SENIORS' (IM)MOBILITY

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PREFACE

This master thesis is made as the final project of the master program 'Urban Design – Mobilities and Urban Studies' at Aalborg University.

I would like to thank the senior citizens in Bindslev, which have agreed to participate in this study. Through their exciting stories, they have made it possible for me to become wiser at seniors' mobility. Therefore, I would especially like to thank Kirsten Lassen for her commitment to this project and for her great and significant help in finding participants for the study.

READ ME

Seniors' (im)mobility is a project consisting of two parts: A report containing the theoretical, methodological and analytical considerations and discussions in relation to the research questions, as well as conclusions and reflections on the results of the project and its process. A folder that briefly presents the results from the study and establishes a set of recommendations for the respective actors (Hjørring Municipality, Nordjyllands Trafikselskab and the senior citizens in Bindslev) for future possible solutions to the seniors' mobility challenges. The folder can be read in connection with the report, but can also stand alone and be understood without the information from the report. However, the report does not stand alone and therefore, the folder has to be read in connection with the report in order to understand the results of the analyses presented in the report.

The reference system throughout the report is Harvard style. Therefore, the reference list can be found at the end of the report. At the end of the report are also an appendix section and a CD containing footage from the focus group interview.

ABSTRACT

This project focuses on the problem of seniors' mobility in the smaller town Bindslev in Hjørring Municipality. The project has a specific focus on the seniors' mobility when they no longer have the opportunity to drive a car. In such a situation, the seniors become dependent on other modes of transport such as public transport and carpooling with someone in their personal network. This may cause challenges for the seniors, as the service of public transport in the smaller towns is decreasing.

The objective of the project is to study the seniors' mobility challenges from their perspective and from here, make a number of recommendations for possible future solutions to their mobility challenges. With a phenomenological approach, this is examined among eight senior citizens from Bindslev through the use of questionnaires, travel surveys and focus group interview. The results from the study show that the seniors' mobility challenges consist of a limited offer of transport, which affect their level of activity. Therefore, the recommendations are, in a collaboration between Hjørring Municipality, Nordjyllands Trafikselskab and the senior citizens in Bindslev, to organize permanent carpooling schemes among the seniors, and to put a greater focus on the use of public transport among seniors.

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Introduction
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This chapter presents the focus of the project and the motivation for studying this topic. First is a brief description and argumentation for the aim of the study, in which follows a description of the theoretical and methodological basis of the project as well as an argumentation for its use. Next is a presentation of the research questions. Finally, there is a description of the structure of the report and the content of the chapters.

MOTI
VA
TION

Mobility in rural areas has had my interest in the last years of my studies at Aalborg University. With a bachelor in urban design, I came across the subject for the first time in connection with a course that not only focused on the issues of the rural areas, but also equally aimed to identify its potentials.

This interest was reinforced through my internship at Nordjyllands Trafikselskab on my 9th semester. Here, I studied young and elderly people's need for transport in two peripheral municipalities in North Jutland (Hjørring and Jammerbugt). Therefore, it feels natural to continue this work and my interest in the subject in my thesis. This will make it possible to create a deeper understanding of mobility in rural areas, especially for senior citizens.

Rural areas are under debate in the media. Similarly is the conception: should it be called the rotten banana, peripheral Denmark, water edge Denmark or something else? All this depends on who is looking. Some believe that the media is helping to establish a twisted picture of the situation in the rural areas of Denmark while others believe that it is actually how they look. But citizens who reside in these areas seem to paint a different picture than the media.

Politicians are debating the Danish rural areas. Likewise are the citizens. For what will happen to these areas? Which direction should they take? Should there be development or phasing out? It is clear that urbanization has contributed to creating less favourable conditions for the rural areas, but how should it be approached from here? Should we let the development continue, or should we actively do something to protect these unique areas?

For that is exactly what they are in most cases – unique, and especially for the citizens who live there. Common to many of the areas is their local solidarity, their great community in associations and their local enthusiasts who are passionate about protecting their small community.

Pushed to extremes; we have the national politicians on one side and the citizens on the other. I am curious to hear what the citizens have to say. It is precisely their perspectives that catch my interest. It is clear that these rural areas both experiencing problems, but they clearly also have a number of potentials in being a small community. So how do the citizens themselves draw the picture when I ask the seniors in Bindslev in Hjørring Municipality about their mobility?

- Nadja Tønder Andersen
Aalborg, May 2016

INTRODUCTION

The starting point for this project is mobility in rural areas with a specific focus on the senior citizens residing in the smaller local city Bindslev in Hjørring Municipality. The project examines the seniors' opportunities and challenges in relation to their everyday mobility. The study is based on an internship in Nordjyllands Trafikselskab, in which it was intended to examine seniors' transportation needs throughout Hjørring Municipality using questionnaires. The results of that study showed that the senior citizens in Bindslev have mobility challenges for which reason, there is a need to make additional and more in-depth studies of the seniors' mobility.

The theoretical basis for the project is found in three theories, which in their own way addresses mobility, everyday life or an interconnection of this. Kaufmann's motility concept is an overall expression of the three concepts: access, skills and appropriation that describe an individual's opportunities to be mobile. The concept is used in the analysis of the seniors' mobility challenges through a questionnaire. Næss and Jensen's theories about transport patterns are used as a tool for developing a travel survey that aims to describe the seniors' travel patterns. The phenomenological everyday life sociology is used in the analyses of how the seniors themselves perceive their mobility and what possibilities they see as solutions to their mobility challenges. This theory is an extension of the project's phenomenological perspective, which has to ensure that the seniors speak for themselves.

The problem is examined from a phenomenological approach that aims to put the senior and their views on their mobility challenges in focus. Therefore, the methods of the study highly consist of public involvement. A group of 10 senior citizens above 60 years old from Bindslev completed a questionnaire about their opportunities for transport, as well as registered their trips during a week in a travel survey. The aim of the questionnaire and the travel survey is to describe the seniors' opportunities for transport and their travel patterns in order to map their mobility challenges. Subsequently, the same group of seniors participated in a focus group interview, which aimed to discuss the seniors' mobility challenges, that were identified through the travel surveys, in order to identify possible solutions to the problem.

Additionally, this project is made in collaboration with Nordjyllands Trafikselskab and Hjørring Municipality, who both are interested in examining this problem in further detail. Nordjyllands Trafikselskab has in January 2016, launched a new business plan in which they communicate how they want to move away from the traditional idea about public transport that only deals with bus, train and traffic on demand, to be a mobility company that embraces all forms of transportation (bus, train, taxi, car sharing etc.). They are concerned about the problem of limited public transport in rural areas, as they are aware of the fact that senior citizens are more dependent on public transport when they no longer have a driving license. Therefore, they are interested in new knowledge about seniors' mobility.

Hjørring Municipality has, in their Potential Catalouge 2030 (Potentialekatalog 2030), made analyses about the mobility in Hjørring Municipality in order to map its potentials. It appears that there is a problem concerning the senior citizens residing in the rural areas of the municipality and their transportation needs. Hjørring Municipality acknowledges that they cannot create better public transport for the citizens in the rural areas of the municipality, but they see, for example, carpooling among the citizens, as a possibility. Therefore, they are also interested in further knowledge about seniors' mobility and their transportation needs.
Common to both Nordjyllands Trafikselskab and Hjørring Municipality is that they are interested in gaining insight into the senior citizens' own views on their mobility and the mobility challenges they experience.

As it can be seen from the above, the empirical data in this project are based on various types of data. The questionnaire and the travel survey mainly contribute with quantitative knowledge about the seniors' opportunities and challenges relating to their mobility. These data are used as a basis for topics, which are discussed during the focus group interview. This qualitative knowledge contributes to the overall understanding of the seniors' current and future mobility.

RESEARCH

QUESTIONS

In order to create a deeper understanding of the seniors' everyday mobility, the overall aim of the project is to investigate:

What are the current opportunities for transport for the senior citizens in Bindslev that no longer have a driving license and what could be possible solutions to their mobility challenges in the future?

With this follows a number of sub-questions:

How are the seniors' current mobility patterns?

What challenges are the seniors experiencing in their daily transport?

How do the seniors themselves perceive their mobility?

What opportunities do the seniors themselves see as a solution to their mobility challenges?
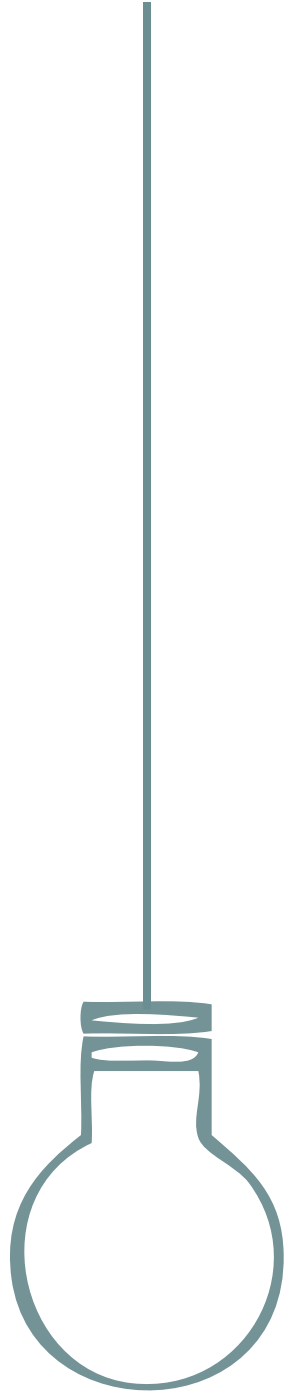
THE CHAPTERS

In the next chapter the discussion about seniors' mobility continues from a theoretical point of view. The discussion is trying to look at the problem from both a social point of view and from an understanding of already existing studies with similar problems. The chapter will also create the framework for a definition of the problem.

Chapter 3 continues the theoretical discussion from Chapter 2 and comes about a theoretical understanding of how different the seniors' conditions are to be mobile, how travel patterns may contribute to an understanding of their current mobility and how an understanding of the seniors' life world can help to get a deeper understanding of their mobility challenges, but also their future opportunities. Finally, it describes how the different theories are used in relation to understand the problem and the research questions.

Chapter 4 outlines the epistemological and methodological considerations of the project that will guide the rest of the report. It is also argued for the use of exactly these practical methods in order to answer the research questions.

Chapter 5 presents Bindslev as the case study of the project and why it is exactly Bindslev that is the case. Additionally, it describes Hjørring Municipality's overall plans for their rural areas in connection with the local city Bindslev.

In Chapter 6 the seniors' mobility in Bindslev are empirically studied from their motility index, their current movement, their own perception of their current mobility and from a discussion about their future opportunities for transport. The analyses of this chapter are summarized in the folder, which aims to establish a number of recommendations about the seniors' future opportunities for transport. In addition, the results are also presented in Chapter 7, which is the last chapter. It aims to summarize the studies and discussions of the report and thus, to answer the research questions.

DISCUSSION OF THE PROBLEM

Following the introduction, this chapter discusses the problem in order to determine the study area of the project. It discusses the seniors' mobility in a societal perspective and in relation to other similar studies. The discussion starts from a broad perspective and comes about; centralization as part of the overall structural development, the dominance of the car and its influence on public transport, the Danish planning practice and seniors' quality of life in relation to mobility. After this, the discussion narrows to the core of the problem in the project and how the project may contribute with additional knowledge to this field of inquiry.

SENIORS'

MOBILITY

Centralization

Functionalist urban planning centralizes the most basic of everyday functions, such as schools, workplaces and shops, and creates a greater distance between these functions and the home. For citizens residing outside the major cities, this means that they have to travel further to reach their destination, which in many cases can virtually only be reached by car (Møller & Agerholm, 2013). Similarly, the existence of the car has made it possible to create this geographical separation between home, work and shopping (Featherstone, 2005: 2).

The centralization and the increasing car culture threatens the existence of smaller towns and their qualities (Urry, 2007). Through a Danish survey of over 700 respondents, such qualities are identified to involve proximity to nature, strong connection to the local community, social relationships, great local associations and other bottom-up activities (Johansen & Nielsen, 2012: 782).

The Danish centralization is also a result of the conversion of the counties into 5 regions (Nordregio, 2011) and two municipality reforms (Møller & Agerholm, 2013). This has placed the responsibility for planning and economy on each municipality that needs to centralize schools, sports halls, etc. in major cities (Møller & Agerholm, 2013). As a result, it has started a vicious circle for the smaller cities. Despite the fact that there is a growth in population across the country, there is a decline in population in the rural areas of Denmark (Sørensen, 2013). Once settlement is no longer attractive, it is difficult to maintain public and private service functions. It affects the local economy and thus the social capital of the local community (Primdahl, Kristensen, & Møller, 2013).

In consequence, more people choose not to settle in smaller cities because of the long distances to work, school and shopping and thus the increased travel time. This is despite the fact that a study conducted by assistant professor, Ph.D. Jens Fyhn Lykke Sørensen, Centre for Rural Research at University of Southern Denmark, shows that more people actually want to live in the countryside (Sørensen, 2013).

Likewise, as the supply of other services waives, the selection of public transport decrease as well. It is the result of a vicious circle, which is difficult to break. The selection of public transport is decreasing and therefore fewer people make use of it, as it does not fit their transportation needs. The fewer people who make use of public transport, the fewer departures there will be. But exactly due to centralization and the greater distances between home and everyday functions, public transport has become more necessary than ever before (Agerholm & Møller, 2015).

The seniors are particularly challenged

The majority of citizens in small communities are seniors, as young people are looking to the major cities associated with education (Nordregio, 2011). Therefore, the problem of transportation in smaller towns largely affects the seniors. At the same time, Western society and its structure are planned around the car, which makes humans dependent on it in order to be mobile (Fisker, 2011: 1). This structure does not meet human needs to be mobile when a person is no longer able to drive a car (Urry, 2007: 120), which is a situation that can arise for seniors. Over time, seniors lose their ability to drive a car and are left with limited opportunities to be mobile. They are largely dependent on public transport or carpooling with someone in their network (Møller & Agerholm, 2013). In these cases, the structure of society does no longer fit the seniors' needs. They lose the flexibility and freedom of having a car and need to adapt their transportation needs to a timetable of public transport – or they are dependent on their network to run them.

> 'We are living longer and better, in terms of health, but we have not built the physical infrastructure to envision how we would live, work, play, and move' (Stromberg, 2007: 9)

The flexibility of the car

The seniors see the car as a symbol of freedom (Featherstone, 2005: 2 ; Urry, 2007: 112). The car gives them the opportunity to go wherever they want, when they want. But their situation changes when they no longer have the opportunity to drive a car, and then flexibility will no longer be a part of their everyday lives. The car thus become decisive for the seniors' life style depending on whether they have access to a car or not (Urry, 2007: 115). It puts some natural limitations on the seniors' movement patterns and life style when they no longer have access to a car. Meanwhile, the car also has social importance, because activities in social life can be dependent on the car as well (Urry, 2007: 119). Conversely, much social life will not take place without the flexibility of the car. The car makes it possible to take off at nearly any desired time, whereas public transport is fettered by fixed timetables. Besides, the car ensures a seamless journey that public transport in rural areas rarely can offer (Featherstone, 2005: 29). With public transport the journey can be experienced as fragmented – particularly in smaller towns.

An older North American study conducted by J. J. Callahan in 1993 shows that it is unsatisfactory for many seniors to grow old in a small community because they feel isolated in the absence of better transportation (Fisker, 2011: 23).

Seniors' quality of life

Without going into a deeper discussion about seniors' quality of life, which also involves other factors such as economy, social relations, health, etc., studies show that there is a correlation between seniors' quality of life and their ability to be mobile. According to Urry, mobility is a condition of maintaining social networks between people face to face (Urry, 2007). This means that being mobile is an important condition for the seniors in their everyday lives, for their social relationships and the way they want to live their lives. Although there are other forms of mobility such as social, experienced and virtual mobility according to the new mobility paradigm (Sheller & Urry, 2006; Jensen, 2014), Urry also argues that it is still important to maintain physical mobility, as it has a cognitive effect and thus creates better quality of life (Urry, 2007: 36). Physical mobility makes it possible to meet with other people at different times and places and for various events. Therefore, the seniors have a problem when they are limited in their mobility because they no longer have the opportunity to drive a car. They will no longer have the flexibility that the car gave them, and they will either need to adapt to public transport or depend on others in their network to run them. This means that the seniors with and without the ability to drive a car do not have the same conditions for transport. It may be important for the seniors' attendance to social events, leisure activities and for visits with friends and family. Without the possibility of transport, they are forced to stay home. A British study shows that seniors who no longer have the opportunity to drive a car are taking part in fewer social events than those with the ability to drive (Banister & Bowling, 2004). This may have an impact on their quality of life, why it is important to examine the seniors' current and future opportunities for transport.

Seniors' mobility in other studies

A review of several foreign studies shows that there is a correlation between seniors' quality of life and their ability to be mobile. Moreover, it shows how attached seniors are to the car compared to public transport. A Dutch study shows that mobility is an important part of seniors' quality of life (Mollenkopf & Walker, 2007) and their independence (Wall, Mollenkopf, Oswald, & Claus, 2007). North American studies show that people who live in rural areas feel isolated without their car (Stromberg, 2007: 8), and that seniors who no longer have a driving license prefer to be passengers in a car rather than using public transport (Fisker, 2011: 40). Also, a study from Scotland shows that even people without a car in general more often are passengers in a car and prefer a ride from a friend or a neighbour rather than using public transport (Gray, Shaw, & Farrington, 2006).

These international studies have been made in different contexts than Danish, and therefore they may involve other structural factors than the ones that are relevant in Denmark. It is not certain that the results from these studies also would be found in a Danish context. There are not yet many studies (both international and national), which have examined transport in rural areas. Most studies that have dealt with rural areas

primarily have focused on subjects such as tourism, local jobs, the economy, local development, etc. (Agerholm & Møller, 2015). However, there are a few studies that have embarked on the subject.

The results from the Danish studies show the same trend as some of the foreign studies described above. A major survey showed that the seniors residing in rural areas of Denmark are using public transport sometimes, but rather feel dependent on carpooling (The Danish Transport Council, 2002). Another Danish study conducted in one of North Jutland's peripheral municipalities (Thisted) shows that the car is the preferred mode of transport (Vestergaard, Laursen, Jensen, & Lassen, 2011). This is partly due to the fact that public transport does not meet people's needs for transport. Typically, public transport is built around a star structure that is designed to accommodate commuter flows between major cities. Therefore, it is difficult to come across this star structure, which is desired for many who live in rural areas in relation to their daily transport (Vestergaard, Laursen, Jensen, & Lassen, 2011). As a result, the citizens are using the car as their primary mode of transport. A Danish-North American study has examined the mobility of seniors and how it affects them when they no longer have the opportunity to drive a car (Fisker, 2011). This study was conducted in two major cities where the conditions for public transport are better than in the Danish rural areas. This makes the situation for seniors in the rural areas of Denmark worse than for the seniors in larger cities. At the same time, seniors are living longer resulting in a large generation of seniors. A generation, which has not been planned for in the car dominated structural planning. Therefore, Fisker (2011) proposes to make new strategies in planning, which also meet the needs of the growing generation of seniors. The seniors are not only dependent on what kind of transport they have access to, but largely also on the political approach and planning (Gray, Shaw, & Farrington, 2006).

Mobility in Danish planning practice

The problem that is studied in this project also has a practical influence. It has an impact on how municipality planning affects seniors' mobility in rural areas and how the results from this project can contribute with knowledge about seniors' mobility. This can be used in future planning in municipalities and in transport companies' future offer of service of public transport in these areas.

The Danish planning system is hierarchical with the Planning Law (Planloven) as the governing instrument. At the top is the Ministry of Environment, which is responsible for setting the overall framework for the development of Denmark (Quevedo, Enemark, Møller, Hvingel, Schrøder, & Sørensen, 2015). Below the ministry are the regions and then the municipalities, which have different focus areas in relation to the development plans. The regions are developing for growth in fields such as tourism, business and regional transport, where the municipalities especially focus on settlement, local transport and social services (Nordregio, 2011).

The Ministry of City, Housing and Rural Areas (Ministeriet for By, Bolig og Landdistrikter) was formed in 2011, but was then moved to another ministry in 2015. It was intended to deal with the challenges of the Danish rural areas by, for example, using bottom-up effects and local actors (Quevedo, Enemark, Møller, Hvingel, Schrøder, & Sørensen, 2015). Public transport, as well as the overall development of the Danish

rural areas, however, has long been debated among politicians (Nordregio, 2011). In 2010, the government presented a plan for 'Denmark in balance in a global world', which aimed to create better conditions for rural areas by, for example, ensuring a better infrastructure (Nordregio, 2011). Recently, the Rural Development Programme 2007-2013 (Landdistriktsprogrammet 2007-2013) has earmarked resources to promote the development of the Danish rural areas (Sørensen, 2013).

Also, Hjørring Municipality has included mobility in rural areas in their Potential Catalogue 2030. In here, they describe that public transport is a challenge in the rural areas of the municipality (Hjørring Kommune, 2015a). They recognize that the offer of public transport will continue to be limited, but that it is possible, through cooperation between local citizens and the municipality, to find other alternatives such as carpooling.

Questionnaire survey of seniors' mobility in Hjørring Municipality

The results of a survey conducted by Nordjyllands Trafikselskab in Hjørring Municipality shows that the senior citizens residing in the small towns feel challenged in relation to their mobility when they no longer have the opportunity to drive a car (Andersen, Olesen, & Christiansen, 2015). This limits their opportunities for transport, and they no longer experience the flexibility that a car provides.

The results from the survey show, among other things, that the senior citizens in Bindslev feel challenged in their mobility. Therefore, the project is based on Bindslev as the city and its senior citizens over 60 years old. Main reasons for choosing Bindslev as case study can be found in Chapter 4 and a description of the town and its mobility can be found in Chapter 5.

The study objective

As discussed throughout this section, seniors who are unable to drive a car experience that they are challenged in regard to their mobility. This is shown both by foreign and Danish studies. The problem is seen as a result of the growing car culture, centralization of everyday functions and the lack of planning for the growing group of seniors. In this study, the problem is addressed from the overall understanding of mobility, the intention of which is to combine the interdisciplinary understanding of mobility that combines both natural- and social science. The movement from A to B can not only be made up of numerical systems, neither by interpretations, but should be understood as a combination of the two. At the same time, movement can serve other purposes than getting from A to B. Movement from one place to another is also about experiencing. Therefore, the purpose of the project's phenomenological approach is not only to identify the seniors' mobility and their mobility challenges, but also to provide the framework to allow the seniors' own perception of their mobility and possible solutions to their challenges to be expressed.

THEORIES AND THEIR APPLICATION

Everyday life
Travel patterns
The concept of motility
Theoretical framework

This chapter intends to present the three theoretical perspectives that constitute the starting point for the studies, which aims to address the problem in this project. The theories are selected on the basis of the knowledge they contribute to the project and how this knowledge can be used in the analysis of the problem. With that, the theories create an understanding of, and set the framework for, how the problem is answered in the best possible way. First, the theories are individually described, and the arguments for their application are built. After this, they are summarized in a common theoretical framework that explains how they together create an understanding of seniors' mobility challenges, and how this understanding can be used in the analysis of the problem.

Everyday life theory is introduced as the first theory to create a connection between the discussion from the previous chapter about the importance of mobility for good quality of life and the section in this chapter, which studies the understanding of everyday life in depth. This is despite the fact that everyday life theory first must be used to answer the last two sub-question of the problem, which will help to create an understanding of the elements that everyday life consists of. Then follow the theories about travel patterns and the concept of motility that helps to answer the first and second sub-questions of the problem.

EVERYDAY

LIFE

INTRODUCTION

Everyday life theory is involved to create an in-depth understanding of the seniors' everyday lives. The theory should contribute to an overall understanding of how the seniors experience and learn things through their everyday lives, and how they both as individuals and in interaction with others are involved in the problem that is studied in this project. This understanding should be used in the analyses in order to answer the last two sub-questions: 'How do the seniors themselves perceive their mobility?' and 'What opportunities do the seniors themselves see as a solution to their mobility challenges?'

A description of everyday life and the phenomenological sociological understanding of everyday life will be the theories that are discussed in this section. The everyday life theory is used in this study because the problem deals with an everyday situation. It is a study about the seniors' everyday lives and the challenges that are arising in connection with their everyday mobility. The problem is affecting their daily lives and affects to a greater or lesser extent the way they live. Therefore, everyday life theory will contribute to an understanding of how everyday life, everyday subjects and everyday actions affect each other, which is important in answering the last two sub-questions in the best possible way.

THE SOCIOLOGY OF EVERYDAY LIFE

Everyday life is not just about understanding the basic things we do in our daily lives – it is also about understanding our everyday actions as a consequence of societal provisions. The societal provisions set the framework for and affect how we live our lives. For example, such a provision could be a decision saying that the offer of public transport in the smaller towns should be reduced. This decision affects the citizens and their everyday lives, which are dependent on this type of transport. Studying a phenomenon in everyday life does not only mean to study how we live and our routines, but also to study the consequences that societal provisions have on the individual's everyday life. In other words, it can be described as the great social order, which is related to society in general and its economic and political decisions, and the little social order, which is everyday life as experienced by the individual. Therefore, we are operating with two levels that mutually interact with each other. Jacobsen and Kristiansen describe this interaction as follows:

> 'The great social order is thus only possible or does only exist because of the presence of the little social order that influences but also mutually is influenced by the surrounding structural factors such as economy, technology and politics.' (Jacobsen & Kristiansen, 2014: 12 own translation)

Everyday life sociology deals with the little social order without necessarily taking into account the great social order and its discourses and political systems. Therefore, it is also necessary to study the daily life as it is lived. This will provide a deeper understanding of the problem that may have arisen as a consequence of the social structural changes. Everyday life is something we are not questioning and something we do not reflect on. We just go about our routines and take it for granted. Therefore, it is also difficult to move towards the definition of everyday life. It contains many different elements, depending on the individual. However, Jacobsen and Kristiansen have tried to describe the concept realizing that it is not easy to frame:

> 'The closest we will get a definition of everyday life here is by saying that it consists of the knowledge and the sense structures which people produce, restore and draw on through all their daily, often routine common exchanges and activities that are taking place during the period extending from early morning to late evening, from bedtime to bedtime. It is a world, the content of which we do not reflect on, but take for granted and do not question. (…) Everyday life does not have one defined product or a well-defined function. In everyday life, a type of order is produced and regenerated, which makes it possible for people to establish inter subjective understanding.' (Jacobsen & Kristiansen, 2014: 13-14 own translation)

With that it can, in general, be said that everyday life is about creating meaning for the individual in the actions the individual performs in everyday life. As a part of these actions, the individual is also a part of a community.

Just as difficult as it is to move towards a definition of everyday life, as difficult is it to get closer to a definition of the sociology that studies everyday life. However, the

American sociologist Jack D. Douglas tries to get closer to a definition of everyday life sociology and mentions three characteristics that are essential to studying a problem from the perspective of everyday life sociology. The first characteristic is that everyday sociology is studying humans in their natural context (Jacobsen & Kristiansen, 2014: 16). This means that a phenomenon must be studied with minimal impact in order to create the most objective picture of the problem that is possible. Next, the individual that is studied should be observed in person. This means that analysis should always be directly related to the individual (Jacobsen & Kristiansen, 2014: 16). This should be understood in connection with the last claim saying that everyday life sociology analyses the individual's own common-sense-meaning (Jacobsen & Kristiansen, 2014: 16), and therefore it is the individual's own perception that is expressed.

Thus, the sociology is used to study everyday life. It is about creating an understanding of how individuals are living their everyday lives, and how they deal with the challenges that a particular problem gives them. As argued in the previous chapter, the physical mobility is a condition for a good everyday life. It gives individuals the opportunity to meet with other people face to face and maintain social networks, all of which have a cognitive effect. It creates better quality of life (Urry, 2007: 36). Therefore, it is important to understand how these individuals are experiencing mobility as part of their everyday lives.

TRAVEL

PATTERNS

INTRODUCTION

The theories about travel patterns and transport behaviour, which are described in this section, are the background for the study of the first sub-question: 'How are the seniors' current mobility patterns?' The theories that Næss and Jensen (2005) describe about travel patterns, time geographical analyses and bounded and not-bounded trips shall contribute to an understanding of the different elements involved when travelling from one place to another. These elements, which for example are location, time of departure, destination, purpose, etc., all contribute to describing a trip from one place to another. From this, travel patterns can be made, which can help to create an understanding of how the seniors move around. Likewise, travel patterns can be divided up by mode of transport, which can be used to illustrate a limited geographical frame of movement, depending on the mode of transport. Together, these theories are used in the analysis to gain an understanding of the seniors' current mobility and thus help to identify their mobility challenges.

TRAVEL PATTERNS IN TIME AND SPACE

Everyday activities such as going to work, shopping and going to the cinema are activities that have different geographical locations. The activities are carried out in order to meet a person's diverse physiological needs, institutional needs, personal commitments and personal preferences (Vilhelmson, 1999: 178). Therefore, the activities are also associated with a natural condition of travelling from one location to another. In other words, one could say that 'Everyday life is considered as a sequence of activities carried out by individuals in different locations 24 hours a day' (Næss & Jensen, 2005: 48-49 own translation). Activities are going on at different times during the day and at different locations, and therefore one can talk about the placement of the activities in time and space. Similarly, travel patterns can be understood as the result of a planning process where people plan their activities during a day. This planning will both consist of necessary trips and optional trips and together they will constitute a travel pattern for a day. However, the activities during the day and thus the travel patterns are made under a number of restrictions: It must be taken into account when the activities can be carried out, where they should be performed, how long the activities take and the order of them (Næss & Jensen, 2005: 49).

When going from one place to another, we need to have resources, meaning access to different modes of transport, and skills in using these different modes of transport. Therefore, resources and skills are also factors that decide which type of travel pattern we have (Næss & Jensen, 2005). Torsten Hägerstrand has developed a time geographical approach that can be used to understand people's travel patterns (Hägerstrand, 1970). This time geographical approach can be used to identify individual limits for different people and thus determine the geographical area in which their actions can be performed, depending on their resources. Their resources are crucial to the geographical distance they can travel in relation to time. If a person has access to a car, the geographical area in which he can move in everyday life is greater than if he does not have access to a car. However, if he uses a bike, a scooter or public transport, the geographical area in which he can move will be narrowed down. Therefore, we will have different geographical boundaries in which our activities can be performed depending on our resources and compared to time and space.

Similarly, people's travel patterns can differ depending on the purpose of the trip. Trips can have different purposes, and from this it can be assessed whether the trips are necessary trips or optional trips. The necessary trips, which according to Næss and Jensen also are called bounded trips (Næss & Jensen, 2005: 51), are planned during the week where their location in time and space is determined. This means that they usually take place at a specific time during the day, at a particular location and with a particular mode of transport. Bounded trips can be going to work, to school, to kindergarten and the like. Typically, these trips will eventually become routine, which means that in time we no longer put much effort in planning them. The optional trips, or the not-bounded trips (Næss & Jensen, 2005: 51), can be categorized as spontaneous and sporadic. Their locations in time and space have not been determined, and therefore they occur at different times and in different places. The purposes of these trips mean that they cannot or should not be planned. They take place at random times, have different locations and can, depending on the purpose, be taken with different modes of transport. Such trips can be going to events, visiting friends and family, a walk in the woods and the like.

A travel pattern for a day may therefore consist of both bounded trips and not-bounded trips. For most people, the everyday travel pattern will consist primarily of bounded trips because everyday life is associated with routines. For children, young people and working adults the trips to school, educational institutions and workplaces will be taken in everyday life at roughly the same time and with a particular mode of transport. Since the trip has become a routine, the person no longer thinks about where he is going, when to leave, or how he will get there. Once the trip has become a routine, it is a bounded trip. Similarly, the bounded trips are also necessary trips. With having a job and going to school follows an obligation, which in most cases requires physical attendance. In contrast, weekends and holidays consist of not-bounded trips to a greater extent. Days off are not associated with the same obligations as workdays are. This allows for time and flexibility in relation to activities, which gives the trip another purpose. It is possible to make spontaneous trips, which creates a completely different framework for the activities in time and space compared to everyday trips. Thus, it also results in various travel patterns depending on whether the trips are carried out on weekdays or in the weekend.

But when you, as many seniors, no longer are working, you have more opportunity to make optional activities. A study, conducted by Næss and Jensen (2005), on travel patterns in Greater Copenhagen shows that there are differences in travel patterns depending on whether the person is working or not (retired) (Næss & Jensen, 2005: 389): First, retired persons' total travel time is less than half compared to that of working persons'. This is explained by the fact that the retired people to a greater extent move around in the local area where they have their daily doings such as grocery shopping, visits to the doctor and other errands. Knowing that they are no longer working and therefore do not have a fixed workplace, it is safe to assume that, in general, their travel patterns to a lesser extent consist of bounded trips. Therefore, weekdays and weekends will not be as sharply divided as is the case for those who are working. Seniors' travel patterns will to a greater extent consist of a mix of bounded and not-bounded trips with more time and opportunities for spontaneous trips.

THE CONCEPT

OF MOTILITY

INTRODUCTION

The concept of motility is introduced as a theory that will help in analysing the second sub-question: 'What challenges are the seniors experiencing in their daily transport?' This theory is primarily chosen for its operationality. The theory is described by Flamm and Kaufmann (2006) and made in order to develop a method that can be used to illuminate a problem related to mobility. Using the concept of motility in the analysis, it is possible to describe a person's opportunities for transport and thus clarify his mobility challenges.

THE OPPORTUNITY FOR TRANSPORT

The concept of motility was developed by Flamm & Kaufmann (2006) and is an expression of one's opportunities to be mobile. The concept provides an understanding of the actions, thoughts, abilities, etc. that are the basis for one's mobility and for the choices that are made before going from A to B. The individual has different conditions for being mobile. These conditions can be analysed from the concept of motility where three elements are crucial: access, skills and appropriation (Flamm & Kaufmann, 2006: 169).

Access is used to explain how many and how different modes of transport an individual has access to. It could, for example, be a bicycle or a car, but it could also be the opportunity for using public transport within a reasonable geographical distance. For the majority, a car will be the most common mode of transport to have access to – at least in the western world (Fisker, 2011). But having access to a car does not always mean that it is available at all times. Therefore, the number of persons who have access to the car has an influence. If you are the owner of the car, and you are the only one who has access to it, it will be available all the time. But if the car is part of a common household, which for example is shared between spouses, it will not be available at all times. Therefore, access to a car is assessed from weighing out the number of cars that are available and the number of people who have access to them. This assessment describes how accessible the car is for the individual.

Other types of transport that many will have access to as well are light vehicles such as bicycles, electric bicycles, scooters, electric wheelchairs and so on. By looking at the modes of transport that a person has access to, an individual access-catalogue can be made (Flamm & Kaufmann, 2006: 172). This describes a smaller or larger range of resources that the individual has access to and thus can use for transportation. But the access-catalogue cannot stand independently in relation to making an assessment of an individual's motility.

Therefore, an individual's motility also depends on his skills. Even though a person has access to a car, for example through his or her spouse, it is not certain that he or she has the ability to drive the car, which requires a driving license. Transporting oneself from one place to another requires some skills and abilities, which make it possible to control and decode the different modes of transport. Different modes of transport require different abilities. The ability to adjust one's movements both in terms of time and place is a crucial factor (Flamm & Kaufmann, 2006). Being able to drive a car requires coordination skills, the ability to decode the speed of the other drivers and the ability to anticipate oncoming movement and other obstacles, among other things. Being able to use public transport requires skills in understanding and decoding a timetable and comparing timetables with each other, among other things. Additionally, basic skills, such as vision, can be essential, which are determined by people's mental and physical abilities and health. These skills have a crucial impact on whether people can travel by car, bicycle or read a timetable for public transport. A vital skill can also be a person's ability to use and understand technological devices and systems that determine his opportunities for transport in a time when many things are digitized.

The more skills you have in relation to a specific mode of transport and the more experience you have with it, the more comfortable you will be using it (Flamm & Kaufmann,

2006: 176). Using a specific mode of transport is also about learning from previous experiences with it. The first time you run a new way, you can be unsure of the route and which way to go. But over time experience is built up, and the route will become a routine so you feel comfortable. In that way, learning to use a new mode of transport is very much about getting experience over time (Flamm & Kaufmann, 2006: 176). This is also the case when you acquire a driving license. Even though you have a physical proof that you can drive a car when passing a driving test, this is only the beginning of a yearlong learning period. It will require many hours on the road to become a good and safe driver and to obtain the skills an experienced driver has. This means that the more a particular mode of transport is used, the more experience is built up. This experience can have an effect on a person's preferred mode of transport. By only looking at a person's experience with a particular mode of transport and not taking into account other factors such as personal economy, purpose of the trip, geographical context, then the mode of transport that the person has gained most experience with during his childhood can be related to the one that is his favourite as an adult (Flamm & Kaufmann, 2006: 177). Through childhood, a number of experiences with different modes of transport are achieved, and you obtain more experience with some modes of transport than with others. These experiences are essential for our personal skills associated with our mobility. With that, the framework for our preferred mode of transport during childhood is created. If a child has been accustomed to being driven by his parents to school and to leisure activities, it is also more likely that he prefer the car as an adult. Or if he has been accustomed to cycle to school and to leisure activities, it is more likely that he will prefer the bicycle as an adult. Depending on our experience with a particular mode of transport, we choose the mode that will meet our transportation needs the best. For the cyclist, it may be the benefit of not getting stuck in car traffic in the morning rush hour, and for the driver, it can be the convenience in running by car that is a decisive factor. Thus, our abilities and skills learned over time are also important for our ability to appropriate a mode of transport.

Being able to appropriate is an element that can be harder to frame than the other two elements in the concept of motility. The reason for this is that it depends on a person's subjective actions, attitudes and values in relation to a given situation (Flamm & Kaufmann, 2006: 178). Depending on where a person is going and at what time, he assesses which mode of transport that is most suitable from his personal criteria. Besides a person's individual criteria, two criteria are mentioned as essential to people's description and appropriation of various modes of transport. These are reliability and safety (Flamm & Kaufmann, 2006: 180).

Choosing a particular mode of transport requires reliability and confidence in yourself and your experience that you are able to find your way while driving a route for the first time in a car, for example. This has a significant impact on whether you will use the car again as a mode of transport for that particular trip. The same is true the first time you use the bus. Here, there are many new elements to relate to, such as a timetable, other people on the bus, the uncertainty about when to get off, and so on. This requires confidence in both oneself and the system of the bus that you get off at the right stop. The first time experience with the bus has crucial importance for the future choice of using the bus as a mode of transport for that specific trip. The same applies to one's skills. Experience is built up after several trips with the same mode of transport, and with that follows a confidence that has an effect on one's ability to appropriate it. You no longer need to check the timetable, because you know the time of departure, you find it convenient with other passengers in the bus, and you recognize the stop where you

get off. Therefore, one's experiences have great importance when choosing the mode of transport. If you have been accustomed to travelling by car through large parts of your life and have enjoyed its flexibility, it can be a challenge to turn to public transport that has fixed times of departure. But this does not necessarily mean that you cannot come to terms with new solutions over time because you gain new experience in using the new mode of transport.

Safety, as the second criterion, is about people's individual assessment of the safety of a particular mode of transport. This takes no account of the statistics in relation to accidents, but is more a person's individual assessment of the risk associated with using that particular mode of transport (Flamm & Kaufmann, 2006: 180). This means that we are selective when choosing of a mode of transport in relation to its safety. The choice of the mode of transport is thus taken from one's own understanding and opinion about what is reliable and what is safe. In order to best examine a person's ability to appropriate a mode of transport, a detailed study describing the person's opinion is necessary (Flamm & Kaufmann, 2006: 182). Such a study will provide an understanding of the person's choice of daily transport and whether the choice is determined by a natural limitation in the range of modes of transport or whether it is an intentional selection and rejection. Likewise, the study will be able to show why some modes of transport are deselected due to various criteria such as safety and economy (Flamm & Kaufmann, 2006: 182).

The ability to appropriate new modes of transport depends on both the modes of transport that are available to the person and the skills that the person possesses. Conversely, one's skills and ability to appropriate are vital for the modes of transport that one has access to. Thus, the three elements, that are an expression of one's motility, are all mutually dependent on each other and influence each other. It is also important to understand that motility is not synonymous with mobility. Motility is a description of a person's opportunities to be mobile, but cannot be used to describe a person's actual movement, which Flamm & Kaufmann (2006: 168) explain in this way:

> 'Motility can be defined as how an individual or group takes possession of the realm of possibilities for mobility and builds on it to develop personal projects. This potential is not necessarily transformed into travel.'

This means that even if a person has the opportunity to use a particular mode of transportation, it is not certain that this opportunity will be performed in practice. For example, an elderly woman can have several different opportunities for transport when she wants to visit her friend who lives in the same city. Depending on what modes of transport she has access to (car, bike, scooter, public transport, etc.), the skills she possesses or does not have (driving license, walking impairment, reduced vision) and her ability to appropriate new modes of transport are crucial for her opportunities. Some opportunities exclude themselves because of her skills. But she still has several opportunities for transport. She chooses one mode of transport based on the criteria described in this section, which means that only that opportunity is put into practice while the other opportunities are not.

From the concept of motility, it is important to understand that each individual has different conditions for being mobile, depending on the modes of transport they have access to, their skills to master these modes of transport, and their subjective attitude to appropriate to new modes of transport.
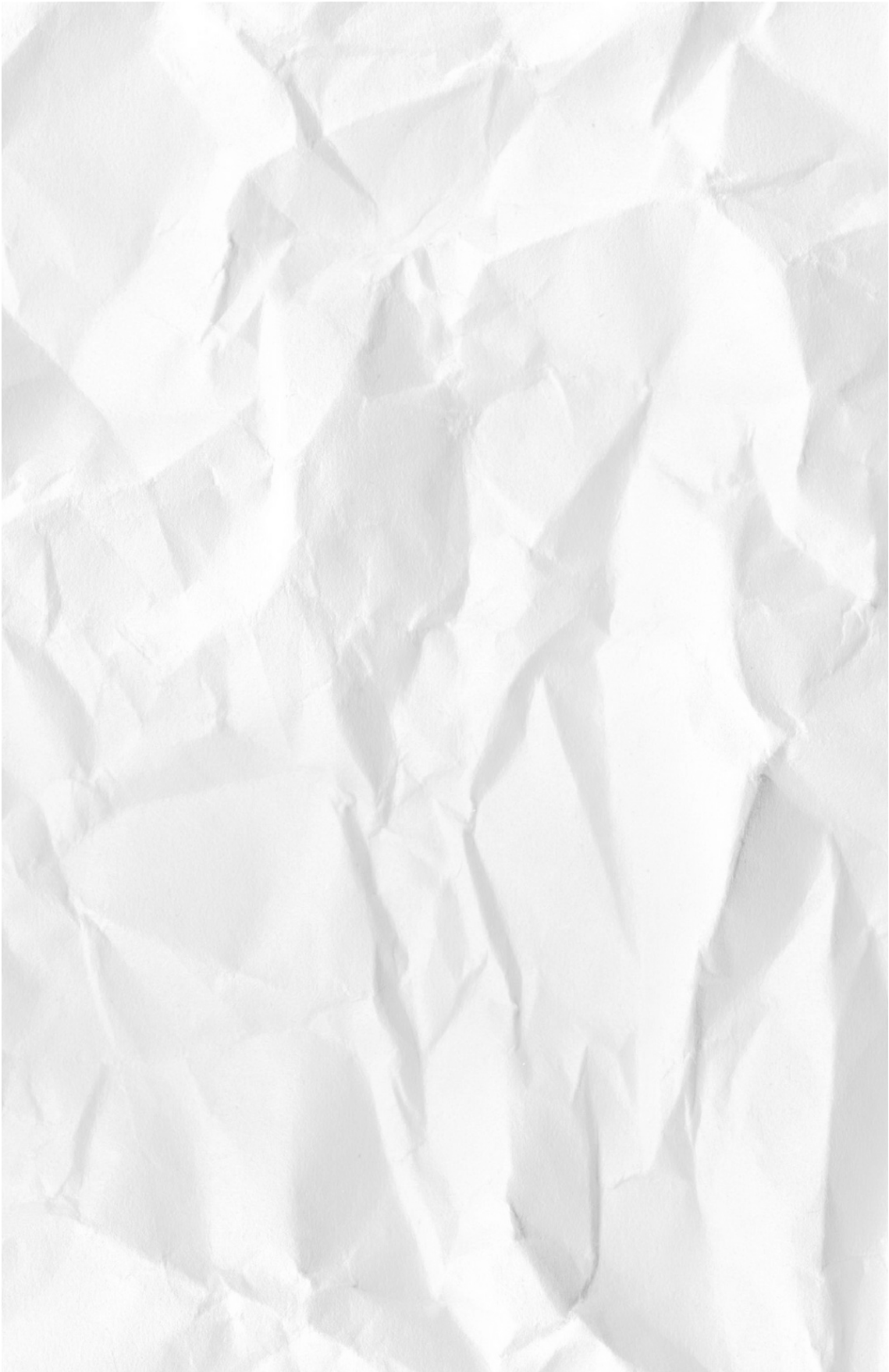
THEORETICAL

FRAMEWORK

In conclusion of this chapter, it is explained how the three described theories will be included as a part of studying the seniors' mobility and mobility challenges. The main concepts of the individual theories will be summarized to an overall operationalized analysis tool. Here, it will be described how they each will be used, individually and together, to analyse the seniors' mobility. It will be argued why these three theories are used to illuminate the problem in this project with a specific focus on the application of the theories (Illustration 3.1).

With a combination of the knowledge that the three theories contribute to in the understanding of the seniors' mobility, it is possible to draw a picture of what analyses are needed in the understanding of the problem in the project, which endeavours to both understand the seniors' mobility challenges and provide insight into how the seniors themselves perceive their mobility.

Everyday life theory is used as the underlying and basic understanding of the entire problem in the project, which includes the everyday life of the seniors. An understanding of the seniors' everyday life is fundamental to further understanding the seniors' current mobility and mobility challenges. It is the everyday life that is the focal point for the study of the seniors' mobility. To get an understanding of the importance of mobility for the seniors, their everyday lives must first be understood – the way they experience them. This is both as individuals and as a community experiencing common challenges by not being able to drive a car. With an insight into the seniors' everyday lives, it is possible to create an understanding of the challenges they experience daily related to their mobility. Therefore, it is not only about understanding the seniors' everyday lives, but also about understanding how and why the seniors do as they do when going from one place to another.

Therefore, analyses must be made that, first of all, show the seniors' current mobility and thus their travel patterns. Here, the theoretical understanding of the elements that together create the framework for a trip, going from one place to another, should help to draw a picture of the seniors' current mobility. Through this, analyses can be made showing the seniors' primary mode of transport, where they usually go, whether the trips are primarily bounded or not-bounded, and whether the seniors' are geographically limited, depending on whether they have access to a car or not. These analyses are important in relation to being able to identify some of the seniors' mobility challenges. Similarly, the theoretical understanding of the concept of motility can help in identifying some of their mobility challenges. The concept provides opportunities to explore which opportunities the seniors have for transport and hence their limitations. This is based on evidence on the different modes of transport the seniors have access to, the skills they possess in relation to using them, and their abilities related to appropriating new modes of transport.

Through a mapping of the seniors' travel patterns, combined with an understanding of their opportunities for transport, an understanding of the seniors' current mobility is created along with the opportunity to understand their mobility challenges. A categorization of their mobility challenges can, in interaction with an understanding of the seniors' everyday lives, be used as a basis for further analyses of the seniors' future possible solutions to their mobility challenges. At the same time, through an understanding of the seniors' everyday lives, a deeper understanding of how the seniors themselves perceive their mobility is created.

The seniors' own perception
of their mobility

Everyday life theory

Travel patterns   The concept of motility

Research
question

The seniors'
suggestions for
possible
solutions

The seniors'
mobility patterns

The seniors' mobility
challenges

Illustration 3.1
Theoretical framework

CHAPTER 4

THEORY OF SCIENCE AND METHODS

Phenomenology
Practical methods
Methodological discussion

This chapter follows up on the theoretical framework that was presented in the last chapter. It aims to present the project's position within the theory of science and the methods that are used in relation to the study of the problem, which was presented in Chapter 1. First, it is argued for the use of the phenomenological approach, which intends to put the subject in the centre. Then the practical methods are individually described. It is argued for the choice of these methods to collect the empirical data needed to answer the research questions. Next, there is a discussion of the used methods, which aims to clarify the pros and cons of using each method in relation to the project's phenomenological basis and its answer of the research questions.

THEORY

OF SCIENCE

Phenomenology and its methods make it possible to put the subject at the centre. This is intended in order to create an analysis, which is describing the senior citizens' mobility and their mobility challenges from their perspective, as well as their suggestions to possible solutions.

The phenomenological approach should be understood as the main base for the project, which allows methods both from the world of natural science and social science. This is due to the fact that mobility research is a field that combines various sciences. Through 'the mobility paradigm' it is shown that mobility must be understood in different forms of mobility (virtual, physical, social and experienced), and therefore must be studied from a combination of different scientific directions (Urry, 2007: 54). Within the mobility paradigm, transport should not only be understood as transport, but that it offers more than just the physical movement from A to B (Jensen, 2014). Similarly, social relations should not only be studied from a sociological point of view, but also from an understanding of the mobilities that create social relations. This shows that mobility embraces interdisciplinary, and that different scientific directions contribute with knowledge in this field of investigation. Social relations must, among other things, also be studied through individuals' opportunities to be mobile, likewise individuals' mobility, among other things, must be studied in relation to social connections. Although this study mainly has a sociological phenomenological approach in relation to answer the research questions, it also uses scientific methods, which are intended to set the framework for the sociological focus:

> 'Similarly, qualitative studies can inversely evolve from a quantitative survey that gives the researcher an insight into the more general patterns, and thus can provide an indication of what she needs to focus on in the qualitative study' (Justesen & Mik-Meyer, 2010: 18 own translation).

Phenomenology

Phenomenology attempts to understand the world as we humans experience it. Thus, the ontological basis for the phenomenology is that we humans are in the world and it is that world, that is the real world (Zahavi & Overgaard, 2014). There is only the world that we humans find ourselves in. The world must be understood from the individual's mind and from his experiences. From here, the epistemological basis of the phenomenology is that knowledge of this world is achieved through the individuals and their phenomena. Therefore, phenomenology is seeking to get knowledge against a background of the individuals' experiences.

With a phenomenological focus on the individual and his life world, this scientific theoretical position is often applied in studies of everyday life (Jacobsen & Kristiansen, 2014). The phenomena are understood through the individual's experiences. Therefore, the seniors' mobility challenges and their own views of their mobility in this project, are understood through first-hand accounts from the seniors.

This scientific theoretical position is important in relation to the methods that are used in this project, in order to collect the empirical data needed to answer the research questions.

Phenomenology had its beginning in the philosophy in the early 1900s, where Edmund Husserl founded it. The study object of the phenomenology was awareness and experience (Kvale & Brinkmann, 2015: 48). Later, this understanding was further developed by Edmund Husserl and Martin Heidegger to include the life world of human (Kvale & Brinkmann, 2015: 48). The life world is the focal point of this project in order to understand the everyday lives of seniors and their mobility. Jean-Paul Sartre and Maurice Merleau-Ponty left their mark on the understanding of the phenomenology by including the bodily and human actions compared with historical contexts (Kvale & Brinkmann, 2015: 48). Subsequently, Alfred Schutz further developed the Husserl-based phenomenology within the sociological science for its use in qualitative research. This type of research is interested in understanding social phenomena as they appear from the subject's own perspectives. It is rooted in the phenomenological assumption that the reality people perceive, is the most important reality (Kvale & Brinkmann, 2015: 48). Therefore, phenomenology seeks to describe the world from the subject's own experience and perception. Merleau-Ponty complements this by pointing out that phenomenology is to 'describe the given as accurately and completely as possible; to describe rather than to explain or analyse' (Kvale & Brinkmann, 2015: 49 own translation).

This phenomenological approach, as Alfred Schutz has developed, is used as the scientific theoretical position in this project. This is due to the fact that a phenomenological perspective will make it possible to let the subjects and thus the senior citizens in Bindslev appear as the most important study object in this study. In addition, this approach also determine my role as a researcher in relation to answer the last two sub-questions: 'How do the seniors themselves perceive their mobility?' and 'What opportunities do the seniors themselves see as a solution to their mobility challenges?' Both these questions intend to inquire the seniors about their views on their mobility. Therefore, this approach also helps to specify the role I, as a researcher during the focus group interview, need to take in order to answer the last two sub questions. It is important to take a role that makes it possible to collect the empirical data that are necessary to understand

the seniors' life world. Therefore, I as a researcher, must take a role that does not affect the seniors' opinions. With a phenomenological approach it is possible to have an observing and listening role, which ensures that the seniors' opinions not are affected by a researcher. From here, it is possible to understand their true world.

The sociology of everyday life

In order to study the seniors' everyday mobility from their perspective it is necessary to look closer at the sociology that understands everyday life.

It is difficult to get closer to a definition of the sociology that studies everyday life. However, the American sociologist Jack D. Douglas tries to get closer to a definition of everyday life sociology and mention three characteristics that are essential to study a problem from an everyday life sociology perspective. The first characteristic is that everyday sociology is studying the human in its natural context (Jacobsen & Kristiansen, 2014: 16). This means that the phenomenon must be studied with minimal impact in order to create an objective picture as possible of the problem. Next, the individual that is studied should be observed in person. This means that analyses only should be made that are directly related to the individual (Jacobsen & Kristiansen, 2014: 16). This should be understood in connection with the last claim saying that everyday life sociology analyse the individual's own common-sense-meaning, and therefore not what the researcher himself interpret (Jacobsen & Kristiansen, 2014: 16). This underlines the importance that the individual must speak from his own everyday experiences. From here, it is the role of the researcher to communicate these experiences and statements without analysing and interpreting them.

There are various sociologies that are studying everyday life. Depending on the study object and the purpose of the study, a particular sociology can be determined. In this project it is the phenomenological sociology that has significance in relation to illuminate the problem. This approach makes it possible to let the individuals speak for themselves and from here, communicate the individuals' statements as sincerely as possible.

Phenomenological sociology

The phenomenological sociology aims to explore the world and especially the social reality. The world must be studied from the way we experience the social reality through our everyday life. Therefore, several phenomenologists believe that we need to investigate the life world (Zahavi & Overgaard, 2014: 169). With life world means:

> '(…) the world we live in. It is the world we daily take for granted, it is the prior scientific world of experiences, which we are familiar with and which we are not questioning.' (Zahavi & Overgaard, 2014: 175 own translation)

Therefore, the life world is our everyday lives and from here, the sociology must be studied. With the life world as a starting point, the phenomenology attempts to combine the individual and the community. This must be understood from the fact that an individual or a subject is dependent on other subjects when experiencing. In order to understand the community and the sociality from a phenomenological point of view,

one must also understand the inter subjectivity (Zahavi & Overgaard, 2014: 173). This means the things that affect several subjects or individuals, and their relationships between each other.

As mentioned before in this section, one of the leading spokesmen in the phenomenological sociology was Alfred Schutz. He built on Max Weber's understanding of the sociology and combined it with Edmund Husserl's phenomenological methodology (Zahavi & Overgaard, 2014: 179). Schutz thought that one should start from the life world when studying social relations and actions. From here, one should describe and analyse the life world from the perspectives of the subjects. This is due to the fact that the subjects are a part of the social world and to understand the social world, one must first understand the social actors, which the social world is for:

> 'The phenomenological sociology examines as mentioned the social reality, as it is experienced, learned and shaped by the social actors.' (Zahavi & Overgaard, 2014: 182 own translation)

This means that the phenomenological perspective is interested in people, their actions, their experiences (both their own experiences and those given to them by others) and their relation to other people. The primary object of the sociology thus becomes the human.
The life world should be investigated as people in their everyday lives experience it. Therefore, the problem must be investigated as the individuals experience it. According to Schutz, people experience and learn throughout life. Such experiences are also called typifications, which divide the things we experience in different categories. For example, if we see a leaf, we know from past experience that it is a leaf. But it is not certain that we know the type of leaf we see or which tree it came from. Thus, we all have basic knowledge that is based on our past experiences, which we either have made us ourselves or that others have experienced (Zahavi & Overgaard, 2014: 184). The past experiences help us to divide what we experience in typifications. Doing so we will, as humans and therefore also as researchers, have background knowledge, which is based on experiences.

Therefore, it is important as a researcher to be an observer in relation to the phenomenon that is being investigated and not to bring in personal experiences. The researcher must take an objective role that does not interact with the subjects (Zahavi & Overgaard, 2014: 181). In addition, the researcher usually does not have the same experiences with the phenomenon as the actors do. Although it is the human who is the subject of the study, the researcher must take an objective role as the phenomenological sociology aims to communicate the subjects' statements rather than interpret them:

> 'Here lies a clear phenomenological appeal that sociology should go to 'the things themselves', to 'the phenomena'. Instead of doing violence to the social world by imposing a number of theoretical concepts, one should rather study how people themselves perceive their social reality.' (Zahavi & Overgaard, 2014: 195 own translation)

Thus, the phenomenological sociology has three important purposes. The first one is an effort to a descriptive approach with the purpose of describing the phenomena as precisely and objectively as possible. This approach is used in this project in order

to understanding the first two sub questions: 'How are the seniors' current mobility patterns?' and 'What challenges are the seniors experiencing in their daily transport?' The questions seek specific answers that can be answered from quantitative knowledge, while it at the same time is helping to ensure an objective approach as possible. The second aim is to have an understanding of everyday life and that it must be taken seriously since it is the actors and their experienced life world, which is the main subject of the sociology. The third is to understand the importance of involving the subjectivity when social reality is examined, as the subjectivity, in interaction with others, forms the social reality. This knowledge is used in order to answer the last two sub questions, in which it is important to use a method that is involving the seniors: 'How do the seniors themselves perceive their mobility?' and 'What opportunities do the seniors themselves see as a solution to their mobility challenges?' The involvement of the seniors is further described in the next section.

The subjects as the study object

The phenomenological perspective perceives that there are several different realities (Justesen & Mik-Meyer, 2010: 14). The different realities stem from a conviction that the subject is the study object. Different conclusions can be drawn depending on who is watching and what is being studied.

Therefore, the phenomenology focuses on specific experiences, and mostly works within a specific context with a specific problem (Justesen & Mik-Meyer, 2010). Likewise, the phenomenological approach is suited to this project, which aims to gain a rich description of the seniors' mobility in Bindslev, rather than a general description of seniors' mobility nationwide. However, it is not unlikely that the mobility challenges the seniors in Bindslev experience, also can be applicable elsewhere. But the intention of this project is not to generalize the seniors' mobility challenges.

Starting from the senior citizens in Bindslev and their lives and context, this project aims to make an analysis that creates an understanding of the phenomenon (Justesen & Mik-Meyer, 2010). In order to create such an understanding in the best possible way, the individual's life world has to be understood. It is one of the key concepts in phenomenology, which 'refers to the actual world we daily find ourselves in – the everyday life we tend to take for granted' (Justesen & Mik-Meyer, 2010: 23 own translation). The social phenomena must be understood from the individual's perspective from whom the world is described, as he sees it in time and space. Thus, the phenomenon is changeable according to time and space, which affects how the phenomenon is perceived depending on the context and temporal horizons.

Another key element in the phenomenological understanding is 'meaning'. A phenomenological perspective creates an understanding of the subject's experiences. Phenomenology will examine 'the motives underlying the actions of actors' (Justesen & Mik-Meyer, 2010: 25 own translation). In the study of this project, 'meaning' will contribute to an understanding of how the seniors in Bindslev handle their daily mobility and the challenges they encounter in connection with it. Thus, it will be investigated why seniors act as they do when going from a to b.

In order to understand seniors' actions and thus their life world, the framework for such studies has to be created. It is the researcher's job to set the framework so it, in the best possible way, creates the basis for an understanding of seniors' actions and their life world. Within these frames the researcher makes oneself able to understand the situation of the seniors, but still remain neutral because '(…) phenomenology requires an open-minded approach to the area, which the researcher makes the subject of his investigation' (Justesen & Mik-Meyer, 2010: 25 own translation).

In conclusion the role you take as a researcher is crucial in relation to the outcome of the study. The last two sub questions in this study have a subjective interest and thus intend to illustrate the problem from the seniors' point of view. The focus of this study is the seniors' own experiences and perceptions of the problem as they see it in their everyday life. The last two sub questions must be answered from the seniors' perspective in order to create a genuine picture of the problem without outside influences that a researcher may have. Therefore, I may as a researcher, be careful not to analyse the seniors' views, but transmit them as objectively as possible.

PRACTICAL

METHODS

INTRODUCTION

As described previously, this project is a case study of seniors' mobility in Bindslev. The case study is the overall study where travel surveys, questionnaires and focus group interviews are concrete practical methods used for illuminating the seniors' mobility challenges. As stated in the previous section, the project has a phenomenological approach that combines quantitative and qualitative empirical data. This is mainly due to the fact that mobility studies require a multidisciplinary approach. Additionally, it is due to Flyvbjerg who argues for an inclusion of both quantitative and qualitative methods when cases are investigated that is contextual and based on past experiences (Flyvbjerg, 1991). Therefore, the answers to the research questions in this study will be found through travel surveys, questionnaires and a focus group interview. In order to get an illustrative understanding of how the methods contribute with empirical data in relation to the research question, see illustration 4.1.

In order to understand and answer the first sub question: 'How are the seniors' current mobility patterns?' it is necessary to know where the seniors go, how often they make a trip and with what mode of transport as well as the purpose of the trips. This knowledge is obtained through the use of travel surveys in which it is possible to register the seniors' movement.

In order to get knowledge of and create an understanding of the second sub question: 'What challenges are the seniors experiencing in their daily transport?' it is necessary, besides knowing their travel patterns, to know their opportunities for transport and their limitations – both physical limitations and in relation to their skills. This knowledge is obtained through the use of questionnaires in which it is possible to ask about these aspects.

Finally, to be able to understand and answer the last two sub questions: 'How do the seniors themselves perceive their mobility?' and 'What opportunities do the seniors themselves see as a solution to their mobility challenges?' it is necessary to let the seniors speak for themselves. This is done through the use of focus group interview in which it is possible to let the seniors tell about and describe their everyday lives and their everyday mobility.

With the use of these methods an empirical picture emerge, which both is based on quantitative and qualitative data. Together, these methods collect the empirical data needed to gain knowledge about the seniors' mobility and to understand their mobility challenges.

The seniors' mobility
challenges

Travel survey

Questionnaire

The seniors'
mobility patterns

The seniors'
motility index

Casestudy

Research
question

Development
of topics for
the focus
group
interview

Development
of topics for
the focus
group
interview

Focus group interview

The seniors' own perception
of their mobility
+
The seniors'suggestions for
possible solutions
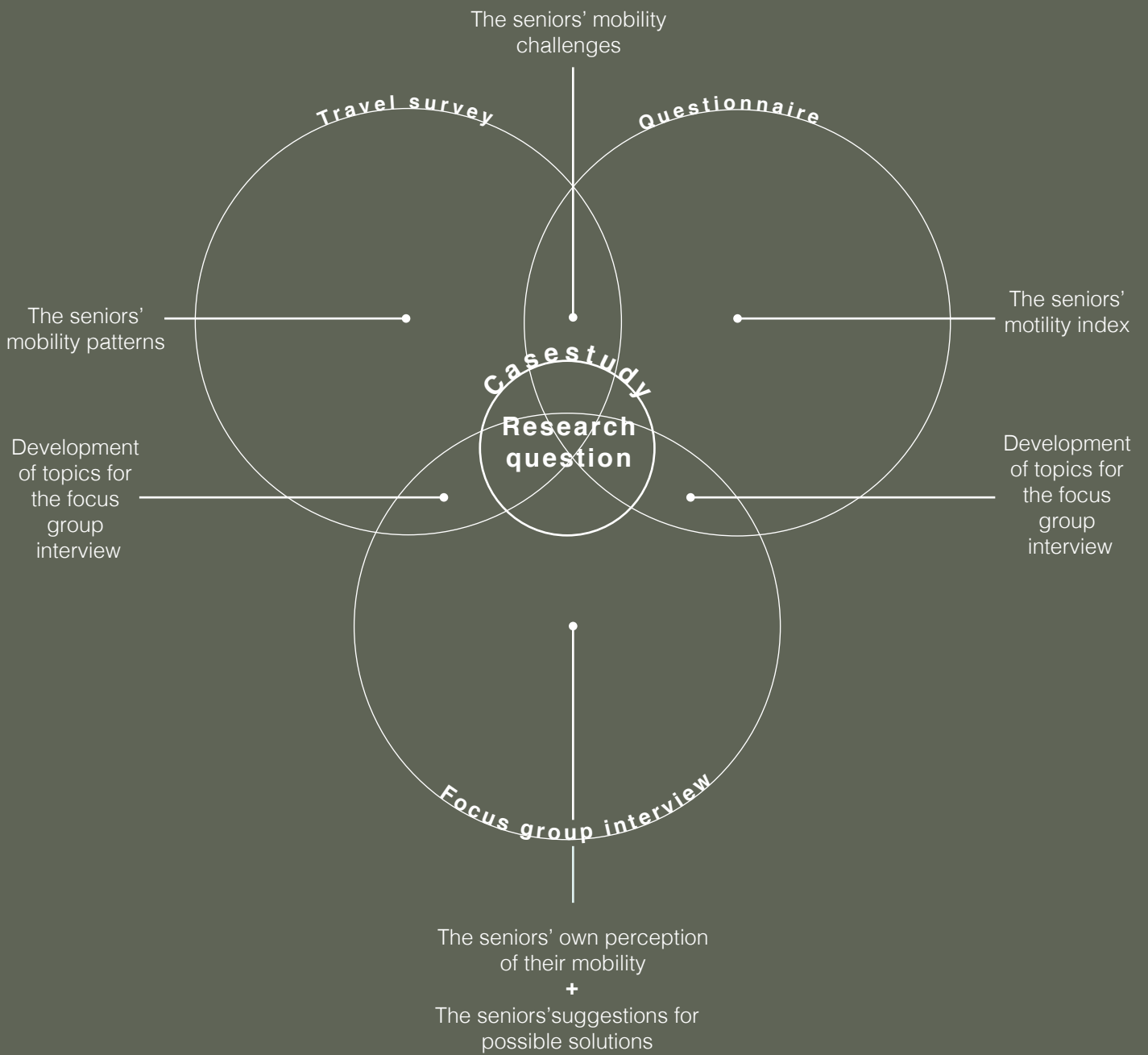
Illustration 4.1
Methods and their contribution to answering the reseach questions

Case study

The project starts from the local town Bindslev, which is being investigated as a case study in order to create a deeper understanding of the seniors' mobility. Bindslev is carefully selected on the basis of a larger survey of senior citizens' mobility throughout Hjørring Municipality (see Chapter 5 for detailed explanation). The results from this survey show that senior citizens in Bindslev are challenged in their everyday mobility. Based on the existing survey, it is likely that Bindslev as a case can contribute with further information about seniors' mobility challenges. Thus, Bindslev is chosen against a background of 'expectations of information, based on existing data' (Flyvbjerg, 1991: 150 own translation).

Recruitment of respondents

It has proved harder than first thought to recruit respondents to participate in this study. After a failed attempt to let a contact, which was established during the larger survey of seniors' mobility throughout Hjørring Municipality, be responsible for recruitment of respondents, it was necessary to take advantage of a personal network. Hereby, senior citizens in Bindslev was contacted and presented for the project. The success for the number of respondents was between 6-10 people in order to collect qualitative information from a smaller group, as well as to create the best condition for a focus group interview. 10 seniors found it interesting to participate, which was important in relation to their involment in the focus group interview. The composition of the respondents had to meet the requirements that all seniors should be over 60 years old, half of them should have a driving license, while the other half should not and it should have a good spread between men and women. The latter has been difficult to meet for which reason the group consists of 7 women and 3 men. This can be problematic as women and men may have different perceptions of the problem that is studied. A further presentation of the individual respondents will be found in Chapter 6.

Travel survey

Urry argues that mobility should be studied with methods that are 'on the move' (Urry, 2007: 39). Such a method is travel surveys. They collect information about the respondents' travel patterns and show, depending on the design of the travel survey, where the respondents go, the time of the day, for how long, the mode of transport and the purpose of the trip. Travel patterns show the respondents move through time and space, and perform activities that require movement from one place to another. They are completed by the respondents themselves within a given period of time. Depending on the purpose of the study, the travel survey is designed to collect data that are relevant to the study.

The purpose of using travel surveys in this project is to collect data about the seniors' travel patterns. The various elements such as location, time, mode of transport, distance, purpose, etc., that was stated in the theoretical understanding of going from one place to another and thus constitute a trip, must in this project be used as a concrete tool to design the travel survey. This travel survey is to be completed by the seniors who participate in this project. It aims to map the seniors' current travel patterns in order to

identify their mobility challenges, as well as show the time geographical limitation it can have, not to have access to a car.

One of the travel survey's main question concerns whether the seniors would like to made a trip that specific day, but did not in the lack of opportunities for transport. This provides insight into whether the lack of transport is a challenge for the seniors. In addition, the purpose of the travel survey is to give the seniors space to reflect on their mobility before the focus group interview. Therefore, it is possible to note down own thoughts in the travel survey. This can contribute to a more substential interview, as the seniors have had time to reflect on their mobility.

The travel surveys were distributed personally to the seniors on the 31 March 2016 to provide detailed explanation on how to fill it in. On the 8 April 2016, they were collected again. From the 1 April 2016 to the 7 April 2016, the seniors noted all their trips. A whole week is chosen in order to give a true picture of the seniors' travel patterns containing both transport on weekdays and in weekends. The seniors noted the time of departure for the trip, the purpose of the trip, the destination of the trip, the mode of transport during the trip and the travel time of the trip (see Appendix 1). Subsequently, the trips were manually typed into QGIS (Geographic Information System), where each trip was indicated by the information from the travel survey. From here, map-based analyses were made in order to illustrate the seniors' travel patterns and to identify their mobility challenges. Furtermore, the analyses were used as a basis for discussions during the focus group interview.

Questionnaire

Questionnaire as a method is usually used to collect large amount of quantitative data and is, in most cases, intended to provide a framework for analyses in order to generalize a phenomenon (Kuada, 2015: 107). In this project questionnaire is used as a method to collect data about the seniors' opportunities for transport and their mobility challenges. With the theoretical understanding of the concept of motility (Chapter 3), this knowledge is used to design a questionnaire. The elements; access and skills, are used as fictive headlines in the questionnaire in order to set up questions that aim to clarify the modes of transport the seniors have access to and their skills in handling different modes of transport. This will be used to make individual motility index, which tells about the seniors' opportunities for transport and not only about their current movements.

The questionnaire consists of closed questions, as it intends to create a specific and comparable understanding of the seniors' mobility. At the same time it simplifies the subsequently work with the analyses.

The questionnaire is a part of the travel survey and therefore, it follows same kind of distribution (Appendix 1). The answers from the questionnaires (Appendix 4) were analysed in SurveyXact in order to clarify the seniors' opportunities for transport and their mobility challenges. As described in the section about travel surveys, four topics within the seniors' mobility challenges were categorized that subsequently were used as a basis for discussion during the focus group interview with the very same seniors.

Focus group interview

Focus group interview is 'a group of people who are interviewed as a group or are set to discuss a number of themes' (Justesen & Mik-Meyer, 2010: 78 own translation). The purpose of using this method in this project is to collect qualitative material, which subsequently are analysed in order to illuminate how the seniors themselves perceive their mobility and the possibilities they see as a solution to the problem. In addition, the focus group interview is used in order to get an understanding of the seniors' ability to appropriate, which is related to the last element in the theoretical concept of motility. This is due to the fact that appropriation is an expression of an individual's subjective attitudes towards different modes of transport.

You can have different roles as an interviewer during a focus group interview. As argued in this chapter, a phenomenological approach is the one that best provides the framework to let the seniors speak, which is the intention in order to answer the research questions. At the same time, the phenomenological approach makes the quantitative data from the questionnaires and the travel surveys understandable through a deeper analysis of the seniors' own perception of their mobility and the challenges they face in their everyday mobility.

Focus group interview are chosen in preference to individual interviews to create a dynamic discussion among the seniors. It makes the empirical material 'the sum of a number of individual statements' (Justesen & Mik-Meyer, 2010: 81 own translation). The focus group interview sets the framework for a discussion among the seniors, in which it is possible for the seniors to react and relate to each other's statements. This enables an illustration of the problem that is studied from different angles.

The semi-structured life world interview is chosen as the approach in relation to the focus group interview. It aims to understand the phenomenon from the subject's own perspectives (Kvale & Brinkmann, 2015: 49-50). The semi-structured interview is coming closer to an everyday conversation, but it still relate to some topics that are controlled by an interview guide. Thus, the interview guide is no more structured than it includes general topics with related proposals for questions if the conversation either is not kept running or irrelevant topics are brought up. The topics and questions used during the focus group interview can be found in the interview guide in Appendix 2.

It is the intention of the semi-structured approach that the seniors discuss a number of topics selected in advance on the basis of the analyses from the questionnaire and the travel survey. The topics are open and are merely seen as a basis for further discussion. From here, it is open to the seniors to contribute with their experiences and perceptions of their mobility and mobility challenges. This is to ensure a phenomenological approach in which the seniors are at the centre, and in which their statements are important.

The focus group interview was carried out the 18 April 2016 at the person who had been the coordinator for the recruitment of respondents and thus in a private home in Bindslev. This set the framework for a relaxed atmosphere. Respondents were given a nametag that allowed to differentiate their statements from each other in the subsequently work with the analyses. Therefore, the focus group interview was recorded by a video camera. According to the objective of the analyses, the interview was not transcribed in full, but passages were chosen as basis for argumentation in the analyses.

Documentation for the focus group interview can be found at the end of the report as a CD (Appendix 5).

Analysis of data

The data from the questionnaires were processed in the analysis program SurveyXact. In here, statistical tables were extracted about the seniors' access to and use of various modes of transport, their skills such as driving licenses and technological skills, as well as their physical challenges. At the same time in the process, the trips from the travel surveys were registered in QGIS. In here, various analyses were made on the basis of illustrations showing the seniors' travel patterns depending on whether they have access to a car or not. These analyses formed the quantitative and fundamental knowledge about the seniors' current mobility, which were used in order to answer the first two sub questions.

From these analyses it was possible to get an indication about the seniors' mobility challenges, which should form the basis for topics to be discussed among the seniors during the focus group interview. 4 topics were chosen on the basis of the analyses from the questionnaires and the travel surveys. During the focus group interview the seniors' mobility challenges were further discussed. Against a background of the seniors' opinions, the analyses about the seniors' mobility challenges were confirmed or denied. Likewise, the seniors' future possible solutions to their mobility challenges were discussed. The qualitative data from the focus group interview were analysed from the 4 topics. From here, the seniors' opinions were categorized in which it was possible to use them in relation to answer the last two sub questions.

METHODOLOGICAL

DISCUSSION

INTRODUCTION

The following section will discuss the methods used in the project in relation to how they affect the conclusion and thereby the reliability of the conclusion. First, the critical points are established from the methods used in this project. Subsequently, it is argued for the use of these methods in light of their advantages, and how they contribute to answer the research questions.

The critical points

Questionnaires and travel surveys are methods that most often are used in relation to studies that intend to collect a large amount of quantitative data. From here, statistical analyses are made in order to generalize. Therefore, it is important to point out that the purpose of using these methods in this project is not to make analyses from a set of representative data, but to use the data as a tool in the process of understanding the seniors' mobility in Bindslev and their mobility challenges.

Likewise, the use of travel survey as a method can be discussed. This method can in a contemporary technological world be considered as an older method. Today, there are many different methods that can be used to investigate people's travel patterns based on GPS data. Like other methods, advantages and disadvantages of using respectively travel surveys and GPS tracking technologies can be found. GPS data can be collected via a GPS device or an application on a smart phone. By using GPS data the participant's exact movement is collected, whereas a travel survey only collects information about the participant's start and end of the trip. Therefore, the participant's exactly route from A to B does not appear in the use of travel surveys. Conversely, it may be difficult to identify the purpose of the trip alone from GPS data (Shanti, 2014), while this easily can be registered in a travel survey. In addition, both the travel survey and the GPS tracking technologies have the disadvantage that participants may forget either to register a trip in the travel survey or to turn on the GPS device or the application on the smart phone.

The decision to using each of the methods depends on the purpose of the study. Since the purpose of this study not is to create an accurate picture of the seniors' travel patterns and as the group consist of seniors, tracking technologies like GPS data are deliberately excluded because studies show that these methods not are suited for seniors (Reinau, Harder, & Overgård, 2014). Seniors can more easily relate to register their trips in a travel survey rather than having to feel insecure in using a technological device. In addition, the number of participants in this study is not higher than it is possible to enter the data from the travel surveys manually in QGIS.

In relation to the use of focus group interview in the project, the composition of the respondents and thus the group can be seen as a critical point. The focus group interview represents a random composition of seniors in Bindslev. This composition of seniors may have experiences and thus statements that are different from other seniors' in Bindslev. Therefore, it is important to point out with respect to the conclusion that their statements alone not necessarily are to be understood as a common denominator for seniors' mobility in Bindslev.

Additionally, the use of focus group interview can be a critical point in relation to the phenomenological point of departure in the project, which aims to put the subject in the centre. The subject and thus the individual senior will not similarly be put in the centre, as it would have been through individual interviews. It can affect the seniors' statements, as focus group interview not allows the same confidence between the interviewer and the interviewees as individual interview do. Further, the seniors are influenced by each other's statements during the focus group interview, which does not allow for a complete description of the individual's life world.

The advantages of the methods

One way to weigh the advantages and disadvantages of the methods is to relate them to the epistemological position of the project. With a phenomenological approach in this project, it is assessed how the methods contribute with information to illuminate the problem, although they also have a number of disadvantages. Overall, their advantages surpass their disadvantages.

The overall aim of the project is to describe the seniors' own views on their mobility and their mobility challenges, as argued in Chapter 1. This requires qualitative knowledge, for which reason a specific case is chosen. It will give few but rich answers in relation to the aim of the project. Therefore, it is not the intention of the questionnaires and the travel surveys to achieve a large amount of empirical data that can be used to create a generalization about the seniors' mobility, but to create a basis for an understanding of the seniors' mobility before the focus group interview.

The respondents are a selection of an overall group of seniors in Bindslev and a selection of other seniors might had given other results. Nevertheless, the seniors are selected based on their interest in the project, and that they felt that they could contribute to the overall understanding of seniors' mobility. The purpose of using focus group interview compared to individual interview is to create a dynamic discussion about the seniors' mobility challenges. Through this, topics will be addressed, as they might not have been during individual interviews. A further objective is not to describe the seniors' individual life world, but to create an understanding of a phenomenon that more seniors share. Additionally, it is assessed that the topics that are discussed during the focus group interview are no more intimately for the individual than it will require an individual interview.

The reliability of the conclusion

The empirical data, which form the basis for the analyses, are based on a small number of respondents, but with rich qualitative information. Therefore, the conclusion will be formed on this basis. Although the project is a case study of seniors' mobility in Bindslev, the study is not based on data from a wide range of seniors in Bindslev. Therefore, it cannot be excluded that the conclusion could have been different with other respondents from Bindslev than those selected for this project. However, it certainly can be said that the results from the larger survey of seniors' mobility throughout Hjørring Municipality show that the seniors in Bindslev generally believe that they are challenged on their mobility when they no longer have the opportunity to drive a car.
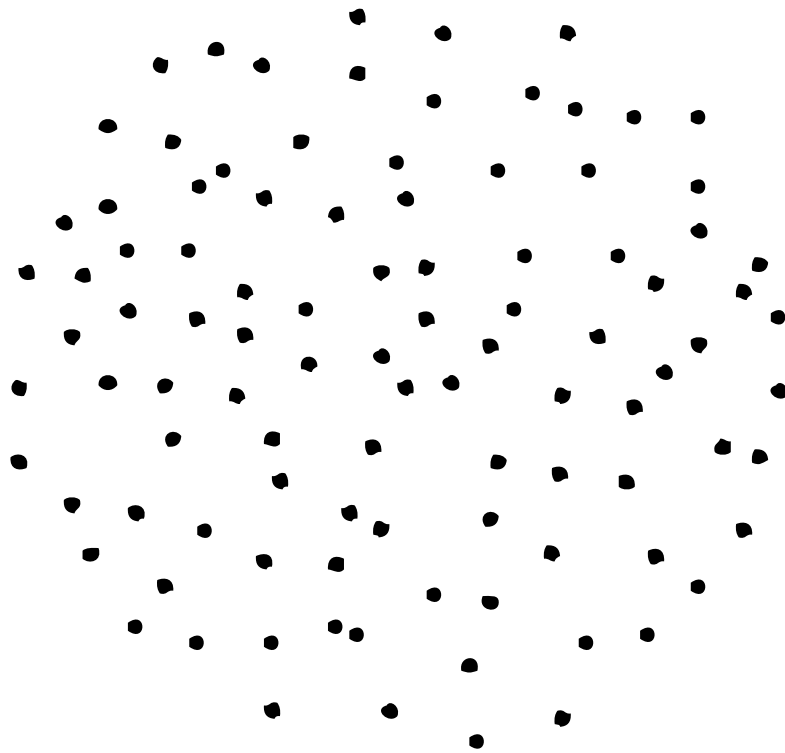
BINDSLEV AS A CASE STUDY

Hjørring Municipality
Bindslev

This chapter aims to present Bindslev as a case in the study of seniors' mobility. First, the overall results from the larger survey of seniors' mobility throughout Hjørring Municipality are presented. From here, it is argued for the choice of investigating a particular town rather than the entire municipality, as well as the choice of using Bindslev as a case for this project. Next, the master plans for Hjørring Municipality are presented, which Bindslev is a part of. Hjørring Municipality and Bindslev are presented with a focus on the already existing plans and considerations that are relative to the strategic development. Additionally, a deeper description of Bindslev as a town and its mobility conditions is made. Finally, this results in a summary concerning the problems and potentials of Bindslev, which are used as clear guideline in the following analyses.

In addition, the chapter aims to create an understanding of the context and the environment in which the senior citizens in Bindslev daily move. In order to understand the senior citizens' mobility in Bindslev, an understanding of the general framework that Hjørring Municipality create for Bindslev must be understood. Likewise, with regard to the mobility. In order to understand the mobility in Bindslev, an understanding of the mobility that daily move in and out of the town and thus are connected to other areas and cities in Hjørring Municipality must be understood.

HJØRRING

MUNICIPALITY

Hjørring Municipality is located in the most northerly part of North Jutland facing the sea (Illustration 5.1). This geographical location brings advantages and disadvantages in relation to the accessibility to the municipality. The challenge of being located facing the sea is that there naturally is fewer entrances to the municipality than if it had been placed in the middle of the country. Conversely, the location offers easy and quick access to the countryside and the coast. At the same time the municipality serves as a link between the North, Aalborg, Aarhus and the rest of Europe – both for freight, citizens and tourism – either via motorway, railway, ferry or airport (Illustration 5.2).

Hjørring Municipality can also be described as a 'round' municipality with the main city, Hjørring, centrally located in the municipality. From here, the distance to the larger cities (area cities) in the municipality is roughly the same. This creates proximity to public services, which, due to centralization, are limited to fewer places in the municipality. The area cities can be seen as local centres for the local cities and villages in the municipality. Hjørring Municipality has categorized the cities in the municipality in a city pattern by size and population into respectively main city (Hjørring), area towns, local town and villages (Hjørring kommune, 2013).

As a municipality in a rural area (KL, 2014) Hjørring too is experiencing the consequences of centralization. It draws young people to the major cities, leaving the towns in the municipality with a majority of senior citizens (Hjørring kommune, 2015b). A study about housing- and settlement preferences conducted by the Danish Building Research Institute for Hjørring Municipality in 2015 (Andersen, Stensgaard, & Vigdis, 2015) shows a decrease in the population in Hjørring Municipality. This means that more citizens are looking towards Hjørring city, leaving the local towns as Bindslev with a decline in population of 9% (Andersen, Stensgaard, & Vigdis, 2015: 32). This results in a movement from rural areas to urban areas. The study also shows that there

Hjørring Municipality in Denmark

Illustration 5.1
Hjørring Municipality in Denmark

are significantly more seniors citizens in the local towns and villages than there are young people and families with children (Andersen, Stensgaard, & Vigdis, 2015: 34). Consequently, there is a higher increase of senior citizens in the villages and local towns despite a decline overall the municipality. However, this development is expected to continue until at least 2024 according to a forecast from Hjørring Municipality (Hjørring kommune, 2010).

At the same time the municipality contains a number of localized potentials with Hjørring as the main city with its rich culture in the centre of the municipality, with the natural beauty in the country and with the well-known holiday destinations along the seaside (Hjørring kommune, 2015). Therefore, Hjørring Municipality has developed a Plus15 plan that aims to identify the problems and potentials in the municipality in order to identify in which areas there should be development and from which potentials. The plan must be understood in connection with the current municipality plan (2013). One of the biggest challenges for the municipality is the decline of population due to a demographic shift of fewer young people and more seniors. According to a forecast this decline is expected to continue (Hjørring kommune, 2015b). This results in more and more senior citizens in the municipality. As part of a strategy, the municipality will make a series of initiatives that consider the seniors. Among others, these initiatives include good infrastructure (Hjørring kommune, 2015b: 12) and focus on mental health (Hjørring kommune, 2015b: 24), which can lead to better physical health. This is achieved by creating activities to promote well-being and prevent loneliness among seniors (Hjørring kommune, 2015b: 24). In addition, it must be added that Hjørring Municipality also recognizes that it is necessary to prioritize how much effort they can put in the different geographical areas. In this way, some areas will be strengthened at the expense of others (Hjørring kommune, 2015b: 12) which means that not all public service functions can be offered in all cities and towns. However, the municipality still believe that the conditions in the country must be good and therefore, it is working with development in some of the local towns and villages in the municipality. This development will be achieved through good cooperation between the citizens in each town and the municipality. This is to ensure the citizens' feelings of ownership towards the future plans in their local area and to ensure the success of the plans: 'We need to listen and cooperate in order to achieve long lasting and innovative solutions that increase the opportunities for the cities and raise the quality of the cities in the municipality' (Hjørring kommune, 2015b: 29-30 own translation).

In addition to the Municipality's Plus15 plan- and development strategy, the municipality has developed a Potential Catalouge for the development of the municipality until 2030, focusing on three areas – including mobility. It describes, among other things, that it is not possible forward to ensure the offer of public transport in the sparsely populated areas in the municipality outside the area cities. However, the municipality wants to work with new solutions to still ensure mobility in these areas (Hjørring kommune, 2015a). The citizens shall largely be a part of these solutions (Hjørring kommune, 2015a). A suggestion from Hjørring Municipality is local carpooling in which the citizens themselves are the main driving force and the municipality will assist with for example platforms for organizing the carpooling, development of guidelines, safety, etc. (Hjørring kommune, 2015a). A general objective of the municipality is to a larger extent to see the citizens as partners rather than actors, who shall be involved in the planning proces (Hjørring kommune, 2015a). Citizens can equally contribute with good ideas in which the role of the municipality is to act as a catalyst for these ideas and help realize them.
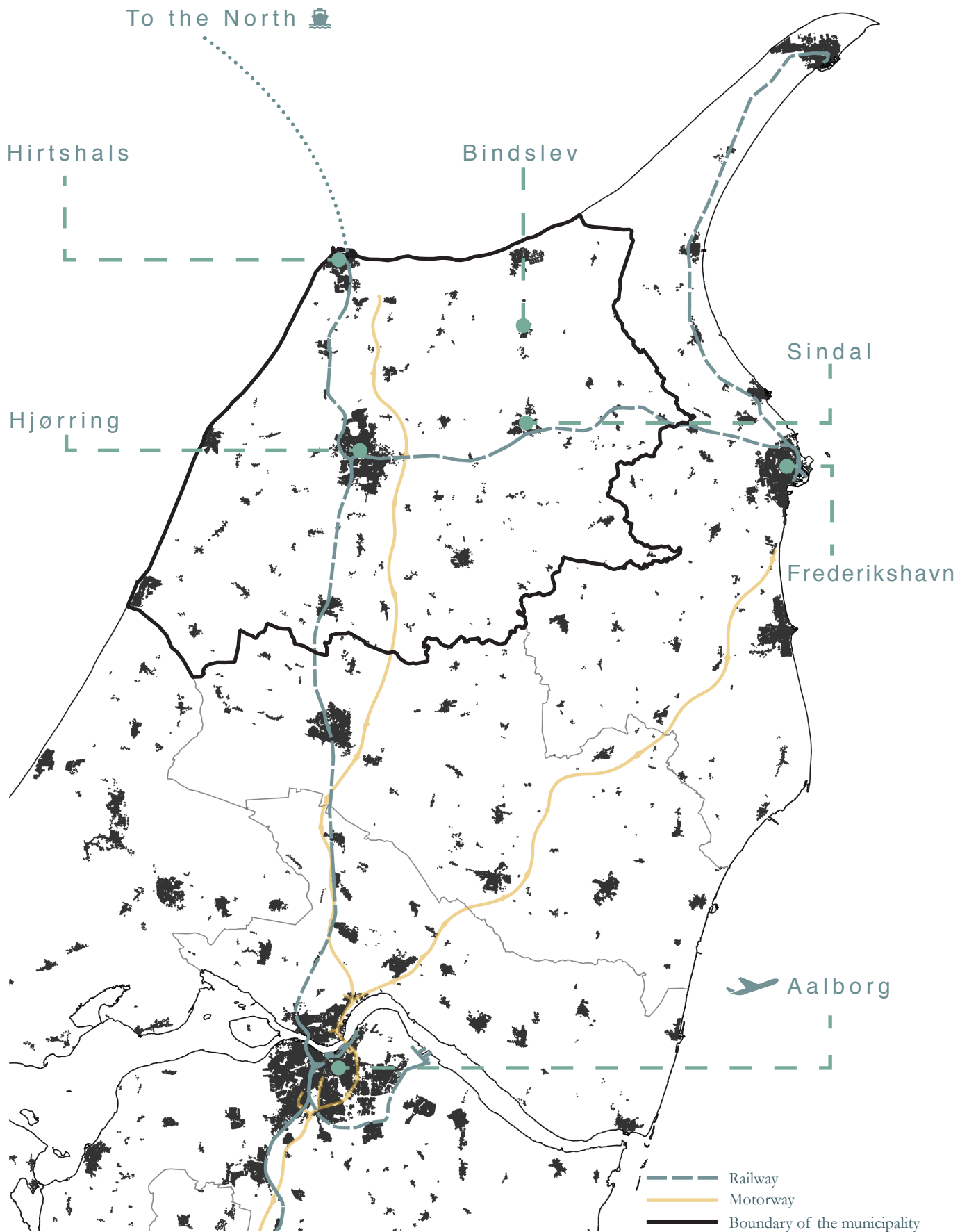
To the North ⚓

Hirtshals

Bindslev

Sindal

Hjørring

Frederikshavn

✈ Aalborg

- - - Railway
——— Motorway
——— Boundary of the municipality

Illustration 5.2
Hjørring Municipality

Questionnaire survey of seniors' mobility throughout Hjørring Municipality

The survey was designed with the main obejctive to examine the senior citizens over 60 years old and their transportation needs throughout Hjørring Municipality. 171 seniors responded to the questionnaire that was distributed in october 2015 in the following cities: Hjørring, Hirtshals, Tornby, Lønstrup, Løkken, Tårs, Lendum, Sindal and Bindslev.

General mobility plans or customized solutions?

The results from the larger survey throughout Hjørring Municipality show that there are two groups of seniors. A group that has the opportunity to drive a car and appreciate its flexibility, and a group that does not have the opportunity to drive. The group of seniors without the opportunity to drive a car is most challenged in relation to their mobility because they become dependent on public transport or to others in their network to run them. In addition, the results show that the seniors' mobility challenges in Hjørring Municipality differs depending on their geographical location. When it comes to access to public transport, the pattern also looks different depending on each town, the composition of citizens in the town, its location in relation to Hjørring city and the two railways in the municipality (Illustration 5.3). Therefore, it is different which mobility challenges the seniors experience from town to town.

This makes it necessary to start from the individual towns and their mobility needs in order to identify their mobility challenges rather than making general mobility plans for the entire municipality. This is due to the fact that the mobility needs in the towns varie depending on their geography and demography. This is also a realization Hjørring Municipality has reached in the Potential Catalogue 2030 (Hjørring kommune, 2015a).

Choosing a specific town as a case in this project makes it possible to focus on one problem and take into account the structural pattern of the town, its location in relation to Hjørring city and its service of public transport. In addition, it enables Hjørring Municipality and Nordjyllands Trafikselskab to further work with the results from this project and for instance start a pilot project for the senior citizens in the town.

Bindslev as a case

The selection of a specific case-town is made partly on the basis of the larger questionnaire survey throughout Hjørring Municipality, partly on the basis of an interview with a planner of Hjørring Municipality from Nordjyllands Trafikselskab and partly based on the success rate of getting committed citizens to participate in the project.

15 of the 171 respondents of the questionnaire are from Bindslev. The seniors from Bindslev think that they in general have o.k. access to public transport, but it also could be better. In the comments of the questionnaire, several seniors mention that they think there are too few departures with the bus at weekdays and that it in general is a problem with no departures on weekends.
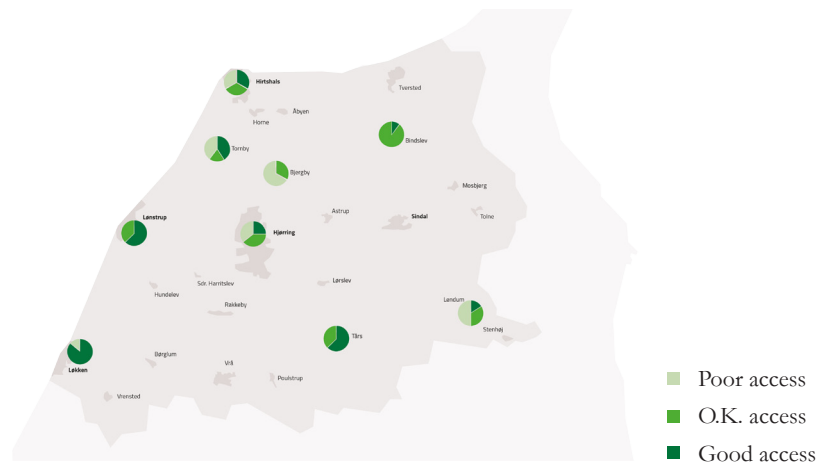
Illustration 5.3
Acceess to public transport in Hjørring Municipality - results from the questionnaire throughout Hjørring Municipality
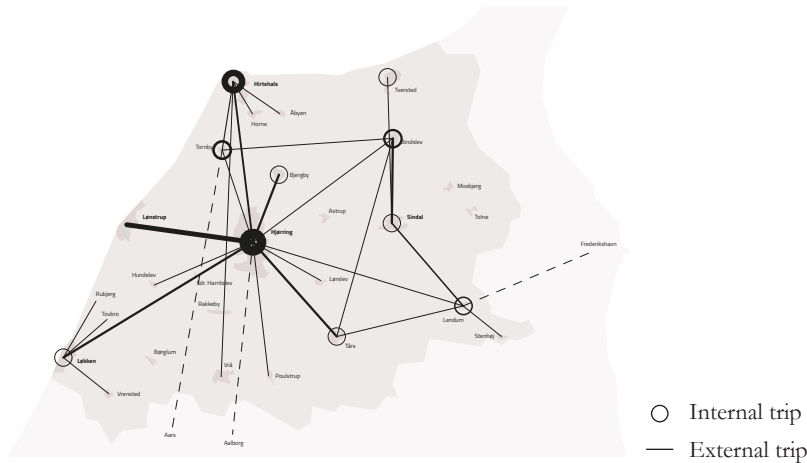

Illustration 5.4
Travel patterns in Hjørring Municipality - results from the questionnaire throughout Hjørring Municipality

The travel pattern from Bindslev, which is based on the responses from the larger questionnaire throughout Hjørring Municipality, shows that trips daily are made both externally out of Bindslev, primarily to Sindal, and internally in the town (Illustration 5.4). It shows that the seniors every day has a need to get to and from Bindslev whether they have the opportunity to drive a car or not.

The planner from Nordjyllands Trafikselskab, Lone Pedersen, explains that the public transport throughout Hjørring Municipality is based on providing good service to the area towns in the municipality, and as far as possible, reasonable service to local towns, as Bindslev, in weekdays and on educational/commuter relevant times (Appendix 3). Bindslev is served by bus route 78, which runs every hour on weekdays but not on weekends.

The opportunity to establish contact with committed seniors in Bindslev through a personal network strengthened the choice of Bindslev as a case town, besides the already mentioned arguments above.

Illustration 5.5
First meeting with Bindslev

Bindslev has about 1,100 citizens and is one of the local towns in Hjørring Municipality (Hjørring kommune, 2013). It is according to the municipality's own strategy, outlined in the Potential Catalogue 2030, in the area of forests, hills and nature experience in the eastern part of the municipality (Hjørring kommune, 2015a). Here, the settlement potential is to stay in a rural setting with close proximity to Sindal, which is an area town about 8 km south of Bindslev.

It is the aim of Hjørring Municipality continue to make Bindslev function as a commercial town for tourists and locals, in the form of conversion and development (Hjørring kommune, 2013). In addition, the strategy of the municipality is to convert some of the business areas in the town into housing, and utilize the recreational stream and other open areas for beautification of the town centre (Hjørring kommune, 2013).

Illustration 5.6
Bindslev Hotel in the town centre

The first meeting with Bindslev happens between the countryside and the town sign, where several roads provide access to the town. To the south from Sindal, to the north from Tversted and to the west from Uggerby and Hirtshals. In the town, it is clear that Bindslev has a centre that is based on a town axis. It runs from the northern part of the town where the school and Smedegården are located, through the town centre with shops and Bindslev Hotel, to Uggerby stream in the south (Illustration 5.7). The school has pupils in the class from 0. to 6., as well as a kindergarten. Smedegården is a nursing home for senior citizens, but also a meeting place for the seniors in the town for various activities. The shops in the town bring life to the town centre and two grocery stores serve the town. The design of the road and its pavement in the town axis contribute to a smoother flow of traffic, which also consider the cyclist and the pedestrian (see pictures page 72-73). In addition, Bindslev has a rich associational life with, among others, the athletic association BTI, which is common to Bindslev and Tversted, and thereby a meeting place for many of the citizens in the town (Hjørring kommune, 2013).

Stadion BTI

School

Smedegården

Bindslev Hotel

Town centre

Grocery stores

To Tversted

To Uggerby
and Hirtshals

To Sindal

Town axis
Uggerby stream

Illustration 5.7
Bindslev

The public transport in the town is offered by Nordjyllands Trafikselskab. As mentioned earlier, bus route 78 runs every hour on weekdays and not on weekends. It connects Tversted in north with Sæby in south in Frederikshavn Municipality via Bindslev and Hjørring (Nordjyllands Trafikselskab, 2016a) (Illustration 5.8). In addition to the route-bounded public transport, Nordjyllands Trafikselskab also offers service on demand via Flextraffic (Flextur).

Illustration 5.8
Bus toute 78

Flextur

Flextur is an offer of public transport when the ordinary route-bounded traffic does not cover the need for transportation. It is transport from address to address and it is ordered by the citizens themselves (Nordjyllands Trafikselskab, 2016b)

Summary of the challenges and potentials of the mobility in Bindslev

The mobility problems and potentials in Bindslev are set on the basis of the senior citizens' need for transport.

Challenges

The challenges of the town must first be understood from the aforementioned decline in population, which Hjørring Municipality generally experience. Bindslev counters a development that results in fewer young citizens, fewer families with children and more senior citizens in the town. This means that the population of the town consists of a large group of seniors who may eventually be challenged on their mobility by no longer having the ability to drive a car. This makes them dependent on either public transport or by their networks to run them. With a smaller offer of public transport in the week-days and no service on weekends, the seniors are left with limited opportunities for transport. The problem is not the internal mobility in the town, as the town has a small size, but the lack of connections to the surrounding cities and areas. Meanwhile, Hjørring Municipality has announced that there will be a limited offer of public transport in the town in the future.

Potentials

The growing number of senior citizens in the town must not only be seen as a challenge but also as a potential. In a small local community as Bindslev that consist of many seniors, there is a good basis and opportunity to the senior citizens to help each other. With the rich associational life in the town, there is foundation to create new ideas and to protect old ones through a strong solidarity. In addition, Hjørring Municipality wants to see the citizens more as partners and together create new solutions to the senior citizens' mobility challenges in Bindslev. This statement from Hjørring Municipality will serve as the guiding element through the upcoming analyses of the seniors' mobility in Bindslev, which are based on the seniors' own perception of their mobility and their suggestions to possible solutions to their mobility challenges.

THE SENIORS' MOBILITY IN BINDSLEV

Part I: The seniors' travel patterns

Sub-conclusions

Part II: The seniors' own perception
of their mobility

Sub-conclusions

The chapter presents the analyses of the seniors' mobility in Bindslev. The analyses are based on the empirical data collected through the use of the methods presented in Chapter 4. The chapter aims to present the analyses in order to answer the research questions that were described in Chapter 1. The conclusions of the analyses are used for the preparation of the folder, which intends to summarize the results from the analyses and develop a set of recommendations for the seniors' future mobility in Bindslev.

PART I:

THE SENIORS'
TRAVEL PATTERNS

This first part of the analysis intends to illustrate the seniors' current travel patterns and to show how different the travel patterns look depending on whether the seniors have access to the car or not. This is complemented with a time geographical analysis showing the possible geographical frame of movement depending on the mode of transport. In addition, the purpose of the trips are examined in order to see if there are differences in the seniors' level of activity depending on whether they have access to a car or not. The analyses in this part are primarily based on data from the questionnaires and the travel surveys (Appendix 4)

Overall, this first part of the analysis helps to answer the first two sub-questions:

How are the seniors' current mobility patterns?

What challenges are the seniors experiencing in their daily transport?

The seniors as participants

A total of 10 seniors from Bindslev aged between 73 and 84 years participated in the study. During the process, two participants withdrew, in which reason the following analyses are based on responses from 8 seniors. This means that the final group of seniors consists of 6 women and 2 men of which 5 have a driving license and 3 do not.

Motility index

From the seniors' responses in the questionnaires, the seniors' individual motility index can be set (Illustration 6.1). A motility index shows the seniors' opportunities for transport depending on which modes of transport they have access to, their skills and their challenges. The purpose of the index is to show the seniors' opportunities for transport. These opportunities do not tell anything about the seniors' current movements, which are described in the next section, in which reason it is interesting to look at their opportunities independent on their current movements.

Gender and age	Access to	Skills	Challenges
73	car, bus, bicycle	Driving license, Smartphone, computer, mail	
73	car, bus	Driving license, mobile phone	Disabled
75	car, bus	Driving license, Smartphone, computer, Internet, Facebook, mail	
77 a	bus, bicycle		Reduced visibility
77 b	bus, bicycle		Walking-impaired
84	car, bus	Driving license, mobile phone, computer, Internet, mail	
76	car, bus, bicycle	Driving license, mobile phone, Internet	
76	bus, bicycle	Mobile phone	

Illustration 6.1
The seniors' motility index

The motility index shows that the seniors have different conditions of being mobile depending on whether they have access to a car or not. A distinction is made whether the seniors have access to a car or whether they have a driving license. This is due to the fact that even though the seniors do not have a driving license, they can still have access to a car through their spouse. This gives them access to more modes of transport than those without a driving license, which are not having access to a car through their spouse. Hence, the concept 'access to a car' is used throughout the analyses because it better describes the seniors' opportunities for transport.

From their skills and their challenges it can be seen how these two elements determine which modes of transport the individual has the opportunity to use. Because even though a person has access to a particular mode of transport, it is not certain that he can use this mode of transport due to his skills or personal challenges. From the motility index it can also be seen that all the seniors have access to the bus as a mode of transport. This is due to the fact that there are several bus stops in the town and that the bus runs every hour at weekdays. But even though all seniors have access to the bus, they can have some challenges that make it difficult for them to use the bus. For example man, 73 years old, has access to both the car and the bus, but due to his challenge as being invalid, it is not certain that he has the opportunity to use the ordinary public transport. The same apply to woman-b, 77 years old, who is walking-impaired. Although she has access to public transport, it is not certain that it is possible for her to come to the bus stop because of her physical challenge.

The seniors' technological skills do also have less significance in relation to which modes of transport the seniors can use. At a time when many things are digitalized, such as physical timetables which have to be downloaded over the Internet, the seniors' technological skills have an impact on how secure the seniors feel when using a particular mode of transport. Thus, their lack of technological skills can also put a limit to which modes of transport the seniors can use. In addition, this knowledge about the seniors' technological skills is later used in the report when the seniors' possible future transportation solutions are discussed.

Time-geographical analysis

As shown from the seniors' motility index, their opportunities for transport are determined by a number of factors. Similarly, the seniors' geographical area in which they can move is also determined by which modes of transport they have access to. In illustration 6.2, it is shown how far the seniors can travel in an hour, depending on the mode of transport. It is based on how far it maximum is possible to travel with a specific mode of transport and therefore, it do not take account of the choice of route, destination etc.

There is no doubt that the seniors can get longest around by car. But it is not always given that you can get longest around by car. This depends on the context. In a dense urban area, public transportation might be the mode of transport that can get you longest around in an hour.

This observation about the seniors' geographical area of movement depending on the mode of transport is followed up in the next section that examines the seniors' actual mobility patterns.

Illustration 6.2
Time-geographical analysis

Mobility patterns

Based on the information from the travel surveys, the seniors' actual mobility patterns can be mapped. The seniors' mobility patterns can be seen in illustration 6.3, showing the seniors' movements for that specific week they completed the travel surveys. The thicker the line, the more times the trip was made.

In total there are registered 142 trips from the 8 travel surveys. This gives an average of 17.75 trips for each of the seniors in one week and about 2.5 trips per senior per. day. This gives an indication of the seniors' level of activity from an average calculation. 2.5 trips per. senior per. day may not seem like much. But compared to the Danish national travel survey (TU) from DTU, this is above average for seniors at the age of 70-85 years old, which are 2 trips per. person per. day (Danmarks Tekniske Universitet, 2013). This shows that the seniors in this study have a higher level of activity than the national average.

Even after the trips are divided into whether they are made by a senior who has access to a car or not, the seniors' level of activity is higher than average. The seniors who have access to a car have a average of trips per. day at 2.7. The seniors who do not have access to a car have a average of trips per. day at 2.14. This indicates two things: Firstly, it shows that the seniors in Bindslev generally have a higher level of activity than the national average whether they have access to a car or not. This means that the seniors without access to a car manage to find other modes of transport to get around. Second, it shows that the seniors have different level of activity, depending on whether they have access to a car or not. The seniors who have access to a car make in average more trips per. day than the seniors who do not have access to a car. Therefore, the fact of not having a car might possibly set a limit for the seniors' level of activity. Later in the analysis this is followed up, when the seniors' geographical area of movement is illustrated depending on their opportunities for transport.

In illustration 6.3 it can be seen that many of the trips are concentrated around Bindslev, Sindal and Hjørring, but many trips also are made south towards Aalborg and east towards Frederikshavn. Looking closer at Hjørring Municipality, it can be seen that many trips daily are made both within the municipality and across the boundary of the municipality.

Travel patterns
Motorway
Boundary of the municipality
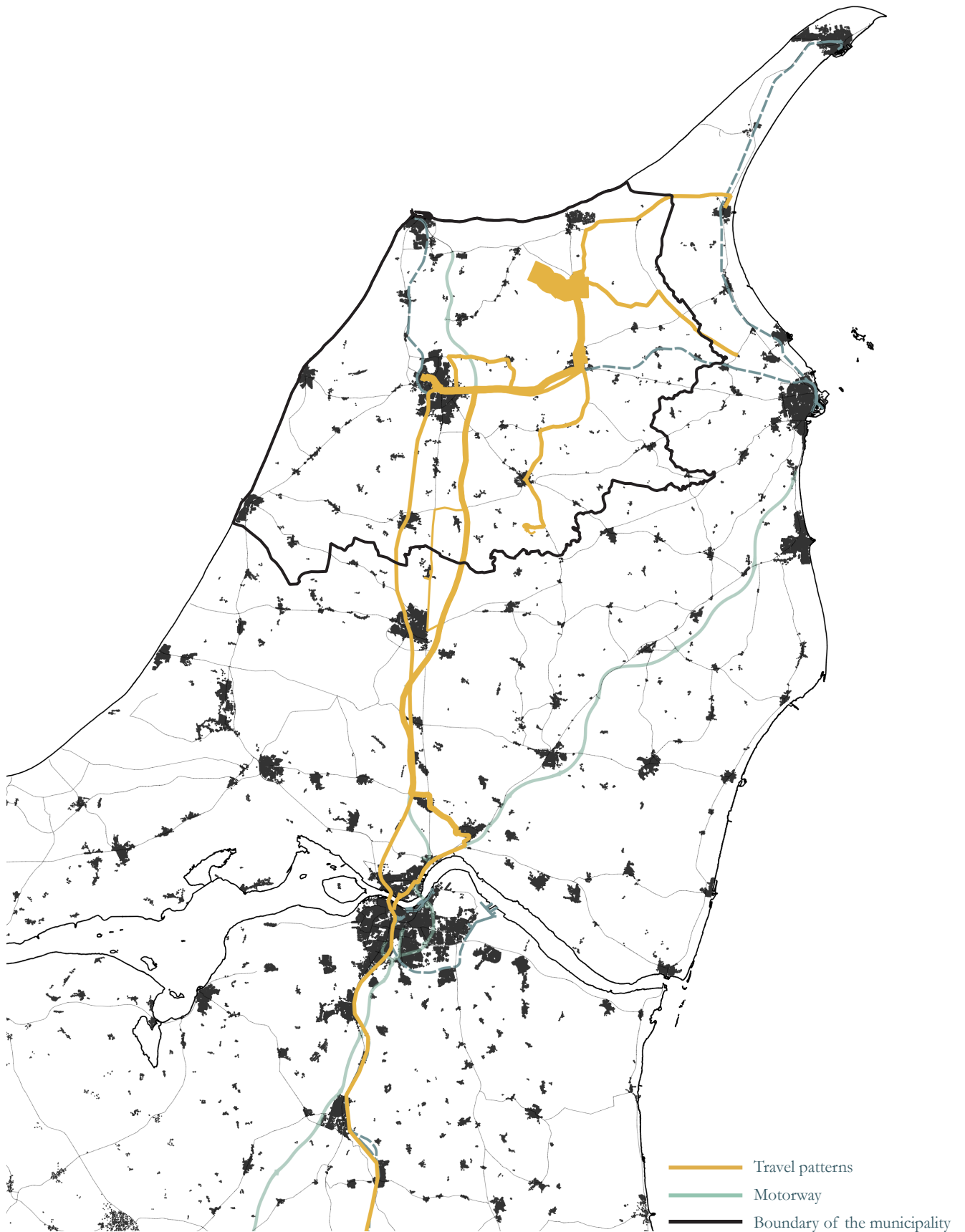
Illustration 6.3
The seniors' travel patterns in North Jutland

A closer look at Bindslev shows that the seniors move internally but also externally out of the town (Illustration 6.4). This illustrates that the seniors both are making trips within Bindslev, but also manage to get around outside of Bindslev.

This is confirmed by looking at the number of trips made within Bindslev and externally out of Bindslev. The percentage of external trips with a destination outside of Bindslev is 42%, whereas 58% of the trips have start- and end destination in Bindslev. This tells that this group of seniors basically move as much outside of Bindslev as they do in Bindslev.

With a closer look at who of the seniors are making which trips, it is seen that there is a difference between the trips depending on whether they are made by a senior with access to the car or not. The seniors who have access to a car, are making trips that half of the time is internal in Bindslev and for the other half of the time is outside of Bindslev. This means that the seniors with access to a car are moving as much around inside Bindslev as outside. By contrast, the picture is slightly different for the seniors who do not have access to a car. For those, 70% of their trips are made within Bindslev and 30% are made out of town. This begins to draw a picture showing that seniors with access to a car more often make trips outside of the town than the seniors without access to a car. This observation is illustrated in the next section.

Stadion BTI

School

Smedegården

Bindslev Hotel

Town centre

Grocery stores

To Tversted

To Uggerby
and Hirtshals

To Sindal

Travel patterns

Illustration 6.4
The seniors' travel patterns in Bindslev

Access to a car versus no access to a car

By dividing all of the trips depending on whether they are made by a senior who has access to a car or do not, it is seen that their travel patterns are different (Illustration 6.5 and 6.6). The trips that are made by a senior with access to a car extend over a larger geographical area than the trips, which are made by a senior without access to a car. This shows that the seniors with access to a car are getting more around and have a larger geographical area in which they can move than the seniors without access to a car. Thus, the seniors without access to a car become more limited in relation to the geographical area in which they can move.

The seniors themselves also confirm this through the focus group interview. They were presented for the very same illustrations (6.5 and 6.6) and were asked to take a position to whether they had the same perception. The seniors agreed that it has an impact on the geographical area in which they can move depending on whether they have access to a car or not.
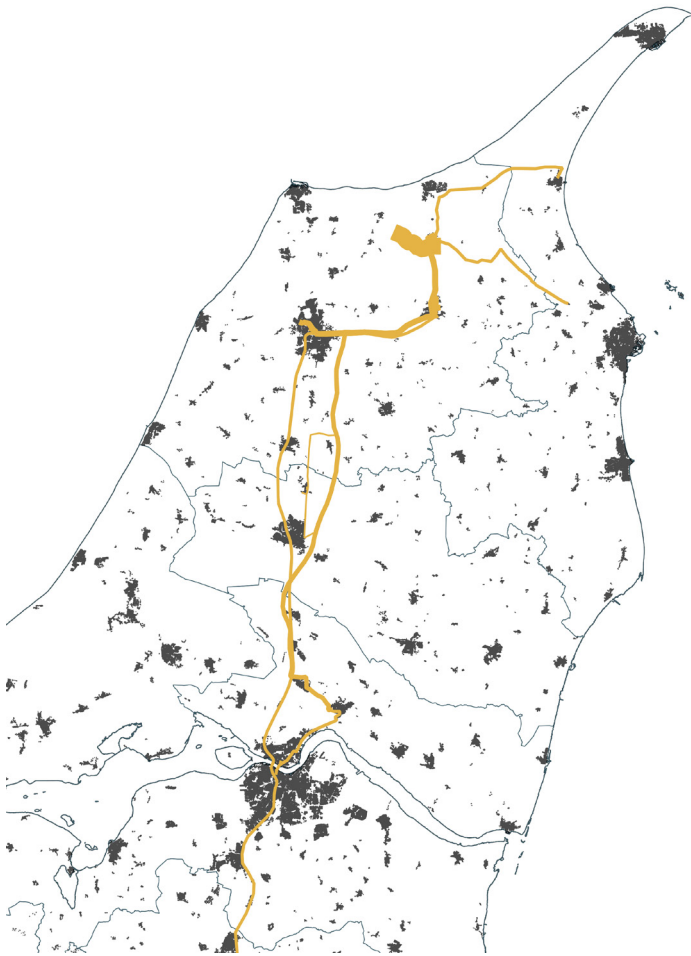

Illustration 6.5
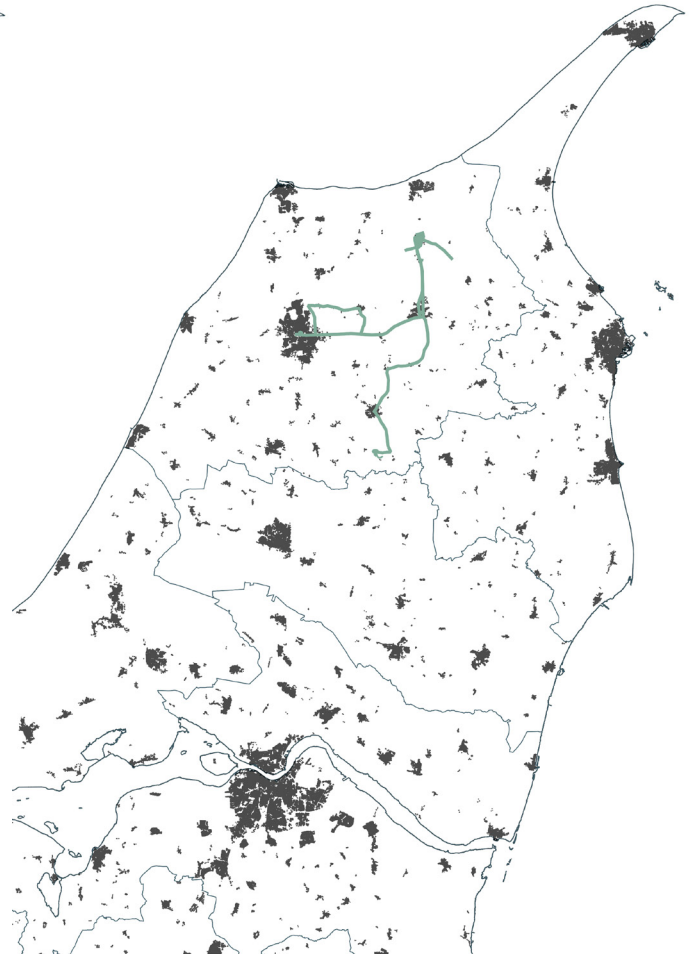*Travel patterns from seniors with access to a car*

Illustration 6.6
Travel patterns from seniors without access to a car

'I think it has an impact' (Man +, 73 years old, interviewed 18 April 2016). *****

'There is no doubt that it means a lot. I have family in Kvissel. An afternoon I can impulsively think: well, I just run right down to them for a visit. If I first have to find out which bus or train to take, it is not certain that I am going anywhere' (Woman +, 73 years old, interviewed 18 April 2016).

'There is no doubt about who is getting most around' (Male +, 76 years old, interviewed 18 April 2016).

'It is incredibly how it gives food for thought (…) I think, it is the thing that concerns us the most and is the worst for us when you have a driving license, and then thinking of not having it anymore. It is so scary' (Woman +, 73 years old, interviewed 18 April 2016).

The seniors' statements above also show the psychological impact it has for the seniors who still have access to a car, to see the reality of no longer having access to a car. The seniors will be more limited in their geographical area in which they can move. Earlier in this analysis, it is shown that the seniors without access to a car, in average, are making fewer trips than the seniors with access to a car, but that they still make a higher number of trips per. day compared to the seniors nationwide. However, the seniors without access to a car are limited to a smaller geographical area and are thus limited to a smaller selection of activities. This is examined in the next section that takes a closer look into the purposes of the trips.

The purpose of the trip

In the travel survey, the seniors were asked to note the purpose of the trip from the 5 categories: home, work/volunteer work, errand/shopping, visits and leisure time (not visits). The division of the purpose of the trips can be seen in illustration 6.7.

Home	46%
Work/volunteer work	7%
Errand/shopping	20%
Visits	19%
Leisure time (not visits)	8%

Illustration 6.7
The purpose of the trip

* Note
+ after man/woman indicates that the senior has access to a car
– after man/woman indicates that the senior do not have access to a car

The purposes of the trips are categorized according to the theoretical understanding of bounded and not-bounded trips from Chapter 3. The trips with 'home' as the purpose are left out in this categorization, because it does not tell anything about the true purpose of the trip in the first place. However, it should be mentioned that it is difficult to accurately categorize the trips according to whether they are bounded or not-bounded, as they often can be in a gray area between being a bounded trip or a not-bounded trip. Still, it gives an indication of whether the trips are primarily bounded or not-bounded.

With knowing that it can be difficult to define whether the trips exactly are bounded or not-bounded, it can be seen in illustration 6.8, that only 14%, and thus a smaller proportion of the seniors' trips, are bounded. This also shows that the seniors' trips primarily are partly bounded or not-bounded. Thus, the seniors' everyday lives consist to a higher extent of activities that do not have a fixed frame of time and place. This also creates a flexible everyday life with the ability to be spontaneous.

Bounded	Bounded/not-bounded	Not-bounded
Work/volunteer work	Errand/shopping Leisure time (not visits)	Visits
14%	56%	38%

Illustration 6.8
Categorization of bounded and not-bounded trips

Earlier in this analysis, it is illustrated that the seniors without access to car move within a smaller geographical area than the seniors with access to a car. Therefore, it is examined whether not having access to a car also has an influence on the purpose of the trip.

Access to a car	%	No access to a car	%
Work/volunteer work	17%	Work/volunteer work	4%
Errand/shopping	38%	Errand/shopping	38%
Visits	34%	Visits	38%
Leisure time (not visits)	11%	Leisure time (not visits)	20%

Illustration 6.9
The purpose of the trip with and without access to a car

In illustration 6.9 it can be seen that the purposes of the trips basically are the same no matter if the senior have access to a car or not. The seniors' primary purposes of the trips are errands/shopping and visits. So, there is no difference in the purposes of the trips depending on whether the seniors have access to the car or not. Even though the seniors without access to a car have a smaller geographical area in which they can move, their trips still have the same purposes as the seniors, who have a larger geographical area in which they can move. This must means that the seniors without access to a car find corresponding destinations for their activities within the geographical area that are available to them. However, the seniors with access to a car have a wider range of destinations for their activities because of their ability to drive a car. For example, the seniors with access to a car can easier drive elsewhere to go shopping than in Bindslev, where the seniors without access to car is more compelled to go shopping in Bindslev. In this way, the seniors with access to a car have more alternatives. This is confirmed in the questionnaire where the seniors without access to a car have indicated that they greatly prefer to do their shopping in close proximity to their homes (illustration 6.10).

How do you agree or disagree with the following statement about leisure activities and shopping?

'I prefer to do my shopping in close proximity to my home'

Crossed with: Do the household have a car?

	Yes	No	Total
Totally agree	1	**3**	50.0%
Partly agree	1	0	12.5%
Neither	3	0	37.5%
Partly disagree	0	0	0.0%
Totally disagree	0	0	0.0%
Total	5	3	8

Illustration 6.10
Seniors without access to a car prefer to do their shopping in close proximity to their home

Primary mode of transport

Finally, in this first part of the analysis, the seniors' primary mode of transport is studied in order examine which mode of transport the seniors without access to a car prefer. The division of all seniors' primary mode of transport can be seen in illustration 6.11. Here, it is clear that 'car as driver' is the seniors primary mode of transport. However, this categorization is based on all of the seniors' trips.

Therefore, it is interesting to look closer at the seniors' preferred mode of transport depending on whether they have access to a car or not (Illustration 6.12 and 6.13). It is clear that 'car as driver' is the seniors' preferred mode of transport when they have access to a car. This is followed by the use of bicycle/electric bicycle and walk, but to a much lesser degree. This means that the seniors with access to a car also frequently are using it. Walk is the preferred mode of transport for the seniors without access to a car. They walk in connection with half of their trips. This is also linked to the earlier analysis showing that the seniors without access to a car to a larger extent move within Bindslev in which many destinations can be reached by walking.

During the focus group interview the seniors also discuss whether there are differences on which and how many activities they can participate in depending on whether they have access to a car or not:

> 'Yes, there is a difference' (Woman-a – , 77 years old, interviewed 18 April 2016).

> 'Yes, we must say that there is a difference' (Woman – , 76 years old, interviewed 18 April 2016).

> 'Yes, when I, for example, are going for burials. It has often been – no, not often – but sometimes that I wanted to go but could not. If I have had a driving license, then I would have been at these burials. It puts a limit to my activities – at least for my part' (Woman-b – , 77 years old, interviewed 18 April 2016).

> 'If you want to go to the House of Music in Aalborg then you are in the soup' (Man +, 76 years old, interviewed 18 April 2016).

> 'Yes, I'm thinking the same thing. If you just saw something you would like to go to in the House of Music, then you first have to think: I wonder who would be interested in going with me? And then you depart from it again. And then you do not get any further' (Woman-a – , interviewed 18 April 2016).

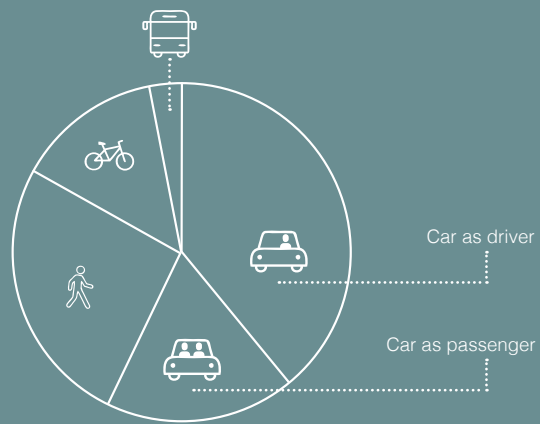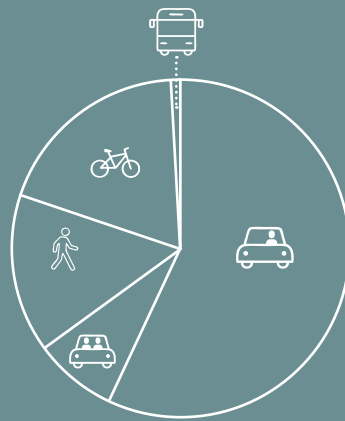*Illustration 6.11*
The seniors' primary mode of transport

Illustration 6.12
The seniors with access to a car and their primary mode of transport
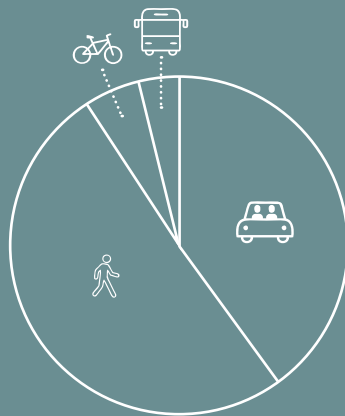

Illustration 6.13
The seniors without access to a car and their primary mode of transport

Throughout the focus group interview, the seniors confirm the analyses showing that it both limits the geographical area in which they can move, and which and how many activities the seniors can participate in depending on whether they have access to a car or not.

In addition, it is interesting to see that the seniors without access to a car much more prefer the mode of transport 'car as a passenger' above both bicycle/ electric bicycle and public transport. So even though the seniors have access to public transport at several places in the town and that the bus runs once an hour at weekdays, the seniors without access to a car prefer being driven by someone in their network:

> 'If I have something I need to go to, then I have a neighbour who can take me' (Woman – , 76 years old, interviewed 18 April 2016).

> 'Yes, that is the pleasure in having good neighbours and good friends' (Woman-b – , 77 years old, interviewed 18 April 2016).

Likewise, the results from the analysis of the questionnaire show that 'Woman – , 76 years old' neither have access to a car and never uses public transport. Therefore, it is not certain that the seniors use public transport even if they do not have access to a car. In this case, she finds other alternatives, primarily carpooling with someone in her network. In addition, another result from the analysis of the questionnaire shows that even those who have mentioned that they sometimes use public transport, actually rarely use it. For most seniors, it is less than once a month (Illustration 6.14). This means that the seniors in this study rarely use public transport, even tough if they do not have access to a car.

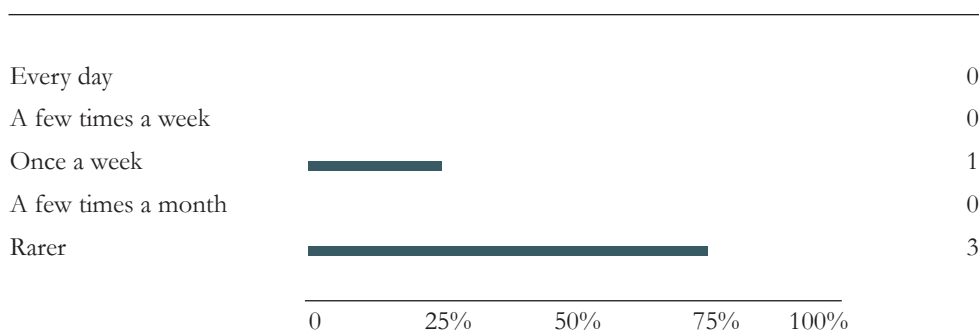If you sometimes use public transport - how often do you use it?

Every day	0
A few times a week	0
Once a week	1
A few times a month	0
Rarer	3

0   25%   50%   75%   100%

Illustration 6.14
The seniors use of public transport

Sub-conclusion

How are the seniors' current mobility patterns?

The seniors' current mobility patterns are ranging far to include the small scale in Bindslev to the larger scale both around in Hjørring Municipality and the rest of the North Denmark Region. This shows that this group of seniors are active, actually more active than average in Denmark when looking at the number of trips per. senior per. day. It shows that the seniors daily have a need for transport and that they also daily manage to get around. This could indicate that the seniors do not have challenges related to their mobility at all. But the picture looks different when their travel patterns are divided according to whether they are made by a senior who have access to a car or not. Because the seniors have various conditions of being mobile in relation to their individual motility index. Several analyses confirm that the seniors without access to a car are more limited in terms of the geographical area in which they can move than seniors with access to a car. This same problem was discussed in Chapter 2 about seniors' use of the car and that physical mobility is one of the conditions for the good life (Urry, 2007). Therefore, having access to a car or not has a crucial significance for the seniors in relation to the way they want to live their lives. Additionally, the analyses show that the seniors without access to car move to a larger extent internally in Bindslev than the seniors with access to a car do. At the same time, this sets a limit for which and how many activities the seniors without access to a car can participate in.

The seniors' primary mode of transport is also different depending on whether they have access to a car or not. For the seniors with access to the car, the car is their primary mode of transport where it for the seniors without access to a car is walk, followed by car as a passenger. This is consistent with a larger study conducted among seniors, which was discussed in Chapter 2 (Fisker, 2011). The seniors do not necessarily see public transport as an opportunity for transport. The seniors without access to a car prefer to be a passenger in a car and thus to be dependent on a personal network to run them rather than using public transport. In addition, the seniors' primary trips consist of trips that are partly bounded or not-bounded, which provides the possibility of spontaneity and flexibility in everyday activities. Thus, the seniors' everyday lives and their activities are not as bounded as is the case for the working population, which was discussed in the theoretical understanding of bounded and not-bounded trips in Chapter 3 (Næss & Jensen, 2005). The seniors thus have more opportunity to adjust their activities according to when they have opportunities for transport. These observations are important in the discussion about the seniors' future opportunities for transport in the second part of the analysis.

Sub-conclusion

What challenges are the seniors experiencing in their daily transport?

The seniors experience a number of challenges relating to their mobility. However, these challenges cannot only be answered from the analyses in this first part of the chapter and will further be illustrated in the chapter's second part. The analyses in this part are, however, still helping to indicate which challenges they experience.

The seniors with access to a car do not seem to have challenges relating to their mobility. For the seniors without access to a car, their primary challenge consist in not having the same kind of flexibility in the selection of transport options as the seniors with access to a car have. This must be understood in relation to the theoretical understanding of the concept of motility (Chapter 3) about the seniors' opportunities for transport, and not only their actual movement (Flamm & Kaufmann, 2006). The challenge for the seniors without access to a car is that they are limited to a smaller geographical area in which they daily can move. At the same time, it sets a limit for how many and which activities the seniors can participate in as the offer of activities also will be limited. This means that the seniors without access to a car do not have the same kind of freedom as the seniors with access to a car have. Their selection of modes of transport and thus the modes of transport, which they have access to, is more limited than for the seniors who have access to a car.

The seniors' opportunities and challenges associated with their mobility can also be identified by their individual motility index. It shows which modes of transport the individual has access to. But even though the senior has access to a range of modes of transport it is not certain that he has the opportunity to use these modes of transport. This may either be due to his skills or his personal challenges, which also is expressed through the theoretical understanding of the concept of motility. The seniors thus have some personal physical challenges that exclude them from using certain modes of transport. Therefore, walking, cycling, or using public transport can be a challenge for the seniors who, for example, are walking-impaired. With this, it gives an overall picture of the seniors' motility index, which is an expression of their opportunities for transport and thus also the challenges they have in relation to their mobility.

PART II:

THE SENIORS' OWN PERCEPTION OF THEIR MOBILITY

The first part of the analysis focused on illustrating the seniors' travel patterns in order to identify their mobility challenges. This second part of the analysis continues where the last part left off, to dig deeper and examine the seniors' mobility challenges from their own perception. The analysis comes around the car as an important mode of transport, future possible solutions to the seniors' mobility challenges and the seniors' current use of carpooling. In other words, this part of the analysis focuses on the seniors' own opinions and attitudes, which together provide an insight into their life world from a mobility point of view.

The analyses in this part are primarily based on data from the focus group interview (Appendix 5 CD)

Based on this, this second part of the analysis helps to answer the last two sub-questions:

How do the seniors themselves perceive their mobility?

What opportunities do the seniors themselves see as a solution to their mobility challenges?

The seniors' own perception of their mobility and their mobility challenges

In the previous part of the analysis the seniors' mobility challenges are described through their individual motility index and the time-geographical analyses. The analyses show that the seniors have different conditions of being mobile depending on whether they have access to a car or not. The very same opinion recurs to the seniors when they describe their ability to be mobile. The seniors with access to a car think that they have good opportunities for transport:

> 'I drive by car if I not walk' (Woman +, 84 years old, interviewed 18 April 2016).

> 'Same with me, I also take the car' (Woman +, 73 years old, interviewed 18 April 2016).

> 'Yes, us with a car, we have (good opportunities)' (Man +, 76 years old, interviewed 18 April 2016).

> 'Yes, when we have a car, we do not have any problems. But I know, if I do not have a car, it is a challenge. I can give an example. I have a daughter who lives in Strandby (23km from Bindslev). If I want to visit her, then I had to, somehow, find a way to get to Sindal. Maybe I could take the bus. And then I should take the train to Frederikshavn, and then I can take Skagensbanen out to Strandby. Yes – it is a full day of travel!' (Woman +, 84 years old, interviewed 18 April 2016).

By contrast, the seniors without access to a car need to find transportation every time they need to go somewhere that cannot be reached by walking or biking. The group of seniors in this study are generally favourable, which also affects their own perception of their opportunities for transport. Therefore, the seniors without access to a car are positive about their opportunities for transport, even though they do not have the same flexibility as the seniors with access to a car have. The seniors without access to a car know that they are more challenged in relation to their mobility. It requires more planning to get going and therefore, they do not have the same opportunity to be spontaneous. At the same time, they have an attitude that helps them well on the way to be mobile. Thus, they find other opportunities for transport when going somewhere. Two of the seniors in the group who do not have access to a car (Woman – , 76 years old and Woman-b – , 77 years old) mainly use their personal networks that run them:

> 'I am so privileged. I always have someone who will come and run me. So I am really lucky' (Woman – , 76 years old, interviewed 18 April 2016).

One of the other seniors in the group (Woman-a – , 77 years old) who do not has access to a car, is using public transport weekly and is satisfied with both the times for departure and the price for a ticket (Woman-a – , 77 years old, interviewed 18 April

2016). She has decided to have a positive attitude and learn to use public transport, which gives her the opportunity to go to Hjørring once a week. At the same time, she also has an understanding of why they need to reduce the offer of bus routes and the number of departures:

> 'If you have been on a bus at that time (evening or weekend), you will know that you sit alone on the bus. You also have to think about that: They cannot just maintain a bus route, just for my sake. There are literally no passengers' (Woman-a – , 77 years old, interviewed 18 April 2016).

However, the seniors without access to a car agree that it sets limitations when they do not have access to a car. They no longer participate in the same number of events and activities as they did when they had access to a car. The seniors confirm this during the focus group interview when they were asked to relate to the time-geographical analyses (Chapter 6 Part 1 – illustration 6.5 and 6.6). They feel challenged because of their limited ability to be mobile. They must prioritize the events and activities they want to participate in and then find an opportunity for transport.

This limitation was also confirmed as the seniors were asked to think back to that specific week where they had filled in the travel survey. They were asked to remember whether they wanted to make a trip, but did not in the lack of opportunities for transport. It was true to one of the seniors (Woman-b – , 77 years old, interviewed 18 April 2016). She would like to have been to a burial, but did not go because she had no opportunities for transportation. The other seniors with access to car imagined in which situations they might have a desire to go somewhere, but could not in the lack of opportunities for transport, if they no longer have the opportunity to drive a car:

> 'It is the impulsive things. You can not be impulsive if you do not have any opportunities for transport. The simpel thing as driving to Tversted and watch the sunset. It is also a grace destination for many people' (Woman +, 73 years old, interviewed 18 April 2016).

> 'Yes, it is. If you had no other opportunities for transport, then you probably would not go' (Man +, 76 years old, interviewed 18 April 2016).

> 'It is those little things that you might not be able to do' (Woman +, 73 years old, interviewed 18 April 2016).

The discussion about the seniors' opportunities for transport depending on whether they have access to a car or not, puts things in perspective for the seniors who today have access to a car. On the one hand, the seniors express their concerns when they are no longer able to drive. How will they get around once they have been used to take the car and drive away? On the other hand, they realize how ignorant they are about other opportunities for transport than the car. Of habit, they are using the car and thus have not been looking at how the situation is about public transport in the town. Thus, they have a prejudiced view that the bus rarely runs in Bindslev and that the bus stops are fare away:

> 'But the bus is not standing right here in front of the door (just as the car)' (Man +, 76 years old, interviewed 18 April 2016).

'Well, the bus is stopping right here at the sports centre' (Woman +, 73 years old, interviewed 18 April 2016).

'Well, okay …' (Man +, 76 years old, interviewed 18 April 2016).

'Well, I think – yes – there are at least four stops in this town. So, no one in this town is far from a bus stop' (Woman-a – , 77 years old, interviewed 18 April 2016).

'But it is clear. As long as we can take the car, we do not think about that (other opportunities). But it is true as you say, Woman-a – , 77 years old, we should try to take the bus, so we will get used to it' (Woman +, 73 years old, interviewed 18 April 2016).

In this way, the seniors' own perception of their mobility is challenged – especially for the seniors with access to the car. Their prejudiced attitude about the opportunities for transport in Bindslev affects their view of their own opportunities for transport when they no longer have access to a car. They are worried about what happens when they no longer have the opportunity to drive a car. This is discussed in the next section in which the car's impact on the seniors life is expressed.

The car as an important mode of transport

The car has a great importance for the seniors. It gives them freedom and a chance to go at the times they want. This gives the seniors the opportunity to be flexible and impulsive. It is clear that the car has a major impact on the seniors' everyday lives. This can be seen in their concerns about the day they no longer have access to a car:

'It (the car) gives indeed a great freedom. And that is probably how we think about the freedom we have. But it can change tomorrow' (Woman +, 84 years old, interviewed 18 April 2016).

'I would say that if my car is in the repair shop, then I feel bad. I am very dependent on my car. I am completely lost if I do not have my car. I can work it out, but I feel very bad if my car does not stand in the garage. And it has to be full with gasoline at all time. I am very, very dependent on my car' (Woman +, 73 years old, interviewed 18 April 2016).

'I think that is one of the worst thing us with a car can think of – not having a driving license anymore. It is so scary. But as, Woman-a – , 77 years old, understands how to turn this attitude. There is also a life without a car' (Woman +, 73 years old, interviewed 18 April 2016).

The seniors who no longer have access to a car are describing that it was a radical change for them when they no longer were able to use the car. It was especially a radical change because they no longer had the same kind of freedom:

> 'It is an incredibly radical change. And it does require some adjustments. Now, life should not get stuck. You still have something you would like to do. And then you have to adjust yourself. And then I actually also think that the opportunities are there' (Woman-a – , 77 years old, interviewed 18 April 2016).

> 'That is what I think is so encouraging to hear, because the world does not get stuck. And we are bad to believe that (us with a car). I just feel, if my car does not stand out in the garage, then … yeah … ' (Woman +, 73 years old, interviewed 18 April 2016).

When the seniors no longer have the opportunity to drive a car, it requires that they adjust themselves. They need to think along other lines and be ready to meet new challenges. Because it is a challenge to adjust oneself. That is what the seniors without access to a car experience (Woman-a – , 77 years old, interviewed 18 April 2016). It requires some of the individual to get used to using a new mode of transport – to have the ability to acquire a new mode of transport. Besides learning to use a new mode of transport, it also requires that the individual learn to come to terms with the fact that he no longer has the same flexibility in his everyday life. The fact of not having access to a car puts a limit on the seniors' impulsive activities, which in future needs to be planned depending on their opportunities for transport. It takes time to adjust oneself, practice in using a new mode of transport, and a willingness to learn:

> 'At our age, we have the time to travel even if it takes a bit longer. I think we have to reorder priorities a little. If you, for example, want to go to Hjørring. If you then go by bus and it lasts an hour more than if you take the car. So what? What would you have done in that hour? Maybe something very important, but it may well also be nothing … so take it as an experience' (Woman-a – , 77 years old, interviewed 18 April 2016).

> 'There is no doubt that we (with a car) must think differently' (Woman +, 73 years old, interviewed 18 April 2016).

> 'The more we think of it (using the bus) the better … Because to some people, it comes from one day to another, that you cannot drive a car anymore. What to say – without having thought it through. If you already start thinking of (using other modes of transport), then I certainly think it is the first step (to get other opportunities for transport)' (Woman-a – , 77 years old, interviewed 18 April 2016).

Basically, it is about appropriation and about the right attitude. This is discussed in the next section in connection with the seniors' future opportunities for transport. Here, the right attitude do also have an influence.

Future opportunities for transport – what do the seniors see as a solution?

Given that the seniors have described the challenges they are experiencing in relation to their mobility and how the car has a major impact on their daily lives, it is possible to start the discussion about the seniors' future solutions to their mobility challenges – from their perspective.

As stated in the previous section, the challenge, first of all, is to get used to use another mode of transport when the car no longer is an opportunity. Thus, the biggest challenge is about habituation and appropriation, which is dependent on the individual and his attitude. Additionally, the seniors explain that there are different opportunities for transportation in Bindslev – either through carpooling with someone in their network or via the public transport. However, the challenge is that these modes of transport put a limit on which and how many activities and events the seniors can participate in.

Flextur as an opportunity

Given that the ability to appropriate depends on the individual, it is also different which future solutions the seniors see as an opportunity for transport. One of the seniors mentions Flextur as an opportunity (Woman +, 84 years old, interviewed 18 April 2016). It is a product that already is available and is targeted to meet the need for transport in sparsely populated areas. However, she is unsure of how it works and her first experience with it has been important for her future opinion of it:

> 'I will make myself acquainted with Flex (Flextur). I just know that I will do that. For some time ago I would find out – I had a time when I could not drive a car – and then I would find out how to visit my daughter in Strandby (23km from Bindslev). But that I found out by calling and asking (the traffic company) was that it would cost me 600kr to get to Strandby. So I stayed home!' (Woman +, 84 years old, interviewed 18 April 2016).

This is an example of how important the first-time experience is with a new mode of transport and for the individual's future choices of it.

Community transport schemes beyond the ordinary route-bounded traffic

Another wish from the seniors is an offer of transport, which goes beyond the ordinary route-bounded traffic. For example, if they would like to go to Tversted on weekends or if they have other destinations that cannot be reached by the ordinary public transport:

> 'Just going Vennebjerg (30 km from Bindslev) is a bit difficult. It can be such a thing as the little things that are outside ones neighbouring area – you might say. Yes – the things that are not part of a bus route' (Woman +, 84 years old, interviewed 18 April 2016).

Thus, there is a desire for some community transport schemes that consistent with the need to get off to destinations and at times that cannot be met by the ordinary route-bounded public transport. For example, it could be for excursion spots on weekends and for grocery shopping/shopping and other errands during the weekdays.

The ordinary public transport as an opportunity

Regarding future possible solutions, it is, as mentioned, all about having the right attitude to get use to a new mode of transport. It takes time to built up experience with a new mode of transport. One of the seniors in the group uses public transport weekly (Woman-a – , 77 years old, interviewed 18 April 2016). She is an advocate for the use of public transport and sees it as an opportunity rather than a limitation. She almost appears as the group's ambassador for the use of public transport and can tell the other seniors in the group about using the bus. She also tells that it has been a radical change for her to have to get used to using the bus because she has always been used to travel by car:

> 'People around me, they thought that it was so terrible for me when I lost my driving license. They were very concerned for me: How could I manage this and that, and things like that. I just had to, right? I needed to learn it. I have never used the buses. You (the other seniors) should get used to it while you can. I also believe that it is easier to get used to when you are 70 years old than when you are 85 years old and then first have to learn to go by bus and train' (Woman-a – , 77 years old, interviewed 18 April 2016).

In this way, the other seniors in the group who do not have the same knowledge about using public transport, become aware of how it works. During the focus group interview there was an exchange of knowledge among the seniors. The seniors with access to car were updated and at the same time challenged on their knowledge about the service of public transport in Bindslev. This exchange of knowledge can have a crucial importance for the seniors' future opportunities for transport:

> 'Imagine that – it is so fruitful that you (Woman-a – , 77 years old) knows so much about the buses. Everything we get to know. Because had it just been the three or four of us, then we had said that there are no buses in Bindslev and that they are not fitting anything' (Woman +, 73 years old, interviewed 18 April 2016).

> 'It is really fantastic that we learn about using it (public transport)' (Woman +, 84 years old, interviewed 18 April 2016).

> 'That is because we are narrow-minded when we walk around in your own little universe. That is what we are. And then we are used to doing this and that. And then we just do it – and it works well' (Woman +, 73 years old, interviewed 18 April 2016).

> 'It is very interesting this topic. We are a little group of seniors and it is really different how we each other see this problem. And we learn from it' (Woman +, 84 years old, interviewed 18 April 2016).

This also makes the ordinary bus a future opportunity for transport for the seniors who had a prejudiced attitude about that the bus rarely runs, that there are few stops in the town and so on.

To move to a larger city with better opportunities for transport

Finally, the seniors discuss whether it is a possible solution for them to move into one of the larger cities such as Sindal and Hjørring to get better opportunities for transport. In this discussion, the group is split. To some it is an opportunity to move into a larger city as they already are considering moving because the house and the garden become too much of a mouthful. They have certainly done some thinking about it. To others it is not an opportunity. They could not dream of moving although it will provide them with better opportunities for transport. Common to all seniors is that they do not want to move away from their acquaintances in Bindslev, but that it may be necessary:

> 'No, that is not an opportunity for us. Then we need to sell the house' (Man + , 73 years old, interviewed 18 April 2016).

> 'Yes, but we will anyway. We have talked about moving to Hjørring, although we would be sorry to move from Bindslev. It is easier in any case. The train runs both Sunday and Monday' (Man +, 76 years old, interviewed 18 April 2016).

> 'I also thought of it for a while. I thought of getting an apartment in Sindal. It has the train and it has a significant impact. We just know that. But I did come from it again' (Woman +, 84 years old, interviewed 18 April 2016).

The seniors have great emotions involved in relation to moving. None of the seniors have a direct desire to move but have still given some thought about it. They feel attached to Bindslev and those around them while they also are uncertain about the sale of their houses:

> 'I would certainly say that you should be prepared to move. Because several people have asked me; how long will you stay in the house? Now, I have lived here for 50 years and I do not want to move, because I cannot see any other places I could stay. But think – if I put the house on the market and someone tomorrow came and would like to buy it. I would not be ready for that. It might as well happen, as that it could go 3 years. If I am hale and hearty, I will not move. Then I will stay in Bindslev. If it is the case that I cannot carry myself, and others need to run with me, then I can consider moving. But because I have considered it and we have talked about it, it is not at all certain that it will happen' (Woman +, 73 years old, interviewed 18 April 2016).

> 'In the case you move, you will also lose some contact with friends in Bindslev' (Woman – , 76 years old, interviewed 18 April 2016).

> 'Yes, I would' (Woman +, 73 years old, interviewed 18 April 2016).

Moving to a larger city is not directly a desire for any of the seniors, but more see it as an opportunity to get better opportunities for transport.

Carpooling as an opportunity

Another future opportunity for transport is carpooling. The seniors themselves brought this form of transport up during the first meeting with them in Bindslev. It was learned that the seniors sometimes are running together to help each other. For example, two of the seniors ran together to the meeting because his spouse had to use the car. Therefore, it is interesting to hear the seniors about how they themselves see carpooling. Both because it provides another opportunity for transport than the ordinary public transport, but also because it already is something the seniors do. It is interesting to follow up on this and learn lessons from how the seniors use carpooling.

Carpooling has an impact on the seniors without access to a car and their everyday lives:

> 'That is the pleasure of having good neighbours and good friends. They likely run with me' (Woman-b – , 77 years old, interviewed 18 April 2016).

> 'If I have something I need to do, then I have a neighbour who can drive me. Otherwise, Carsten (son) will come and get me' (Woman – , 76 years old, interviewed 18 April 2016).

> 'It is also true if you (Woman – , 76 years old) need to go somewhere and I am also going, then we run together. It comes naturally if we are going to the same place' (Woman +, 73 years old, interviewed 18 April 2016).

> 'I am just thinking – we are several people who are running to church on Sundays, and there may be someone who can not drive a car and then do not have the opportunity to go. We are many people who are running with one or two persons in the car. It could be good if it was a quite natural action that we think if others would like to go in church that day and then we called and ask them' (Woman +, 84 years old, interviewed 18 April 2016).

But to call and ask someone is a barrier both for the seniors who have access to a car and those who do not have. They explain that it is not always easy to arrange carpooling. It is a matter of not wanted to feel a burden to others. This is true to both the seniors with access to a car and to the seniors without access to a car. The seniors without access to a car will not give others trouble and ask for help if they thereby become a burden to them. Conversely, the seniors with access to a car does neither want to be intrusive and ask whether the person needs a lift, because they should not feel compelled to participate in a particular event or activity:

> 'It is very difficult to ask for help' (Woman-a – , 77 years old, interviewed 18 April 2016).

> 'It is always difficult to ask for anything. We would prefer not to make any trouble' (Woman +, 73 years old, interviewed 18 April 2016).

> 'You can also call and ask someone if they want a lift. But then again …' (Man +, 76 years old, interviewed 18 April 2016).

'It is a threshold you have to overcome' (Woman-a – , 77 years old, interviewed 18 April 2016).

'Sometimes we run right past you, Woman +, 73 years old. Should we then call you and ask; do you want a lift? Sure, we could do that. I also do that sometimes, but it is like – how shall I put it – to force people. That is how I feel about it' (Male +, 76 years old, interviewed 18 April 2016).

'I totally agree with you, Man +, 76 years old' (Woman +, 84 years old, interviewed 18 April 2016).

'Yes, then you have to find out who also is going to that event. For otherwise you almost force people to participate. They must not think that they have to do it for my sake' (Woman-b – , 77 years old, interviewed 18 April 2016).

'Well, I realize that it is not so simple. But I guess that it is because we all appreciate our freedom' (Woman +, 84 years old, interviewed 18 April 2016).

'Yes, it is basically the way it is' (Woman-a – d , 77 years old, interviewed 18 April 2016).

The seniors agree that carpooling is an opportunity for transport. At the same time, carpooling has a potential because it already exists in the seniors' life world. As seen from the seniors' opinions in this section, the challenge about carpooling is to get it organized. Carpooling, as it exists now, depends on the individual's networks. To get it organized is a matter of shyness among the seniors – both for those who have access to a car and for those without access.

Sub-conclusion

How do the seniors themselves perceive their mobility?

In general, this group of seniors from Bindslev has a positive attitude. This infects their own view on their mobility. The seniors with access to a car see mobility as a matter of course because they always have the opportunity to go. Thus, the car means a lot to them and gives them freedom. To them, it has not been necessary to make the same considerations as the seniors without access to a car have. The seniors without access to a car feel more challenged. Their limited opportunities for transport set some limitations to their level of activity, as it requires more planning to go. This means that they do no longer live to have the same kind of freedom and the opportunity to be impulsive as at the time they had access to a car. Therefore, it is also a challenge and a radical change for the seniors to get used to a new mode of transport. It puts some demands on the individual to appropriate a new form of transport.

The discussion during the focus group interview about the seniors' own perception of their mobility, has also put things in perspective for the seniors with access to a car. This occurs as a result of the theoretical understanding of how everyday life sociology is studied (Jacobsen & Kristiansen, 2014). The seniors as individuals have experienced different things throughout life and thus they have built different experiences. During such a focus group interview in this study, experiences are exchanged, and thus these experiences can be passed on to other seniors. The experiences from the seniors without access to a car have affected the seniors with access to a car and their point of view on public transport. The seniors with access to a car are concerned for how to manage when they no longer have access to a car. Their own perception of their mobility is thus challenged. Throughout the discussion, their perception of their mobility is changed as they become better informed about other opportunities for transport than the car.

Sub-conclusion

What opportunities do the seniors themselves see as a solution to their mobility challenges?

As mentioned in a previous sub-conclusion, the seniors' trips are partly bounded or not-bounded. It provides a kind of flexibility in their everyday lives. Therefore, their future opportunities for transport should also be adapted to this need. On the other hand, it also gives some kind of flexibility in relation to their future opportunities for transport. The seniors are not always fettered by having to be at a certain place and at a certain time, for which reason their future opportunities for transport may well be flexible in relation to, for example, departure- and arrival time. It provides a freer framework to a future mode of transportation. With this in mind, the seniors' own proposal for a solution to their mobility challenges are discussed.

Basically, many of the seniors with access to a car do not see the ordinary public transport as an opportunity for transport. They have a prejudiced attitude that it will not meet their need for transportation. However, throughout the discussion during the focus group interview, more seniors began to see the ordinary public transport as a future opportunity for transport, which they have not seen before.

But the ordinary route-bounded public transport cannot stand alone and meet the need for transportation for the seniors without access to a car. Therefore, the seniors mention a number of opportunities that could be solutions to their mobility challenges. The seniors wish that it also would be possible to be able to go at places and at times that cannot be reached by the ordinary route-bounded public transport. There is a desire to be able to come across this structure. Here, some of the seniors see Flextur as an opportunity. However, there is confusion among the seniors about how Flextur is working, whether they must be members and what it costs.

To some seniors, it is also an opportunity to move into a larger city to get better opportunities for transport. To other seniors, it is not an opportunity. Common to the seniors is that they do not want to move away from their acquaintances in Bindslev, but it may be necessary. Therefore, this option is not preferable and is seen as a last resort.

Therefore, another future opportunity for transport is carpooling. Some of the seniors in the group prefer to be driven by someone in their network, rather than using the ordinary public transport. Thus, the ordinary public transport is not the only solution to their future opportunities for transport. The seniors are already running together for which reason they also see carpooling as an future opportunity for transport. However, the challenge is to get it organized, as the seniors do not want to feel a burden to others.

SENIORS' MOBILITY IN BINDSLEV

A summary of findings and recommendations for
possible solutions to seniors' future mobility

INTRODUCTION

Why this folder?

It is a challenge to be a citizen in the small towns and villages of Denmark while being dependent on public transport, which many seniors are when they no longer have the opportunity to drive a car. The use of public transport can be understood as a negative spiral: Fewer passengers will result in fewer departures, and fewer departures will result in fewer passengers. Public transport does not always meet the need for transport for senior citizens in the small towns and villages. This means that the seniors are limited in their mobility depending on their opportunities for transport. This can have an impact on their everyday lives and thus their level of activity. The seniors may have a desire to participate in various events and activities, but are limited because of their limited opportunities for transport. It seems that there is a need to think along new lines in order to improve mobility in rural areas.

This folder aims to make recommendations for concrete solutions based on a study among a group of 8 senior citizens from the small town Bindslev in Hjørring Municipality. This folder comes with recommendations for solutions to the problem. It highlights the senior citizens' mobility challenges and contributes with proposals for concrete actions to make better opportunities for transport for the seniors in rural areas. Thus, the desire is to inspire to a new form of cooperation between different actors, which largely is based on involvement of citizens.

The folder is based on experience gained through a study with the senior citizens in focus. It is especially their own view on their mobility and how they see future possible solutions to the problem of mobility in rural areas that will shine through. From the results of the study, recommendations are presented to the different actors (the municipality, the traffic company and the citizens) and how they together can respond to this new knowledge. Recommendations are built from the perspective of how the actors come together in order to develop on this new knowledge, and how they together try out new forms of transport, which can be a possible solution for the seniors residing in the rural areas.

Why concrete recommendations for future tasks?

This folder is an attempt to strengthen the cooperation between the authorities, the citizens and the traffic companies through involvement of citizens. This is exactly in such a collaboration it is possible to develop new and great mobility solutions for the senior citizens. Therefore, it is important to understand the actors' current role in order to identify possible future tasks. With an understanding of the actors' mutual roles and for their specific tasks, it is possible to accommodate the actors' desires between each other.

The actors have different roles and hence different agendas for how and whether a given problem is to be solved. At the same time, these different agendas are crucial to how the problem of mobility for the seniors in rural areas is approached. Therefore, the different agendas are seen as strength in the cooperation between the various actors. This means that it is not the individual actor who has the ultimate solution to the problem.

This folder describes each actor's primary role and how they, in a future perspective, can complement each other in order to facilitate better opportunities for transport for the seniors in rural areas.

Facts about the seniors' current mobility

The seniors with access to a car have a larger geographic area in which they can move than the seniors without access to a car

The seniors make an average of 2.5 trips per. day, which is above the national average for the same group of people on 2 trips per. person per. day

The seniors with access to a car are making an average of 2.7 trips per. day

The seniors without access to a car are making an average of 2.14 trips per. day

The seniors with access to a car are making as many trips outside of Bindslev as within Bindslev

The seniors without access to a car are making 70% of their trips within Bindslev and 30% externally out of Bindslev

The purpose of the trips are primarily errands/grocery shopping (38%) and visits to friends and families (34%)

The seniors without access to a car largely prefer to do their grocery shopping in close proximity to their home

For the seniors with access to a car, the car is also their preferred mode of transport

For the seniors without access to a car, walk is their preferred mode of transport

The seniors without access to a car prefer to a greater extent to be driven by someone in their network than to use public transport

The seniors rarely use public transport – less than once a month

The seniors without access to a car feel limited in terms of which and how many events and activities they can participate in due to the lack of opportunities for transport

It is a big challenge for the seniors to get used to another form of transport than they are used to

The seniors with access to a car have to a greater extent a wrong understanding of how public transport is serving their town

WHAT ARE THE CHALLENGES?
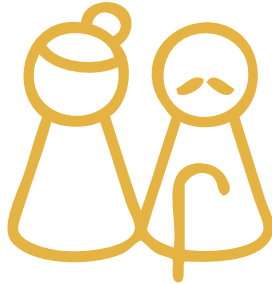
When you as a senior without access to a car:

do not have the same kind of flexibility in the choice of transport modes, as the seniors with access to a car have

are limited to a smaller geographical area in which you can move and thus to a smaller offer of activities and events

are limited in relation to get off to activities and events that take place at times and at places that are not covered by the ordinary route-bounded public transport

are limited to a less range of modes of transport because of your physical obstacles (e.g. walking-impaired)

are having to adjust to and get used to a new form of transport
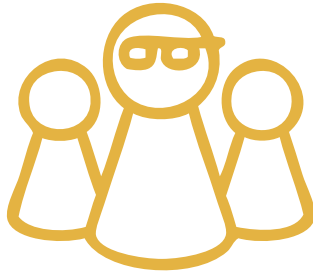
When you as a traffic company or a municipality:

are having a desire to ensure good mobility for the senior citizens in rural areas, but at the same time can not ensure route-bounded public transport in all towns of the municipality

are having a product as Flextur, which is suitable for meeting the need for transport in the sparsely populated areas, but apparently Flextur do not exists in many of the seniors' mind

realize that the senior citizens have a prejudiced position on how public transport is serving their town, which does not correspond to reality

WHAT DO THE SENIORS THEMSELVES SEE AS POSSIBLE SOLUTIONS?

With a new and expanded view of how and when public transport serves their town, more seniors are seeing the current ordinary public transport as a future opportunity for transport.

The seniors have a desire to go to places and at times that cannot be reached by the ordinary route-bounded public transport. Therefore, more seniors see Flextur as a future opportunity for transport.

To some seniors it is an opportunity to move into a larger city in order to get better opportunities for transport. They do not prefer it, but see it as a necessity.

The seniors see carpooling as a possible future solution. They already run together sometimes, but the problem for them is to get it organized.

Ordinary public transport

Flextur

Moving into a larger city

Carpooling

WHAT CAN BE DONE?

Traffic company – Nordjyllands Trafikselskab

Current role:

Is planning public transport in the North Denmark Region within the framework that the municipalities set.

Is challenging the traditional understanding of public transport to also include car sharing, carpooling and taxi arrangements.

Possible future tasks:

To develop a platform or serve as a platform for carpooling among seniors that accommodate their limitations in the use of technological products.

In cooperation with the senior citizens to organize permanent carpooling schemes to, for example, the church on Sundays.

To have the legal liability in connection with carpooling arrangement to ensure confidence for both the driver and the passenger.

To offer courses for seniors in the use of public transport.

Authority – Hjørring Municipality

Is primary handling tasks that are laid down by the law.

Has a specific focus on settlement, local transport and social services.

Wants to see the citizens more as partners rather than actors.

Possible future tasks:

To a larger extent function as a link between the citizen and the traffic company.

To organize workshops together with the senior citizens about their future opportunities for transport that strengthen the co-operation between the citizens and the authority, and, at the same time, give the citizens more responsibility and a sense of ownership.

To offer courses in cooperation with Nordjyllands Trafiksel-skab for the seniors in the use of public transport.

To a larger extent function as a facilitator rather than authority that brings the citizens ideas into action.

The citizens – the seniors in Bindslev

To be a citizen in a small community.

P o s s i b l e   f u t u r e   t a s k s :

To participate in courses about the use of public transport to get used to it before it becomes a necessity.

To arrange meetings between citizens in which it is possible as a citizen to share knowledge and learn from each other.

To get and take more responsibility within the frames of the municipality and thereby, be a part of starting and upholding new initiatives.

To be a partner in the future planning of the seniors mobility and not only a consumer.

To be at the forefront of, practice in and feel secure in the use of other forms of transport than the car, before the car no longer is an opportunity for transport.

To be the leading actor in the performance of permanent car-pooling schemes.
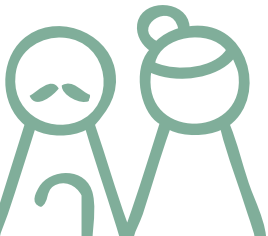
It is the hope with the information and the recommendations in this folder, to start some thoughts at the various actors. These thoughts may eventually be developed into concrete initiatives that can be tested in real context.

If you found the information in this folder interesting and want to know more, please feel free to contact me:

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CHAPTER 7

OUTRO

Discussion
Conclusion

This last chapter will follow up on the analyses from the previous chapter and discuss them from a critical perspective on how they affect the answer of the main research question in this report. In addition, the methods used in the study are discussed from the perspective of how other methods could provide useful knowledge for answering the research questions and how future studies can address the topic. Eventually, the main research question is answered in the conclusion.

DISCUSSION

This section aims to discuss the analyses presented in the previous chapter (Chapter 6). The analyses are discussed from the perspective about the seniors' future possible solutions for transport, and from the perspective of the used methods and future studies. The discussion comes about the seniors' knowledge of Flextur, as well as the challenges and potentials Flextur is facing today. In addition, the discussion comes about carpooling as a future possible solution for transport for the seniors, but also with a critical perspective on the challenges and potentials of using carpooling for the current seniors in Bindslev. Finally, the discussion comes about proposals for other methods in relation to the study of the same problem and the future studies it will bring.

The challenges and potentials of Flextur

As a municipality or a traffic company an immediate thought may be: Why is Flextur not the solution to the mobility challenge the seniors experience when they no longer have the opportunity to drive a car? Flextur was exactly developed in order to meet the need for transport in the more sparsely populated areas. So why is it that Flextur alone is not the solution to the seniors' future opportunities for transport?

Flextur has existed for several years and the results, both from this study and from the larger survey among seniors generally throughout Hjørring Municipality (Andersen, Olesen, & Christiansen, 2015), show that Flextur not yet, to a large extent, has found its way to the citizen in the more sparsely populated areas. Flextur does not exist in every senior's mind, which is why it does not cover their needs for transport. The larger survey among seniors generally in Hjørring Municipality shows that half of the seniors have knowledge of Flextur (Andersen, Olesen, & Christiansen, 2015). Among these seniors, a third does not have access to a car. This means that this group of seniors neither have access to a car and nor do not know about the offer of transport by Flextur. Therefore, there is a potential to disseminate the knowledge of Flextur, as the results show that several seniors do not know about Flextur but may have a need for such an offer of transport. In addition, the results show that only 30% of the seniors have tried to run with Flextur (Andersen, Olesen, & Christiansen, 2015).

The results from this report also show that the seniors have a desire for transport that goes beyond the ordinary route bounded public transport. Flextur is exactly a response to that desire. However, as shown in the analyses, it does not seem that this opportunity for transport exists in many of the seniors' mind.

An explanation for this is mainly that Flextur do not seem to be widespread among the seniors, which means that many seniors do not even know about this opportunity for transport. Another explanation may be that there is confusion about how Flextur works and the costs of using it. The seniors from Bindslev had a common understanding that they had to be a member or be searched by the municipality to use Flextur. They thought that it not was an offer of transport that was available to all citizens. If so, they had a general understanding that it would cost more money to make use of Flextur if they were not members.

In addition, the seniors' first experience with Flextur does also have significance for their future use of and attitude towards it. Here, communication and information about price, among other things, is important. One of the seniors from Bindslev told that she had experienced it would cost her 600kr for a trip of 30km. Due to the price she chose not to take the trip. The reason for the price of 600kr is probably due to her final destination of the trip that was in another municipality. When boundaries between municipalities are crossed with Flextur, the price of the trip becomes significantly higher (Nordjyllands Trafikselskab, 2016b). It can also be discussed whether this is a fundamental problem with Flextur. At least, it makes it more difficult for individual citizens to figure out the price of a particular trip.

From the travel patterns in the analysis it can be seen that the seniors travel widely and that they both are in Frederikshavn Municipality and in Hjørring Municipality several times a week. This means that they often cross the municipality boundary, even without

thinking about it. This is due to the fact that the seniors live at a place like Bindslev, which is close to Frederikshavn Municipality. To the seniors, it is equally natural to have errands and to visit family and friends in Frederikshavn Municipality, as it is to have errands and to visit friends and family in Hjørring Municipality. They do not see their patterns of movement within a boundary of the municipality and therefore, they do not think whether they cross a municipality boundary when they order a Flextur.

Thus, the seniors do not have a sincerely picture of how Flextur is working and that may be one of the reasons why they do not see it as an immediate opportunity for transport. Therefore, there is clearly a great potential in communicating the message about Flextur right to the citizens – also in relation to prices when municipality boundaries are crossed. Otherwise, there is a chance that the seniors do not seek out this opportunity for transport a second time if they get a wrong understanding about price in relation to the destination.

Besides Flextur in its ordinary meaning, the product may be developed to include the seniors' needs for transport that go beyond the ordinary route bounded traffic. This recommendation has already been mentioned in the folder: It could for example be permanent carpooling schemes that runs once or twice a week, and bring the seniors on 'senior shopping trips', 'senior excursion trips to Tversted' and so on.

Challenges and potentials of carpooling among seniors

Through the analyses carpooling is discussed as a possible future solution to the seniors' needs for transport. This is a mode of transport that already exists in the seniors' minds, but as the seniors themselves express it, then carpooling is difficult to arrange.

A smart and simple way to arrange carpooling today among citizens in general is by using the app GoMore (GoMore, 2016). GoMore function in that way that you either ask for a ride or announce that you will drive to a certain place. Then you can either announce that you are able to offer a ride or you would like to run with a person to a particular place. This app could easily arrange carpooling for the seniors in Bindslev, but the problem for the seniors is that their technological skills put a limit to how carpooling can be arranged for them. In the analysis it is shown that few seniors daily use Smartphone or the Internet, which is where GoMore carpooling is arranged.

Therefore, it can be discussed how carpooling should be arranged for the seniors who have limited skills in the use of technological products. The first immediate recommendation would be that carpooling should be arranged via a phone call, which is the form of communication the seniors in Bindslev most often use. This could for example be organized by a traffic company such as Nordjyllands Trafikselskab. However, a condition for carpooling to function is that it is easy and convenient to be a part of. If it gets too difficult and the seniors should put too much effort and time in it, then it has no conditions for being a success. Therefore, it may possibly be complicated to arrange carpooling for the seniors via a phone call.

Another recommendation for arranging carpooling among seniors may be by planning permanent carpooling schemes. This will not consider the seniors' spontaneous need for transport, but it will meet their need for transport that goes beyond the ordinary

route bounded public transport and accommodate their desire to go to church on Sundays, to go for a trip to Tversted a summer evening and on shopping in Sindal and Hjørring on weekends. It can be a form of carpooling arranged between the senior citizens, Nordjyllands Trafikselskab and Hjørring Municipality in which Nordjyllands Trafikselskab has the legal responsibility, Hjørring Municipality is the liaise between the senior citizens and Nordjyllands Trafikselskab and the senior citizens themselves are responsible for the actual performance of the carpooling.

In addition, it can be discussed, in connection with carpooling among seniors, that this generation of seniors and their technological skills are different from the future generation of seniors. The current generation of seniors do not have the same conditions of using technological products as the next generation of seniors have. The next generation of seniors will be more able to make use of technological products, which in a smart and simple way can organize carpooling. As showed in the analyses, however, one thing is likely safe; carpooling has a great potential to work for the seniors – both for this generation of seniors and for the future generation. This is seen as a result of the fact, that the seniors already are running together and that they, in future, are willing to continue this in order to help each other.

In this way it can be said that this generation of seniors is in a transitional period in which the technological product exists (GoMore) that can meet the seniors' need for transport in sparsely populated areas, but the seniors do not have the skills required to make use of these products.

However, several decades can go before a new generation of seniors exists, and therefore it is still necessary to help the current generation of seniors in a best possible way as the conditions are today. At the same time, the current generation of seniors can be involved in the development of carpooling schemes that are targeted at seniors. The seniors can help by bringing knowledge about their transportation needs and thus help to develop a product for the future generation of seniors. Knowledge can be collected about how such a carpooling scheme should function for the seniors in the future in order to, for example, target the app at them. Through the analyses it is shown that the seniors have another need for transport and thereby another transport pattern than, for example, the working people and the young people. The seniors' trips are less bounded and thus, their activities consist within a framework that to a lesser extent is determined by time and place. This means that the seniors' transportation needs are different from other groups of people, and that their activities, to a greater extent, take place at times of the day when other groups of people are in school or at work. In order to make it easier for the seniors to offer and find a lift at times of the day when other groups of people rarely offer lifts, it would seem appropriate to target a carpooling app at the seniors. The seniors are also more flexible in relation to time for departure and arrival, which can be a factor included in the development of the app.

Therefore, it is obvious to be at the forefront of developing an app and already now try out the kind of carpooling the seniors prefer and how it should function to meet their needs.

Process and method

The seniors' mobility in Bindslev has proven to be an interesting study. This is due to the fact that it both has been possible to study the seniors' mobility challenges, and to look ahead and see the potentials such a town consists of in relation to future possible solutions. This has especially been possible because of a collaboration with a very committed group of senior citizens from Bindslev who has served as the motive force for this project. Nevertheless, this process has been fruitful and given some thoughts in relation to the methods used in the project and its process, as well as in relation to the future perspective.

Firstly, working with a specific group of people in the project and involving them as a part of the project has been rewarding. This not only requires time, but also an understanding of the specific group to involve them in the project in the right way in order to get the right benefit from them. Once this is achieved, the seniors are a 'goldmine' to work with because they contribute with valuable knowledge about their everyday lives and their life world, which can be difficult to understand without this contact.

However, looking back at the process has shown that it would have been possible to obtain additional knowledge about the seniors' suggestions for future possible solutions to their mobility challenges by expanding the use of focus group interviews to also include a workshop:

The focus group interview had, besides the purpose to get insight of the seniors' own views on their mobility, the purpose to gain an insight into the seniors suggestions for future possible solutions to their mobility challenges. This topic was more superficially touched on than some of the other topics during the interview. This may have something to do with the method that was used in relation to the benefit it was intended to get. During the focus group interview, the seniors were asked which future possible solutions they saw to their mobility challenges. In response to that question, the seniors told about their transportation needs and the possible solutions that already exist today. A creative process was not started among the seniors, which actually was the intention of the question. The seniors were meant to brainstorm about possible future solutions that do not already exist today. This may be a result of not giving the seniors the right framework in which it could be possible to start a creative process. Therefore, it could have been interesting if the meeting with the seniors were divided into first a focus group interview and then a workshop. During a workshop, with a right procedure and with specific tools, it is possible to start a more creative way of thinking for the seniors. Here, it would be possible to brainstorm new and not always realistic ideas, which then are discussed and evaluated in terms of whether they could be a possible solution to their mobility challenges.

In addition, it could also have been interesting to examine whether it was possible to achieve a comparable result between this project and the larger survey of seniors' mobility in general throughout Hjørring Municipality. This could be carried out by contacting the seniors who had participated in the larger survey, and hear whether they had an interest in participating in this project. This was not carried out in this project, as it initially was important to get seniors to participate in this study, which was a challenge in itself (Chapter 4).

Further perspectives

Finally, it can be discussed how the results of this project, besides the recommendations already mentioned in the folder, will contribute to a similar problem in another context. This study is a specific case study of seniors' mobility in Bindslev. In Chapter 4 it is already argued for choosing a specific case. In addition, the argument is based on the recognizing from Hjørring Municipality that it may be difficult to draw general mobility plans because the different cities and the different groups of people have different conditions of being mobile, depending on the distance from the city into Hjørring city and the offer of public transport in the city. However, it is not unlikely that some of the findings from this study also could be used in another context. Therefore, it might be interesting to look at the results from the study and identify which results could be applied elsewhere in Hjørring Municipality, still taken into account the factors described above and how they would be used in a larger perspective. It is nesessary to take into account that the results from this study are based on a case study and therefore, the results are highly contextual. However, it could be interesting to look at the possibilities of developing a strategy for how elements of the results in this report can be used other places in Denmark where the seniors have the same problem.

Thus, a future study will help to develop the findings from this study and see how they too can be a contribution to other practical initiatives elsewhere in Denmark, for other municipalities and other transport companies. This could be carried out by using expert interviews. By interviewing employees at Hjørring Municipality, employees at Nordjyllands Trafikselskab and researchers who have the relevant knowledge, it is possible to get thorough knowledge of processes and strategies in order to further elaborate the problem about seniors' mobility.

CONCLUSION

This section answers the main research question in this project:

What are the current opportunities for transport for the senior citizens in Bindslev that no longer have a driving license and what could be possible solutions to their mobility challenges in the future?

The answer to this research question is based on a number of empirical data gathered through a group of 8 senior citizens from Bindslev. The analyses are based on a quantitative documentation from questionnaires and travel surveys about the seniors' current travel patterns and their mobility challenges. In addition, the analyses are based on materials from a qualitative focus group interview about the seniors' own view of their mobility and the opportunities they see as future solutions to their mobility challenges.

The senior citizens in Bindslev who do not have access to a car have various conditions of being mobile. This is reflected by their individual motility index. Therefore, the seniors' current opportunities for transport in Bindslev differs. Several of the seniors use primarily a personal network to run them when going from A to B. They prefer to be driven by someone in their personal network rather than using public transport. This is despite the fact that the seniors generally have the opportunity to use the ordinary route bounded public transport that runs through Bindslev once an hour on weekdays. However, the route bounded public transport is not an offer at weekends. In addition, the seniors always have the opportunity of using Flextur when they want to leave at times or to places that are not covered by the ordinary public transport. However, several of the seniors do have a wrong understanding of how Flextur is functioning, and therefore, more seniors do not see Flextur as an opportunity for transport.

The seniors' mobility challenges consist in the fact that the seniors are limited in terms of which and how many events and activities they can participate in when they do not have access to a car. Therefore, they also have a desire for an offer of transport that meets their need to get going at times and to places that are not covered by the ordinary public transport.

The seniors' future opportunities for transport must be understood from the seniors' own suggestions, from the recommendations in the folder, as well as from the discus-

sion earlier on in this chapter. Basically, two main possible solutions can be found to their mobility challenges. The first one is to help the seniors to organize permanent carpooling schemes. The second one is to help the seniors to become better at using public transport, including Flextur.

The objective of this project was, against a background of analyses of the seniors' current mobility in Bindslev, to develop a set of recommendations for Hjørring Municipality, Nordjyllands Trafikselskab and the senior citizens themselves in relation to solve the seniors' mobility challenges. These recommendations are, as already mentioned: permanent carpooling schemes and increased focus on the use of public transport.

Carpooling: Due to the seniors' limited skills in using technological products, it is difficult to organize carpooling that is not part of a permanent scheme. Therefore, it is possible in a collaboration between the senior citizens, Hjørring Municipality and Nordjyllands Trafikselskab to organize permanent carpooling schemes to specific locations and at specific times. Carpooling also has a future potential because it already exists in the seniors' mind and because a future generation of seniors will have better conditions in using technological products.

Public transport: The seniors have a prejudiced attitude to how public transport is serving Bindslev that do not correspond to reality. Therefore, a possible future solution would be that Hjørring Municipality in cooperation with Nordjyllands Trafikselskab and the seniors citizens, put focus on the use of public transport - bus, train and Flextur. This can be carried out in the form of courses that help the seniors to be confident in the use of public transport. This could be an opportunity for the current generation of seniors until a younger generation of seniors enter the field and have better skills in using technological products. Meanwhile, a lesson has to be learned from the current generation of seniors about how they prefer to make carpooling today in order to develop a platform or app that meet the future seniors' needs for transport.

Furthermore, it is essential that the seniors themselves take an active part in relation to creating better transport conditions for them. It also contains requirements for the seniors themselves that must be part of the future solution.

As it was discussed in Chapter 4, the analyses and the results of this study are based on a smaller selection of senior citizens from Bindslev. Another selection of seniors may have given other results than those presented in this report. Therefore, the validity of the conclusion must be understood from this. The recommendations presented in the folder and in this conclusion are primarily aimed at solving the seniors' mobility challenges in Bindslev. Other towns and cities, even in Hjørring Municipality, may have other factors, which would make other recommendations more obvious. These factors depend on the service of public transport in the town, the distance from the town into Hjørring city and the distance from the town to the municipality boundary in relation to the use of Flextur. However, it is not unlikely that several of the analyses and thus several of the sub conclusions apply to seniors elsewhere in the municipality. The larger survey among the senior citizens throughout Hjørring Municipality showed that the seniors in general have mobility challenges. Therefore, these recommendations listed in this report may partly also be used for towns in Hjørring Municipality that have a corresponding service of public transport as Bindslev.

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ILLUSTRATIONS

All illustrations and pictures not listed here, are the author's own

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APPENDIX

Løbenr: _____

A P P E N D I X 1

AALBORG UNIVERSITET
STUDENTERRAPPORT

Undersøgelse af ældres transport i Bindslev

Som et afsluttende projekt i min uddannelse som civilingeniør på Aalborg Universitet, laver jeg en undersøgelse af ældres transport der er bosiddende i en mindre by som Bindslev. Formålet med undersøgelsen er at få bedre indsigt i, hvordan ældre transporterer sig rundt i dagligdagen og håndterer de udfordringer der kan opstå, når man ikke længere har kørekort. Derfor har jeg brug for dig (med og uden kørekort), til at besvare dette spørgeskema og efterfølgende deltage i et fokusgruppeinterview, hvor vi uddybende snakker om dine oplevelser i forbindelse med din daglige transport.

Undersøgelsen starter fredag d. 1. april om morgenen. Du bedes udfylde dette spørgeskema, som også indeholder en turdagbog. Hvis der er spørgsmål som du ikke ønsker at svare på, er det muligt at springe disse spørgsmål over.

Undersøgelsen slutter torsdag d. 7. april om aftenen. Jeg vil opsamle spørgeskemaet hjemme hos dig fredag d. 8. april.

Herefter mødes vi igen hos Kirsten Lassen, Plantagevej 12, 9881 Bindslev
dato: _____ kl: _____
hvor vi skal lave fokusgruppeinterviewet. Der vil være kaffe, kage og en afslappet stemning.

Hvis du har spørgsmål til undersøgelsen eller hvordan man udfylder spørgeskemaet, kan du kontakte mig på telefon 51885347.

Mange tak for hjælpen!

Med venlig hilsen
Nadja Tønder Andersen
Specialestuderende Aalborg Universitet

Spørgeskema

1. **Hvad er din bopæls adresse?**

   Gadenavn og nr.: _____

   Postnr.: _____   By: _____

   Telefonnr.: _____   Evt. e-mail: _____

2. **Er du mand eller kvinde?**   Mand ☐   Kvinde ☐

3. **Hvor gammel er du?** _____ år

4. **Er du erhvervsaktiv eller pensionist?**   Erhvervsaktiv ☐   Pensionist ☐

   Hvis du er erhvervsaktiv, hvad er adressen på din arbejdsplads?

       Gadenavn og nr.: _____

       Postnr.: _____   By: _____

5. **Bor du alene eller sammen med nogen?**   Alene ☐   Samboende ☐

   Hvis du bor sammen med nogen:

       Samboenes alder _____ år

       Har den samboene kørekort? Ja ☐   Nej ☐

6. **Arbejder du som frivillig?**   Ja ☐   Nej ☐

   Hvis du arbejder som frivillig, hvad er adressen hvor du laver frivilligt arbejde?

       Gadenavn og nr.: _____

       Postnr.: _____   By: _____

   Hvis du arbejder frivilligt, i hvor mange af ugens dage laver du frivilligt arbejde?

       1 ☐   2 ☐   3 ☐   4 ☐   5 ☐   6 ☐   7 ☐   dage om ugen

7. **Har du et kørekort?**   Ja ☐   Nej ☐

    Hvis du ikke længere har kørekort, hvornår aflagde du det?   _____ årstal

8. **Har husstanden rådighed over bil?**   Ja ☐   Nej ☐

    Hvis husstanden har rådighed over bil, i så fald hvor mange biler? _____ antal

    Hvis husstanden har rådighed over bil: Vil du sige at du er afhænig af bilen for at få dine hverdagsaktiviteter til at hænge sammen?

        Ja, i høj grad ☐   Ja, til en vis grad ☐   Nej, slet ikke ☐

9. **Hvilke af følgende transportmidler har du rådighed over i hussstanden?**

        Bil ☐   Cykel ☐   El-cykel ☐

        Scooter ☐   El-scooter ☐   Andet ☐

                                                Hvilket? _____

10. **Bruger du somme tider kollektiv transport (bus og flextur)?**   Ja ☐   Nej ☐

    Hvis du somme tider bruger kollektiv transport, i så fald hvor ofte?

        Hver dag ☐   Et par gange om ugen ☐   Én gang om ugen ☐

        Et par gange om måneden ☐   Sjældnere ☐

11. **Kender du til Flextur?**   Ja ☐   Nej ☐

    Hvis du kender til Flextur, bruger du i så fald Flextur nogle gange?

        Ja ☐   Nej ☐

12. **Har du, efter at du er fyldt 60 år, flyttet bopæl for at få bedre transportmuligheder?**

        Ja ☐   Nej ☐

13. Hvilke af følgende teknologiske produkter bruger du i din hverdag?

Mobil ☐   Smartphone ☐   Computer ☐   Tablet/iPad ☐

Internet ☐   Facebook ☐   Mail ☐

14. Har du nogle fysiske forhindringer, der gør din daglige transport mere besværlig som for eksempel at være dårlig gående eller bruge rollator?

Ja ☐   Nej ☐

Hvis du har nogle fysiske forhindringer, hvilke er det?

Beskriv her: _____

_____

_____

15. Hvad var dit mest brugte transportmiddel i din ungdom? (Da du var mellem 15-25år)?

Bil ☐   Cykel ☐   Knallert ☐

Scooter ☐   Bus ☐   Tog ☐   Gang ☐

16. Hvor enig eller uenig er du i følgende udsagn om fritidsaktiviteter og indkøb?
Sæt kryds afhængig af om du er helt enig, delvis enug, hverken/eller, delvis enig eller helt uenig

	Helt enig	Delvis enig	Hverken/ eller	Delvis uenig	Helt uenig
Jeg foretrækker at være hjemme størstedelen af min fritid	☐	☐	☐	☐	☐
Jeg kan godt lide at 'gå i byen' (teater, biograf, fodboldkamp og lignende)	☐	☐	☐	☐	☐
Jeg foretrækker at gøre mine indkøb tæt på min bolig	☐	☐	☐	☐	☐
Jeg kan godt lide at 'kigge på butik-ker'	☐	☐	☐	☐	☐
Jeg prioriterer friluftslivet og tager ud i naturen, skoven og stranden så ofte jeg kan	☐	☐	☐	☐	☐

Turdagbog

Dette var det sidste spørgsmål i forbindelse med spørgeskemaet. De efterfølgende sider inde-
holder turdagbogen.
Nedenfor er først en beskrivelse af en turdagbog, og hvad en tur er.

Hvad er en tur?
En tur er når man bevæger sig eller bliver transporteret fra et sted til et andet. Det vil sige, at
en tur kunne være fra ens bopælsadresse og hen til købmanden. Hver gang du foretager en tur,
noterer du det her i turdagbogen. Hver tur har også et formål eller en aktivitet og i forbindelse
med dine ture, bedes du sætte kryds ved det formål, der bedst stemmer overens med den tur
du foretog. Ligeledes skal du sætte kryds ved det transportmiddel du brugte for at komme
derhen. Derudover bedes du angive adressen for turens endemål og hvor lang tid det tog at
komme frem.

Eksempler
Her er to eksempler på ture til turdagbogen.

> Det kunne være en tur i motionscentret. Det ville være to ture, en tur ud fra din bopælsa-
> dresse og hen til motionscentret, og en tur hjem fra motionscentret til din bopælsadresse.

> Det kunne være en hjemtur fra et besøg hos din familie, hvor du på vejen hjem køber
> nogle varer ved købmanden. Her vil der være tale om 2 ture. 1 tur fra din families adresse
> til købmanden, hvor du handler ind, og 1 tur fra købmanden og hjem til dig selv.

I turdagbogen er der plads til at notere 12 ture i løbet af en dag. For hver tur skal følgende
noteres: tidspunktet, formål med turen, turens mål, transportmiddel og rejsetid. Når dagen
er omme bedes du notere, om der var en tur du gerne ville have foretaget, men som du ikke
gjorde, fordi du ikke havde mulighed for transport.

Tidspunkt: det tidspunkt du ca. starter turen på. Svar ved at skrive klokkeslæt, f.eks. 10.00

Formål: hensigten med turen. Svar ved at sætte kryds ved et af følgende formål
> Hjem = ture hvor du er på vej hjem
> Arbejde/frivilligt arbejde = ture hvor du er på vej på til arbejde eller frivilligt arbejde
> Ærinde/indkøb = ture hvor du skal handle ind, besøge lægen, på bibliotek og lignende
> Besøg = ture hvor du besøger venner og familie
> Fritid (ikke besøg) = ture hvor du skal på udflugt, i en forening/organisation, i byen, i
> skoven, i motionscentret og lignende.

Turens mål: stedet der er målet for turen. Svar ved at angive gadenavn, nr, og bynavn.Hvis
du ikke kender den præcise adresse, så angiv en omtrentlig adresse.

Transportmiddel: det transportmiddel, du brugte det meste af vejen. Hvis du eksempelvis
går hen til stoppestedet og derefter tager bussen, vil bussen være transportmidlet.

Rejsetid: det antal minutter det tog for dig at komme fra udgangspunktet til målet for turen.
Skøn rejsetiden så godt du kan.

Turdagbog

Fredag d. 1. april

Var der en tur du gerne ville have taget i dag, men som du ikke kunne fordi du ikke havde mulighed for transport? Ja ☐ Nej ☐

Tur 1

Tidspunkt: Kl. _____

Turens formål:
- ☐ Hjem
- ☐ Arbejde/frivilligt arbejde
- ☐ Ærinde/indkøb
- ☐ Besøg
- ☐ Fritid (ikke besøg)

Turens mål:

_____
Gadenavn   By

Transportmiddel:
- ☐ Bil som fører
- ☐ Bil som passager
- ☐ Gang
- ☐ Cykel/el-cykel
- ☐ Scooter/el-scooter
- ☐ Bus
- ☐ Flextur
- ☐ Taxa
- ☐ Andet

Rejsetid: _____ min.

Tur 2

Tidspunkt: Kl. _____

Turens formål:
- ☐ Hjem
- ☐ Arbejde/frivilligt arbejde
- ☐ Ærinde/indkøb
- ☐ Besøg
- ☐ Fritid (ikke besøg)

Turens mål:

_____
Gadenavn   By

Transportmiddel:
- ☐ Bil som fører
- ☐ Bil som passager
- ☐ Gang
- ☐ Cykel/el-cykel
- ☐ Scooter/el-scooter
- ☐ Bus
- ☐ Flextur
- ☐ Taxa
- ☐ Andet

Rejsetid: _____ min.

Tur 3

Tidspunkt: Kl. _____

Turens formål:
- ☐ Hjem
- ☐ Arbejde/frivilligt arbejde
- ☐ Ærinde/indkøb
- ☐ Besøg
- ☐ Fritid (ikke besøg)

Turens mål:

_____
Gadenavn   By

Transportmiddel:
- ☐ Bil som fører
- ☐ Bil som passager
- ☐ Gang
- ☐ Cykel/el-cykel
- ☐ Scooter/el-scooter
- ☐ Bus
- ☐ Flextur
- ☐ Taxa
- ☐ Andet

Rejsetid: _____ min.

Tur 4

Tidspunkt: Kl. _____

Turens formål:
- ☐ Hjem
- ☐ Arbejde/frivilligt arbejde
- ☐ Ærinde/indkøb
- ☐ Besøg
- ☐ Fritid (ikke besøg)

Turens mål:

_____
Gadenavn   By

Transportmiddel:
- ☐ Bil som fører
- ☐ Bil som passager
- ☐ Gang
- ☐ Cykel/el-cykel
- ☐ Scooter/el-scooter
- ☐ Bus
- ☐ Flextur
- ☐ Taxa
- ☐ Andet

Rejsetid: _____ min.

Tur 5

Tidspunkt: Kl. _____

Turens formål:
- ☐ Hjem
- ☐ Arbejde/frivilligt arbejde
- ☐ Ærinde/indkøb
- ☐ Besøg
- ☐ Fritid (ikke besøg)

Turens mål:

_____
Gadenavn   By

Transportmiddel:
- ☐ Bil som fører
- ☐ Bil som passager
- ☐ Gang
- ☐ Cykel/el-cykel
- ☐ Scooter/el-scooter
- ☐ Bus
- ☐ Flextur
- ☐ Taxa
- ☐ Andet

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Rejsetid: _____ min.

Tur 6

Tidspunkt: Kl. _____

Turens formål:
- ☐ Hjem
- ☐ Arbejde/frivilligt arbejde
- ☐ Ærinde/indkøb
- ☐ Besøg
- ☐ Fritid (ikke besøg)

Turens mål:

_____
Gadenavn   By

Transportmiddel:
- ☐ Bil som fører
- ☐ Bil som passager
- ☐ Gang
- ☐ Cykel/el-cykel
- ☐ Scooter/el-scooter
- ☐ Bus
- ☐ Flextur
- ☐ Taxa
- ☐ Andet

Rejsetid: _____ min.

Fredag d. 1. april

Var der en tur du gerne ville have taget i dag, men som du
ikke kunne fordi du ikke havde mulighed for transport? Ja ☐
Nej ☐

Tur 7
Tidspunkt: Kl. _____
Turens formål:
☐ Hjem
☐ Arbejde/frivilligt arbejde
☐ Ærinde/indkøb
☐ Besøg
☐ Fritid (ikke besøg)
Turens mål:
_____
Gadenavn   By
Transportmiddel:
☐ Bil som fører
☐ Bil som passager
☐ Gang
☐ Cykel/el-cykel
☐ Scooter/el-scooter
☐ Bus
☐ Flextur
☐ Taxa
☐ Andet
Rejsetid: _____ min.

Tur 8
Tidspunkt: Kl. _____
Turens formål:
☐ Hjem
☐ Arbejde/frivilligt arbejde
☐ Ærinde/indkøb
☐ Besøg
☐ Fritid (ikke besøg)
Turens mål:
_____
Gadenavn   By
Transportmiddel:
☐ Bil som fører
☐ Bil som passager
☐ Gang
☐ Cykel/el-cykel
☐ Scooter/el-scooter
☐ Bus
☐ Flextur
☐ Taxa
☐ Andet
Rejsetid: _____ min.

Tur 9
Tidspunkt: Kl. _____
Turens formål:
☐ Hjem
☐ Arbejde/frivilligt arbejde
☐ Ærinde/indkøb
☐ Besøg
☐ Fritid (ikke besøg)
Turens mål:
_____
Gadenavn   By
Transportmiddel:
☐ Bil som fører
☐ Bil som passager
☐ Gang
☐ Cykel/el-cykel
☐ Scooter/el-scooter
☐ Bus
☐ Flextur
☐ Taxa
☐ Andet
Rejsetid: _____ min.

Tur 10
Tidspunkt: Kl. _____
Turens formål:
☐ Hjem
☐ Arbejde/frivilligt arbejde
☐ Ærinde/indkøb
☐ Besøg
☐ Fritid (ikke besøg)
Turens mål:
_____
Gadenavn   By
Transportmiddel:
☐ Bil som fører
☐ Bil som passager
☐ Gang
☐ Cykel/el-cykel
☐ Scooter/el-scooter
☐ Bus
☐ Flextur
☐ Taxa
☐ Andet
Rejsetid: _____ min.

Tur 11
Tidspunkt: Kl. _____
Turens formål:
☐ Hjem
☐ Arbejde/frivilligt arbejde
☐ Ærinde/indkøb
☐ Besøg
☐ Fritid (ikke besøg)
Turens mål:
_____
Gadenavn   By
Transportmiddel:
☐ Bil som fører
☐ Bil som passager
☐ Gang
☐ Cykel/el-cykel
☐ Scooter/el-scooter
☐ Bus
☐ Flextur
☐ Taxa
☐ Andet
Rejsetid: _____ min.

Tur 12
Tidspunkt: Kl. _____
Turens formål:
☐ Hjem
☐ Arbejde/frivilligt arbejde
☐ Ærinde/indkøb
☐ Besøg
☐ Fritid (ikke besøg)
Turens mål:
_____
Gadenavn   By
Transportmiddel:
☐ Bil som fører
☐ Bil som passager
☐ Gang
☐ Cykel/el-cykel
☐ Scooter/el-scooter
☐ Bus
☐ Flextur
☐ Taxa
☐ Andet
Rejsetid: _____ min.

Her slutter turdagbogen.

Hvis du har kommentarer eller synspunkter i forhold til undersøgelsen, er du velkommen til at skrive dem herunder:

_____

_____

_____

_____

_____

_____

_____

_____

Ellers vil jeg sige tusind tak for din deltagelse i denne del af undersøgelsen.

Note:
This is an excerpt from the original version. In the original version, which the seniors filled in, all days of the week were presented and not only Friday, 1 April 2016, as showed in this appendix.

A P P E N D I X   2

Fokusgruppeinterview

Inden interviewet

Forløbet: Ud fra jeres svar i turdagbøgerne, har jeg samlet 4 emner, som vi skal snakke lidt om. Det er ligeså meget en samtale mellem jer, som det er mellem mig og jer. Jeg introducerer et emne og herfra kan I melde ind. Hvis det bliver nødvendigt, kan vi markere, men lad os prøve først uden og se hvordan det fungere. Hvis I har en kommentar til noget en anden lige har sagt, så fortsætter I bare når personen er færdig. På den måde kommer vi omkring de 4 emner.

Alle svar er værdigfulde, så hold jer ikke tilbage. Husk at det er jeres udtalelser, der er vigtig i denne undersøgelse. Svar så godt I kan ud fra den situation I er i – om I har kørekort eller ikke. Det er ikke meningen at vi skal være enige, men at få så mange synspunkter frem som muligt.

Har I nogle spørgsmål inden vi går i gang?

Forskningsspørgsmål: Hvordan opfatter de ældre selv deres mobilitet? (stilles ikke)

1. Det første emner handler om hvordan I selv ser jeres muligheder for transport her i Bindslev. Kan I beskrive hvordan jeres muligheder er for transport? – I må gerne komme med eksempler.

    a. Synes I at I har gode muligheder for transport?

    b. Hvornår kan det være en udfordring at komme fra et sted til et andet?

    c. Hvad gør I, i de tilfælde det er en udfordring? Lader I være med at tage af sted, eller finder I en løsning?

2. Det næste emne handler om bilen. Mange af jer der har bil, har svaret at I, til en vis eller i høj grad vil sige at I er afhængige af bilen for at få hverdagens aktiviteter til at hænge sammen.

    a. Kan I beskrive hvad bilen betyder for jer? Jer uden bil kan supplere og beskrive hvad det betyder ikke at have en bil.

    b. Rejsemønstrene fra turdagbogen ser forskellige ud alt afhængig af om man har adgang til bil eller ikke (vis eksempler ved illustrationer). Tror I at dette er tilfældigt, eller er der noget om at dem der ikke har adgang til bil automatisk bliver mere begrænset i forhold til det geografiske område man bevæger sig i? Hvad tænker I om det?

    c. Har det at have en bil eller ikke have en bil indvirkning på jeres muligheder for at deltage i arrangementer?

        i. Omvendt: Har det sat en begrænsning for hvor mange ting man kan deltage i når man ikke længere har kørekort?

d. I turdagbøgen var der et spørgsmål der handlede om hvorvidt I havde ønske om at foretage en tur, men ikke gjorde det, fordi I ikke havde mulighed for transport. Der er få der har svaret på dette spørgsmål, så for at samle op, vil jeg bede jer om at tænke tilbage. Var der et tidspunkt i løbet af den uge, hvor I gerne ville have været af sted, men som I ikke gjorde i manglen på transportmuligheder?

Forskningsspørgsmål: Hvilke muligheder ser de ældre selv som løsning på deres mobilitetsudfordringer? (stilles ikke)

1. Det tredje emne handler om jeres fremtidige muligheder for transport. For hvis I prøver at lade tankerne få frit løb, hvad ser I så kunne være mulige løsninger på at skabe bedre transportforhold her i Bindslev?

    a. Er der nogle tiltag Hjørring kommune, NT eller I selv kunne gøre?

    b. Hvad er der brug for? Hvilken form for transport? Hvornår på dagen? Til hvilket formål?

    c. Er det at flytte ind til en større by, som Sindal eller måske Hjørring, en mulighed?

2. Det sidste emne handler om samkørsel. Sidste gang da vi mødtes nævnte I at I finder ud af at køre sammen f.eks. da I skulle her hen. Det emne kunne jeg godt tænke mig at følge op på.

    a. Det at køre sammen, er det noget I ofte gør? Altså hjælper hinanden indbyrdes, dem der har kørekort og dem der ikke har?

    b. Hvordan finder I ud af det? Hvordan fungerer det for jer?

    c.

Afsluttende

Det var de sidste spørgsmål jeg havde. Er der noget I har lyst til at komme omkring eller har en kommentar til noget?

Ellers vil jeg sige tusind tak for jeres input til denne undersøgelse.

A P P E N D I X   3

Mail korrespondance med Lone S. Pedersen NT

Spørgsmål til kollektiv trafik i Hjørring kommune i forbindelse med mit speciale

Lone S. Pedersen [lsp@NTmail.dk]Svar til alle
 11. februar 2016 11:26
Hej Nadja

Hyggeligt at høre fra dig!

Jeg vedlægger et excel-ark hvor alle de byer som er nævnt i kommunens egen opdeling er med, delt op i by-typer, og med kort beskrivelse af kollektiv trafikbetjening af byen.

Den kollektive trafik i kommunen er bl.a. baseret på at give god betjening til kommunens hovedbyer, så der er god betjening på hverdage og en vis betjening aften og weekend, og såvidt muligt rimelig betjening til lokalbyerne i hvert fald på hverdage og på uddannelses/pendlerrelevante tidspunkter, mens landbyerne generelt "kun" har telebusbetjening tilpasset folkeskoleelever og brugbar for 10. kl. og uddannelseselever, medmindre en større rute "tilfældigvis" passerer byen….

Så især ved de landsbyer hvor der kun er nævnt en telebusrute må der siges at være en dårlig (= ingen udover flextur) dækning af kollektiv trafik udenfor skoleind- og udringningstider (og i de fleste tilfælde har det også været sådan før den lokale kollektive trafikplan).

Med venlig hilsen / Best regards

Lone Svanholm Pedersen // Trafik og Rådgivning
(+ 45) 9934 1192 // lsp@NTmail.dk
NordjyllandsTrafikselskab.dk

Tænk på miljøet før du printer denne mail

Nadja Tønder Andersen
Til:
 lsp@ntmail.dk
Sendt post11. februar 2016 09:52
Hej Lone

Jeg fik kort hilst på i tirsdags, men håber ellers at I alle har det godt i 'bustrafik' :)

Jeg er gået i gang med mit specialeprojekt, som er en forlængelse af den problemstilling jeg arbejde med hos jer i NT i forbindelse med mit praktikforløb. Derfor er jeg gået i dybden med ældres behov for transport/kollektiv transport i landsbyerne i Hjørring kommune. Jeg lavede jo nogle spørgeskemaer, hvor de ældre svarede hvor god adgang de selv mener at de har til kollektiv transport. Men jeg kunne egentlig godt tænke mig at høre dig hvad din opfattelse og erfaring er, eftersom du er planlægger i Hjørring kommune.

Altså hvilke landsbyer i Hjørring kommune er mest udfordret i forbindelse med kollektiv transport. Og hvis det er mulig at svare på: hvilke landsbyer i Hjørring kommune er de ældre mest udfordrede i forbindelse med kollektiv transport?
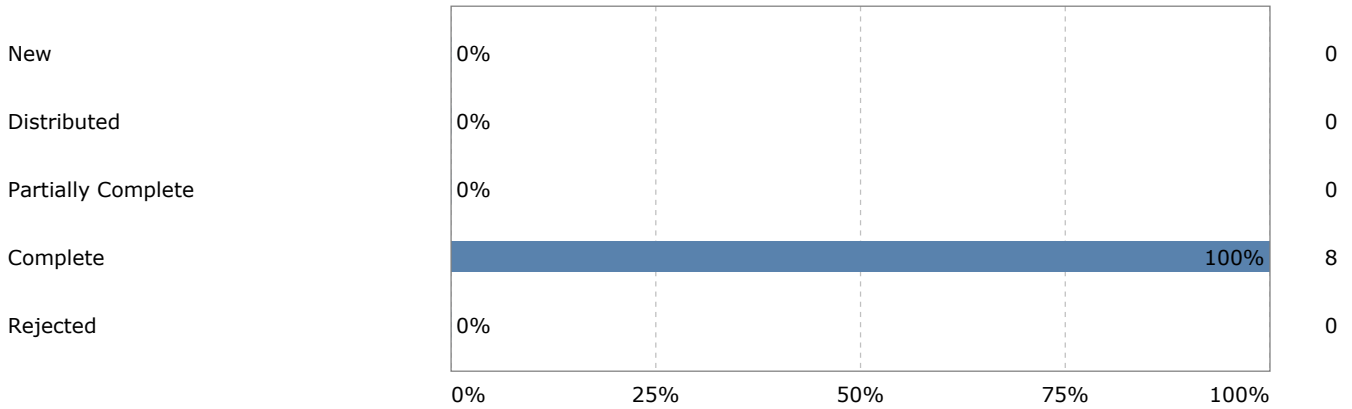Mere simplet kan det måske siges: hvilke landsbyer er ikke så godt dækket ind af den kollektive trafik?

Jeg håber at det er noget der er til at svare på :)

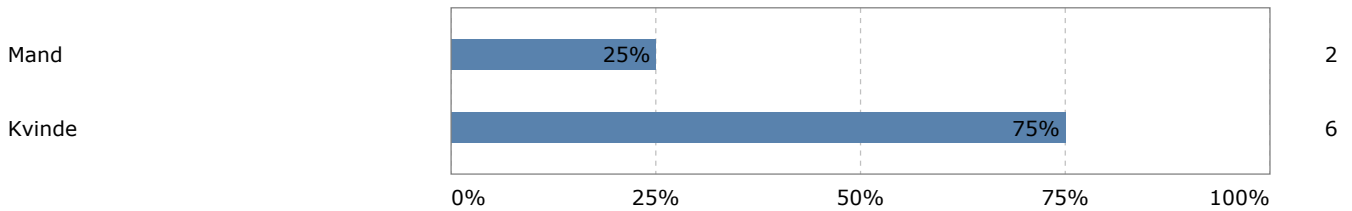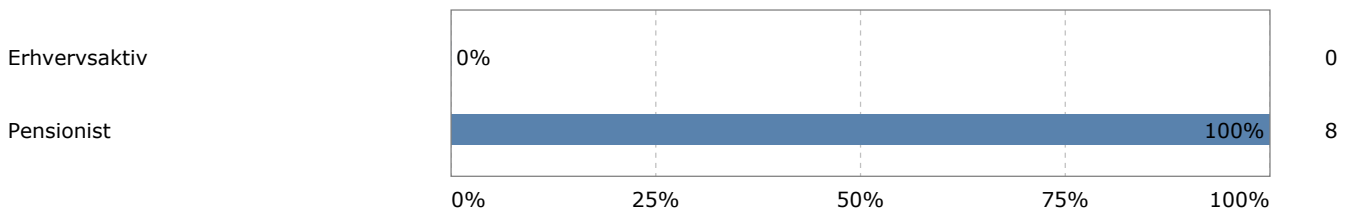Mvh Nadja Tønder Andersen
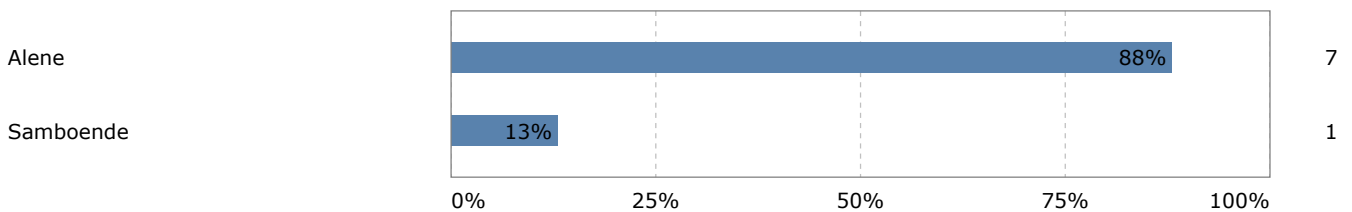
A P P E N D I X 4

Overall Status

New	0%	0
Distributed	0%	0
Partially Complete	0%	0
Complete	100%	8
Rejected	0%	0

Er du mand eller kvinde?

Mand	25%	2
Kvinde	75%	6

Hvor gammel er du?

73.00
73.00
75.00
77.00
77.00
84.00
76.00
76.00

Er du erhvervsaktiv eller pensionist?

Erhvervsaktiv	0%	0
Pensionist	100%	8

Bor du alene eller sammen med nogen?

Alene	88%	7
Samboende	13%	1

Hvad er samboenes alder?

75.00

Har den samboene kørekort?
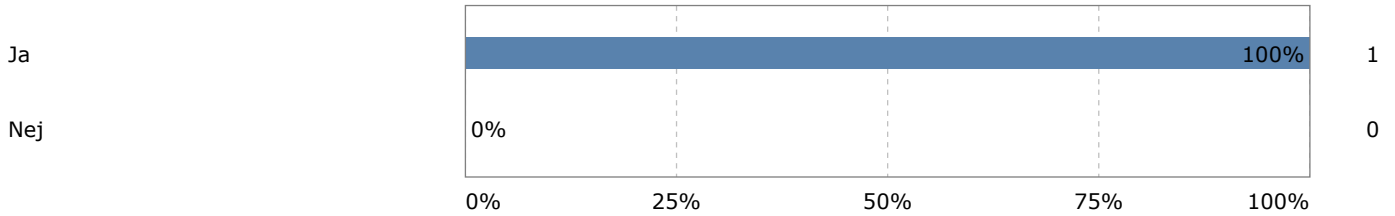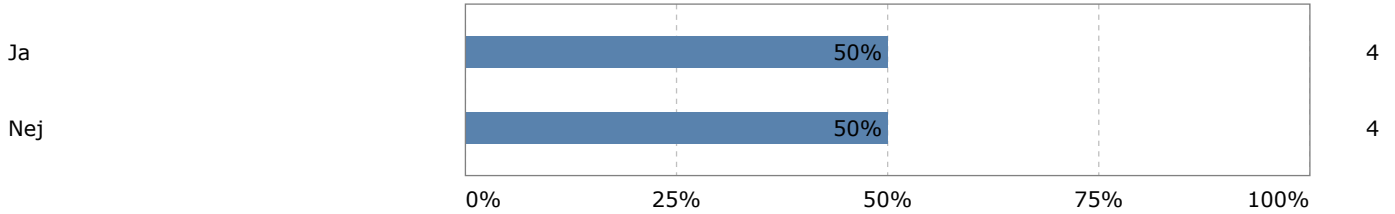
Ja	100%	1
Nej	0%	0

Arbejder du som frivillig?

Ja	50%	4
Nej	50%	4

Hvis du arbejder frivilligt, i hvor mange af ugens dage laver du frivilligt arbejde?

1	33%	1
2	33%	1
3	33%	1
4	0%	0
5	0%	0
6	0%	0
7	0%	0

Har du kørekort?

Ja	63%	5
Nej	38%	3
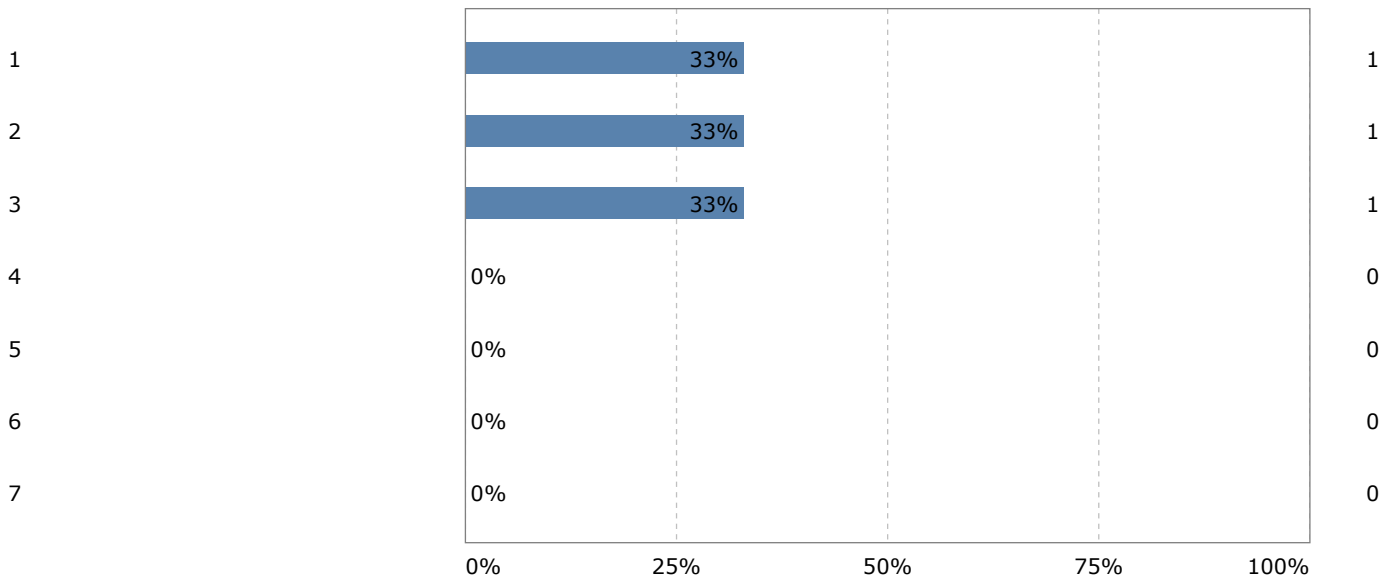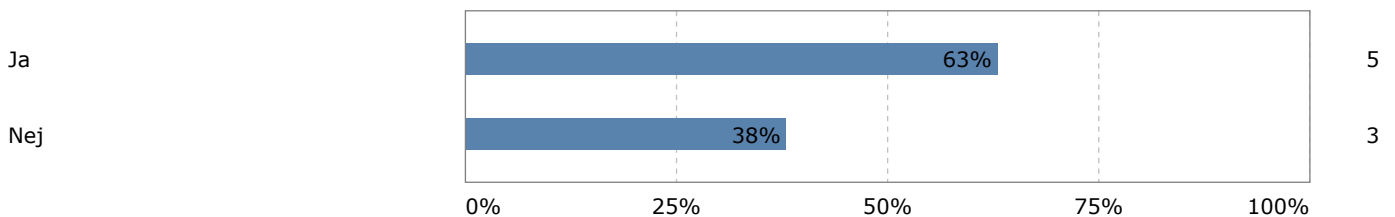
Hvis du ikke længere har kørekort, hvornår aflagde du det?

2,008.00

2,012.00

Har husstanden rådighed over bil?

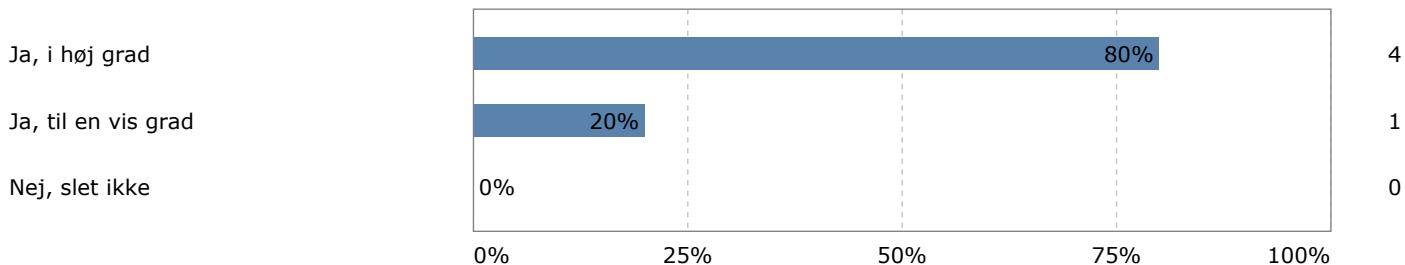|		
Ja	63%	5
Nej	38%	3
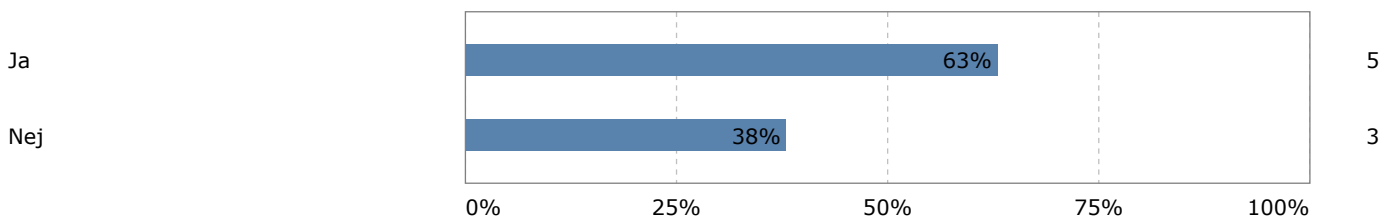
Hvis husstanden har rådighed over bil, i så fald hvor mange biler?
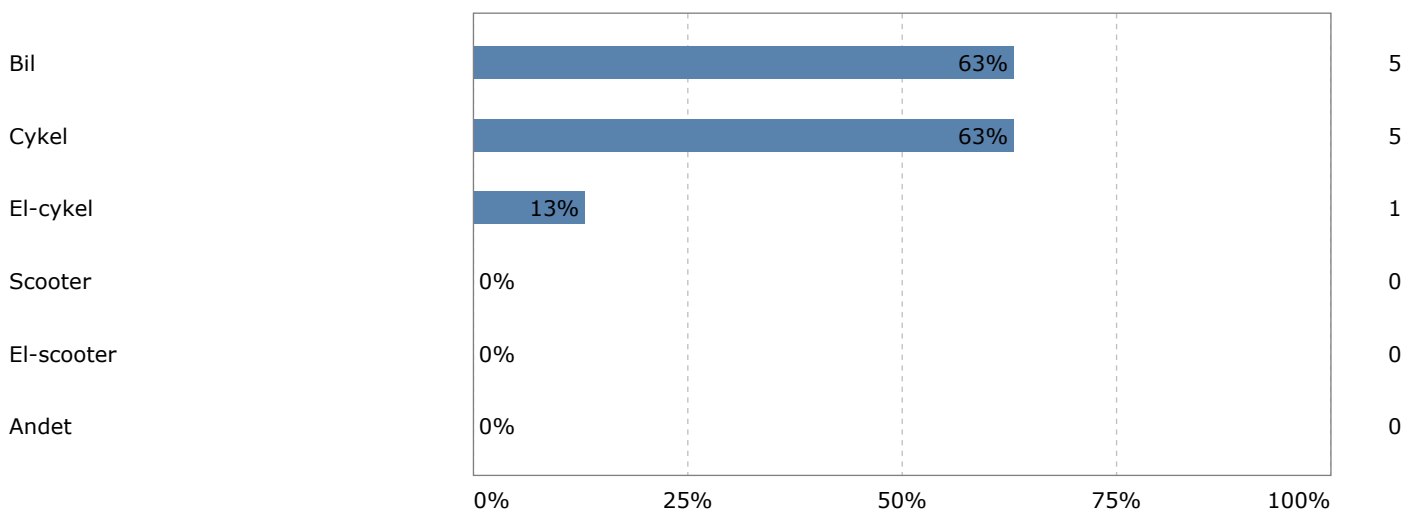
1.00

1.00
1.00
1.00
1.00

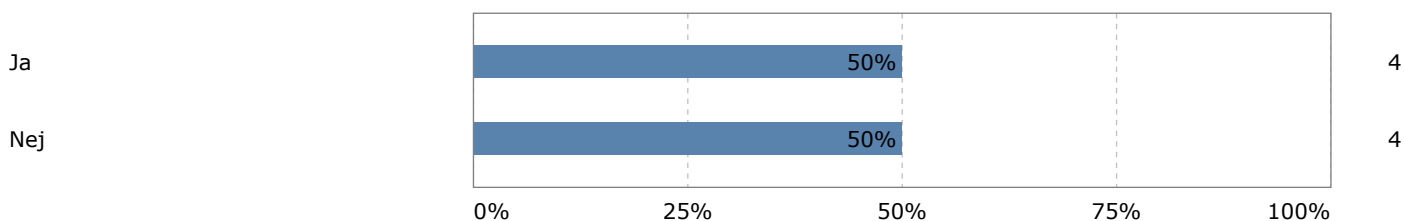## Hvis husstanden har rådighed over bil, vil du sige at du er afhængig af bilen for at få dine hverdagsaktiviteter til at hænge sammen?

Ja, i høj grad	80%	4
Ja, til en vis grad	20%	1
Nej, slet ikke	0%	0

Hvilke af følgende transportmidler har du rådighed over i husstanden?

Bil	63%	5
Cykel	63%	5
El-cykel	13%	1
Scooter	0%	0
El-scooter	0%	0
Andet	0%	0

Bruger du somme tider kollektiv transport?

Ja	50%	4
Nej	50%	4

Hvis du somme tider bruger kollektiv transport, i så fald hvor ofte?

Hver dag	0%	0
Et par gange om ugen	0%	0
Én gang om ugen	25%	1
Et par gange om måneden	0%	0
Sjældnere	75%	3

Kender du til Flextur?

Ja	63%	5
Nej	38%	3

0%   25%   50%   75%   100%

Hvis du kender til Flextur, bruger du i så fald Flextur nogle gange?

Ja	40%	2
Nej	60%	3

0%   25%   50%   75%   100%

Har du, efter at du er fyldt 60 år, flyttet bopæl for at få bedre transportmuligheder?

Ja	13%	1
Nej	88%	7

0%   25%   50%   75%   100%

Hvilke af følgende teknologiske produkter bruger du i din hverdag?

Mobil	100%	6
Smartphone	17%	1
Computer	50%	3
Tablet/iPad	0%	0
Internet	50%	3
Facebook	17%	1
Mail	50%	3

0%   25%   50%   75%   100%

Har du nogle fysiske forhindringer, der gør din daglige transport mere besværlig som for eksempel at være dårlig gående eller bruge rollator?

Ja	50%	4
Nej	50%	4

0%   25%   50%   75%   100%
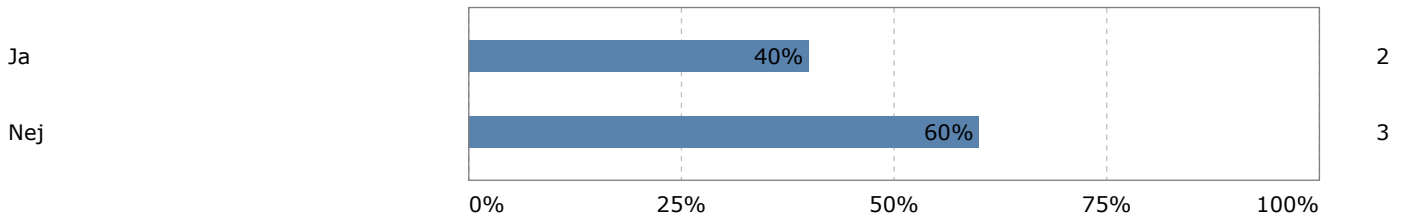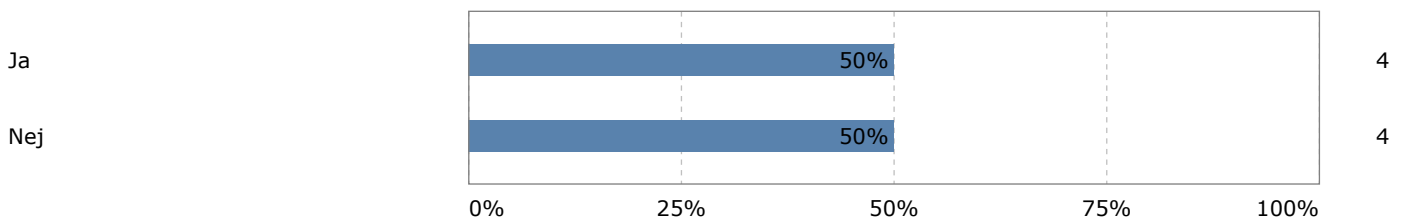
Hvis du har nogle fysiske forhindringer, hvilke er det?

Invalid

I øjeblikket dårlig gående pga. problemer med fodled/underben. Er i behandling hos ortonord

Nedsat syn

Gangbesværet

Hvad var det mest brugte transportmiddel i din ungdom? Mellem 15-25år
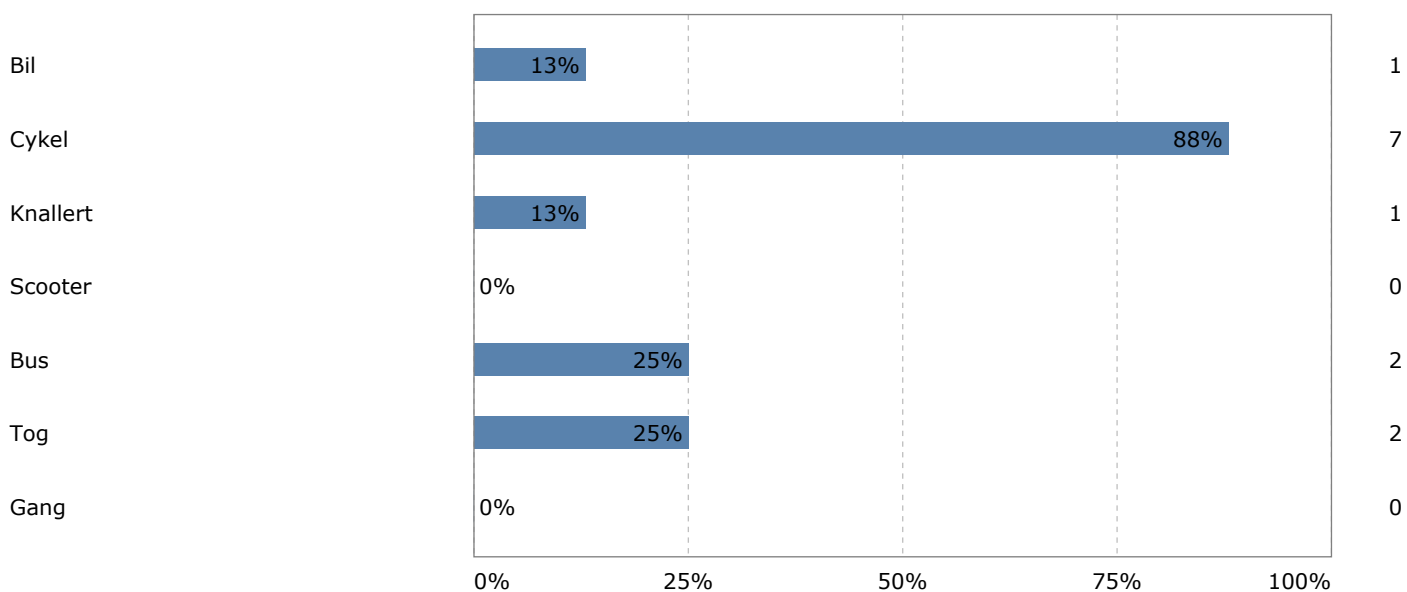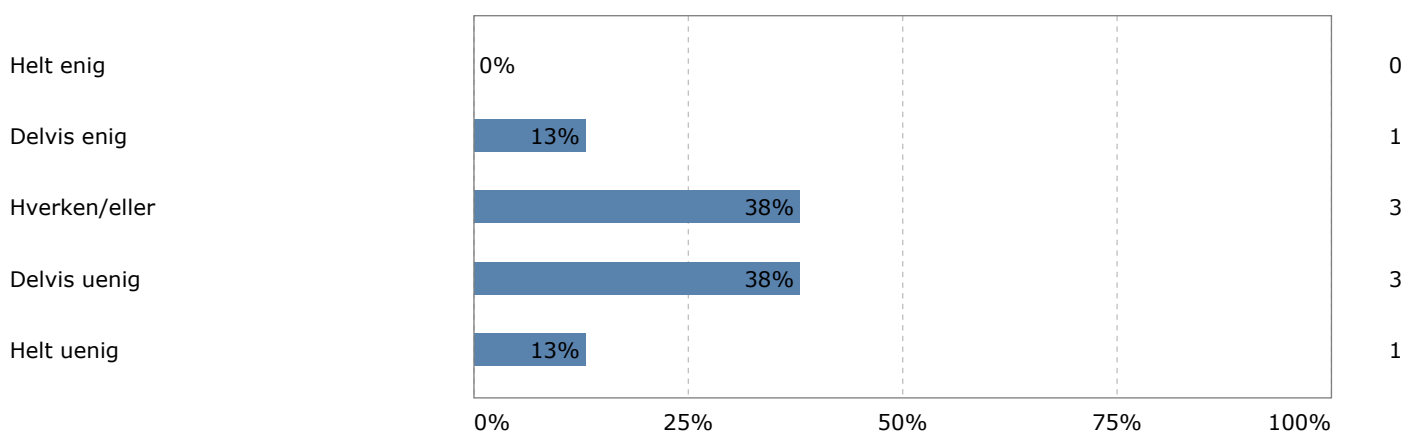
Transportmiddel	%	Antal
Bil	13%	1
Cykel	88%	7
Knallert	13%	1
Scooter	0%	0
Bus	25%	2
Tog	25%	2
Gang	0%	0

Hvor enig eller uenig er du i følgende udsagn om fritidsaktiviteter og indkøb? - Jeg foretrækker at være hjemme størstedelen af min fritid

	%	Antal
Helt enig	0%	0
Delvis enig	13%	1
Hverken/eller	38%	3
Delvis uenig	38%	3
Helt uenig	13%	1

Hvor enig eller uenig er du i følgende udsagn om fritidsaktiviteter og indkøb? - Jeg kan godt lide at gå i byen

	%	Antal
Helt enig	25%	2
Delvis enig	13%	1
Hverken/eller	13%	1
Delvis uenig	13%	1
Helt uenig	38%	3

Hvor enig eller uenig er du i følgende udsagn om fritidsaktiviteter og indkøb? - Jeg foretrækker at gøre mine indkøb tæt på min bolig

Helt enig	50%	4
Delvis enig	13%	1
Hverken/eller	38%	3
Delvis uenig	0%	0
Helt uenig	0%	0

Hvor enig eller uenig er du i følgende udsagn om fritidsaktiviteter og indkøb? - Jeg kan godt lide at kigge på butikker

Helt enig	0%	0
Delvis enig	25%	2
Hverken/eller	25%	2
Delvis uenig	0%	0
Helt uenig	50%	4
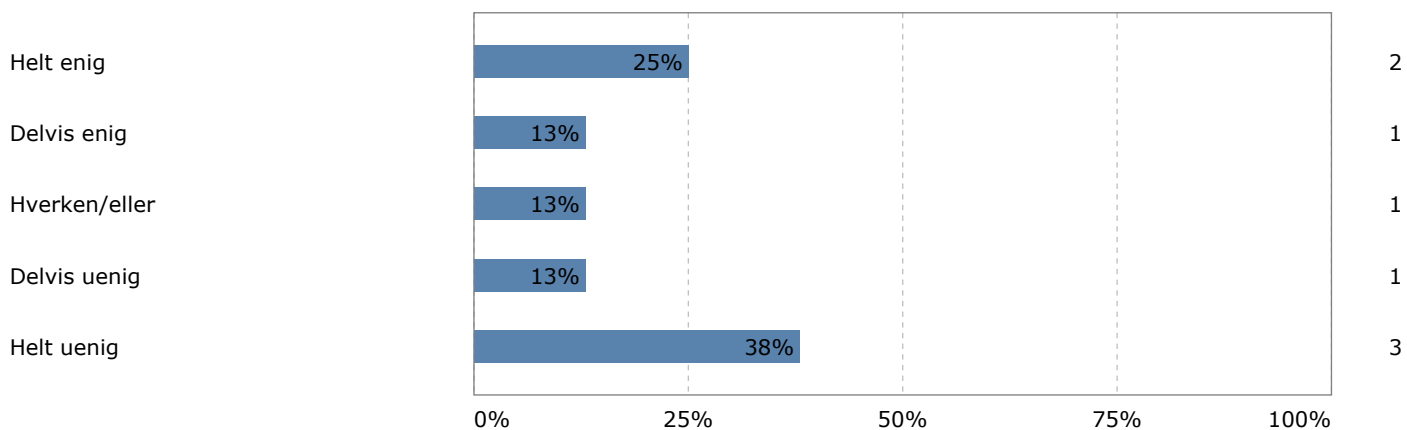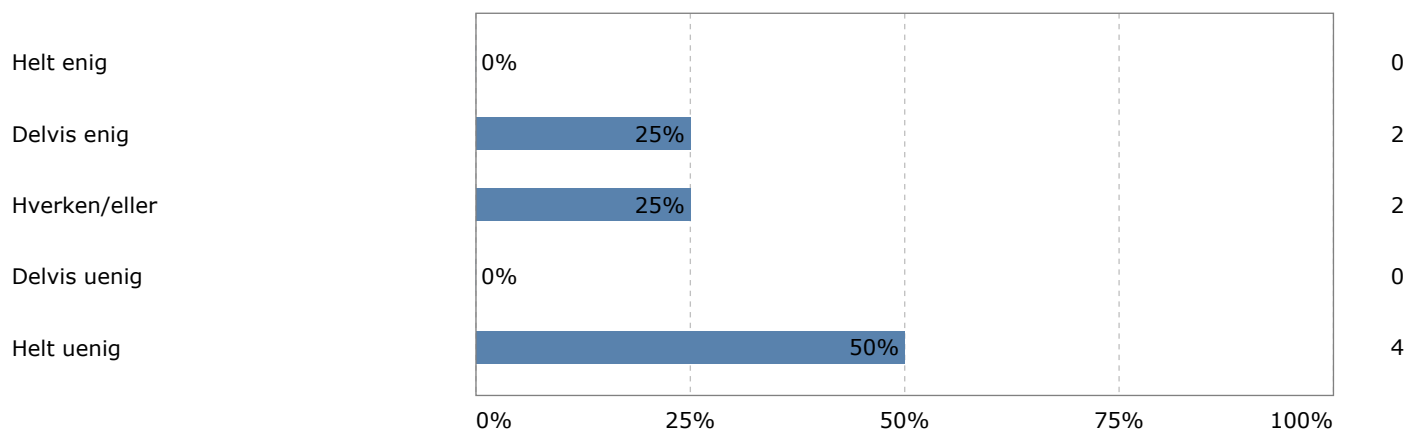
Hvor enig eller uenig er du i følgende udsagn om fritidsaktiviteter og indkøb? - Jeg prioriterer friluftslivet og tager ud i naturen, skoven og stranden så ofte jeg kan

Helt enig	38%	3
Delvis enig	25%	2
Hverken/eller	13%	1
Delvis uenig	13%	1
Helt uenig	13%	1

Har du kørekort?
Crossed with: Bruger du somme tider kollektiv transport?

	Ja	Nej	Total
Ja	2	3	62.5%
Nej	2	1	37.5%
Total	4	4	8

Er du mand eller kvinde?
Crossed with: Har du kørekort?

	Ja	Nej	Total
Mand	2	0	25.0%
Kvinde	3	3	75.0%
Total	5	3	8

Hvilke af følgende transportmidler har du rådighed over i husstanden?
Crossed with: Har du kørekort?

	Ja	Nej	Total
Bil	5	0	62.5%
Cykel	2	3	62.5%
El-cykel	0	1	12.5%
Scooter	0	0	0.0%
El-scooter	0	0	0.0%
Andet	0	0	0.0%
Total	5	3	8

Kender du til Flextur?
Crossed with: Har husstanden rådighed over bil?

	Ja	Nej	Total
Ja	3	2	62.5%
Nej	2	1	37.5%
Total	5	3	8

Hvis du kender til Flextur, bruger du i så fald Flextur nogle gange?
Crossed with: Har husstanden rådighed over bil?

	Ja	Nej	Total
Ja	0	2	40.0%
Nej	3	0	60.0%
Total	3	2	5

Har du, efter at du er fyldt 60 år, flyttet bopæl for at få bedre transportmuligheder?
Crossed with: Har husstanden rådighed over bil?

	Ja	Nej	Total
Ja	0	1	12.5%
Nej	5	2	87.5%
Total	5	3	8

Har du nogle fysiske forhindringer, der gør din daglige transport mere besværlig som for eksempel at være dårlig gående eller bruge rollator?

Crossed with: Har husstanden rådighed over bil?

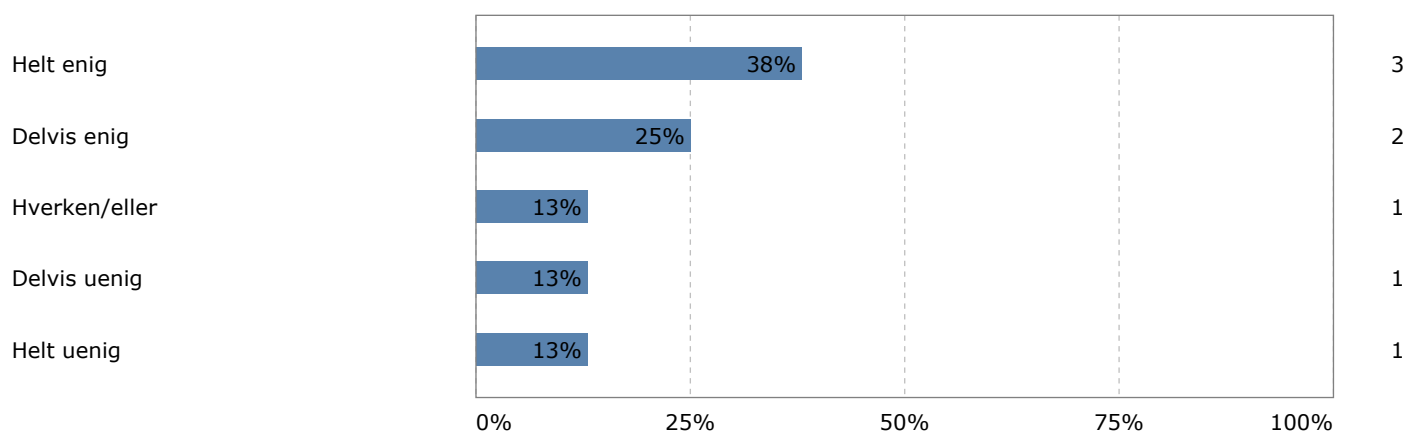|	Ja	Nej	Total
Ja	2	2	50.0%
Nej	3	1	50.0%
Total	5	3	8

Hvor enig eller uenig er du i følgende udsagn om fritidsaktiviteter og indkøb? - Jeg foretrækker at gøre mine indkøb tæt på min bolig

Crossed with: Har husstanden rådighed over bil?

	Ja	Nej	Total
Helt enig	1	3	50.0%
Delvis enig	1	0	12.5%
Hverken/eller	3	0	37.5%
Delvis uenig	0	0	0.0%
Helt uenig	0	0	0.0%
Total	5	3	8

APPENDIX 5

CD