Transport attitudes, residential preferences, and urban form effects on cycling and car use.
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Transport attitudes, residential preferences, and urban form effects on cycling and car use.
Promotion of walking and cycling is part of policies at multiple levels and reasoned in public health as well as environmental sustainability outcomes. Urban form and neighborhood characteristics are thought to be important conditioning factors of walking and cycling. However, few have studies lifestyle and residential preferences with urban form effects – or compared urban form correlates of cycling to the urban form correlates of other modes. A survey of activities and mode use of 1970 adult Danes (age 16-74) was conducted in fall 2011 – including socio-economic, demographic, attitude, policy, and residential preference measures. Measures of urban form within walking range - as well as a larger neighborhood scale were added based on respondents home address. Analysis focused on urban form effects on cycling; cycling to public transport; walking as main mode; drive-alone; and car travel with others. Cycling, walking and car use are significantly related to urban form – even when residential preferences and other explanatory factors are taken into consideration. Urban form appear is more important in explain cycling and walking – than in explaining car use. Geographical scale differences and differences in the importance of urban form points to indirect relations between levels of cycling/walking and levels of car use. Cycling may be encouraged by urban form without substituting car use. Reduced car use seems to require a high degree of convenience of not driving – by means of very short, walkable distances to services