A Tale of Eight Cities: Housing and Transportation

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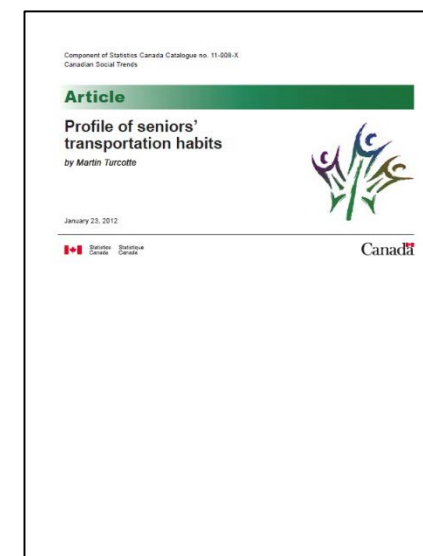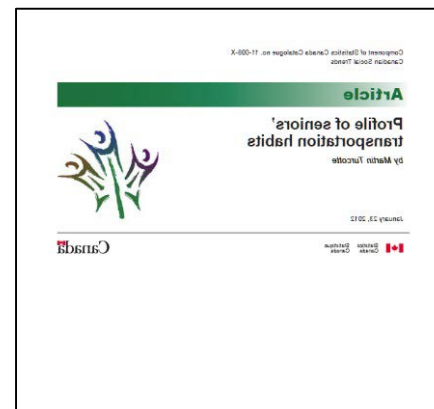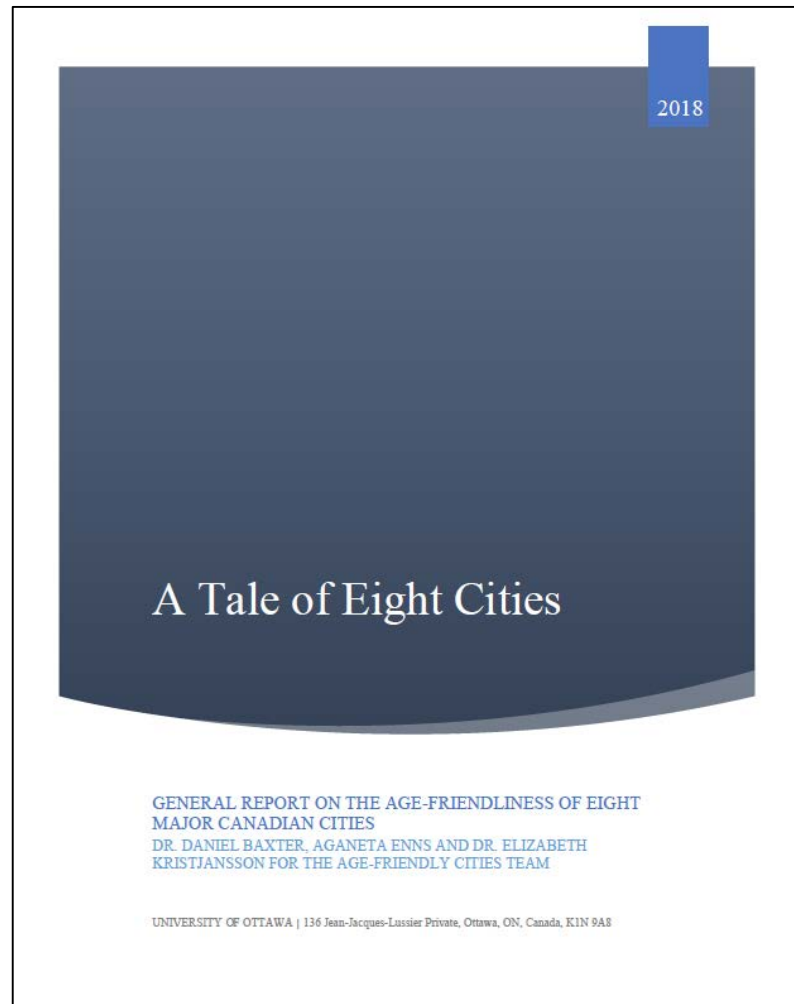[5]Université du Québec à Montréal
[6]Public Health Agency of Canada

A Tale of Eight Cities and the CLSA Research Symposium

**2018 Canadian Association on Gerontology Conference
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Global Age-friendly Cities: A Guide — World Health Organization

Conflicts of Interest
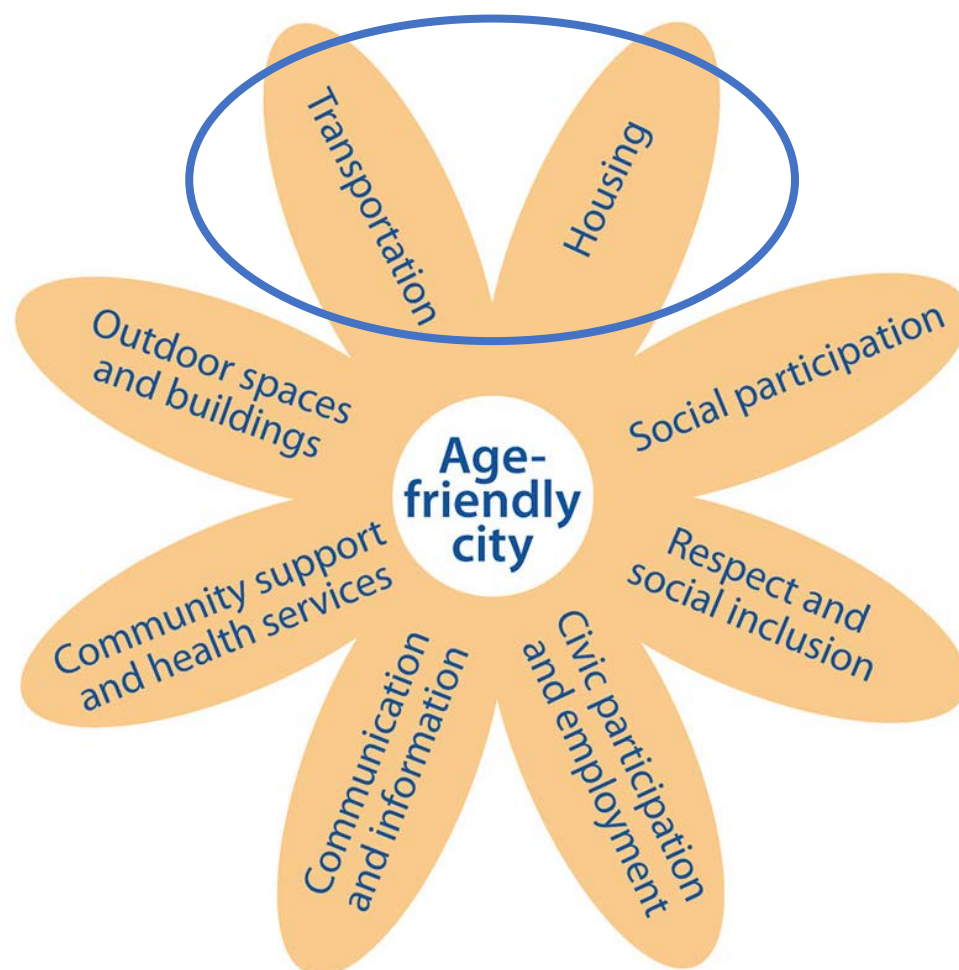
- None to declare

Data sources

Checklist of Essential Features of Age-friendly Cities

Housing

- ☐ Sufficient, affordable housing is available in areas that are safe and close to services and the rest of the community.

- ☐ Sufficient and affordable home maintenance and support services are available.

- ☐ Housing is well-constructed and provides safe and comfortable shelter from the weather.

- ☐ Interior spaces and level surfaces allow freedom of movement in all rooms and passageways.

- ☐ Home modification options and supplies are available and affordable, and providers understand the needs of older people.

- ☐ Public and commercial rental housing is clean, well-maintained and safe.

- ☐ Sufficient and affordable housing for frail and disabled older people, with appropriate services, is provided locally.

Age-friendly city — Transportation, Housing, Social participation, Respect and social inclusion, Civic participation and employment, Communication and information, Community support and health services, Outdoor spaces and buildings.

Transportation

- ☐ Public transportation costs are consistent, clearly displayed and affordable.

- ☐ Public transportation is reliable and frequent, including at night and on weekends and holidays.

- ☐ All city areas and services are accessible by public transport, with good connections and well-marked routes and vehicles.

- ☐ Vehicles are clean, well-maintained, accessible, not overcrowded and have priority seating that is respected.

- ☐ Specialized transportation is available for disabled people.

- ☐ Drivers stop at designated stops and beside the curb to facilitate boarding and wait for passengers to be seated before driving off.

- ☐ Transport stops and stations are conveniently located, accessible, safe, clean, well-lit and well-marked, with adequate seating and shelter.

- ☐ Complete and accessible information is provided to users about routes, schedules and special needs facilities.

- ☐ A voluntary transport service is available where public transportation is too limited.
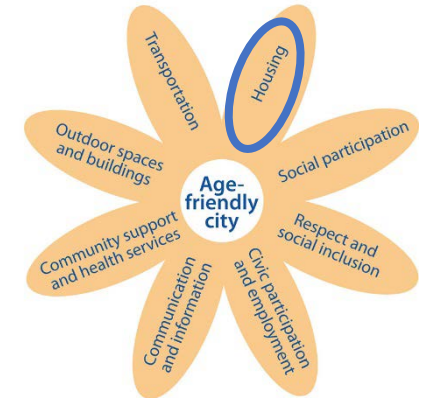
CLSA and Age-Friendly Housing
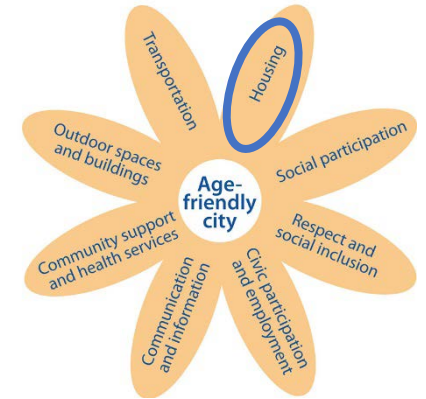
- In our sample, over **97% of owners** (65-85 yrs) and over **95% of renters** (65-85 yrs) are satisfied with their current housing.

- For home-owners, **maintenance and repairs** tend to be the most oft-cited problem, while for renters, it's **noise**.

CLSA and Age-Friendly Housing

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Nearly **25%** of Canadian senior-led households spend **more than 30%** of their income on shelter; almost **50%** of senior-led households that **rent** find affordability to be a challenge.[1]

Canada's home ownership rates are comparable with US rates of ~70%, but these vary worldwide, e.g., <50% in some European countries.
Homeownership consistently **declines with increasing age**. [2]

[1]Federation of Canadian Municipalities. 2015. Seniors and Housing: The Challenge Ahead. *Prepared for the FCM by the Canadian Council on Social Development (CCSD)*.
[2]Andrews, Dan and Aida Caldera Sánchez (2011), "The Evolution of Homeownership Rates in Selected OECD Countries: Demographic and Public Policy Influences", OECD Journal: Economic Studies, Vol.2011/1.
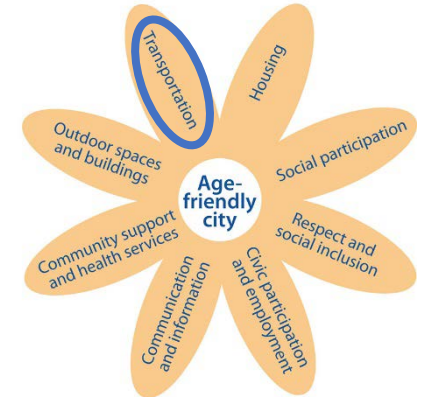
CLSA and Age-Friendly Transportation
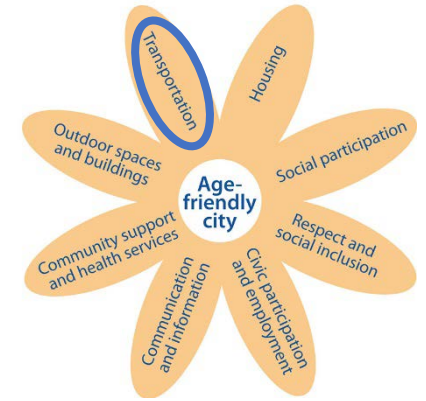
1. Driving status

2. Mode of transportation (drivers vs. non-drivers)

3. Factors preventing use of public transportation

4. Transportation as a barrier to social participation
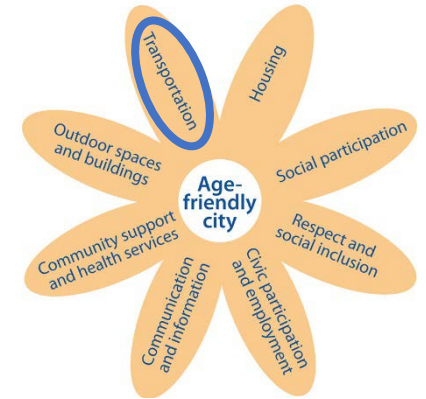
CLSA and Age-Friendly Transportation

1. Driving status:

91.2% of CLSA participants (≥65 yrs.) in our sample have a current driver's license
- 94.6% aged 65-74 yrs.
- 86.5% aged 75-85 yrs.

CLSA and Age-Friendly Transportation
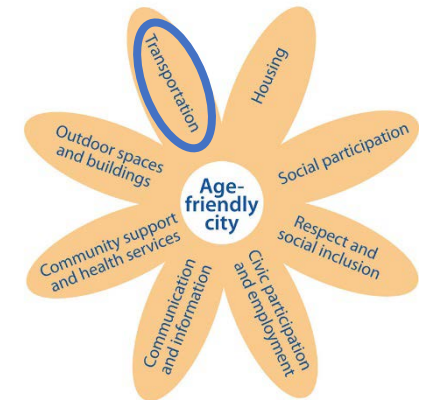
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Compare this to ~**75%** of Canadians ≥65 yrs. in 2009:
- **84.8%** aged 65-74 yrs
- **70.1%** aged 75-84 yrs[1]

[1]Turcotte, M. 2012. Profile of seniors' transportation habits. Component of Statistics Canada Catalogue n. 11-008-X, Canada Social Trends.
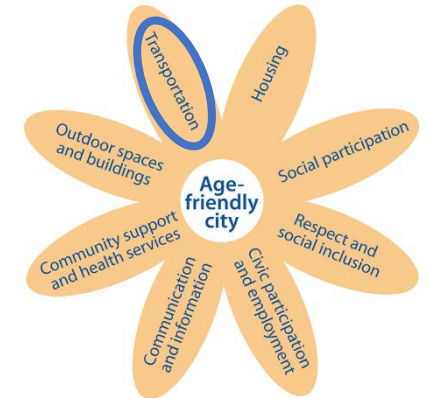
CLSA and Age-Friendly Transportation

2. Mode of transportation (drivers vs. non-drivers):

Transportation Use	65-74 yrs (%)		75-85 yrs (%)	
	Drivers	Non-drivers	Drivers	Non-drivers
Drive a motor vehicle	87.9	-	89.5	-
Passenger in motor vehicle	5.5	32.2	5.5	48.2
Walking	3.3	13.9	2.8	8.1
Public Transit	2.1	41.9	1.7	29.8
Cycling	0.9	1.4	0.2	0.3
Accessible Transit	< 0.1	6.7	< 0.1	7.7
Taxi	< 0.1	2.1	< 0.1	4.1

CLSA and Age-Friendly Transportation

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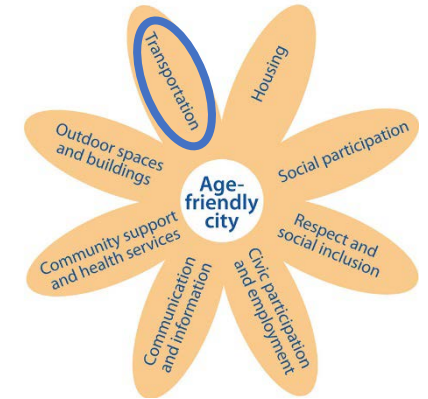| Transportation Use	65-74 yrs (%)		75-85 yrs (%)	
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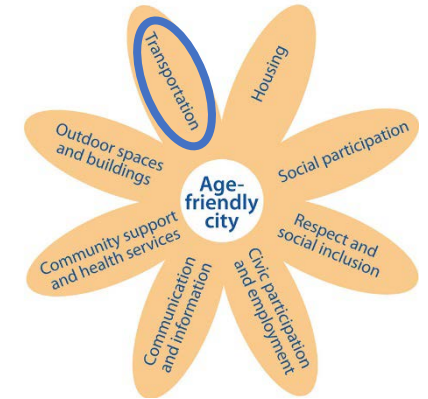| Transportation Use	65-74 yrs (%)		75-85 yrs (%)	
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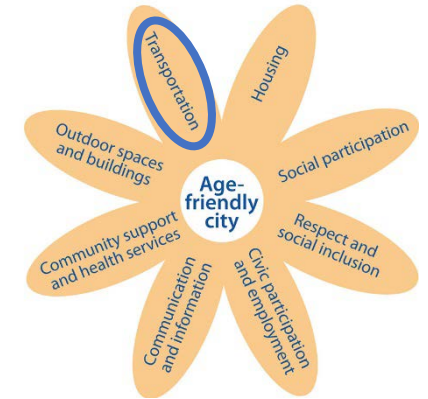| Transportation Use	65-74 yrs (%)		75-85 yrs (%)	
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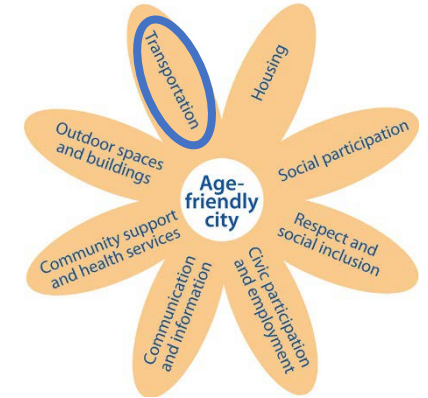| Transportation Use	65-74 yrs (%)		75-85 yrs (%)	
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CLSA and Age-Friendly Transportation

3. Factors preventing use of public transportation:

Factor	Public Transit Use		Accessible Transit Use	
	65-74 yrs (%)	75-85 yrs (%)	65-74 yrs (%)	75-85 yrs (%)
Not needed	58.8	59.4	90.8	89.4
Inconvenient schedule/route	21.0	17.8	0.8	1.4
Prefer not to use	18.5	19.5	1.3	1.9
Service unavailable	15.5	11.9	2.0	2.0
Health/mobility limitation	2.3	5.5	0.1	0.3
Too costly	0.6	0.6	0.1	<0.1

CLSA and Age-Friendly Transportation

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Structural Factors/Age-Friendly Policies

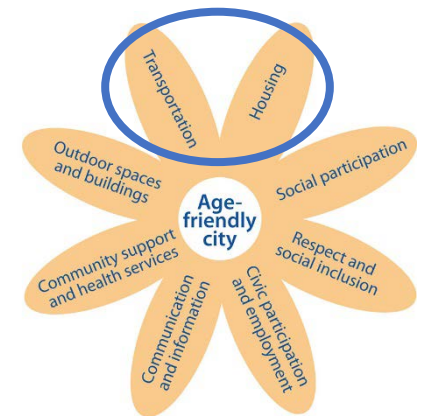# CLSA and Age-Friendly Transportation
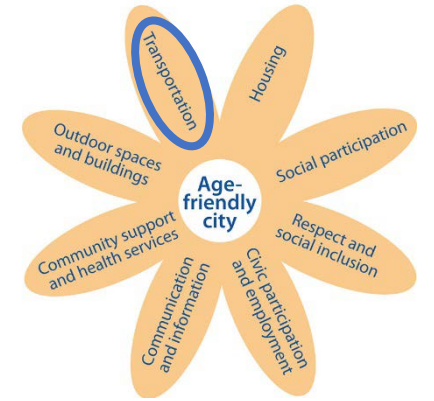
4. Transportation was a **barrier to social participation**:

For over 20% of non-drivers, but for less than 5% of drivers ages 65-85 yrs.

Social Inclusion vs. Social Isolation

For whom?

Discussion

- Relative satisfaction with current housing and relatively few problems

- Renters tend to experience more problems, and with noise rather than upkeep

- Independent drivers are overrepresented; non-drivers more likely to experience transportation as a barrier to social participation

- To relate findings to age-friendly policy initiatives, stratified analyses focusing on disadvantaged or underserved populations are also needed

Next steps

- Comparisons among cities

- Stratified analyses for sub-populations of interest

- Detailed and comparative policy analyses for different settings
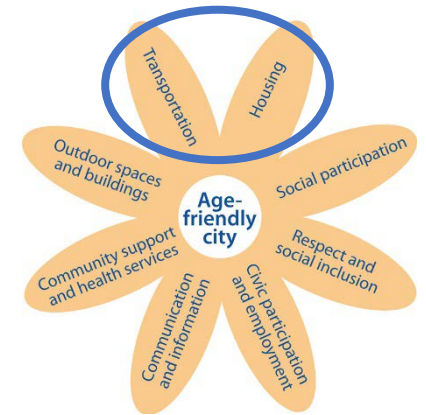
Acknowledgements

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