
Summary:

Children's activities and everyday travel in 2013/14

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About two of three of the children in the age group 6-12 years walk or cycle to school, while about 25 percent are taken by car. The rest go by public transport, primarily a special school bus. The distribution of transport modes is the same in 2013/14 as in 2005. The most important reason why children are taken by car is that the school is located on the way to mother's or father's workplace. Traffic conditions is the next most important reason. Children are most often taken by car to their leisure activities, especially to sports. There is no change from 2013/14. During the period from 2005 to 2013/14 there is a tendency towards more organized leisure activities, while there is a reduction in unorganized activities and playing. However, those who are active in organized activities are also active being with friends in unorganised play.

This survey is the second national survey on children's activities and daily travel. The first was done in 2005, and both are carried out in relation to the national travel surveys, where a sample of the population from 13 years and upwards are interviewed about their travel behaviour. Parents of children in the age group 6-12 years were recruited to participate in this special survey about children, and 1463 parents /in cooperation with their children responded on this internet based study.

The topics in the questionnaire are:

- Conditions for activities and playing in the neighbourhood
- Traffic conditions in the neighbourhood and on the way to school
- Play and social interaction with friends
- Organized leisure activities and transport mode related to these
- Transport mode related to other activities

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The neighbourhood

Nearly half of the parents say that the traffic conditions where they live is very good, only 12 percent complain and say the conditions are bad. Those living in the surrounding of the large cities have the best conditions. Most children have a safe place in the vicinity of their home where they can play, very often the garden of their home. However, many parents come with prohibitions on how children should behave in the traffic.

Table S.1 Prohibitions related to traffic. Norway 2013/14. Percent

Prohibitions	Percent
Not cycle in certain streets	58
No crossing of certain streets	55
Not walk too far away from home	50
Play alone out-door only at certain times	15
Not play alone out-door	6

Nearly 60 percent of the children are not allowed to cycle in certain streets, and about half of them are not allowed to cross certain streets or walk to far away from home. Children in Oslo experience more restriction related to cycling than other children, and young children more than those who are older.

Traffic problems on the way to school

About half of the children in these age groups have less than one km to school. This is about the same as in 2005. Children in the large cities have shorter distance than children living on other areas. The longest distance to school is found in sparsely populated areas and small communities.

About 60 percent of the children have sidewalk or walking/cycle-path on the way to school. About two of three parents experience problems connected to (other parents') chauffeuring of children to/from school, Figure S.1. This problem has increased in the period between 2005 and 2013/14.

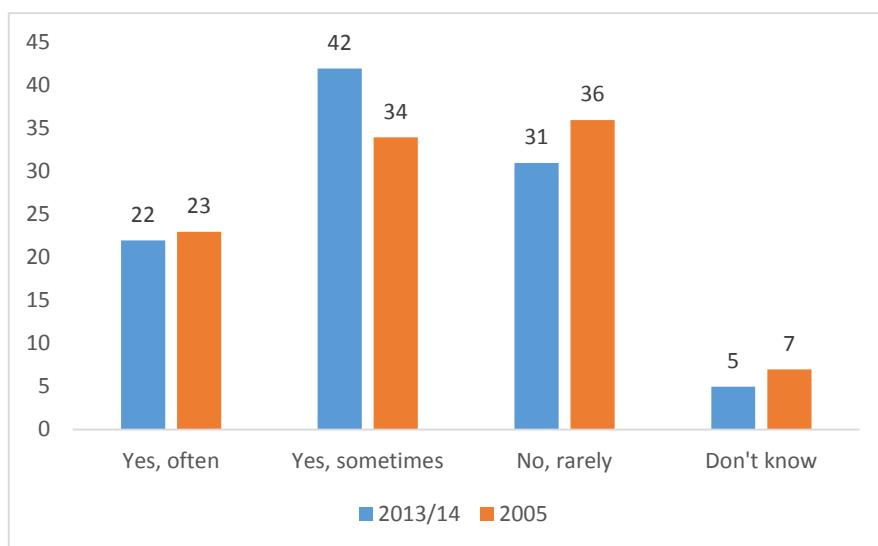


Figure S.1 Parents telling about problems related to chauffeuring of children to/from school. Norway 2013/14. Percent

As many as 39 percent of the parents think the way to school is not traffic safe, about the same as in 2005. Those living in sparsely populated areas and small community experience traffic safety problems more than those living in urban areas (where the traffic is more separated).

Much traffic and high speed are the problems mentioned most often, Figure S.2

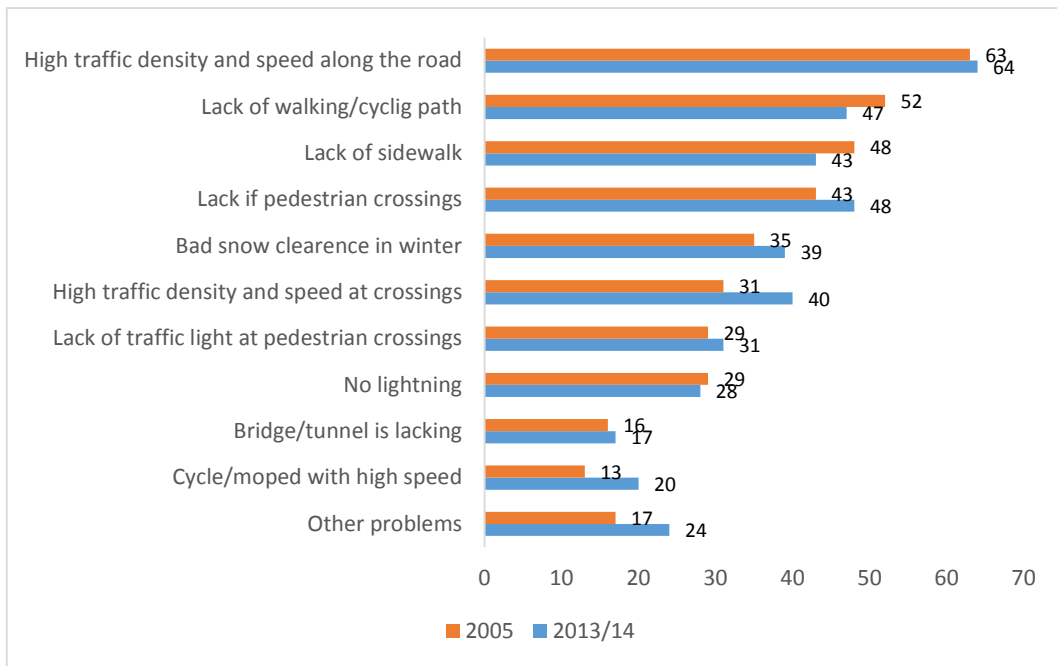


Figure S.2 Traffic conditions making the school road unsafe for the children. Norway 2005 and 2013/13. Percent.

No change in transport mode

The share of active transport is high. Two of three children walk or cycle to school, Figure S.3. There is no significant change over time.

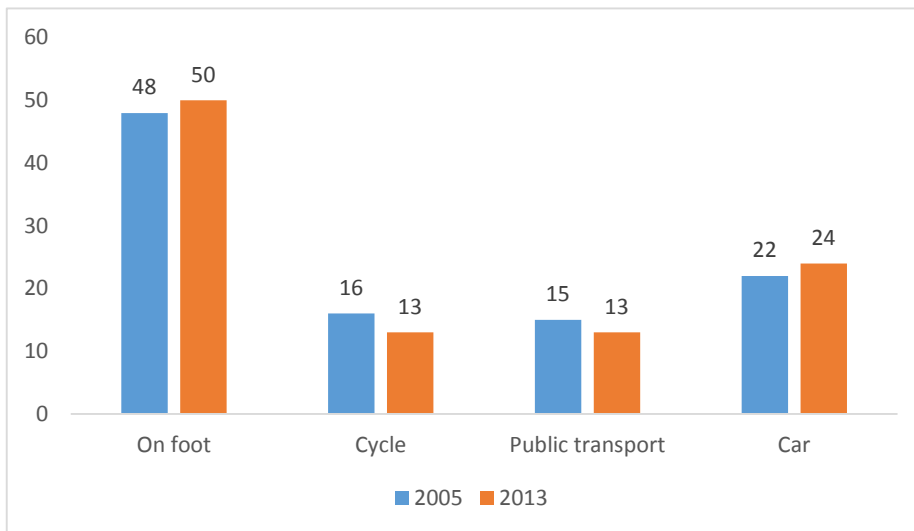


Figure S.3 Transport mode to school. Norway 2005 and 2013/14. Percent

Transport mode to school varies primarily by distance. When the distance to school is less than 0,5 km as many as 80 percent are walking, on distances between two and three km only 20 percent are using their feet. This is similar to the results from 2005.

The reason why parents take their children to school by car is the same in 2013/14 as in 2005. The most important is that the school is located on the way to mother's or father's workplace, Table S.2.

Table S.2 Reasons why the child is taken to school by car. Multi-response question. Norway 2013/14. N=268. Percent

Reasons why the child is taken by car	Percent
The school is located on the way to mother's or father's workplace	51
The traffic makes it dangerous to walk or cycle	34
Fastest and most simple mode	31
Saves time for the parents	28
It is too far for walking or cycling	22
Siblings are taken by car	22
Saves time for the child	22
Have a lot to carry	14
The child want to be taken by car	13
The road to school is unsafe of other reasons than traffic	6
Illness or handicap make it difficult to walk or cycle	5
Friends are taken by car	4

Reduction in out-door playing

In 2005 half of the children in this age group played out-door every day. In 2013/14 this was reduced to 40 percent. The reduction was larger in Oslo than in other areas.

Parents (43 percent) say that the traffic restrict the possibilities for children's activities, especially in areas with through-traffic.

Increase in sports activities and no change in car use for leisure activities

A majority of the children participate in organized leisure activities, especially sports, which also has increased in the period, from 77 percent in 2005 to 83 percent in 2013/14.

Car is the most typical transport mode for leisure activities, and most to the sports activities, nearly 70 percent, lowest for leisure clubs, about 45 percent. There is no change from 2005 to 2013/14.

Active transport is highest in the large cities

An additive index of active transport (walking and cycling) shows that place of living, number of cars in the family, traffic conditions in the neighbourhood, age and season are important variables to explain active transport. Children living in sparsely

populated areas and small communities walk and cycle less than children in the large cities. Children in families with more than one car scores less on the active transport index than children in families with one or no cars. Those living in areas with through traffic scores less on the index than those with less traffic, and children scores higher on the active transport index in the summer season than in the winter. A multivariate analysis shows that all these variable are significant also when controlled for the effect of the others.