

INDEX

- Accidents. *See* Collisions, crashes and accidents
- Active ageing, 144–145
- Active mobility. *See* Cycling; Walking
- Active travel
 - older people's travel, 31–32
- Adaptability, 132
- Adaptive Cruise Control, 210
- Aesthetic (tertiary) needs, 100, 106–107
- Affective motivations, 95
- Autonomous driving, 57

- Bidirectional relationship, 5
- Brain fitness programmes, 173
- Bronfenbrenner's Ecological Systems model, 5
- Business trips, 20

- Car travel, 26–28
- Casualty rate, 42–44
- Character, 131
- Cognifit, 179
- Cognitive ability, 76
- Cognitive and physical tests, 185
- Cognitive change, 10
- Cognitive skills, 17
- Collisions, crashes and accidents
 - different driver ages, 44
 - involvement by driver, 39
 - junctions, 46–48
 - right of way violations, 46, 47
 - types of, 46–49
- Combined cognitive training programmes, 178–179

- Community transport
 - advantages of, 121–122
 - barriers to using, 122–122
 - on demand, 122
 - utilitarian service, 122
- Commuting trips, 19, 20
- Compensation techniques, 80–82
- Computerised maze
 - navigation, 176
- Concessionary travel pass, 29
- Constant speed, 165–166, 167
- Constructivist (or interpretative) paradigm, 95
- Contactless cards, 213
- Continuity and enclosure, 131
- Conventional public transport, 216
- Coping capacity, 70, 72, 80–83
- Cycling, 25
 - attitudes, 144
 - average distance travelled by, 142
 - capability and experience, 151
 - infrastructure for, 157
 - levels of, 141
 - mobility, 145–147
 - policy, 144–145
 - programmes to support, 156–158
 - promotion of, 156–158
 - vignettes, 147–156

- Delayed Recall Test, 176
- Demographic change, 2–3
- Devon Driving Decisions Workbook, 180
- Digital technologies, 208, 210
- Diversity and choice, 132

- Drivefit, 179
- Driver behaviour, 162
 - Cognifit and Drivefit, 179
 - computerised maze navigation, 176
 - Delayed Recall Test, 176
 - Dual n-back task, 177
 - education and training, 181–183
 - fitness programmes, 178
 - hazard perception tests, 177
 - Motor-Free Visual Perception Test (MVPT/VC), 175–176
 - physical aids, 177–178
 - Roadwise Review, 181
 - self-assessment aids, 179–181
 - Self-Awareness and Feedback for Responsible Driving (SAFER Driving) tool, 180–181
 - shoulder, neck and head rotation, 178
 - speed of processing training, 177
 - Trail Making Test (TMT), 175
 - training programmes, 173–183
 - useful field of view (UFOV) test, 173–175
- Driverless cars, 212
- Driver risks, 42–46
- Driver testing, 57–60
- Driver training, 57–60
- Driving licences
 - renewing, 60–61
- Dual n-back task, 177
- Ease of movement, 131
- E-bike, 140
 - comfortable and thrillingly fast, 151
- Ecological models, 5
- Electronic assistance, 57
- Equality Act 2010, 217
- Ethnic identity, 142
- Fitness programmes, 178
- Fragility index, 41, 42
- Grounded theory approach, 96, 162
- Hazard perception tests, 177
- Health, 4
 - implications for, 16
 - physical activity, 21
 - virtual and imaginative mobility, 198–200
 - walking, 31
- Inclusive design, 215, 216
- Income levels, 21
- Individual need, 6, 11
- Internet-based services, 211
- Interpersonal communication skills, 18
- Legibility, 132
- Leisure trips, 20
- Mean trip length, 16, 17
- Mobility
 - conical model of, 5
 - difficulty, 16, 17, 19
 - freedom and independence, 79
 - health/social care, 11
 - importance of, 3
 - level of, 66
 - older people's motivations for, 200
 - psychosocial needs for, 7, 8 and transport (*See* Transport)
 - types of, 4
 - virtual, 11
- Mobility-as-a-service (MaaS), 211
- Motivation
 - for travel, 6, 7
- Motivation–behaviour relationship, 95
- Motor-Free Visual Perception Test (MVPT/VC), 175–176
- Needs, 4
 - aesthetic (tertiary), 100, 106–107
 - hierarchy of, 100
 - individual, 6, 11

- practical (primary), 100, 101–103
- psychosocial (secondary), 100, 103–106
- utilitarian, 101–103
- wellbeing, 8
- Non-transport technologies, 81–82
- Old-age vulnerability, 66
 - complexity in transport environment, 67–68
 - coping capacity, 80–83
 - exposure factors and threats, 71–75
 - older road users, difficulties of, 76–78
 - vulnerable road users, 68–71
- Older driver needs
 - data analysis, 164
 - external distractions, 165
 - fatigue, 166
 - glare and lighting conditions on road, 167
 - participants, 163
 - reaction time, 166–167
 - speed limit, 165–166
- Older driver safety
 - collision involvement, 39
 - collision, types of, 46–49
 - assessment and training, 57–60
 - danger to other road users, 49–53
 - fatality rate for, 42
 - fragility, 39–42
 - improving roads and vehicles, 53–57
 - renewing driving licences, 60–61
 - risks, 42–46
- Older people's travel
 - active travel, 31–32
 - car travel, 26–28
 - impairments, 18, 19
 - implications, 20–22
 - public transport, 28–30
- Online shopping, 102
- Pavement
 - maintenance of, 130
- Personal identity, 94
- Physical activity
 - through walking and cycling, 21
- Physical aids, driver behaviour, 177–178
- Physiological change, 10
- Positivist and postpositivist paradigm, 95
- Practical (primary) needs, 100, 101–103
- Psychosocial needs, 7, 8
- Psychosocial (secondary) needs, 100, 103–106
- Public buses, 118–121
- Public spaces, 131–132
- Public realm, 131, 133
- Public transport, 10
 - accessibility, 120
 - barriers to using buses, 118–119
 - improving bus services, 120–121
 - norms, 119–120
 - older people's travel, 28–30
 - psychosocial (secondary) needs, 103–106
- Quality of life, 3, 21, 22, 28, 29
- Rail travel
 - accessibility, 125
 - age friendly, 125–126
 - integrated and simple ticketing, 125
 - older people's satisfaction of, 123–125
- Real-time information, 213, 215
- Rear-end collisions, 57
- Ride sharing, 211
- Road design, 75
- Road infrastructure, 71–75
- Road Traffic Act 1988, 60

- Self-assessment aids, 179–181
- Self-Awareness and Feedback for Responsible Driving (SAFER Driving) tool, 180–181
- Self-awareness of driving, 82–83
- Self-Parking systems, 210
- Sharing economy, 211
- Shopping trips, 19
- Short-term trip planning, 215
- Social class, 21
- Social exclusion, 4
- Social networks, 21, 80
- Social norms, 122
- Speed limit, 165–166
- Speedometer, 166
- Street design
 - distinctive and aesthetically pleasing, 133
 - legible place, 133
 - safe and accessible space, 133
- Telehealth, 11
- Threats, 69, 72
 - health issues and road infrastructure, 71–75
- Ticketing, 124
- TNS Loneliness Survey (2014), 3
- Traffic collisions, 79
- Traffic control, 48
- Traffic signals, 54
- Trail Making Test (TMT), 175
- Training programmes, 173–183
- Transport technologies, 81
 - policies, 217–219
 - slow and fast, 209–214
 - technological innovations, 214–217
- Travel needs, 7, 100–106
- Trips
 - per person by age and mode, 24
 - per person by age and purpose, 20
 - types of, 20, 22
- Unsafe travel behaviour, 80
- Urban spaces, 131
- Useful Field of View (UFOV) test, 173–175
- Utilitarian needs, 101–103
- Vehicle safety-critical systems, 211
- Video Elicitation Interview (VEI), 146
- Virtual and imaginative mobility
 - outdoor space and health and wellbeing, 198–200
 - technology to mimic going outdoors, 200–203
- Virtual mobility, 11, 198–200, 200–203
- Virtual reality, 202
- Vulnerability
 - framework, 69–72
 - older road users, 68–71
- Walking, 31, 140
 - barriers to, 130–131
- Wellbeing, 5
 - implications for, 16
 - virtual and imaginative mobility, 198–200