



Te Whare Wānanga o Otāgo NEW ZEALAND **Transport practices, mobility needs and cessation planning** New Zealand Prospective Older Adult Transport and Health Study

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About NZPATHS

NZ Prospective Older Adult Transport and Health Study (NZPATHS) is a prospective cohort study of older drivers and family members.

<u>NZPATHS aims to:</u>

- 1) Investigate changes in older driver transport patterns, driving behaviour, and driving-related attitudes, and identify how strategies (e.g., driving self-regulation) may prolong driving independence for as long as is safely possible;
- 2) Identify factors associated with social and health outcomes following driving cessation, and that facilitate mobility.

Recruitment

- In 2016, 1181 older drivers were recruited from a stratified random sample from the electoral roll, with oversampling of older adults (75y+) and Māori.
- From this cohort of older drivers, 675 family members were also recruited into the study.

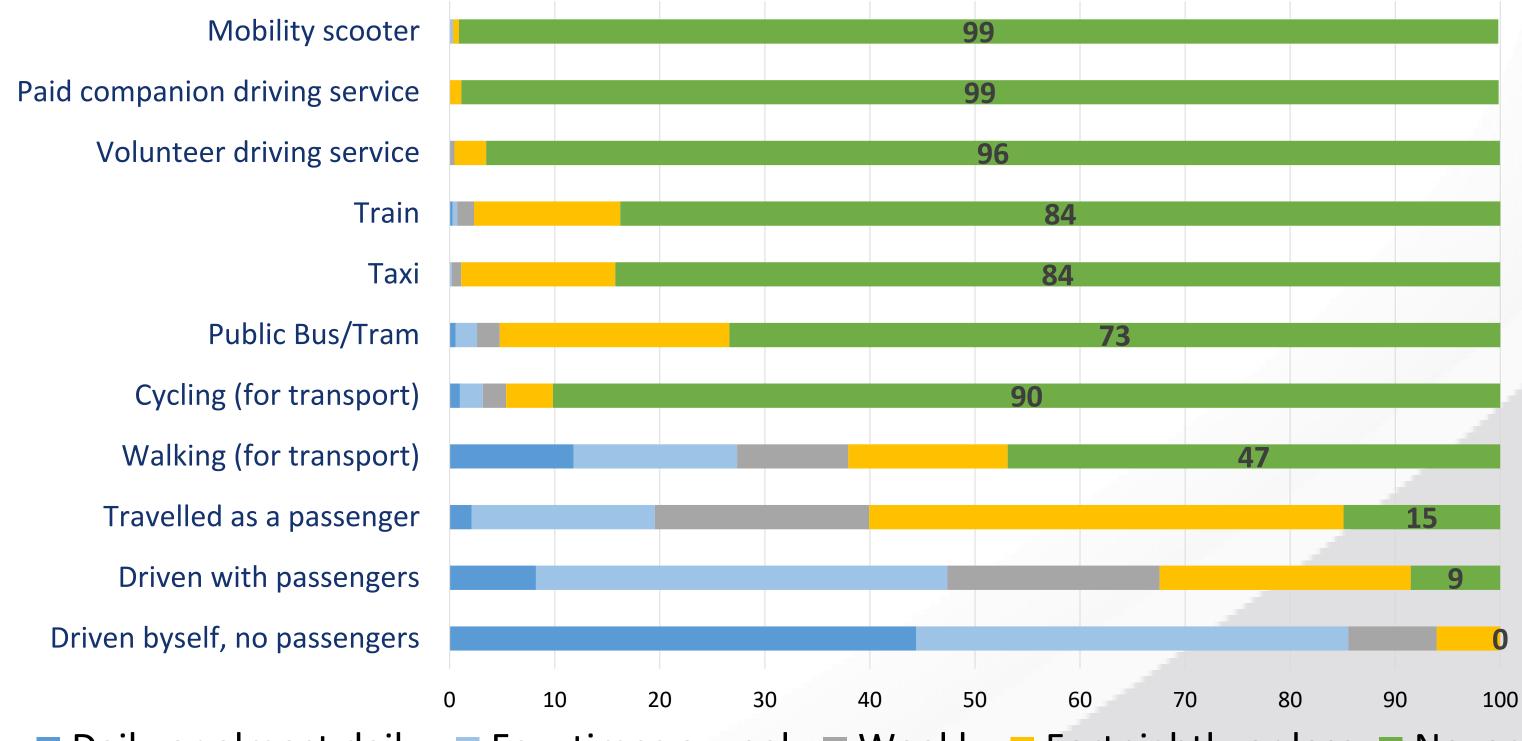
Data Collection

• Older drivers and family members completed structured telephone interviews in 2016-17, with follow-up interviews conducted in 2019 and planned for 2021.

Baseline (2016-2017)		Follow-up One (2 years) (2019)		Follow-up Two (4 years) (2021)	Table 1. Older Driver and Family Cohorts: Ba	seline (unweighted)
					Older Driver Cohort (n=1181)	
Older Driver (N=1181)		Older Driver (OD)		Older Driver (OD)	Age (Mean -years)	75.1 (6.1sd)
Inclusion Criteria:		Still driving: Driver interview		Still driving: Driver interview	Age (Range -years)	65 - 97
\geq 65 years; community-dwelling; driven a car in		Not driving: Driving cessation interview		Not driving: Driving cessation interview	Female	47.1%
previous three months					Māori	14.7%
<u>Baseline Measures</u>		<u>Main Measures</u> Social engagement		<u>Main Measures</u> Social engagement	Living with Spouse	68.5%
Socio-demographics		Driving cessation or self-regulation		Driving cessation or self-regulation	Retired	71.5%
Social engagement		Transport modes & barriers		Transport modes & barriers	Access to services – Most deprived*	50.9%
Transport modes		Cessation planning		Cessation planning		
Driving ability, anxiety, self-regulation		Health status (EQ-5D, QoL, Life Satisfaction)		Health status (EQ-5D, QoL, Life Satisfaction)	Drive at least 4 days /week	75.5%
Cessation plans and impact Health and wellbeing		Psychological wellbeing (Depression, Loneliness)		Psychological wellbeing (Depression, Loneliness)	Good or better general health	93.0%
Family Member (N=675)		Family Member (FM)		Family Member (FM)	Chronic conditions (2+)	24.9%
Inclusion Criteria:					Reduced driving due to health in past year	8.8%
Nominated by OD; son, daughter or close		OD still driving: FM driver interview		OD still driving: FM driver interview		
relative (intergenerational); resides in NZ		OD not driving: FM driving cessation interview		OD not driving: FM driving cessation interview	Family Member Cohort (n=675)	
Baseline Measures					Age (Mean -years)	46.7 (8.0sd)
Socio-demographics		<u>Main Measures</u>		Main Measures	Female	64.4%
Relationship to OD Views on OD driving: ability, anxiety,		Views on OD driving: ability, driving reduction/self-regulation, concerns		Views on OD driving: ability, driving		
concerns		Driving cessation plans		reduction/self-regulation, concerns Driving cessation plans	Māori	15.6%
Driving cessation plans, benefits,		Impact of, and adaptation to driving		Impact of, and adaptation to driving	Son /Daughter of Older Driver	93.6%
drawbacks		cessation for OD and family		cessation for OD and family	Live same town/city as Older Driver	58.3%
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Research questions:

- 1. What transport modes do community dwelling older drivers use?
- 2. What is the extent of driving cessation planning amongst a sample of community dwelling older drivers?
- 1. Transport used in previous three months and frequency (weighted %)



Daily or almost daily Few times a week Weekly Fortnightly or less Never

Summary

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of New Zealand

Men reported driving more frequently and greater distances than women.

"How much have you thought about the "Have you made any plans for the possibility of having to stop driving?" possibility of not driving one day?" **Pre-contemplators 46%** Not at all - 46% Older **Contemplators 44%** Drivers Have not made active plans A little - 32% Some - 16% A lot - 6% **Active Planners 10%** Have made active plans **Types of Planning** All percentages are weighted 32% Moved closer to public transport 32% Moved closer to social networks / medical services 50% Became familiar with public transport 54% Explored alternative transport options

2. Planning for Driving Cessation (weighted %)

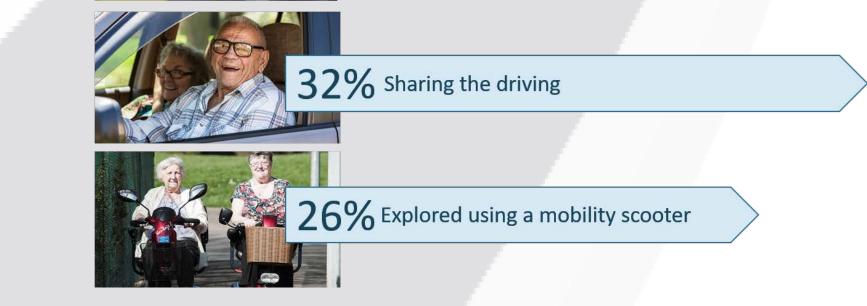
- Regardless of trip purpose, driver age or gender, the private car was the usual transport mode, primarily as drivers and secondarily as passengers, with 94% using a private car at least weekly.
- Other modes used for transport at least weekly: 38% walking, 5% public transport, 5% cycling.
- Almost half had not thought about driving cessation, 44% had considered it but made no plans, and 10% had plans (active planners).

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 Active planners were more likely to be older, female, report poorer health and lower driving confidence.



Policy Implications

Older drivers transport needs are predominantly met by private car and very few are planning for driving cessation. Alongside an ageing population, NZ has a rapidly increasing older driver population. Consideration must be given to programmes and services that encourage older adults to use other transport modes, so their transport needs are met should they stop driving. This may mitigate any adverse consequences associated with transport dependence.

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