

# Transport infrastructure

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Age UK believes that being able to get out and about, whether by public transport or driving, is a vital way for older people to continue to be connected, to work, to access local services and to participate fully in their communities.

## Background

Responsibility for transport crosses national and local government, the private and the community sector, which means that it can be difficult to implement improvements. Yet, access to transport, or the lack of it, can have a profound impact on the quality of life, health and wellbeing of those in later life – for example, 1.45 million people aged 65+ in England find it difficult to travel to hospital and 630,000 find it difficult or very difficult to get to their GP.

Transport is vital to leading an active and independent life

## Buses



## Age UK public policy proposals

### National Government

The Government needs to make reducing social isolation and loneliness a priority in public transport policy. They should encourage greater coordination across public, private and community transport providers.

The Bus Services Bill should require local authorities to measure and address the transport needs of older people – especially those in living isolated rural areas.

Older people should be offered greater influence over changes to local transport services as the result of the Bus Services Bill. It should offer directives on consultation and engagement with the local community to develop agreed transport solutions that work for older and disabled people.

The national bus concession must remain free and universal.

The Government should carry out a comprehensive review of bus funding that takes into account the vital role buses play economically, socially and environmentally, putting in place a long term funding settlement.

### Local authorities

When deciding whether to centralise or close services, the bodies responsible must take account of what alternative transport is available to help people reach services, and take responsibility for negotiating transport solutions where necessary.

Local authorities need to ensure that older people are aware of the transport options and services in their area such as community bus services and dial a ride services.

Local authorities should

pool and share transport resources

## **Facts and figures on older people and transport**

40% of people aged 60 or over in GB use local bus services at least once a week.

In 2013, the take-up rate of concessionary fares by people aged 60+ in Great Britain was 76% (79% of females and 73% of males).

In 2013, the concessionary bus pass scheme delivered more than 1.2 billion trips to 12 million pass holders in Britain (both disabled and older people).

A cost-benefit analysis on the concessionary travel for older and disabled people shows that the scheme delivers excellent value for money with each £1 spent generating at least £2.87 in benefits.

Around 25% of bus journeys taken by people aged 65+ are for medical appointments.

18% of adults aged 60-69 have a mobility difficulty, and 38% of adults aged 70+ do. This is compared to 12% of everyone aged 16 and over.

In the UK, 11% of those aged 65+ say they find it difficult to access a corner shop; 12% find it

surgery; and 25% to their local hospital.

**If you have any questions or would like further information please contact Angela Kitching, Head of External Affairs, at [angela.kitching@ageuk.org.uk](mailto:angela.kitching@ageuk.org.uk).**