

# Poole in Profile: Older People in Poole –Transport



*This report is one in a series profiling Older People in Poole produced by the Corporate Research Team. These reports have been designed to help inform service and policy planning, by summarising available research and statistical evidence.*

*“If you cannot get out and about you are trapped and without transport you are unable to socialise”*  
Focus Group Participant

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## Introduction

If the various accessibility needs of older people are to be considered in transport planning, then the *actual* health and socio-economic characteristics of older people within specific localities need to be considered. Planners should pay due attention to the essential and regular journeys taken by older people, at what time these are taken, and whether there are economic constraints which might prevent older people from making a journey. Older people, and particularly the “oldest” older people are far more reliant on public transport, particularly buses, than other age groups.

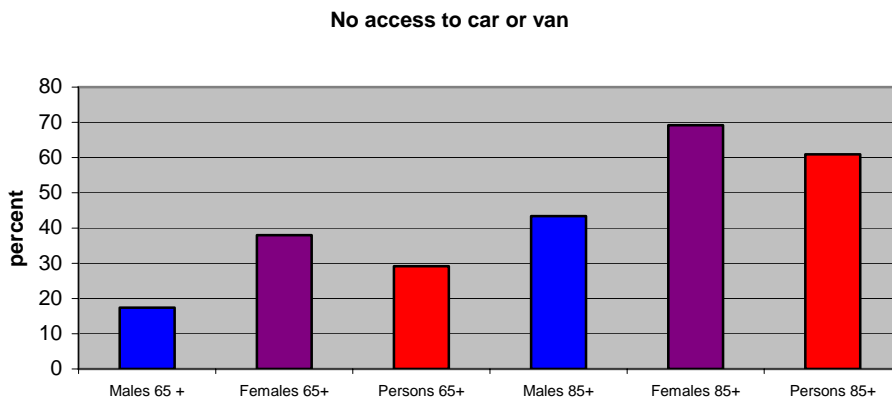
The most commonly reported type of disability for those aged 65 and over is locomotor disability, with 30 per cent of men and 33 per cent of women in this age band having this form of disability. For those aged 80 and above these rates rise to 47% and 57% respectively. Almost half of all people aged 80 and over have difficulty walking 200m.

The location of essential services – hospitals, GPs, Post Offices, etc. – should be such as to meet the needs of their elderly users. For example, Post Office Limited have stated that most Post Office users will be within one mile of a post office, but it can take many older people (who are frequent users of post offices), forty minutes to walk one mile (and a further 40 minutes to return home).

## Access to a car

Car use declines with age and fewer older women have access to cars than men of the same age, though this gap is likely to decrease in future, given increased car ownership levels among women.

For those elderly in Poole who are living in private households, the chart below shows the percentage with no access to a car or van (within that household).



Source: Census 2001

## Affordability

Poole has less problems regarding accessibility than rural areas. However, even if a destination is accessible the issue arises as to whether older poorer people can afford to use public transport to get there.

Owing to recent changes regarding concessionary fares, all permanent residents of Poole aged 60 and over are now entitled to a bus pass, allowing them free local bus travel within Poole and Bournemouth from 9.30am Monday to Friday and all day at weekends and public holidays. Local journeys outside this area are also permitted - e.g. trips to Swanage - provided the journey begins or ends in either Poole or Bournemouth and no change of bus is involved.

From April 2008 the scheme will be extended so that all residents in England aged 60 and over will be able to travel free on all local routes throughout England.

These changes are likely to have a significant impact on travel patterns among the older population.

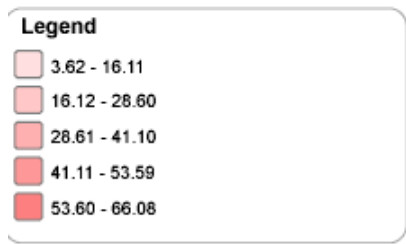
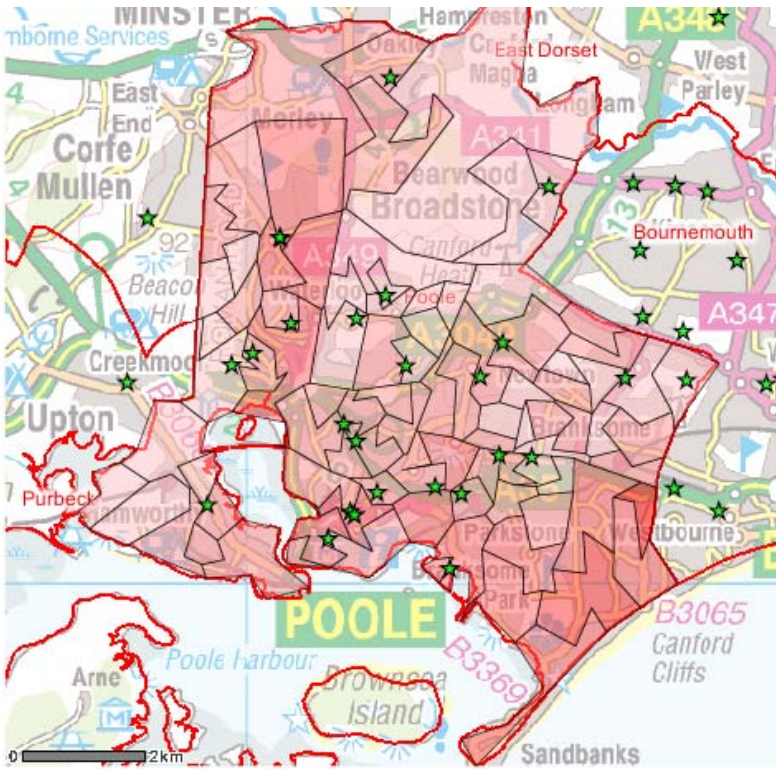
## Key Services and Facilities

A review of surveys indicates that food shops, post offices, GP surgeries and pharmacies feature highly in those services older people regard as *most* important. A longer list of services would include libraries, places of worship, dental surgeries and so on. It should not be forgotten that many older people work (possibly part-time) volunteer, act as carers and childminders - in short, many of them continue to lead active and busy lives.

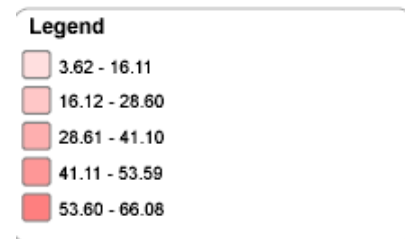
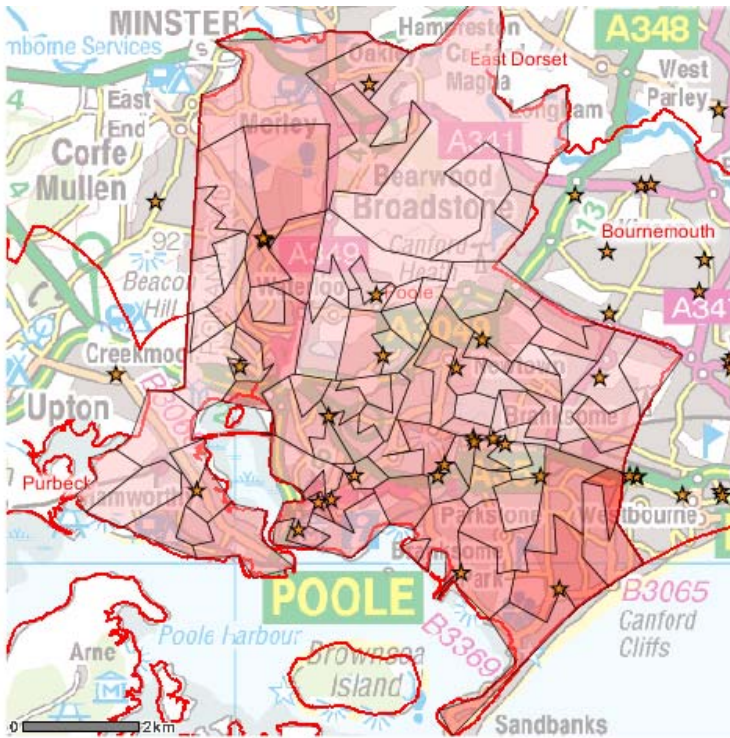
The first three thematic maps below show the concentrations of those aged 65 and over in Poole together with the location of GPs, pharmacies and dentists, respectively.

From the first map we can see that access to GPs is not generally a problem, though elderly residents of Canford Cliffs without access to a car may experience difficulty in accessing a local GP. In fact, there are more than 500 residents of Canford Cliffs aged 65 and over living in private households without a car. (The map is shaded according to the proportion of the local population who are aged 65 and over.) From the second map we can see, for example, that the elderly residents of Canford Cliffs are all within reasonable distance from a pharmacy. The third map shows, for example, that residents of Canford Cliffs are not conveniently located with respect to dental practices.

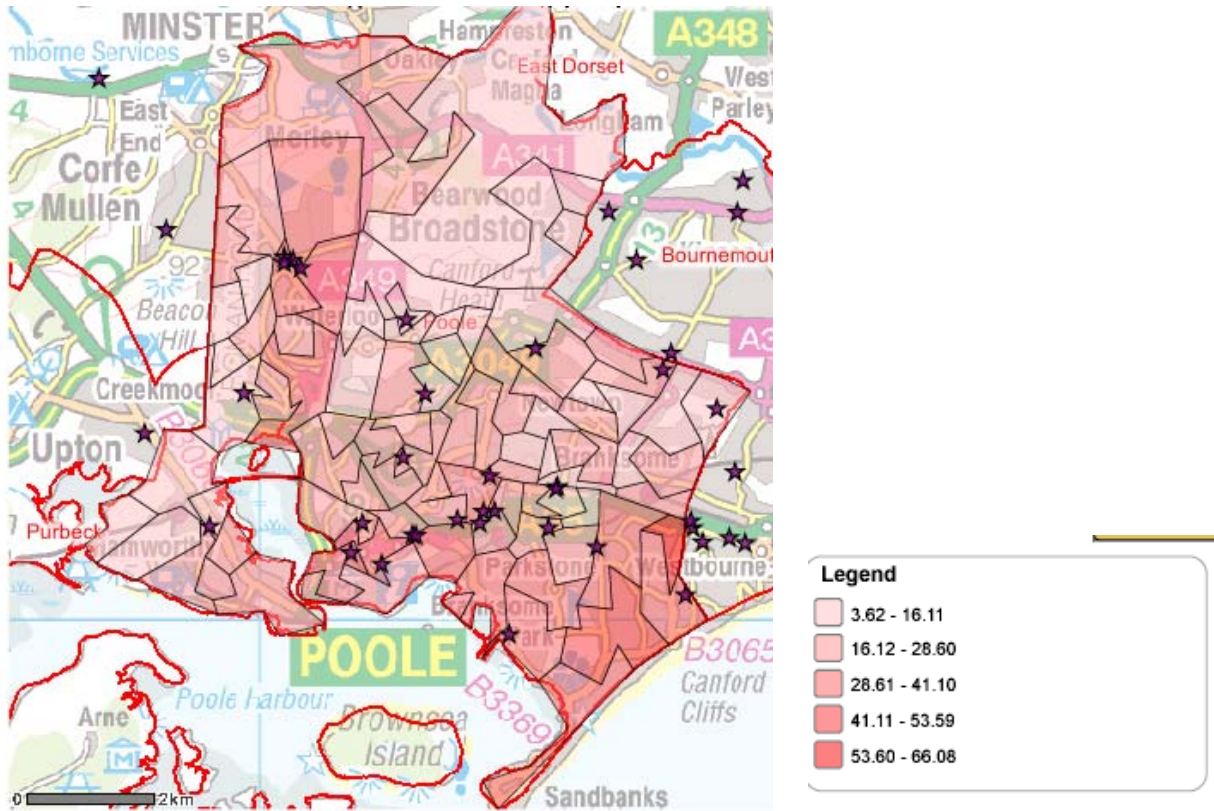
**Older people population densities and GP surgeries**



**Older people population densities and pharmacies**

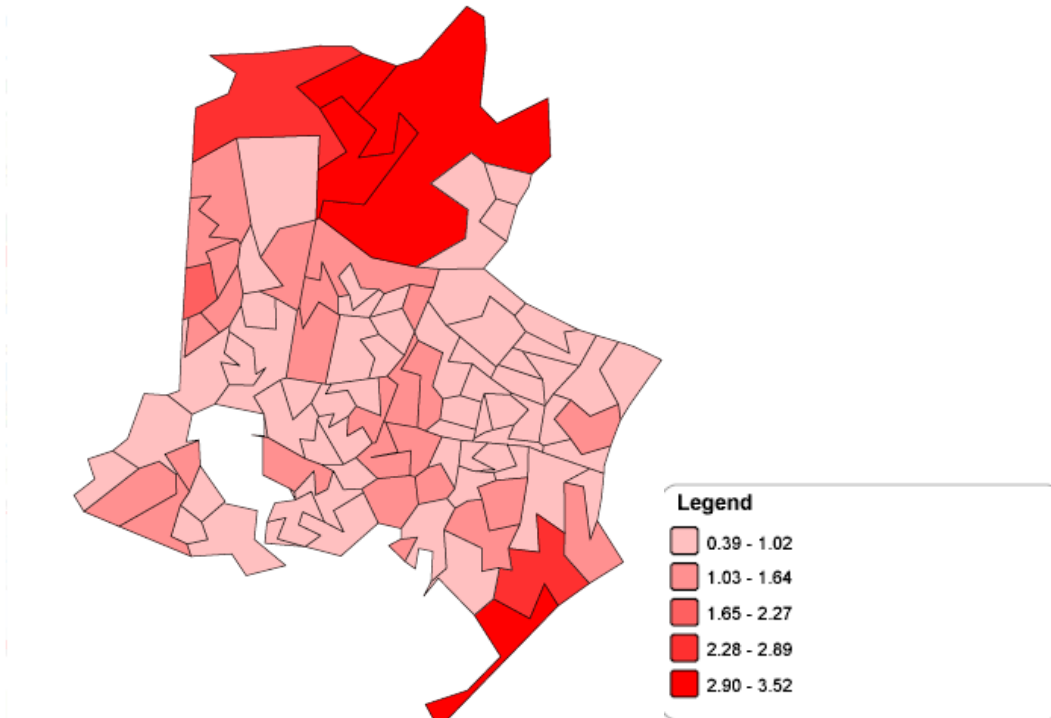


**Older people population densities and dentists.**



Finally, the map below shows the distance in km to the nearest supermarket or convenience store. (Distances are from the population-weighted centroid of each lower level super output area to the nearest store.) The SOA containing Sandbanks is 2.9km (1.8 miles) from a store and its adjacent neighbour to the North East is 2.6km (1.6 miles) from a store.

**Distance to nearest food store (km)**



Source: ONS, 2006

## **Further information**

This paper provides a summary of the research and analysis that has been carried out under this heading. For further information on this subject or to access detailed data, maps and information please contact:

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