Forgotten travellers: Behaviour and subjective well-being of skateboarders in rural New Zealand

Aimée L. Ward, PhD, MPH, BSc
Introduction to presentation

- Let’s get on the same page about skateboarding
- Overview of where data originated
- Provide definition of well-being
- Provide some data on those who skateboarded for transport
- Discuss implications
- A challenge!
- Questions
Let’s begin with a quiz!

• Are skateboards considered “vehicles” in NZ?
• Are skateboards permitted on roads in NZ?
• Are skateboards permitted on footpaths in NZ?
• Are skateboards allowed on buses or at schools in NZ?
“Transport and well-being”

- **Well-being** = hedonic (i.e., subjective well-being)

- Twelve schools in Southland (2015)
- Teenagers aged **16-18 years**
- **N=775** (49% male)
- Those who **skateboarded for transport** made up **7% of sample** (n=50; 72% male)
Survey queries included:
• Well-being
• Transport mode(s) and reasons
• Licence status
• Geographic location
• Sporting, cultural, social and community activities
• Physical activity
• Screen time
‘Life Satisfaction Scale’*

Respondents were asked:
“Now I’d like to know how you feel about your life. Right now, how do you feel about …” about ten situations.

They were asked to gauge them on a 4-point Likert scale, “Very happy”, “Happy”, “Unhappy”, “Very unhappy”.

Resulted in a 40-point scale

TOOL 2: Self-perceived strengths

• ‘Self-Perceived Strengths’*
Respondents were offered a list of 22 items and asked:
“Now I'd like to ask you some questions about you and how you see yourself. Which of the following words describe you? Please choose as many or as few as fit you”.

Resulted in a 22-point scale

Key findings:

Well-being

Compared with the overall study population, those who skateboarded for transport reported:

- Higher self-perceived strengths (out of 22)
  - Mean of 14.4 items, compared to 11.5
  - $t = 3.97; p<0.001$

- Similar life satisfaction (out of 40)
  - Mean of 31.3, compared to 31.6
Key findings:

Activities

Compared with the overall study population, those who skateboarded for transport reported:

- **More physical activity**
  - Mean of 5.2 days per week, compared to 4.3
    - \( t = 2.70; p = 0.0070 \)
    - More than any other mode

- **More overall activities**
  - Mean of 17.4 per month, compared to 15.8
    - \( t = 2.12, p = 0.03 \)
    - More than any other mode

- **Higher screen time use**
  - Mean of 5.9 hours per day compared to 4.7
    - \( t = 2.10, p = 0.03 \)
    - More than any other mode
Key findings: Reasons

Those who skateboarded for transport reported they did so because they:

- Used it as their exercise (56%)
- Felt safe doing so (48%)
- Viewed it as important for socialization (46%)
- Used it as their main mode of transport (36%)
- Didn’t have a driver’s license (22%)
Implications

**Policy**
- Skateboarding should be included as an option in the NZ Ministry of Transport household travel survey
- Skateboards should be allowed on buses and school grounds
- Shared travel spaces could help maintain the health and well-being benefits of traveling by skateboard

**Research and practice**
- Adjust perceptions of PA and screen time – not necessarily mutually exclusive
- Break down barriers - Get rid of all the suffixes!
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1. The suffix challenge! Fill in the blank:
   • “Yesterday, I _______________________________."
   • “Today, I _______________________________."
   • “Tomorrow, I _______________________________."

2. The eye contact challenge!
   • Make eye contact with fellow VRUs ... and dare I suggest saying hello??
Forgotten Travellers

Thank you!

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Overview of my PhD work (2014-2017)

“Transport and Well-Being Among Older Adolescents”
Exploratory mixed methods design

1. Qualitative project data collection, analysis and results
2. Measurement tool development
3. Final survey tool data collection, analysis and results
4. Interpretation
   qual ----> QUANT
• **Photovoice qualitative investigation**  

• **Pilot study to test feasibility**  

• **Survey translation (for Māori immersion school)**  

• **Survey data**  