

LEE LI MING PROGRAMME IN AGEING URBANISM

Introduction

Ageing and Mobility¹

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In 2015, Singapore's percentage of aged population (aged 65 and above) hits 13.1%, approaching the UN standard (14%) for an aged society. The trend of population ageing in Singapore will change its urban mobility landscape because of the systematical differences in travel characteristics between older people and other population groups. For example, older people are likely to make more shopping and leisure trips than the other adults because of their discretionary time schedule. They may also pay more frequent visits to nearby services and amenities rather than conducting long-distance travels to reach further destinations, possibly due to their health

conditions and associated mobility constraints. These differences in travel behaviour need to be accounted for when we design policy and planning interventions to meet the evolving mobility needs of an ageing population.

What kind of interventions can we design to enhance the mobility of an ageing population?

Mobility is central to active and healthy ageing. Research has shown that enhancing the capacity of older adults to move safely and comfortably to access goods, amenities and services will reduce the risks of obesity, obesity-related illness and depression, and help them maintain regular social ties and remain active in civic life, which ultimately improves their quality of life. We scan the literature to explore how different factors including technological development, transportation infrastructure and services, land use patterns, and other social-economic environmental factors, influence the older person's mobility. The aim is to consider the potential effectiveness of various innovative transportation and land use strategies and other social, economic and technical interventions in addressing the travel demands of an ageing population.

¹ This is an evolving database. We will be adding more examples and cases over time.