

HOW'S AUCKLAND DOING?

Auckland's Physical Activity Snapshot

Where you live does decide how physically active you are and how healthy you are.

While our health often reflects our income, it is also a product of our environment. The layout of our neighbourhoods, the quality of our parks, the safety of our suburbs and our transport options all nudge us to be active or sedentary.

You're more likely to walk or cycle if there are useful destinations close by and it is attractive and safe on the streets.

While there's been continued investment in cycle and walkways, it is going to take some time for this to translate into more journeys by foot or bike, especially for school children. It needs to feel safe and it needs to be connected up.

Every year Healthy Auckland Together looks at what's changing so Aucklanders are able to live healthy lives. This is our 2018 snapshot of whether our neighbourhoods are making physical activity easy.

There is a second snapshot covering our food environment. There is more in the full monitoring report which is available on our website –

www.healthyaucklandtogether.org.nz

TOP FOUR THINGS TO BE DONE

1

Continue to invest in safe and separated cycleways so people can go where they need on a bike.

Providing the infrastructure will allow people to leave their car at home, and children could bike to school safely.

2

More regular public transport that's better connected.

Provide more public transport options so that people who live in the outer suburbs could walk to and from a bus stop or train station.

3

Preserve and invest in parks and recreation facilities required for our growing population.

Some of the poorer parts of Auckland have the space but not the infrastructure, so these areas could be a priority.

4

Design new housing developments considering walking, cycling and public transport.

Encouraging local employment and amenities near new suburbs gives residents the time and the opportunity to walk, cycle and play sport locally.



CYCLEWAYS BY TYPE

While there is a growing network of cycleways, most of these routes are not protected from cars.

- Cycle lane
- Cycle path
- Protected cycle lane
- Shared space
- Traffic calmed streets
- Trail



HEALTHY AUCKLAND TOGETHER is a coalition of health, local government and transport agencies, university and iwi, working on improving our food, school, work and urban environments. We want all Aucklanders to be able to eat well, move more and keep a healthy weight, and it should be easy every day.

For the full report visit the Reports page on our website:

www.healthyaucklandtogether.org.nz



MONITORING REPORT
SUMMARY 2018

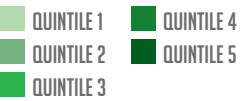
AUCKLAND'S PHYSICAL ACTIVITY SNAPSHOT



AUCKLAND'S DEPRIVATION INDEX

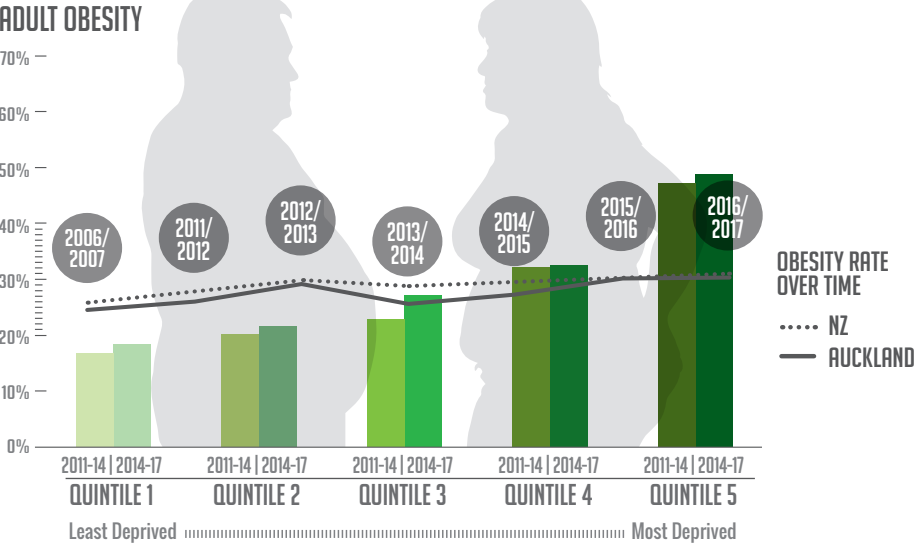
People living in poorer areas are more likely to have worse health. This is reflected in a number of indicators in this summary.

Auckland is a city with areas of very high and very low deprivation. Deprivation is measured by income, home ownership, employment, qualifications, family structure, housing, access to transport and the internet. There are five levels, called quintiles, with five being the most deprived, and one the least deprived.



Source: University of Otago; New Zealand Deprivation Index 2013

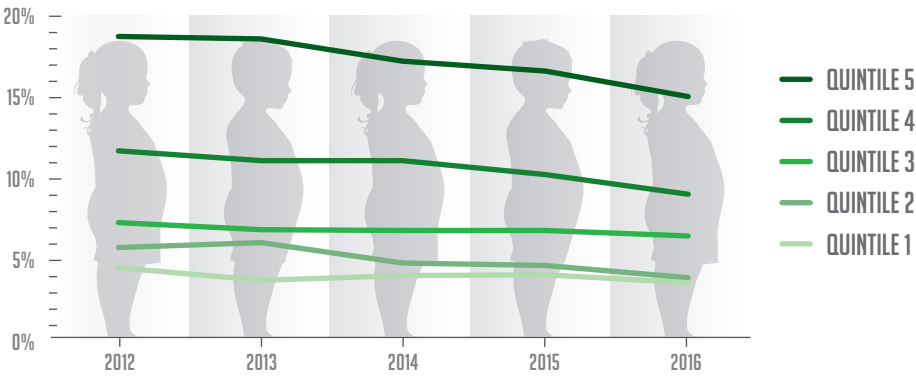
ADULT OBESITY



The rate of obesity in adults in Auckland continues to rise slowly, so that now one in three adults in the region is obese. Obesity is a disease seen more often in areas with higher deprivation. It is 2.7 times more common in the poorest neighbourhoods (quintile five) at almost 49%, than in the wealthiest ones at 18.4% (quintile one). This trend has become worse in the latest three years of data, 2014 to 2017. The rate of obesity in the MOST DEPRIVED GROUP increased from 47.3% to 48.9%.

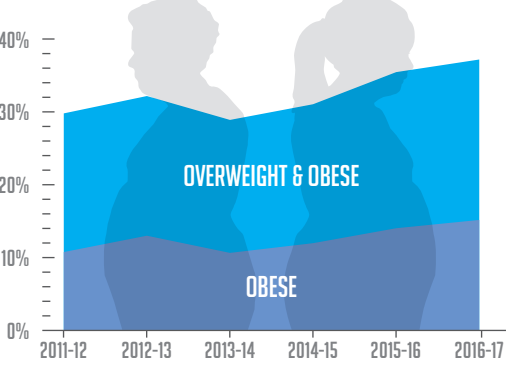
CHILDHOOD OBESITY

OBESITY BY DEPRIVATION IN 4 YEAR OLDS



The rate of obesity in Auckland pre-schoolers continued its small but steady decline to 8.2% in 2016 down from 9.6% in 2014. It has decreased for all deprivation groups, but the largest decrease in obesity has been in under five year olds from the most disadvantaged backgrounds – quintile five. Children in poorer areas are still five times more likely to be obese.

OVERWEIGHT AND OBESE 0-14 YEAR OLDS

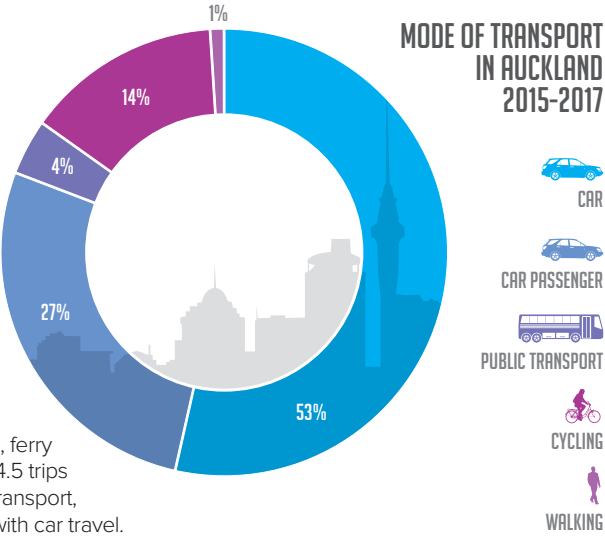


While the number of pre-schoolers who are obese is declining, the number of all children who are obese continues to rise. A lack of access to healthy food inside and outside the home contributes to a high rate of child obesity.

TRANSPORT CHOICES

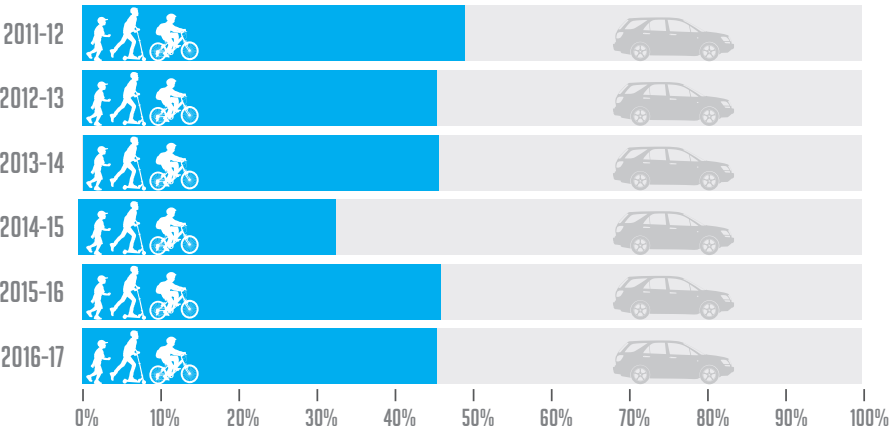


Over half of all household travel time throughout a year is spent driving, and another quarter of time travelled is as a passenger in a car. Aucklanders are catching the bus, ferry and train more every year, but at 4.5 trips per person per month on public transport, usage is still very low compared with car travel.

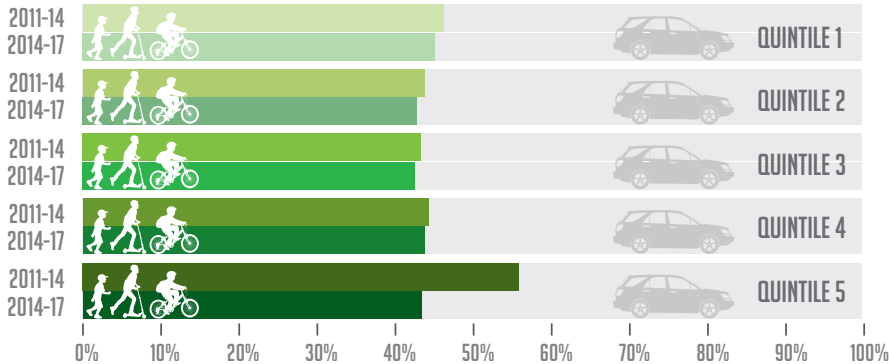


HOW CHILDREN GET TO SCHOOL

ACTIVE TRANSPORT: ALL CHILDREN



ACTIVE TRANSPORT: BY QUINTILE



The trips to and from school are usually the longest journey taken by children and an opportunity to walk, scoot, cycle or skateboard every day. In previous years, children in the poorest areas were more likely to travel to school by foot or by bike. Now these children are being driven to school at the same rate as those in wealthier families. The number of children using active transport to get to school continues to decrease from 49% in 2011 to 45% in 2017.

MODE OF TRANSPORT - TIME SPENT

