

Getting Kids Active!

2010 PHYSICAL ACTIVITY MONITOR: FACTS & FIGURES



Transportation among children and youth

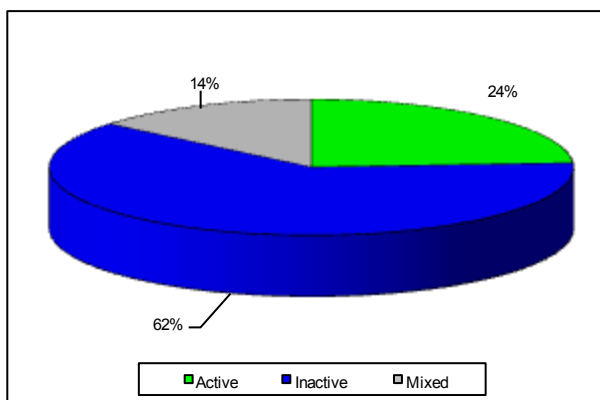
The 2010 Physical Activity Monitor asked parents to indicate how their children typically commute to and from school. According to parents of 5 to 17 year olds,

- 24% use solely active modes to travel to and from school each day,
- 62% use solely inactive modes, and
- 14% use mixed modes (both active and inactive).

To further breakdown these categories, of the 24% that use only active modes of transportation to and from school, 20% only walk, 1% only bicycle, and 3% use a combination of walking and bicycling. Of the 62% who use only inactive modes, 34% take a bus or train, 24% commute by car, and 4% use a combination of inactive modes.

FIGURE 1

Child's usual mode of transportation to and from school, overall, 2010



Physical Activity Monitor 2010, CFLRI

Region

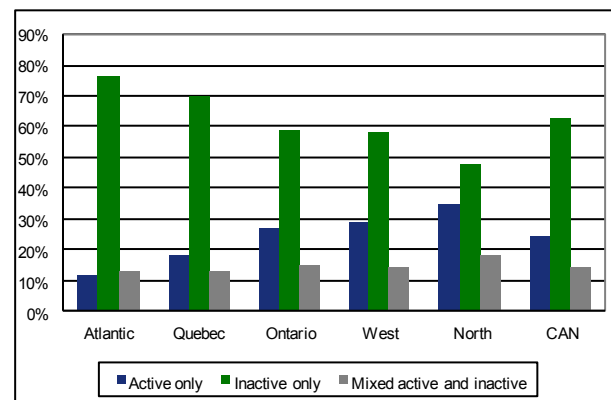
Compared to the national average, relatively few parents in the Atlantic and Quebec indicate that their children use only *active*

modes of transportation to get to and from school, whereas a relatively more parents in the North say that their children actively commute. The opposite relationship is true for using *inactive* modes of transport; parents in the Atlantic and Quebec are more likely, while those in the North are less likely than the average to report that their children use inactive modes of transportation.

Further, relatively fewer parents in the Atlantic report that their children *only walk* to and from school. Compared to the national average, relatively more parents in the Atlantic and Quebec say that their child uses *only the bus or train*, whereas relatively few in the West and North say this. A greater proportion of parents in the West indicate that their child commutes by car compared to parents nationally.

FIGURE 2

Child's usual mode of transportation to and from school, by region



Physical Activity Monitor 2010, CFLRI

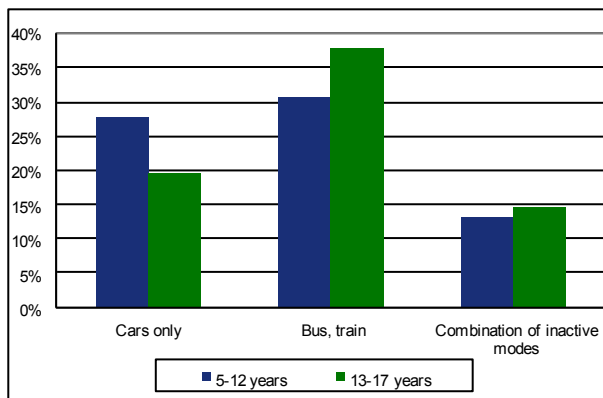
Age and sex

There were no significant differences in reports of child's usual mode of transportation to and from school with parent's gender or age.

Although no differences appear among girls and boys, a greater proportion of parents of young children (ages 5 to 12) report that their children travel to school and from school by car, whereas a greater proportion of teens (ages 13 to 17) take the bus or train.

FIGURE 3

Child's usual mode of transportation to and from school, by child's age



Physical Activity Monitor 2010, CFLRI

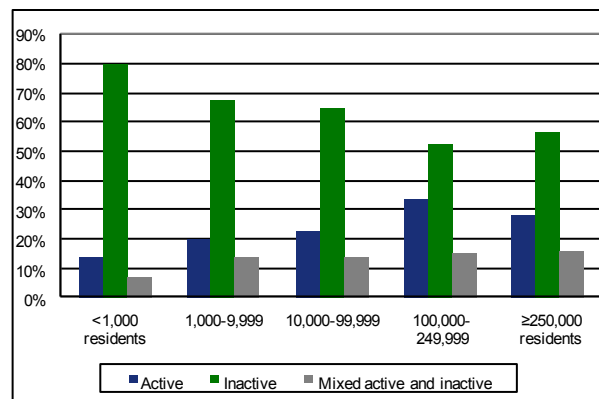
Socio-economic and demographic characteristics

A greater proportion of parents from the lowest income households (<\$50,000 per year) say that their children commute actively, and also more specifically walk, compared to those from higher income households (\$80,000 to \$100,000 per year). Interestingly, parents in this higher income category are most likely to say that their child typically uses only inactive modes of transportation. Parents with a university education are least likely to say that their children take the bus or train to get to and from school and generally more likely to take the car.

Active transportation for children also varies by community size. There is a general increase in the proportion of parents saying that their children actively commute, and more specifically walking in particular, with increasing community size. The converse relationship is also true; there is a general decrease in the proportion saying that they usually use inactive ways of commuting among parents with increasing community size, and in particular those indicating that they take the bus or train. Yet, parents from the largest communities (≥250,000 residents) are generally most likely to say that their children take a car to get to and from school. Moreover, parents from the largest communities are also more likely than those from the smallest communities (<1,000 residents) to report that their child uses mixed modes of transportation.

FIGURE 4

Child's usual mode of transportation to and from school, by community size



Physical Activity Monitor 2010, CFLRI

Activity level and sport participation

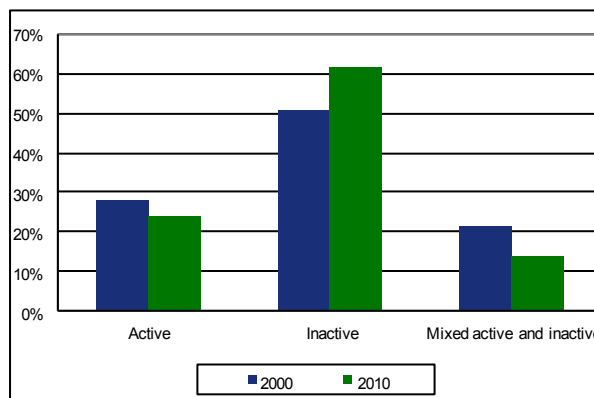
Inactive parents are generally most likely to indicate that their child uses a solely inactive mode of transportation to get to and from school. Mode of transport to and from school does not appear to be associated with a child's participation in sport.

Trends

Compared to data collected in 2000, slightly fewer parents say that their child commutes in an active way to and from school, fewer say that they commute using a mixed form of transportation, and relatively more parents say that their child's usual mode of transportation is an inactive one. These increases have appeared among those being transported by car and by bus or train.

FIGURE 5

Child's usual mode of transportation to and from school, trends, 2000-2010



Physical Activity Monitor 2010, CFLRI

There have been some changes in mode of transportation among specific groups, and this is further summarized in Table 1.

TABLE 1
Changes overtime in transportation methods among children and youth

Method of Transportation	Increases since 2000	Decreases since 2000
Active transport		-Fathers or male caregivers -Boys -Younger children (5 to 12 years) -High income (3rd quartile) -Parents living in the Atlantic and Quebec -Active parents
Walks only		-Parents living in the Atlantic and Quebec -Parents with less than a high school education
Mixed active and inactive transport	Increases across almost all groups, <i>except</i> those in the bottom two categories of income, those with less than a high school education and those from Quebec	
Inactive transport	Increases across almost all groups, <i>except</i> those in the lowest and highest household income categories	
Car only	Increases across almost all groups	
Bus only	-Mothers -Parents with college education -Active parents -Some income differences -Parents from Atlantic and West	

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Generally speaking, the relationships that were seen in 2000 have persisted over time, with the following changes.

- Younger children (5 to 12 years) were previously more likely to commute actively, however, this is not longer significant.
- Although the age related differences that appeared earlier for inactive modes of transportation more generally, these no longer exist, however, younger children are now more likely to travel by car more specifically.
- There is now a relationship between parental education and child's use of a car, bus or train to commute. These relationships were not significant previously.

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