The next generation: how does bicycle infrastructure affect travel to high school?

George Williams and Simon Kingham
Introduction

- Me and my research
- The current study – what, how and why
- Some interesting general findings
- Some really interesting specific findings
- Conclusions – there is hope
What...

- A study of travel behaviour in Christchurch, with cycling as the focus

Why...

- Biking is better*
- Cycling kids will likely become cycling adults
- “Build it and they will come”
- People say “they will come if you build it”
How?

- Surveyed students from 10 Christchurch high schools

1113 Responses

55% girls
45% boys
How?

- **Basic information**
  - Year, drivers license, car, location, travel mode.

- **If they didn’t bike…**
  - Why not (multiple reasons from a list)
  - What they disliked (infrastructure)

- **If they did bike…**
  - What they liked (infrastructure)
  - What they disliked (infrastructure)
Example map
Reasons for not cycling

- Ever biked: 50%
- Too far: 20%
- Load: 30%
- Dangerous: 10%
- Traffic: 15%
- Need training: 5%
- Road novice: 10%
- No bike: 20%
- Weather: 20%
- Bike sheds: 5%
- Other: 10%
Travel mode share (1-6km)

- Car Total: 35%
- Bike: 18%
- Bus: 12%
- Walk: 31%
- Skate etc: 3%
- Other: 1%
- Motorbike: 0%
Mode share by school

- Bike
- Walk
- Car

Schools:
- Aranui
- Cashmere
- CBHS
- CGHS
- Christ's
- Hillmorton
- Linwood
- Rangi Ruru
- Riccarton
- St. Margaret's
Likes and dislikes
Level of service comparison
Conclusion

- There is plenty of potential
- Good infrastructure has good outcomes

If you build it well enough, they will come