In Europe people in urban areas, generally have access to some sort of public transport (PT). Sweden is one of the European countries with high level of ambition trying to increase the proportion of the older and impaired travelling with PT. Since a few years ago there is a programme about to increase accessibility and user-friendliness, and the program declares PT should be accessible for all older and impaired persons. However, this is not yet the case. Still many older persons (65+) do not use ordinary PT at all. The purpose of the current study is to investigate older people’s (both from rural and urban areas) visions of their opportunities to use various transportation modes for daily travel and especially their experiences of PT.

Methods and materials: in total 30 individual in depth interviews and 9 focus groups with older people. The youngest is about 62 and the oldest is 93 years.

Some of the informants in the current study (more men than women) never or very seldom go by bus even if there is a bus stop close to their home. Whereas many of them travel a lot and use different transport modes frequently. The study shows there are pertinent gendered variations in the use of transportation modes. The differences are not always due to issues of accessibility, but rather to habits and life course trajectories. According to the stories told by older informants from both urban and rural areas, it is concluded that habits and experiences during the life course influence the travel mode choice and options in later life. Previous mobility patterns have an effect on mobility patterns today. It was also found that the informants in this study travelled a lot more than expected from the researchers: one or two trips out of the home every day are not unusual. Even among the oldest, for example 80-90-year
old people, many like go on trips for shopping, and visit recreation centres, 
restaurants, and to see children, grandchildren and friends several times a week.

How the mobility patterns are accomplished and accounted for by the subjects' in this 
study contradicts previous apprehensions about the increasing number of older 
people with unfulfilled mobility needs. To add knowledge of this kind, about older 
people's experiences and choices from a life course perspective, will increase 
readiness to understand their mobility patterns now and in the future.

Keywords: choice, experience, life course, older people, mobility.