Initial indicators for Better Later Life – He Oranga Kaumātua 2019 to 2034

Making environments accessible
Te whakarite taiao e māmā ai te whai wāhi atu

The outcomes outlined in this key area of the strategy are:

1. New Zealand communities, facilities, places and spaces are age-friendly and accessible.
2. As we age, we can easily and safely get to where we want to go.

This key area has links to the Age-Friendly Aotearoa New Zealand programme, the Accelerating Accessibility Work Programme and the Disability Strategy Action Plan. The second outcome has links to the Inclusive Access outcome in the Transport Outcomes Framework[i] and the Transport Dashboard[ii], which is still under development.

Age-friendliness and accessibility are cross-cutting concepts and other key areas of the strategy also contribute to these outcomes[iii].

1.   New Zealand communities, facilities, places and spaces are age-friendly and accessible

Suitable indicators for this outcome are not yet available, apart from the "Unmet need for primary health care" indicator used in the Healthy Ageing and Access to Services key area. The proportion of people experiencing an unmet need for primary health care increased significantly for those aged 15-24, 50-64 and 65-74 (but not 75+) between 2012 and 2019.

2.   As we age, we can easily and safely get to where we want to go

Appendix 1 Graphs and notes contains more detailed graphs by age group.

Proposed indicators	Source	Is it moving in the right direction for those aged 65+?[1]	
Neighbourhood walkability	Not currently available	➖	
Accessibility of public transportation vehicles: percentage of buses that are accessible and have super low floors	NZTA administrative data (national data not currently available)	➖	
Perceived accessibility of public transport	Not currently available	➖	
Beneficial journeys not taken: percentage of people who couldn't undertake beneficial journeys in the last week	NZTA, Customer Journey Monitor survey (from 2019, full year data not yet available)	➖	
Unmet need for GP due to lack of transport: percentage of people having had a medical problem but not visiting a GP due to lack of transport, in the past 12 months	NZ Health Survey, Annual Data Explorer 2018/19 and Customised data for 50-64 and 65+ (year ended June)	≈	

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[1] The assessment is based on statistical significance (where available) or consistent change in recent years.

Transport volumes: Travel by mode e.g. average time spent walking or cycling, proportion of people accessing public transport	Ministry of Transport, New Zealand Household Travel Survey (new time series from 2018/19, not yet available)	⊖	

⊖	No trend data	≈	No change or statistically insignificant change	✓	Positive change – good outcome	✗	Negative change – poor outcome

Commentary

NZTA has undertaken spatial analysis to develop data on the proportion of people within 500m of a high frequency bus stop[iv] and/or 1000m of a train station, and the proportion within a 30-minute drive of key services. The NZTA analysis is not segmented by age, but MSD can overlay client address data (where available) for those aged 65+ who receive NZ Super, other main benefit and/or supplementary benefit to replicate this analysis for older people. Preliminary analysis shows that 32% of MSD clients aged 65+ live within 500m of a high frequency bus stop and/or 1000m of a train station.
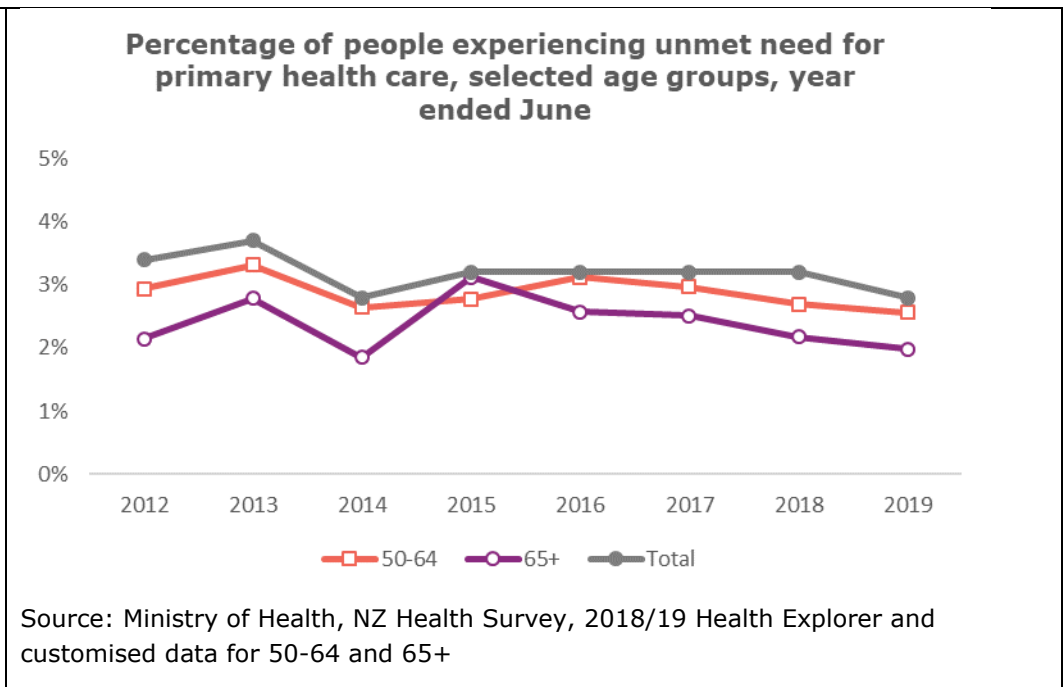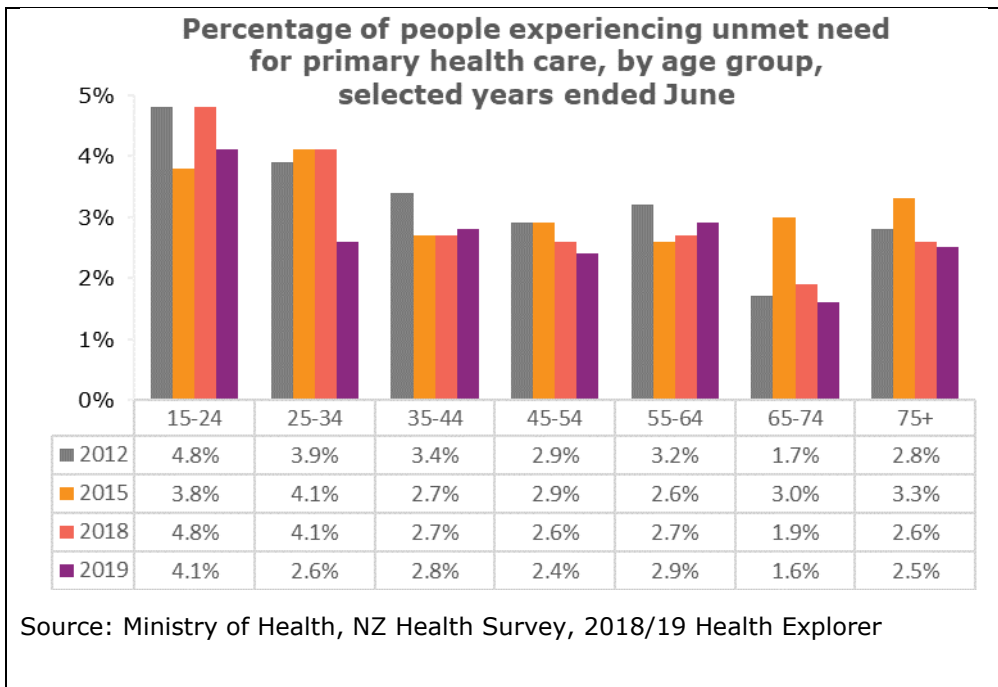
Data on accessibility of transport is currently very limited but is improving. NZTA has data from some councils on the percentage of buses, ferries and trains that are wheelchair accessible. Data collected to date shows that a number of councils have 100% wheelchair accessible buses and also shows significant increases for Auckland and Wellington between 2017/18 and 2018/19.

Data for the six months ending September 2019 indicates that the proportion of people unable to undertake a beneficial journey in the last week decreases with age, from 37% of those aged 15-29 and 28% of those aged 30-49 to 16% of those aged 50-64 and 11% of those aged 65+. This largely reflects a lower demand for travel by older people – almost 30% of those aged 65+ did not travel in the last week, compared to just over 10% of those under 30. [Note: this data comes from an online panel survey, so the sample will not include people who do not use the internet.]

Overall, the proportion of older people reporting unmet need for a GP due to lack of transport did not change significantly between 2012 and 2019. However, the proportion of people aged 65-74 reporting this barrier reduced significantly between 2015 and 2019, reversing the increase between 2012 and 2015.

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Appendix 1 Graphs and notes

Percentage of people experiencing unmet need for primary health care, by age group, selected years ended June

	15-24	25-34	35-44	45-54	55-64	65-74	75+
2012	4.8%	3.9%	3.4%	2.9%	3.2%	1.7%	2.8%
2015	3.8%	4.1%	2.7%	2.9%	2.6%	3.0%	3.3%
2018	4.8%	4.1%	2.7%	2.6%	2.7%	1.9%	2.6%
2019	4.1%	2.6%	2.8%	2.4%	2.9%	1.6%	2.5%

Source: Ministry of Health, NZ Health Survey, 2018/19 Health Explorer

Percentage of people experiencing unmet need for primary health care, selected age groups, year ended June

Source: Ministry of Health, NZ Health Survey, 2018/19 Health Explorer and customised data for 50-64 and 65+

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[i] https://www.transport.govt.nz/multi-modal/keystrategiesandplans/transport-outcomes-framework/
[ii] https://www.transport.govt.nz/mot-resources/transport-dashboard/
[iii] For example, there are eight domains that contribute to communities becoming more age-friendly: housing, social participation, diversity and culture, transportation, civic participation and employment, outdoor spaces and buildings, community support and health services, and communication and information.
[iv] A high-frequency bus stop provides a service every 15 minutes during the weekday morning peak and will generally also have higher-than normal off-peak services.