



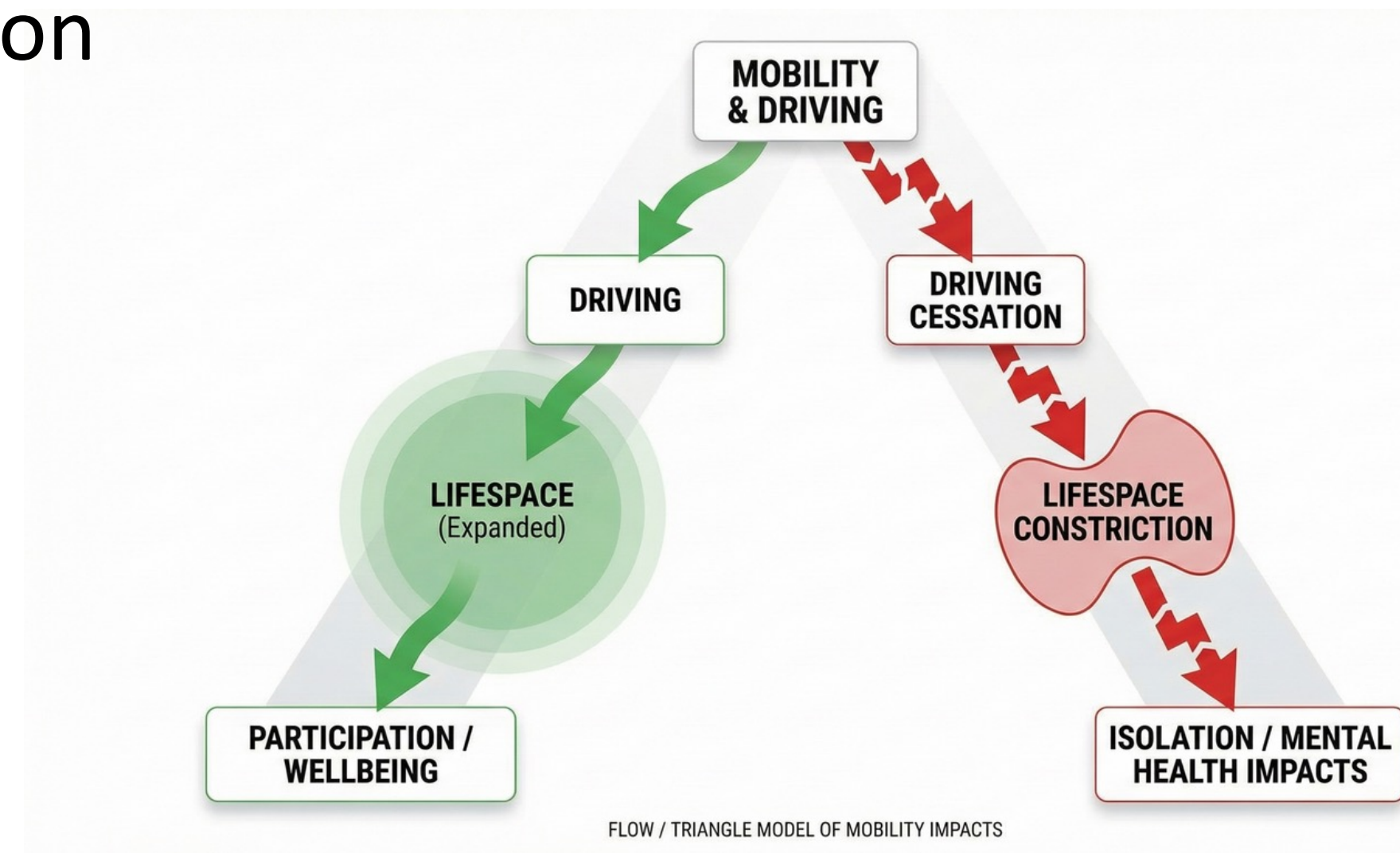
# Driving, driving cessation and livespace for older people: *Building an understanding of local contextual and cultural considerations through a scoping review across three countries*

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Ghani, Carol Ma, Louise Bassingthwaite, Theresa  
Scott, Nancy A. Pachana, Louise Gustafsson

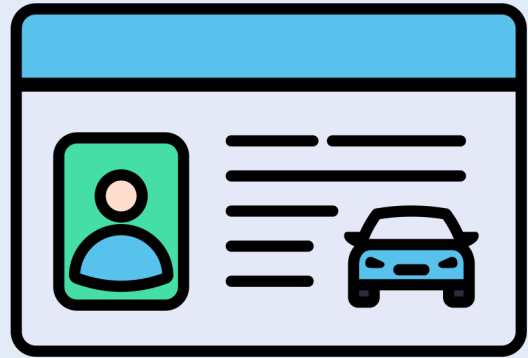
# | Why are driving, driving cessation and lifespace important in later life?

## Life-space mobility: real-world movement shaped by context & supports

- Driving enables community participation & roles
- Fitness-to-drive = safety + wellbeing trade-off
- Cessation may restrict life-space and increase isolation risk



# | Why is context important?



## Local systems

- Laws & licensing
- Clinical pathways differ



## Environment

- Geography & weather
- Transport & infrastructure



## Supports and services

- Local service access
- Community/health resourcing



## Culture

- Beliefs, norms & expectations
- Mobility choices differ



## Evidence is broader than journals

- Policy + grey literature
- Often in local languages

# | Three countries: why compare?

- Shared challenge: ageing populations + mobility needs
- Different systems: licensing + fitness-to-drive processes
- Different environments: transport options + geography/weather
- Different supports/culture: how cessation is managed and supported



	Australia	Japan	Singapore
% aged ≥65	16%	28.2%	15.2%
Licensing trigger	Varies by state	Stricter review ≥70/75	Added requirements ≥65
Licensing governance	State licensing	Prefectural/public safety commission	National police/traffic authority
Transport pattern	Car-dependent (regional)	Car-dependent (rural)	Strong public transport
Driving cessation supports	Mixed/some programs	Retraining + incentives (some areas)	Mostly informal(family/services)
Geography	Large distances	Mixed; rural + mountains	Small distances, high density

# | Scoping review methods

**Objectives: Explore and compare the driving, driving cessation and lifespace practices and outcomes across three geographic locations**

Framework: Arksey & O'Malley (2005) + Levac (2010) | Reporting: PRISMA-ScR

Two-stream search

Peer-reviewed (1994–2024) + Grey literature (2014–2024)

→ Screen (2 reviewers + 3rd; Covidence)

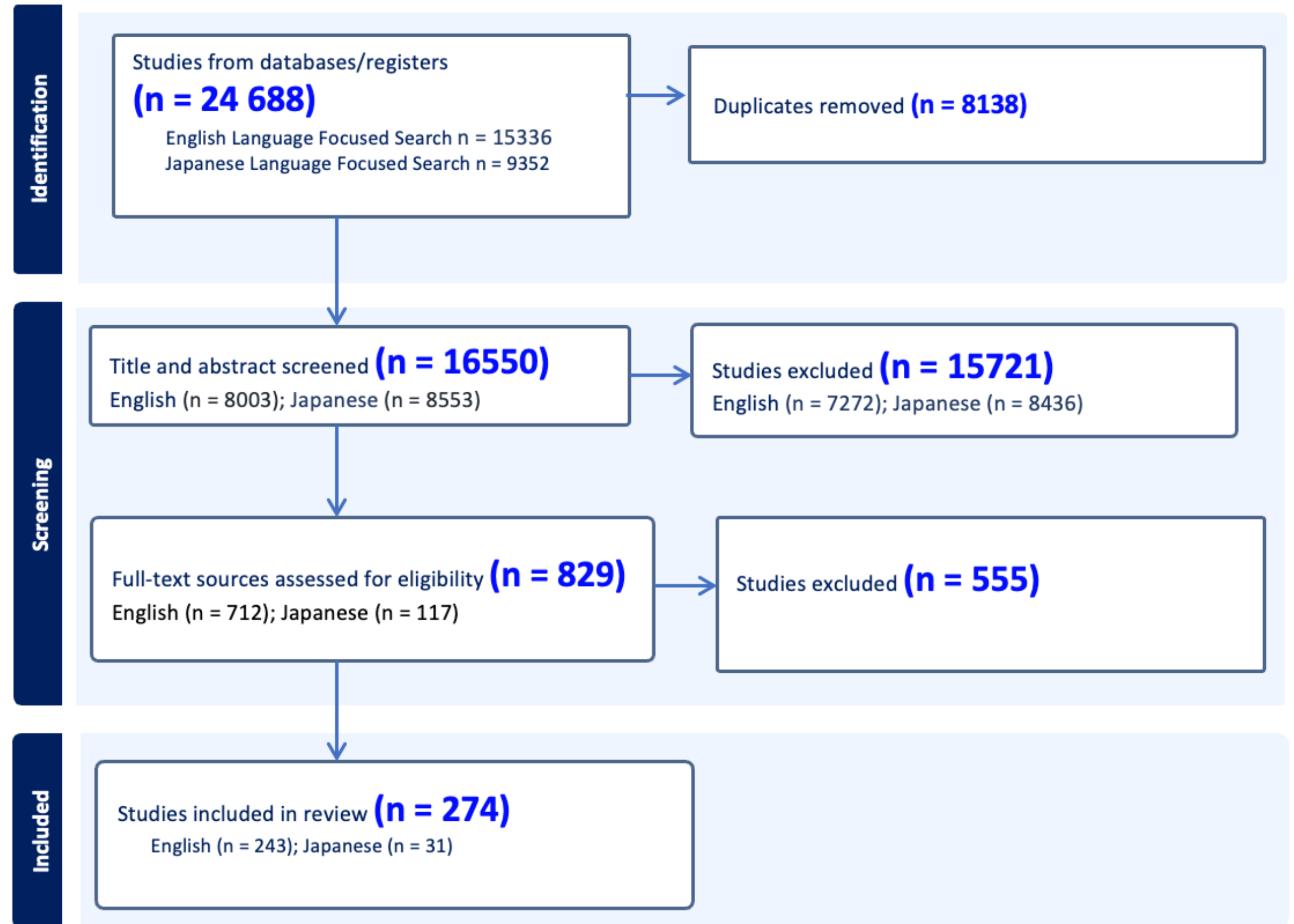
→ Extract (practices, outcomes, contextual influences)

→ Map & compare across Australia / Japan / Singapore

(Appraisal: MMAT (peer reviewed)+ AACODS (grey literature))

## Process and outcomes

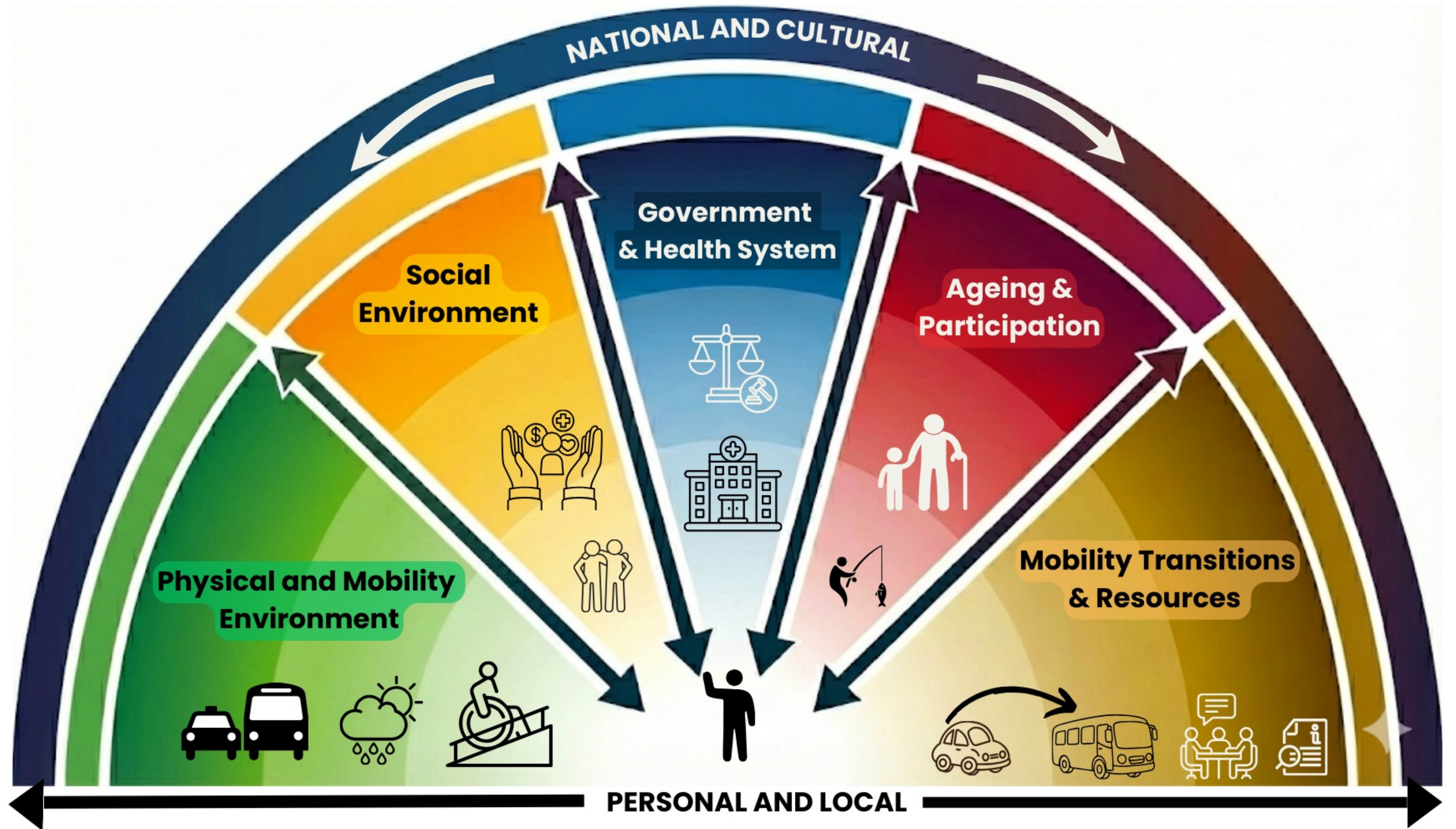
- Large volume of papers
- Draws together across two languages, peer reviewed and grey
- Working with big picture findings



# Overview of included papers



- Broad agreement on key topic areas – differences within
  - Older drivers (driving patterns, risks, predictors, meaning)
  - Formal licensing, medical fitness to driver processes
  - Assessments (on and off road)
  - Lifespace (patterns, impact of driving, age; impact on wellbeing, health; what is normal, ways of measuring)
  - Supports and strategies (for safe driving, driving cessation/mobility transition, maintain lifespace)
  - Influences on driving, cessation, choice of transport mode
  - Older driver outcomes (health, safety, well-being, participation, impact on others)
- Future implications (supported current practices, changes to practice, policy, preparing for the future)





# Discussion

- Importance of considering community mobility and transitions for older people
- Important for occupational therapy practice (impacts on safety, health, wellbeing and participation)
- BUT we needed to map and consider OUR context and the context of the evidence, policy, intervention – and adapt for implementation
- We also have to understand the personal, local and cultural for those we work with

# Future directions

- Explore relevance in other contexts
- Explore use of framework to support implementation of community mobility evidence across contexts.

## Questions?

- Jacki Liddle: [j.liddle@uq.edu.au](mailto:j.liddle@uq.edu.au)
- AI declaration – some images were created using Nano Banana Pro v1

