



MONASH University

Medicine, Nursing and Health Sciences

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Retail therapy: looking at access to shops through a food security lens

Symposium Outline

- **The issues**
 - **A Victorian perspective**
- **Transport**
- **Food security**
- **Your perspectives**



The issues



‘It is more difficult for a person to be active and independent if their access to transportation is limited. To socialize, to acquire the basic necessities of life, to obtain other services or to go somewhere just for the fun of it — it is crucial to be able to get around.’

Ref: Turcotte 2006

GETTING OUT AND ABOUT: KEEPING OLDER PEOPLE CONNECTED

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Outline of presentation

- **Keeping connected - access**
- **Health and safe driving**
- **Driving patterns**
 - Findings from longitudinal studies
- **Transitions in transport options**
- **Alternatives to driving**

'Connecting Victorian Communities: Meeting our Transport Challenges'



Melbourne 2030 Strategy

Road infrastructure
versus public transport

Access



Meeting the needs of the next generation of older people

- heavy reliance on driving for transport
- planning to address the impact of the transition from driving to driving cessation

Impact of health on safe driving

- **Reduced reaction time**
- **Increased frailty**
- **Chronic illness – medications**
- **Cognitive function**
- **Sensory function**

Anstey et al 2005



Driving patterns

Australian Longitudinal Study of Ageing (ALSA)

- 50% of 80-84 year olds driving at baseline
- 15.2% at 5 year follow-up

- 20% of 85+ year olds driving at baseline
- 3.5% at 5 year follow-up

Driving patterns

Melbourne Longitudinal Studies of Ageing (MELSHA)

	Driver	Ceased	Never
1994 (1000)	64%	12%	24%
2000 (366)*	59%	6%	-
2008 (181)	64%	25%	11%

Age and gender influence pattern

* Of those asked about changes to their driving habits, 35% had modified driving behaviour Ref Unsworth et al 2007

Driving cessation

Reasons for stopping include:

- Health
- Safety
- Fear
- 'Age'

Self regulation

Only 6.2% had a driving assessment

Safety and risk

- **Accident rate per km highest in 65+ group**
- **Greatest absolute risk, given frailty**
- **3.5 x risk of adverse outcome**
 - 13% risk of fatality
 - 10% risk of serious injury
- **Risk related to certain types of accident, e.g. Failing to observe oncoming traffic**

Ref: Fildes 1997

Driving cessation: impact on quality of life

- **Loss of independence**
- **Role loss**
- **Depression**
- **Cognitive ill health**
- **Isolation**

Fonda et al 2001



Transition

- **RACV survey of older rural Victorians**
 - Inadequacy of alternatives

- **RACV interviews with retired drivers**
 - Difficult to adjust
 - Loss of independence
 - Less problematic than anticipated

Ref: Harris and Tapsas 2006



Transition programs



Knowledge

Attitudes

Behaviour

Refs:

Windsor and Anstey 2006

Liddle et al 2004



Levels of management



Driver

Road

Car

Ref : Wang and Carr 2004

Alternatives



- **Walking**
- **Cycling**
- **Scooters**

- **Environment and vehicle modification**



Alternatives



- **Community transport**
- **Public transport**
- **Taxis**

Modes of transport used (MELSHA 2008)

Cars (81%)

23% didn't use public transport

**Mobility, balance issues
no scope for walking aids**

Limited use of taxis

Mobility substitutes



- In-house services
- Internet



Conclusions



Wellbeing of the
person and the
environment

