
Table of contents

Lists of figures, tables, and maps	X
List of abbreviations and translations	XII
1 Introduction	1
2 Conceptual delineations and theoretical framework	5
2.1 Accessibility and mobility	5
2.2 'Basic functions of existence' – activities in space	8
2.3 Summary and relevance for both studies	10
3 Methodology and research design	12
3.1 Paradigms of qualitative research	12
3.2 Study design and implementation	14
3.2.1 Research instruments	14
3.2.2 Selection of participants and data collection	15
3.2.3 Data analysis	19
3.3 Robust, valid and reliable? Meeting the paradigms of qualitative research	21
3.4 Summary of the methodology chapter	22
4 Study areas	24
4.1 Aberdeenshire	24
4.2 The district of Holzminden	31
4.3 Summary of the study area descriptions	46
5 Results of the study on the elderly – Are they out and about or trapped at home?	47
5.1 Description of the sample	48
5.2 Paths of life	51
5.3 Housing and living conditions	54
5.4 Transport mobility	57
5.4.1 Private transport	57
5.4.2 Public transport and alternative means of transportation	61
5.4.3 Travel and spatial behaviour	64
	VII

Table of contents

5.5	Provision of and access to shopping, health care and other services	68
5.5.1	Shopping and other services	68
5.5.2	Medical care	74
5.5.3	Internet use	85
5.6	Social aspects of rural living and the district's situation	85
5.6.1	Leisure and social life	86
5.6.2	Rural living, ageing in the countryside and intentions of leaving	95
5.6.3	The district's situation: migration and consequences	101
5.7	Reflecting on the strengths and limitations of the study	106
6	Discussion and conclusions of the studies	109
6.1	Women's transport-mobility and accessibility in rural Aberdeenshire	109
	Thesis 1: Rural women are not mobility deprived; they depend highly on a private car.	109
	Thesis 2: Mobility opportunities are equal but mobility behaviour is gendered.	112
	Thesis 3: Rural women are satisfied with service provision and access to basic activities.	114
	Thesis 4: Even though reasonable accessibility may be attainable by public transport, for the majority public transport is no alternative.	116
	Thesis 5: Low levels of accessibility are a lifestyle choice.	119
	Conclusions	124
6.2	Elderly people's transport-mobility and accessibility in rural Holzminden	126
	Thesis 1: Being old is defined in terms of immobility.	126
	Thesis 2: Mobility patterns depend on the family environment, on the stage of life and change faster than self-perception.	129
	Thesis 3: The possibility of continuing rural living in old age depends on transport opportunities.	131
	Thesis 4: Elderly people appreciate rural living – in denial of the potential need to leave.	133
	Thesis 5: The elderly's need for transport is not met by public services.	137
	Thesis 6: Improved provision with key services enables the elderly to continue living independently in the countryside.	140
	Thesis 7: Communal leisure activity groups diminish as elderly enjoy home-centred life.	144
	Thesis 8: Elderly residents are the only increasing source for voluntary work.	146
	Focus: Health care: current developments and policies against the background of the study	147
	Conclusions	153
7	References	158
	Summary	178

Appendix	i
A: Activity space, travel behaviour and mobility opportunities	i
B: Accessibility and transport mobility in rural areas	v
C: The ‘ageing challenge’: demographic change, health care and elderly people in Germany	ix
D: Summary and conclusions for the study on rural elderly people in Germany	xlvi