people now. They will prefer to live in their own home as long as possible. They will expect higher levels of service than at present and this will open up new market and business opportunities.

3.   Older people in future will expect to retain the levels of mobility they have enjoyed previously although as they age mobility will become more difficult. Driver licence holding will be higher, especially among women. Old people will retain their driving licence as long as possible. Given present trends, older people's use of the car is likely to increase but their mobility will not be entirely car dependent.

4.   They will walk more, with up to 30 to 40% of travelling time spent on walking. Older pedestrians are more exposed to specific risks than any other age category. This risk is not fully reflected in road accident statistics because slips, trips and falls are not included. The cost to society is nonetheless significant.

5.   Public transport use will also be increasingly important. However, for many older people it will be an option only if accessibility, reliability, information and personal security are improved.

6.   Cycling will not be a significant mode of choice for many older people. Experienced cyclists may safely continue into old age, but over the age of 75 the risks become significantly greater.

7.   Older people do not deliberately take more risks in traffic but they are more at risk. They are more frail and therefore the consequences of accidents are more severe than for any other age group. Simply because of this, the number of injuries and fatalities in road accidents will increase.

8.   They may therefore face physical, psychological and economic barriers to travel, including for some diminished motor, sensory and cognitive abilities. To overcome these barriers and allow them to play a full part in society a fundamental rethink about some aspects of transport policy is needed so that mobility needs can be met in a safe, accessible and sustainable way. This concerns:

   −   patterns of land use and housing that facilitate neighbourhood based living;

   −   infrastructure designed with the needs of older people in mind, including accessible, safe and well maintained pedestrian facilities;

   −   accessible and user friendly transport modes and information on how to use them;

– integrated delivery of public and private services in a cost effective way;

– a choice of transport alternatives;

– new technologies concerning vehicle equipment and engineering;

– education, training and awareness programmes.

9.   The success of policies and measures taken will have a fundamental effect on the possibilities for older people to participate fully in society and to have access to activities, shops and services as well as to friends and relatives.

10.   Many of the measures now being considered as part of a sustainable transport strategy also promote accessibility, mobility and safety. These include:

– more use of alternatives to the car, including walking and public transport;

– lower traffic speeds;

– better urban design;

– more facilities within walking distance.

11.   Changes in the transport system have a long life and mistakes made now will be with us for many decades. It is therefore important to start now

RECOMMENDATIONS

1.   All policy options in transport and land-use planning should systematically include an evaluation of their potential impact on the safety and accessibility of older people (safety and accessibility audits).

2.   The entire "transport chain" (including all the modes and interchanges between them) needs to be improved. Weaknesses in one link can make the entire chain ineffective.

3.   Where they have not already done so, Member States should implement those parts of recommendations dealing with pedestrians and cyclists [CEMT/CM(97)11 and CEMT/CM(98)19/Final], insofar as they apply to older people.

4.   In addition, ECMT should draw up guidelines for implementation at the national level in relation to accessibility and safety of the transport system and its components, in particular covering:

– land-use, which could provide neighbourhood based living and be less car dependent;

- infrastructure, including the function and design of the road system, paying specific attention to signs, lighting, intersections and pedestrian facilities;

- public transport, including interchange, information and personal security;

- economic aspects, including cost- effective service delivery;

- effective driver evaluation and training programmes, not only age-related but also functionally based, bearing in mind road safety purposes.

5.   These guidelines should be established as soon as possible in co-operation with appropriate international organisations and Ministries concerned, then submitted to Ministers.

6.   Implementation should be monitored at national level, and a report on progress should be made to Ministers in due course.

1. INTRODUCTION

Society is ageing and industrialised societies are ageing fastest. There will be a huge increase in both the absolute number of older people and in their percentage of the population in almost all Western European countries, North America, Japan and Australia. But in the future, they will be different than older people at present:

– on average, most older people will be relatively healthy and independent for two and three decades after they retire;

– they will also be better educated and have more income and resources than comparable elders just a few years ago;

– they will have active lifestyles in which mobility and access play a major role;

– almost all older people, in particular a majority of older women, will be car drivers, used to the convenience and flexibility which the car provides.

But as they age, many older people will increasingly experience physical, financial, emotional, and even psychological barriers in using various transport modes, in moving around their communities, and in accessing the services and facilities they wish to. Certain elders will be especially disadvantaged, particularly those who live alone, who have no close family, or who have limited financial resources. Many of those hit hardest will be the very oldest and, in particular, women – who are more likely to be living alone.

Thus there will be several "markets" for travel by older people.

There is no indication that older people's need for activities outside the home will drop as fast as their skill levels or mobility resources do. For many older people, there will be a large gap between what they want to do and what they have the transportation resources to do, between what they need to do and the mobility options open to them.

As a result we may end up with two, sometimes overlapping, groups of older people – those unable to meet their mobility needs who do without adequate services, and, those who imperfectly meet their mobility needs in order to receive adequate services. The first group will include people with serious physical and emotional difficulties and those without access to a car or other modes of travel or the means to pay people to provide them with transportation. The second group may include many people who continue to drive to meet their needs, even though they are no longer competent drivers.

We need new and different ways to approach these situations and to define new strategies to cover the needs of older people for the next decades in terms of mobility, accessibility and safety.
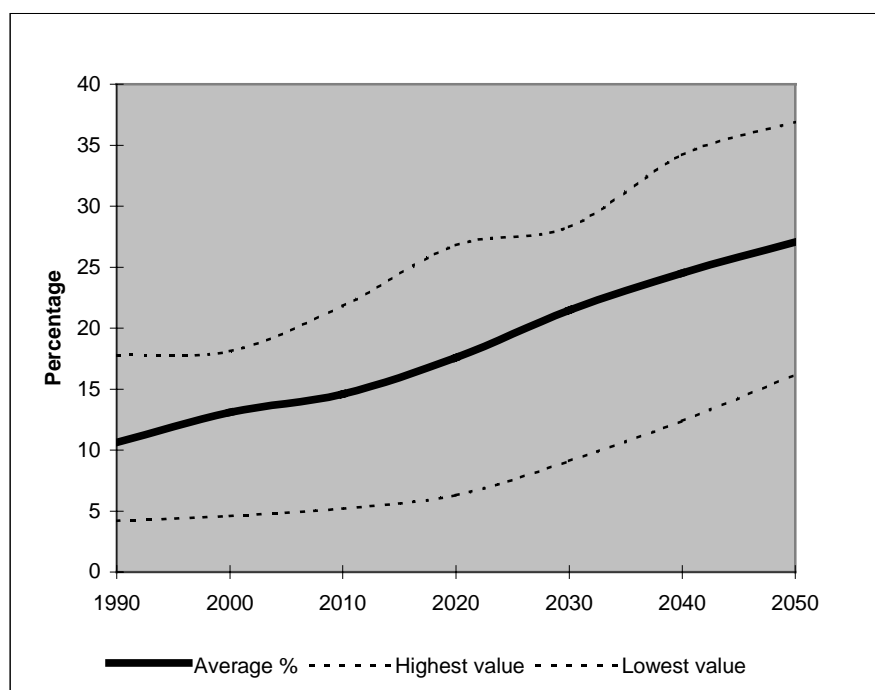
This report sets out some of the challenges.

2. OLDER PEOPLE AND THEIR MOBILITY

2.1 Demographic Trends

In the developed countries the number of older people represents a growing percentage of the total population.

Figure 1. **Percentage of population aged 65 and over in ECMT Member and Associate countries**

Source: ECMT, 2001.

	1990	2000	2010	2020	2030	2040	2050
Average %	10.6	13.1	14.6	17.6	21.5	24.5	27.1
Highest value	17.8	18.1	21.8	26.8	28.3	34.2	36.9
Lowest value	4.2	4.6	5.2	6.3	9.1	12.4	16.2

Taking the predictions of Figure 1 into account, we observe an important growth in almost all countries, with remarkable peaks in some of them and, if we add to that the feeble growth in the birth rate, then we find an explanation why the age pyramid has been inverting during recent years, bringing about a deep change in the demography of our society.

On the other hand, all the studies show that the demographic evolution during recent decades will determine future trends, so that the total and relative number of older people will keep growing, whether they are old (over 65) or very old (80 and over) (Figure 2).

Figure 2. **Percentage of population aged 80 and over in ECMT Member and Associate countries**
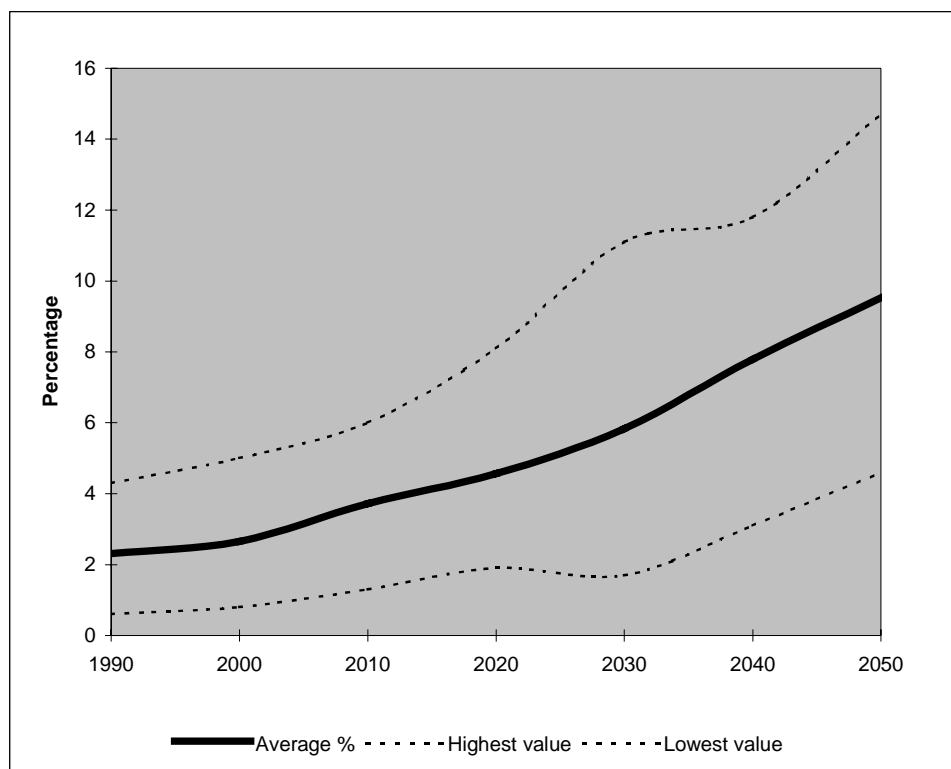
Source: ECMT, 2001.

	1990	**2000**	**2010**	**2020**	**2030**	**2040**	**2050**
Average %	2.3	2.6	3.7	4.6	5.8	7.8	9.5
Highest value	4.3	5.0	6.0	8.1	11.1	11.8	14.7
Lowest value	0.6	0.8	1.3	1.9	1.7	3.1	4.6

Furthermore, women will always be a majority, whatever category of age is taken into account (Figure 3).

Figure 3. **Percentage of women over 65 in ECMT Member and Associate countries**
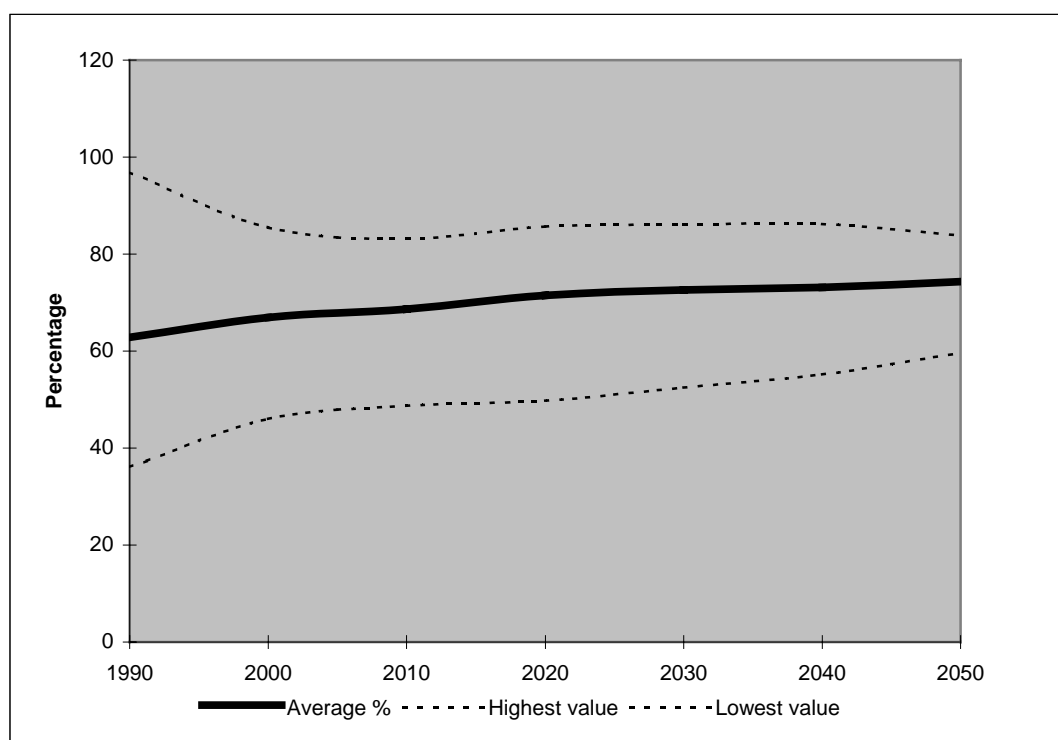
Source: ECMT, 2001.

	1990	**2000**	**2010**	**2020**	**2030**	**2040**	**2050**
Average %	62.8	66.9	68.7	71.5	72.6	73.1	74.3
Highest value	96.8	85.5	83.2	85.7	86.1	86.2	83.8
Lowest value	36.1	46.0	48.7	49.8	52.5	55.2	59.6

Labour market and retirement

The experience in many countries shows a trend to stay active in the labour market longer than today. Either countries are foreseeing retirement at an older age or people, who do not need to comply compulsorily with the retirement age, keep on working. So, if elders remain active for a longer time, their prolonged professional life will result in increased mobility, as we take for granted that those who work are those more likely to move.

On the other hand, some workers are leaving the labour market earlier, so that the life cycle of retired people is longer and more "differently lived". Furthermore, if the retirement age is reduced, a hypothesis not to be excluded in some countries, other groups of older people should emerge, much more active and mobile than the present situation.

In both cases, generations of old people to come will be more and more mobile.

2.2 Driver Licence holding

In the future older people will compose a larger share of the driving population than in the past. Older people will wish to retain their driving licence as long as possible and therefore licence holding among older people will reflect licence holding among younger and middle aged people now.   Special   mention should be made of female elder drivers. Data reveal that women are driving much more than in the past. However, female mobility presents very definite features. Their trips are normally shorter, and they travel less annual kilometres than men do. Therefore, the general conclusions may not be valid to the same extent as for men.

2.3 Mobility patterns

Not only will the number of older people in society increase, their mobility needs will increase as well. This is for several reasons:

– First, the next generation of elderly will be used to high mobility (travelling whenever they want and travelling longer distances) and they will be determined to maintain this level of mobility. They will also be likely to have the financial capacities to do so.

– Second, elderly people will, on average, enjoy better health and physical condition than in the past, since living standards are improving. This means that the future elderly are likely to remain active for a longer time than before. Some people continue working for a few days a week after reaching the age of 65, or they start doing volunteer work.

– Third, older people often choose to live away from inner urban areas, among others because of the higher crime rate and the higher costs of living within these areas. The need for mobility is greater in low-density areas than in urban areas.

– Last, nowadays older people live independently, instead of in institutions, for a longer period than previously. "Ageing in place" is highly valued: older people don't want to change where they live. This is partly a result of government policy, which encourages people to live on their own for as long as possible. Also, in the distant past it was usual for people to move in with their children when getting older. This is no longer the case. Living alone for a longer period requires more travelling to do shopping, visit health services, etc.

3. OLDER PEOPLE AND TRAFFIC ACCIDENTS

Traffic safety is important for older people's mobility, particularly if they are to grow old in place. Accident data can help to understand the risks for elderly people in traffic as well as the main causes of accidents and the likely situation in the future.

For the rest of this Chapter, Figures and corresponding Tables, which can be found in the Annex, are taking into account the replies received to the enquiry made by the Group on Road Safety, at the end of 2000.

3.1 Road safety risks

The main conclusion to be drawn from accident analysis throughout Europe is not that the elderly take more risks, but are more at risk. This is illustrated in Figure 4 (which is a calculation of accident severity rates obtained by dividing the total number of people killed by the total number of accident victims). Compared to other road users, the elderly are more than twice as likely to get killed in a serious accident.

Figure 4. **Accident Severity rates (killed x 100 / victims)**
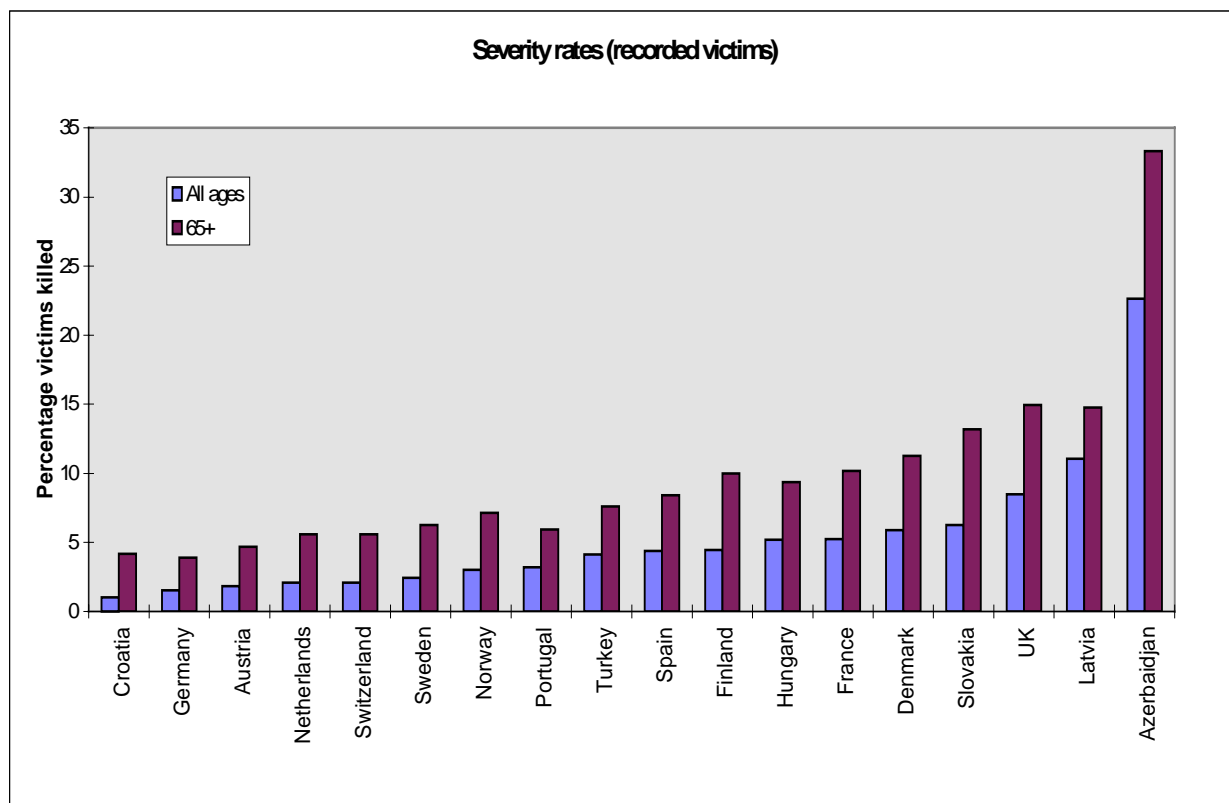
Source: ECMT, 2001.

Older people are frailer than younger people. Whereas a young person may sustain minor injuries in an accident, an older person could be fatally or seriously injured in the same situation. This is particularly evident among pedestrian accidents. Approximately 2% of pedestrians aged 20 - 50 years injured in traffic accidents are killed. For people aged 80 and over, more than 9% of pedestrian accidents are fatal. In all countries the percentage of people killed in recorded serious accidents is highest for the elderly.

3.2 Dominant accident patterns

The accident patterns of elderly road users differ substantially from these of younger road users. Research findings generally indicate:

- − compared to younger persons, the elderly are more often involved in pedestrian accidents than in driver or passenger accidents;

−   elderly drivers are not as often involved in single vehicle accidents, but they are over represented in multi vehicle accidents;

−   as pedestrians the elderly are relatively more involved in accidents within built-up areas than outside them, whereas the elderly as drivers are relatively more involved in accidents outside built-up areas. On the whole most accidents occur within built-up areas. Accidents outside built-up areas tend to be more serious;

−   older road users tend to be at fault in their collisions. This claim is based on police reports. In this respect the elderly do not differ much from children. The cause of the accident is seldom due to careless or aggressive behaviour, but most of the time is due to their inability to handle complex traffic situations. On the contrary, elderly drivers' small share of accidents as non-responsible parties reflects their slower, conservative and cautious driving style. Older drivers are less inclined to speeding, overtaking, zigzagging or not complying with police instructions;

−   accidents involving older drivers typically occur at intersections, not on road sections. The dominant accident type is where the elderly driver is turning against oncoming traffic on a main road that has right-of-way. Obviously important factors are a slower reaction time, sometimes combined with an inability to correctly assess gaps in the oncoming traffic stream.

From accident analysis one can safely conclude that the elderly, particularly elder drivers, are not especially dangerous for other road users. Per person, the elderly are less often involved in accidents than young drivers (see Figure 5). Their per kilometre chance of getting involved in an accident is relatively high, with the risk being just as high as for young drivers.

The low per person rate for the elderly is related to their often conscious decision to drive substantially less kilometres per year than other groups, by limiting their driving distances, by avoiding as far as possible rush hour traffic and driving by night and by choosing familiar and quiet routes. So, older people effectively compensate for their potentially higher risks.

Figure 5. **Accident rates per licensed driver and per age group**
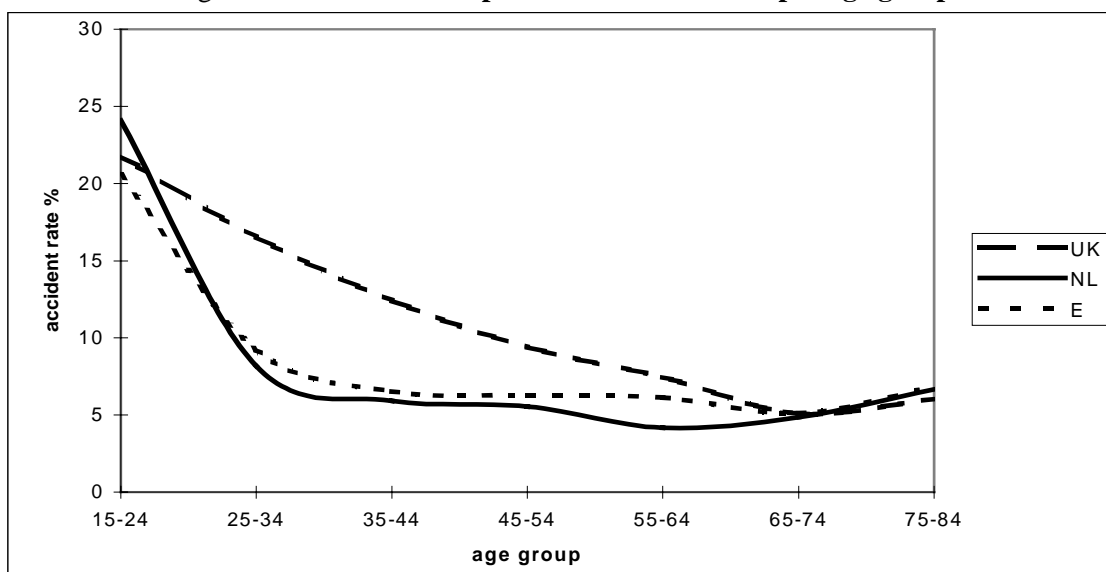
Source: ECMT, 2001.

3.3 Conclusions

For the elderly, the car generally is the safest mode of transport. Forcing older people to use alternative modes of transport may have an adverse effect on traffic safety, since other modes may be less safe than car use. Even the use of public transport may have drawbacks: one has to get to the stations and stops, and doing this on foot may be quite risky.

It is difficult to make projections for the next 30-years on traffic safety for older people. Traffic will change enormously. We can expect that car use will grow substantially and that walking-only trips will diminish. Walking as part of a trip however will be much more important. Considering the total time in traffic, walking may grow to 30-40% of total time in traffic, even if risks as a pedestrian are bigger.

Moreover, the share of the elderly will gradually change from a small group to a major one. Thus, they will no longer be the exception, but the standard group concerning traffic behaviour.

Even if one can expect traffic to be more calm and considerate, the growing number of frail elderly people will lead to more accidents that are serious or fatal, unless a fundamental rethink about some aspects of transport policy is undertaken so that the mobility needs of elderly people are met in a safe, accessible and sustainable way.

Measures are therefore needed to comply with the changing nature of traffic safety: safety improvements for the elderly will also benefit for other users.

4. POLICIES TO INCREASE ACCESSIBILITY AND SAFETY FOR OLDER PEOPLE

In the coming years the elderly population of most developed countries will double and triple as those currently of working age - the so-called *baby boomers* - age into their 70's, 80's and 90's. It is clear that decades old responses will not meet the large and growing needs of the new generations of older people. But it should also be clear that no one policy strategy will be able to address the growing mobility gap they face, no one policy programme will be able to overcome the growing access barriers they encounter. People's travel needs - and thus their problems - result as much from land use and housing patterns, social and human service delivery systems, neighbourhood and community design, and the physical specifications of various transport modes as they do from actual transport programmes and resources.

Moreover, different people will face different barriers - both at different times in their lives and at the same stage of their life. Some people will gradually experience personal mobility problems as their health slowly declines. Other people will face a drastic reduction in their abilities due to a heart attack or stroke or the rapid onset of a disabling condition (or sudden changes in their financial status due to the loss of a spouse). No matter how swift or disabling, some of these conditions will be reversible and others not. Still other people will be physically fit and able to travel independently one day but will experience serious problems on other days or in bad weather, etc.

To meet the needs of older people in the coming five decades, we will have to develop a comprehensive strategy - one which encompasses all the policy areas which affect the travel of older people:

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–   a user-friendly and accessible transport network;

–   well designed land use and housing choices;

–   cost-effective delivery of private and public services;

–   co-ordinated delivery of human and social services;

–   effective driver evaluation and training programmes;

–   a full choice of transport alternatives;

–   the role of education and publicity.

4.1   Making the transport network user-friendly and accessible

The transport network is really a series of linked transport systems and services - the so-called *transport chain*:

–   the pedestrian environment;

–   the different modes;

–   the street and highway network.

The idea of an inter-connected set of transport systems and services implies consideration of a wide variety of factors:

–   How travellers access services, change between systems, and interact with various service providers?

–   How people learn about their travel options, and potential problems in using those options?

–   How providers and travellers apply and use innovative technology; and who provides or pays for technological improvements?

–   Who provides and pays for both maintenance of, and improvements to, the various system components - the users, ratepayers, public authorities, private transport operators, etc.?

Each link can be treated independently but they must also be addressed together, systematically. As a walker, a cyclist, a car user, or a public transport passenger, most older travellers will use all three parts of the system, even if only briefly. Moreover, because they are so inter-linked, it will be hard to improve one aspect of one part of the system - for example public transport vehicles - without also addressing pedestrian security and access problems, the need for travel information, etc.

Specific needs for Pedestrians

All communities must focus on the quality of mobility they provide to pedestrians, whether they are walking for recreation, to access a destination, to catch a bus or tram, or to and from a car park.

Communities must not only provide wide, well-lit and safe pedestrian paths, they must also actively manage the pedestrian environment–ensuring that footpaths are free from illegally parked cars, bike riding or rollerblading, food carts and street vendors, and inappropriate street furniture and signs.

Special attention must be given to the transfer between pavements and junctions - both physically and spatially. Dropped kerbs and other devices must make it possible for older people to step down easily into a junction when they wish to cross and to easily step up onto the footpath from the junction. These kerbs need to be marked with an appropriate tactile surface to warn visually impaired people. These physical changes in angle and height must also be appropriate for those using walking frames and other mobility aids as well as those using wheelchairs and scooters.

Communities must also pay far more attention to pedestrian-vehicle interactions–along streets, at corners, at junctions. Traffic lights or electronic warning signs may have to be introduced at unsignalised junctions to give priority to elderly pedestrians (or travellers with baby buggies or heavy packages). Traffic signals may have to be lengthened (permanently or temporarily) to accommodate the slower walking speed of older people. Traffic islands may have to be installed so that older travellers, unable to cross busy streets in one cycle, may stop in the middle while waiting for the next green light.

Finally communities will have to invest in traffic safety programmes and educational techniques focused on the needs of older pedestrians (as they often do for children). Many studies have found that a great proportion of pedestrian accidents occurs at a small percentage of all junctions or along very short fragments of the road system. By designating these "zones" for special attention and by developing programmes which point out the special pedestrian dangers posed there, several cities have been able to substantially reduce pedestrian accidents among older travellers.

Specific needs for Cyclists

Cyclists are a vulnerable group of traffic participants. This is because they are inconspicuous, unstable and unprotected. Older people cycle at a lower speed, which causes problems with maintaining stability. Cycling will not be a significant mode of choice for many older people. Experienced cyclists may safely continue into old age, but over the age of 75 the risks become significantly greater.

According to Danish official statistics for 1993, 62% of all cyclists that were killed in traffic accidents were either under 20 or over 65 years old. Furthermore, according to Dutch figures 20% of all people killed in traffic accidents were cyclists, half of who were over 65. Also in other countries elderly people form a large part of all cyclist fatalities, which is mainly due to the fact that the elderly are more vulnerable to the effects of traffic accidents. The most common causes of fatal crashes of older cyclists concern failing to give way when going straight through a junction and making a turn across traffic.

In many countries cycling is not a common mode of transport. This has an effect on the facilities for bicycles. In many situations bicycles use the same space on the road as motorised traffic, although physical separation of bicycles from other vehicles by provision of cycle-paths appears to substantially reduce the crash rate.

Public Transport

For older people using public transport, problems may arise with the distances from the home to the stops or stations. Also waiting at the bus stop or station can be problematic, especially when there are no seats or when there is no shelter from rain and wind. Feelings of insecurity may be an issue, especially during the evening and at night.

The problems that older traffic participants encounter when using public transport are partly related to a lack of information (although this may lessen as technology is improved). It takes a lot of effort for older persons to plan a trip, decide where the nearest stop is, get to know departure times, find out where to get off the vehicle etc. Therefore, information systems to assist the elderly to plan a trip and to use public transport need to be clear and simple. Preferably, information should be available at home, so the person knows when to leave, at the station or stop so the person can sit down without fear of missing the bus or train, and inside the vehicle, so the person knows when it is time to disembark. The need for information relates in most cases to the accessibility, to the price of the trips, the time schedules and the transfer points. This is all the more important as older people are more anxious than other travellers.

Access to the bus or tram or train is, of course, very important for older travellers. But there are many issues to address first. To begin, older people must be able to easily go from their home to the bus or tram stop or to the train station. Communities which improve the pedestrian environment as suggested above are well on the way to providing this pathway. But not all neighbourhoods have pavements or footpaths or even safe and level places to walk - cities must ensure that older people in such areas have a clear footpath which allows them to access needed transport services without endangering their safety.

Where this is not possible, transport operators or local or regional authorities must investigate temporarily or permanently changing the routes of certain buses - to bring them closer to the homes or destinations of older travellers. For many decades cities have practised various forms of route deviation - allowing regular buses to divert off the fixed route for certain passengers, or certain destinations (like care facilities) or during certain times of day (at night, in off-peak, etc). Improvements in technology hold substantial promise for making these deviations more efficient and effective.

Next, older people must have a safe and sheltered place to wait for on-street traffic such as buses and trams. These places must be well marked and well maintained; communities must ensure that litter and weeds do not interfere with access nor reduce the sense of safety and security. Communities must also prevent people from parking in front of such stops or chaining bikes to them in ways, which might force older people into the street to access a bus.

Around the world transport operators are experimenting with many ways to ease the transition from street or kerb onto vehicles. While the US has relied mainly on wheelchair lifts on buses and trams, most European communities have focused on developing *low floor* or easy entry buses. Both approaches attempt to reduce the height of the step onto the bus from the ground or kerb - this is especially helpful for older people who find it difficult to step up more than a few centimetres. Once in the vehicle, most new buses have low flat floors for all or most of the bus; seats are generally on the floor (or suspended from the roof) so that passengers are not required to step-up in order to sit down. Special seats are set aside for elderly or disabled travellers. There seems little doubt that the low floor bus or tram accommodates far more of the needs of older people; in the US only those with mobility devices (wheelchairs, walking frames, etc) are generally permitted to access the bus using the ramp or lift.

The low floor vehicle is also useful for disembarking - a task which many elderly people fear. Disembarking causes older people anxiety because they are often uncertain of the distance to the ground and because they move slowly; older people are often afraid that the vehicle will begin to move before they have actually got off. Low floor vehicles can help alleviate these fears.

The placement of stanchions, fareboxes, seats, call signals, and other internal furniture is very important to elderly travellers. Often they need to hold onto poles while navigating to their seat but at the same time they need relatively clear paths through the vehicle. Older people may also need clear visual signals - contrasting colours in various vehicle components - which allow them to pay their fare easily, find a seat, and navigate to the exit.

Older people may also need special information and training programmes so they can find out how to use public transport services. The information may have to be provided in special formats (for example, large type) or in special colours or lettering. Special training programmes and special marketing campaigns may be very useful in encouraging older people to use buses and trams, especially when some of the other environmental and vehicle changes suggested here have been made.

The highway network has three components - the driver and passengers, the vehicle, and the road. Two promising strategies can make the network more responsive to an older population: improving the design of private vehicles, and, developing better highway design and performance standards. The important point is that the majority of changes, which target older drivers in fact, make driving easier and safer for all drivers.

Vehicles

Many people are optimistic that new technology can enhance car use by ageing people, thereby increasing safety. Promising technologies include anti-collision systems, automatic highways, night vision assistance, and on-board computer technology, which warn of danger, as well as providing route and trip guidance. Such technology can help to avert accidents and make driving easier and less stressful for older people. But on the other hand the introduction of navigation systems can also be a danger for older drivers.

Unfortunately, few manufacturers are investigating the full range of design features and adaptive devices which might allow ageing drivers (or others with disabilities) to compensate for the variety of physical problems they might encounter - for example turning their heads or braking rapidly. Some small modifications like wide angle rear view mirrors, swivel seats and extensions to seat belts are widely available and relatively inexpensive. However, other devices designed to assist drivers with disabilities tend to be very individualised and expensive. Moreover, at present it is difficult for consumers to know what kind of adaptive devices or new technology can actually meet their needs.

There is a need to work with manufacturers on the design of vehicles that will make driving easier and safer for older people.

Streets and Highways

A number of studies have identified four areas where the highway system needs to revamp standards and specifications to respond to older travellers' needs:

- signs: legibility and clarity;

- roadway delineation;

- lighting;

- geometric design, particularly at junctions.

US Federal Highway Administration studies show that the current engineering guidelines and standards for highway sign design are not responsive to the needs of older drivers and pedestrians - the lettering on signs is rarely big enough or bright enough to be easily seen by older drivers in difficult circumstances or at night. US and European studies also show that older drivers have trouble at night in detecting the boundaries of lanes and the edges of roads and highways.

Studies are also underway on the highway lighting requirements needed by older drivers since studies clearly show that older drivers have greater difficulty making out objects at night. Finally since older drivers are over-represented in crashes at junctions, substantial work is required to determine how to design left and right turn lanes and how to signal those junctions in order to make turning safer and easier for older travellers.

As a greater and greater percentage of the driving population is composed of older people, all drivers, whatever age they are, as well as the entire road network, will have to adapt to their needs. Every aspect of the car and driver environment will have to be assessed and special efforts may have to be made to ensure that older people adopt new technologies and new driving approaches.

4.2 Well designed land use and housing choices

The land use patterns (or policy strategies) which create growing car dependence are not universal. European cities are, on average, much denser than those in North America so walking and public transport can be feasible options for many trips; moreover these cities generally provide much better public transport services, at least in the most developed areas. But there has been substantial sub-urbanisation in Europe as well; if older Europeans begin to mimic the patterns of North Americans and "age-in-place" in the lower density communities where they raised their children, there will be more and more older people with few alternatives to the car to meet their needs.

If so, the bottom line may be remarkably similar on both continents–most trips taken by elderly people will be too long to walk and public transport may be too taxing or time-consuming an alternative. For example, in 1997 the average German person aged 65-69 travelled 5.4 km per trip; a German person over 85+ travelled on average 3.5 km. Yet both of these distances, while roughly a third of the distance travelled by comparable Americans, are too far for most older people to walk; they could take over 30 minutes one way on a bus or tram - but less than half that time in a car.

Older people should be given the opportunity to have housing options which do not force them to depend on cars when they are no longer be able to drive, and which offer them shopping and medical services for which they can walk or easily take public transport.

4.3 Cost-effective delivery of private and public services

Many of today's generation of older people will remember a time when goods and services were delivered to the home to a far greater extent than is now the case in most communities. The presumption now is that the customer will travel to get what they need.

Continuing independent mobility is important for older people in both an economic and social sense. It is worth considering, however, whether encouraging shops and other service providers to offer the choice of delivering goods and services to the home as an alternative to having to go out would not help those older people for whom mobility is difficult as well as being a more cost effective option for society in general.

Policy strategies to give free or reduced price travel to older people in many countries may also need to be reviewed as the size of the ageing population increases. While the cost of travel is a factor for many older people, universal concessions given regardless of income may prove to be too costly in future.

4.4 Co-ordinated delivery of human and social services

Many older people are eligible for, or avail themselves of, a range of public and private services -and the ways in which these services operate may have profound transport implications. Hours of availability can conflict with one another so that older people must make two separate trips rather than being able to combine visits. Or hours of service fail to match the service hours of available transport options - so older people are asked to come before public transport service is available or their appointments conclude too late for them to catch a bus (or require a lengthy wait for the next bus). Or service providers locate their facilities where it's convenient for their staff but inconvenient for their clients - so that older people may be required to walk in unsafe areas or cross busy streets or those without traffic signals. It is imperative that service providers interact and co-operate so that the ways in which they provide services for older people complement and support the other service needs of their clients. In some countries, partnership experiments have been successfully carried out.

While not all difficulties can be so easily resolved, they will not be resolved at all if social and human service agencies as well as transport systems serving older people do not begin to talk and work together to reduce the transport demands on older people.

4.5 Effective driver evaluation and training programmes

Policymakers must focus on ways to make older people better and safer drivers–and if need be ex-drivers. What kind of training or classes or methods can really help older drivers become safer drivers? Which approaches actually help older people to drive better, safer, differently as opposed to simply less? It may be far harder in the future to convince older people to reduce their driving significantly if that adversely affects their life style - but they may be very willing to drive differently (at different times of day, or with someone in the car, etc).

At the same time, we need better predictive measures–cost-effective ways to know when older people should be told to stop driving. There are differences observed between men and women with men tending to keep driving as long as possible, while women may stop driving when they are still quite capable. While many countries are experimenting with ways to encourage or even force older people to stop driving (physician counselling or intervention, children reporting their parents to the authorities, mandatory re-licensing) there is little evidence that these methods:

- accurately target many poor drivers, or

- actually encourage many older people to stop driving.

We need both effective ways to identify problem drivers - before they have serious accidents - and effective ways to get them to stop driving once identified.

4.6 Comprehensive transport alternatives

We must develop an array of effective transport alternatives to offer older people alternatives, which provide meaningful access and mobility when they cannot or should not drive. Society must spend considerable energy on making it possible for people to choose other modes when they have problems driving. This requires us to "think outside the box," to move beyond traditional notions of public transport and of demand-responsive services.

- Traditional Public Transport Services
  - accessible vehicles and stops
  - route deviation services
  - route extension services
  - en-route and real time information services

- Less Traditional Public Transport Service
  - service routes and community buses
  - specialised demand responsive services
  - general public demand responsive services
  - alternative types of demand responsive services

- Supporting and involving the Private Sector
  - private taxi services
  - volunteer programmes and networks
  - vehicle grants to agencies and programmes
  - block insurance coverage
  - senior carpooling programmes

Around the world communities are experimenting with different kinds of traditional transit, senior carpooling schemes, volunteer driver programmes, new forms of demand services, and information and training programmes. With an ever growing target market, new technology, and a realisation of the true costs of not responding, it may be possible to organise and deliver some of these services in a cost effective way providing viable options matched to the needs of older travellers.

4.7 The role of education and publicity

Better facilities for older travellers or drivers are of little assistance if these people are unaware of them or do not understand how to use them. Mention has been made in earlier paragraphs of the need for more education and publicity and for retraining programmes for drivers. It is important also that when older people are advised not to continue driving, they should feel confident about travelling, whether as public transport users or pedestrians. As pedestrians, older people need to appreciate how road conditions have changed in recent years, with, for example, cars now being capable of faster acceleration.

Education and publicity need to be targeted not only at elderly road users but also at people and organisations that can affect the way older people achieve mobility. It is a matter of concern that some insurance companies and car hire firms are reluctant to serve drivers over a certain age. Their policies appear to be based on inadequate information about older drivers rather than on assessment based on current data and research.

More generally, all transport system users need to be more aware of the growing number of older people and need to develop a better understanding of their needs and capabilities.

STATISTICAL ANNEX

Table 1. **Percentage of population aged 65 and over in ECMT Member and Associate countries**

Country	1990	2000	2010	2020	2030	2040	2050
Albania	5.4	6.9	8.5	10.3	13.3	16.1	20.5
Austria	-	15.4	17.8	20.1	25.2	29.2	29.7
Azerbaijan	4.9	6.9	6.9	7.3	11.4	13.6	16.2
Belarus	10.8	13.7	13.6	15	19.5	22.4	26.6
Belgium	-	16.8	17.9	21	25.4	27.8	28.3
Bosnia-Herzegovina	-	8.6	11.8	14.8	20.6	24.1	26
Bulgaria	-	16.5	18.1	22.3	25.9	30	35.9
Czech Republic	-	13.9	16	21.5	24.7	29.1	34.4
Croatia	-	15	15.9	18.8	21.9	23.1	24.8
Denmark	15.6	14.9	16.7	20.3	23	25.2	24.7
Estonia	11.6	14.5	16.3	18.5	21.8	24.6	28.6
Finland	13.4	14.9	17.1	22.6	25.8	26.3	27.2
France	14	16	16.8	20.6	24	26.4	27.3
FYRO Macedonia	-	9.8	11.7	14.8	18.2	21.4	25.1
Georgia	9.3	12.3	12.4	13.2	17.2	20.1	23.7
Germany	-	16.2	19.7	21.4	25.8	28.4	28.5
Greece	-	17.3	19.5	21.8	25.4	30.1	33.6
Hungary	13.3	14.6	16.1	20.1	22.5	26.5	31.2
Iceland	10.6	11.7	12.9	16.9	21.6	24.1	25.6
Ireland	11.4	11.3	12.2	15.3	18.7	21.9	25.2
Italy	-	18.1	20.6	23.5	28.1	34.2	36.1
Latvia	12	15	17.3	18.9	22.5	25.3	29.1
Liechtenstein	-	10.9	14.4	19.8	24.9	28	28.3
Lithuania	11	13.3	14.8	15.8	19.7	22.7	25.4
Luxembourg	-	14	14.5	16.4	19.8	22.3	23.9
Moldova	8.4	9.8	9.7	11.6	14.9	16.3	20
Netherlands	12.9	13.6	15.3	19.7	23.9	26.7	26.4
Norway	16.3	15.2	15.5	19	22	24.4	24.3
Poland	10.2	12.3	13.1	17.9	22.2	24.4	29.6
Portugal	-	15.4	16.9	19.4	22.8	27.4	30.6
Romania	-	13.3	14.4	16.9	19.2	24.4	29.3
Russia	10	12.6	13.1	15.8	20.5	22.3	26.4
Slovak Republic	-	11.5	12.7	17.1	21.7	25.6	31.4
Slovenia	-	14.1	15.8	19.7	24.6	28.5	32.8
Spain	-	16.9	18.4	21.2	26.4	32.9	36.9
Sweden	17.8	17.3	19.2	22.7	25.1	27.1	27.2
Switzerland	-	15.1	17.9	22.1	28	31	30.5
Turkey	4.8	6	7.3	9.2	12.9	17.6	22.4
Ukraine	12.2	13.9	14.8	16.2	19.7	22.1	26
United Kingdom	-	15.7	16.7	19.6	23.5	26.4	26.8
Australia	11.2	12.4	13.9	17.6	21.1	23.6	24.6
Canada	-	12.7	14.2	18.2	22.9	24.4	24.9
USA	12.5	12.6	13.2	16.5	20	20.4	20.3
Japan	12	17	21.8	26.8	28.3	31.9	33.9
New Zealand	11.2	11.5	12.3	15.1	17.8	21.4	24.1
Korea (South)	5	7	9.8	13.2	19.5	24.6	27.2
Morocco	4.2	4.6	5.2	6.3	9.1	12.4	16.2
Armenia	5.6	9.3	10.2	11.7	17.1	17.6	20.8

Source: U.S. Bureau of the Census, International Database, February 2001.

Table 2. **Percentage of population aged 80 and over
in ECMT and Associate Member countries**

Country	1990	2000	2010	2020	2030	2040	2050
Albania	0.9	1.1	1.4	2	2.6	4.1	5.3
Austria	-	3.4	4.8	5.5	7	9	12.2
Azerbaijan	1.2	0.9	1.4	2	1.7	3.1	4.6
Belarus	2.4	2.2	3.5	4.1	4.2	6.6	8
Belgium	-	3.5	5.2	6	7.3	9.6	11.4
Bosnia-Herzegovina	-	0.8	1.8	3.6	4.3	6.8	9.2
Bulgaria	-	2.2	3.9	5	7.2	9.4	11.2
Czech Republic	-	2.4	3.8	4.5	7.4	9.3	10.9
Croatia	-	2.3	3.7	4.9	5.6	7.8	8.6
Denmark	3.7	4	4.3	4.9	7.1	8.1	9.7
Estonia	2.5	2.5	4	5.1	5.9	7.8	9.1
Finland	2.8	3.4	4.5	5.4	8.1	9.9	10.7
France	3.7	3.7	5.4	5.9	7.5	9.4	10.7
FYRO Macedonia	-	1.2	2.2	3.2	4.2	6.2	7.7
Georgia	1.8	1.7	2.5	3.2	3.2	5	6.6
Germany	-	3.5	4.8	6.6	7.2	9.2	12
Greece	-	3.5	5.3	6.9	7.8	9.8	12.3
Hungary	2.5	2.5	3.9	4.6	6.3	8.5	9.6
Iceland	2.5	2.8	3.6	4.1	5.7	8.2	9.6
Ireland	2.2	2.6	2.9	3.5	4.9	6.6	8.1
Italy	-	4	6	7.6	9	11	14.7
Latvia	2.7	2.8	4.3	5.4	6.1	8	9.6
Liechtenstein	-	2.3	3.2	4.2	6.9	9.3	11.7
Lithuania	2.7	2.3	3.4	4.2	4.8	6.6	8.3
Luxembourg	-	3	3.9	4.3	5.2	6.9	8.8
Moldova	1.3	1.3	1.8	2.1	2.5	4.3	4.8
Netherlands	2.9	3.2	3.9	4.7	6.8	8.7	10.7
Norway	3.7	4.4	4.7	4.7	6.6	8.1	9.5
Poland	2.1	2.1	3.3	4.1	5.2	8.6	9
Portugal	-	2.8	4.2	5.2	6.4	8.2	10.3
Romania	-	1.8	3	4.1	4.8	6.8	8.6
Russia	1.9	2	3.1	3.8	4.1	6.8	7.7
Slovak Republic	-	1.9	3.1	3.7	5.3	8.1	9.5
Slovenia	-	2.5	4.1	5.3	6.4	9.5	11.6
Spain	-	3.7	5.4	6.4	7.9	10.2	13.8
Sweden	4.3	5	5.7	6.1	8.6	9.6	11
Switzerland	-	4	4.9	6	8.3	10.7	13.6
Turkey	0.7	0.9	1.3	1.9	2.4	3.8	5.8
Ukraine	2.4	2.2	3.3	4	4.2	6.2	7.4
United Kingdom	-	4	4.7	5.3	7	8.4	10.8
Australia	2.2	3	3.9	4.4	6	7.7	9.1
Canada	-	3.1	4	4.6	6.2	8.3	9.5
USA	2.8	3.3	3.8	3.9	5.3	7.2	7.8
Japan	2.4	3.7	5.8	8.1	11.1	11.8	13.1
New Zealand	2.3	2.9	3.4	3.8	5	6.4	7.8
Korea (South)	0.6	1	1.6	2.9	4.2	6.9	9.7
Morocco Armenia	1.1	1.1	2.2	2.7	2.6	3.6	6

Source: U.S. Bureau of the Census, International Database, February 2001.

Table 3. **Fatalities and serious injuries for persons over 65 years of age as a percentage of total fatalities and serious injuries**

COUNTRIES	1990		1995		1998	
	Fatalities	*Serious injuries*	*Fatalities*	*Serious injuries*	*Fatalities*	*Serious injuries*
Austria	26.19		27.93		31.46	
Azerbaijan	17.69	10.55	21.92	17.69	21.42	19.66
Croatia			39.86	15.11	38.06	18.42
Denmark	40.78	26.73	38.93	23.89	36.19	22.92
France	24.31	18.04	26.55	18.03	25.86	19.10
Finland	36.26	17.74	42.62	20.07	35.42	20.07
Georgia	14.98	8.83	11.27	6.16	15.01	7.25
Germany	28.39	16.71	25.29	16.45	26.10	17.90
Hungary	34.89	21.39	30.08	25.53	33.23	24.03
Latvia			18.05	13.66	19.58	13.89
Lithuania					28.36	21.35
Luxembourg			20.59		17.86	
Norway	30.70	20.39	33.69	19.55	30.33	19.63
Portugal	30.50	17.88	28.68	18.98	29.45	20.84
Slovakia	25.81		23.21		23.00	
Spain	23.24	13.84	25.09	16.67	22.80	16.61
Sweden					44.27	24.15
Switzerland			31.52		34.25	
Turkey	18.10	10.68	16.49	10.23	18.56	10.63
United Kingdom	31.65	17.00	32.40	20.84	30.48	18.05

Table 4. **Percentage of fatalities over 65 years of age according to the category of user**

Countries	*1990*					*1995*					*1998*				
	A	*B*	*C*	*D*	*E*	*A*	*B*	*C*	*D*	*E*	*A*	*B*	*C*	*D*	*E*
Germany	16.5	21.7	61.0	57.2	8.4	17.6	20.6	53.6	53.7	10.0	20.2	21.7	56.6	54.6	10.9
Austria	14.2	21.1	63.4	46.3	15.1	15.3	25.5	54.5	42.9	18.4	23.1	22.3	66.7	56.1	15.8
Azerbaijan	6.9	10.7	37.4	0.0	0.0	1.9	21.0	30.4	0.0	0.0	4.7	25.2	23.5	0.0	0.0
Croatie						15.2	22.7	71.0	50.0	8.3	13.5	20.7	69.4	76.9	14.8
Denmark	32.4	38.5	73.6	54.4	20.5	28.5	31.3	70.1	50.7	14.3	32.2	29.7	59.4	50.9	21.7
Slovakia	11.1	13.8	42.9	51.4	6.8	11.2	8.1	37.9	46.3	9.4	9.7	15.0	38.8	48.8	8.7
Spain	18.0	22.0	55.1	40.7	16.6	18.2	22.8	52.4	37.4	11.1	18.8	24.0	52.7	33.3	10.3
France	20.1	23.6	55.4	44.0	8.8	22.6	27.5	56.8	47.5	7.7	22.4	29.6	58.2	51.7	5.1
Hungary	12.4	19.5	58.7	54.7	18.5	10.9	13.2	46.5	54.0	19.2	14.8	25.4	50.5	47.4	18.5
Luxembourg						12.5	18.2	66.7	33.3	0.0	13.5	28.6	50.0	0.0	14.3
Norway	26.1	22.8	67.3	46.2	13.2	27.0	29.0	67.5	66.7	8.0	27.4	22.7	65.1	61.9	4.4
Portugal	6.6	10.8	46.0	48.6	7.8	8.7	10.6	42.8	34.9	8.0	8.9	16.6	46.0	42.7	11.6
United Kingdom	22.8	24.0	55.0	29.3	5.9	24.4	28.7	54.8	29.1	6.3	26.2	27.6	50.3	26.6	5.6
Sweden											40.6	33.8	55.1	63.8	7.7
Switzerland						23.7	21.6	67.5	49.1	17.8	28.4	20.4	62.3	34.0	22.8

A = Drivers of cars and other vehicles, except two-wheeled.
B = Passenger cars and other vehicles except two-wheeled.
C = Pedestrians
D = Cyclists
E = Drivers or two-wheeled vehicle passengers.

Table 5. **Accident Severity rates (killed x 100 / victims), 1998**

Countries	All ages	65+
Croatia	1.02	4.16
Germany	1.54	3.89
Austria	1.85	4.67
Netherlands	2.11	5.59
Switzerland	2.11	5.60
Sweden	2.44	6.27
Norway	3.00	7.13
Portugal	3.20	5.95
Turkey	4.13	7.59
Luxembourg	4.20	
Spain	4.38	8.41
Finland	4.45	10.00
Hungary	5.19	9.38
France	5.25	10.18
Denmark	5.90	11.26
Slovakia	6.28	13.19
UK	8.48	14.93
Latvia	11.05	14.75
Georgia	18.84	
Azerbaijan	22.62	33.33

Table 6. **Accident rates per licensed driver per age group, 1998**

Country	15-24	25-34	35-44	45-54	55-64	65-74	75-84
United Kingdom	21.8	16.5	12.4	9.4	7.5	5.1	6.0
Netherlands	24.1	8.2	5.9	5.5	4.2	4.9	6.7
Spain	20.6	9.2	6.5	6.3	6.1	5.1	6.8

**CONSOLIDATED RESOLUTION NO 2001/3
ON ACCESSIBLE TRANSPORT**

The ECMT Council of Ministers, meeting in Lisbon on 29th-30th May 2001,

CONSIDERING that the integration of older and disabled people in the occupational and social life of the community very closely depends on whether they are able to move about freely and easily for journeys to and from work or for any other purpose.

NOTING THAT:

   − demographic changes will result in a significant increase in the number of older people in ECMT Member and Associate countries in the coming years;

   − there is a growing demand for travel among older and disabled people and others whose mobility is impaired;

   − significant progress has been made to render some modes of transport more accessible to everyone;

   − despite this progress much remains to be done.

AGREES THAT in order to give a new impetus to improving the situation across all Countries it is useful to consolidate previous Ministerial Resolutions and other relevant work in a single document (see Annex).

RECOGNISING THAT:

   − accessibility contributes significantly to the welfare and comfort of the entire population and constitutes an important element in the promotion of public transport and in the implementation of sustainable development;

   − difficulties in mobility may be due to a permanent disability (sensory, physical or cognitive) or to a temporary condition or disability (pregnancy, accident) or to external circumstances (accompanying young children, carrying luggage, etc) or age; this resolution concerns all these categories but for simplicity, the term "older and disabled people is used" in the text;

   − well designed accessibility of buildings, the environment, roads and transport, whether public or private, enables people with mobility difficulties to move freely and independently;

−   more accessible transport increases educational, employment and recreational opportunities and can reduce social services and welfare costs to governments and communities;

−   accessibility is not only a social issue but also a very important commercial issue, and the population in question, which is significantly larger than the number of disabled people, represents considerable commercial potential.

EMPHASISES the following principles:

−   all policy initiatives or developments in transport and land use planning should include an evaluation of their potential impact on safety and accessibility of older and disabled people;

−   all links in the transport chain need to be improved so that an accessible environment is created door-to-door and increased efforts must be made to connect the different means of transport and thereby create an integrated, safe and accessible transport system;

−   in particular, all new investments in transport must take account of and plan for the needs of older and disabled people in accordance with the Charter adopted by Ministers in Warsaw in 1999;

−   close co-operation between governments, public authorities, manufacturers, operators and the people concerned is essential.

MAKES THE FOLLOWING RECOMMENDATIONS:

Governments should:

Generally

Objectives

−   define clear, concrete and measurable objectives to improve safety and accessibility of older and disabled people, with a programme of specific actions;

Training

−   work with transport authorities and companies, tour operators, travel agents and others to ensure that staff who are in contact with the public are aware of and sensitive to the problems encountered by older and disabled people when using transport;

−   ensure that the designers and decision-makers in all relevant transport fields are trained in the principles and requirements of accessibility;

Information and Communication

−   use their influence to improve systems of information provision for older and disabled people and ensure that all those concerned by the issue are consulted;

- endeavour to ensure that transport authorities and companies, tour operators and travel agents include, as an integral part of their services, information for older and disabled people on the facilities available to them, including the different links in the mobility chain;

- continue to make efforts to improve the clarity of signing and signalling systems and to harmonise at international level, particularly where safety is an issue;

- work towards introducing dynamic, audible and visual announcements capable of providing information in real time;

Research

- endeavour to strengthen their research and development activities in relation to the accessibility and safety issues for an ageing population;

Transport planning

- work to improve co-ordination between the competent authorities at national, regional and local level in order to assure a coherent approach to the accessibility and safety of transport infrastructure and pedestrian facilities;

- together with governments and international organisations a set of guidelines on good practice should be developed including on the function and design of the road system, as well as lighting, intersections and pedestrian facilities;

Personal vehicles:

Parking facilities

- enable people with severely reduced mobility who have difficulty in moving about and using public transport to park their vehicles where parking is otherwise restricted;

- where necessary, provide reserved parking spaces for such people by means of appropriate road signs. These spaces should be designed in accordance with recognised design criteria;

- provide those eligible for such facilities with a parking badge in accordance with (for EU member states) or similar to (for non-EU member states) that of the model defined by the EU; as a minimum the badge should contain the international symbol for disabled people and the name of the badge holder;

- give the same parking facilities to holders of this document coming from another Member or Associated member country as they do to their own nationals;

- take the necessary steps to ensure that police and other parking enforcement authorities are fully informed about the nature of this arrangement;

Legal Requirements for Seat Belt Wearing

 − mutually recognise exemptions from wearing seat belts for disabled nationals from other countries;

Design of vehicles

 − facilitate and encourage the design of vehicles for all which take into account the needs of an ageing population;

 − work together with other governments, ECMT and industry to draw up a set of design guidelines for vehicles;

Driving licences

 − study and draw up guidelines on the conditions for issuing and retaining driving licences for older and disabled drivers;

Air Travel

 − improve access to air travel by

 − implementing the ECAC guidelines on aviation and airport access; and

 − focusing more attention on improving transport links to airports;

Rail, Light Rail and Tram Systems

 − make renewed efforts to stimulate improved accessibility to railways as well as light rail and tramway systems by:

 − implementing the COST 335 guidelines for heavy rail in both domestic and cross-border services;

 − ensuring that all new tram and light rail systems build in full accessibility from the outset;

Public Transport

Buses

 − continue to facilitate and stimulate the positive trend towards the introduction of fully accessible buses by:

 − implementing the recommendations of the COST 322 report on low-floor buses;

 − assisting the competent authorities to provide the conditions whereby buses can get close to stops and the resources to implement and enforce this;

- continuing to work with people with disabilities and industry to implement appropriate solutions to the requirements both of wheelchair users and other older and disabled;

Coaches

- urge manufacturers and operators to develop, provide and use vehicles capable of meeting the needs of older and disabled people;

- ensure that coach classification systems include a set of criteria for levels of accessibility provided;

More Flexible Public Transport Services

- promote the development of new types of intermediate services between public transport and specialised services such as demand responsive public transport services which can be used by the general public but are especially planned to meet the needs of older and disabled people;

Specialised Transport Services

- assist in providing specialised door-to-door transport services for those most severely disabled people who experience particular difficulties and who cannot use public transport;

Taxis

- implement the recommendations agreed by the Joint IRU-ECMT Task Force for taxi services, and in particular:

  - encourage regional and local authorities to secure the provision of accessible services in their areas;

  - at national, regional and local levels as appropriate investigate the need for direct and indirect subsidies to enable people with mobility handicaps to make use of taxis where there is no accessible alternative;

  - at national, regional and local level consider the possibility of incentives (financial and/or legislative) to encourage the purchase and operation of accessible vehicles;

  - in co-operation with other Governments and international bodies and in consultation with industry and with older and disabled people, draw up design parameters for accessible taxis (based on ISO standards for wheelchair dimensions).

REQUESTS:

Member countries to:

- disseminate this Resolution widely in their countries;

- implement this Resolution and the related documents to which it refers;

- report regularly on progress towards implementation and on general improvements in accessibility;

Associate countries to:

- subscribe, as far as possible, to the principles and recommendations contained in this Resolution;

- discuss implementation and other policy issues with ECMT Member countries;

The Committee of Deputies to:

- continue to work closely with governments, industry, older and disabled people to review progress on implementing these recommendations;

- update regularly the Guide to Good Practice and other reports;

- take new initiatives, wherever needed, to improve safe and accessible mobility for older and disabled people.

ANNEX

Previous ECMT Resolutions superseded by present consolidated text [1]

97/4   Reciprocal Recognition of Parking Badges for Persons with Mobility Handicaps.

97/3   Comprehensive Resolution on Transport for People with Mobility Handicaps.

94/2   Access to Taxis for People with Reduced Mobility.

91/8   Information and Communication.

90/4   Access to Buses, Trains and Coaches for People with Mobility Handicaps.

89/68   Access for Pedestrians.

87/63   Transport for Disabled People.

85/54   Transport for Disabled People.

81/45   Transport for Handicapped Persons Obliged to Use Wheelchairs.

78/38   Transport for Handicapped Persons.

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1.   Resolutions available at http://www.oecd.org/cem/resol/disabled/index.htm

Other documentation

Charter on Access to Transport Services and Infrastructure, adopted by ECMT Council in 1999.

"Improving Transport for People with Mobility Handicaps: A Guide to Good Practice, ECMT, Paris, 1999. ISBN 92-821-1244-6.

Cost 322: Low Floor Buses. The Low Floor Bus System, EC DG VII, Brussels 1995.

Cost 335: Passenger's accessibility of Heavy Rail Systems, EC DGVII, Brussels, 1997.

(Forthcoming) ECAC Charter on Passenger Rights.

"Facilitation" ECAC.CEAC Doc 30, Part 1, Seventh Edition, 1998

(ECAC Policy statement in the field of aviation facilitation).

Joint ECMT-IRU Study on Economic Aspects of Taxi Accessibility. ECMT, November 2001. ISBN 92-821-1366-3.