



DOUBLE THE FEET ON THE STREET

NZ Walking Conference 2008
4-5 August, Auckland

Conference Organisers
Harding Consultants Ltd

P: +64 3 352 5598
F: +64 3 352 0197
E: glenda@hardingconsultants.co.nz
W: www.livingstreets.org.nz/2008conf.htm
PO Box 5512, Christchurch.

Surname	Rice	First Name	Bill
Organisation	Opus		
Postal address	PO Box 1482 Christchurch		
E-mail Address	Bill.Rice@opus.co.nz		
Phone number	03 363 5491	Fax Number	03 365 7858
Presentation topic	Mode Choice for Primary School Children		
Presentation title	How We Got to School		
Presentation Style	Presentation <input checked="" type="checkbox"/> Workshop / Walkshop <input type="checkbox"/> Other <input type="checkbox"/>		
Estimated Time Required	0-10 mins <input type="checkbox"/>	10-20 mins <input type="checkbox"/>	20-30 mins <input checked="" type="checkbox"/>
Abstract Remit	<p>This presentation will present the results of a Masters Thesis which examined the travel choices of primary school pupils. The purpose of the study was to explore primary school pupil travel choices, and the factors contributing to those choices.</p> <p>There has been a noticeable swing towards school pupils being driven to and from school, and away from active modes like walking and cycling, in recent decades.</p> <p>Less reliance on active modes of transport has been a contributing factor in the reducing levels of physical activity for school children. Traffic volumes associated with school trips have also increased.</p> <p>A case study involving the pupils of twenty two Christchurch primary schools was carried out. Pupils and their parents were surveyed to establish mode choices and the factors influencing those choices. The mode choices for 20,000 trips by 2,300 Christchurch primary school pupils have been identified, collated and analysed.</p> <p>The study found that between 55% and 60% of pupils surveyed travelled to and from school by car. 30% to 35% walked or scootered, and 5% to 7% cycled. This compares with 34% travelling by car in the late 1980s. In addition, a greater proportion of those pupils who walk, scooter or cycle to school are accompanied by an adult than in the past.</p> <p>The results of the study suggested that School Travel Plans, when combined with the energy and commitment to implement them have a significant effect on school travel choices.</p> <p>Parents were asked to rank the importance of a number of factors which could influence choices regarding their children's school travel. The responses identified safety concerns, regarding both road and personal safety, as the major factor influencing their children's travel choices. Time constraints coupled with the complexity of travel requirements of many families are also considered significant.</p> <p>Multinomial Logit Models for both mode choice and travel independence were then produced for both the journey to and from school.</p> <p>The results indicate that:</p> <ul style="list-style-type: none"> - Walking numbers increased dramatically with a formal School Travel Plan - A smaller proportion of pupils walk to large schools; - A larger proportion of pupils walk to very low or very high decile schools; This is contrary to the normally accepted understanding that in most transport situations increasing affluence is usually accompanied by increased car usage. - The quality of the walking environment had negligible impact on walking numbers - The longer the distance between home and school, the smaller the proportion of pupils who walk - Crossing major roads has a significant impact on the number of pupils who walk to school, even when accompanied by an adult. <p>It became apparent that the decisions made regarding children's school travel are very complex. Families juggle a number of factors, many of which are in conflict. This complex interrelationship between factors has resulted in some instances where normally accepted "Rules of Thumb", such as the understanding that increased car usage is generally associated with increasing wealth, do not appear to be applicable to school travel</p>		
Author Profile	<p>Bill Rice is a Senior Transportation Engineer with Opus in Christchurch. He has worked in civil and transportation engineering for 20 years.</p> <p>Bill completed a Masters degree in Transportation Engineering at Canterbury University in 2008. That degree included a thesis on primary school pupil travel choices.</p> <p>He is a skilled public speaker, having been a Methodist minister for 10 years. In recent years he has presented complex technical reports to clients including local authority councillors. He was awarded the prize for second best presentation at the 2007 Opus Transportation Asset Development conference.</p>		