

Politics of ageing

Sociology



Politics of Ageing Question B. The LCAO (Leadership Council of Aging Organization) has a strong stand concerning the issue of Medicare eligibility increase. LCAO opposes the move to increase the age since it considers it a bad policy in the management of healthcare in the nation. The organization considers the move as a tactic for ensuring that the low federal deficit. In addition, it gives little consideration for the Medicare beneficiaries who dedicated to paying for the program the whole of their working lives. LCAO see the need to reduce the nation's deficit but proposes and thus proposes a savings mechanism to counter the vast health care inflation. The argument is that the increase in Medicare eligibility age does not meet the required standards because it aims towards increasing the health spending.

Question 2

Reading from: <https://www.metlife.com/assets/cao/mmi/publications/studies/2013/mmi-livable-communities-study.pdf>

[com/assets/cao/mmi/publications/studies/2013/mmi-livable-communities-study.pdf](https://www.metlife.com/assets/cao/mmi/publications/studies/2013/mmi-livable-communities-study.pdf)

The element of discussion from the community in line with age friendliness is the issue of transportation. Sustainable ageing entails helping the older persons remain in their community comfortably. Livable communities in light of transportation possess features that work towards promoting accessibility to that community for the ageing persons. The community has many transportation options, safe conditions for driving and safe walkable neighborhoods for the ageing persons.

In order to assess the age friendliness of the community, I carried out an interview with five older adults in the community. The findings were that the community does not have the characteristics of an age friendly transport system. The characteristics include availability of the transport system, its <https://assignbuster.com/politics-of-ageing/>

affordability, accessibility, acceptability, and adaptability to the diverse needs of the ageing inhabitants. The inclusion of these features can serve to increase the safety and comfort of the ageing persons. The community environment as it is presently is not age friendly according to the interview results. Therefore, there is need to have mechanisms in place to enhance the age friendliness of the society.

The findings from the research indicate that in order to enhance age friendliness in the community, the community requires to have in place an efficient transport system that caters for the ageing persons. The transport system should incorporate facilities suitable for the ageing person to use. In addition, the all the characteristics of friendly transport facilities should be inclusive. From the interview, it is evident that the people find it difficult to use the transportation facilities. Therefore, it is fundamental to ensure that they get assistance in the use of the facilities to keep an age friendly system.

I saw my community as average in terms of the transportations services. I came up with the conclusion through the assessment of all age friendliness factors. Therefore, its age friendliness is quite wanting. The concerned authorities should work towards ensuring that all the requirements of the ageing person have adequate consideration.

Question 3

The ageing community plays an important role in determining the age friendliness of that community. In my community, the ageing pushes the authorities towards enhancing the age friendliness of the community.

Therefore, it is a reality that they have the influence over everything that is in place contributing to age friendliness. In addition, numerous groups

advocate for the changes in the community in favor of the ageing persons.

Some of the advocacy activities ensuring the age friendliness include holding of the relevant authorities responsible through court processions.

References

<http://www.lcao.org/files/2013/03/LCAO-Medicare-Eligibility-Age-Issue-Brief-3-13.pdf>

<https://www.metlife.com/assets/cao/mmi/publications/studies/2013/mmi-livable-communities-study.pdf>