

Pseudo-Panel Analysis in Danish: Less Cycle of our Children

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Abstract

The patterns of cycling demand for the Danish population are examined in this research. We examine the temporal stability of cycling demand preferences for various age cohorts in combination with residential city sizes using pseudopanel based on large-scale cross-sectional data. Demand for cycling is broken down into two effects. First, a "selection" impact in the population that explains the likelihood of being a biker, i.e., participating in cycling activities second, if the respondent is a cyclist, there is a conditional need for cycling kilometres. A Gamma Hurdle model is used to estimate the joint probability model. Three empirical findings stand out from the study's many others. First off, the timeframe shows a fall in total cycling demand in Denmark. It is also demonstrated that this is mostly a selection impact.

Keywords: Cycling; Pseudo-panel analysis; Hurdle and selection models; Dynamic transport preferences; Transport geography; Econometrics

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Introduction

Therefore, rather than a reduction in trip distances for cyclists, a decreased riding population is essentially the main cause of the observed dip [1]. Thirdly, younger generations, especially those living outside of major cities, are most affected by the downturn [2].

Given that Denmark is a global leader in bicycle culture and has a long history of cycling, we think our findings can help other nations avoid experiencing similar long-term effects [3]. The second-largest riding population in the EU relative to its population ECF, with a trip share between 14 and 18% over the period from 2000 to 2010, Denmark is a successful bicycle nation internationally [4]. The desire for riding in Denmark is dwindling despite ongoing efforts to raise the bicycle trip share [5]. Denmark is frequently cited as one of the historical pioneers in promoting bicycle use, therefore it is in everyone's best interest to understand why, for whom, and how much this decrease is occurring [6]. It's intriguing because it might help us predict tendencies in nations with less developed cycling cultures and possibly inspire us to take preventative action to slow down such development [7]. The current paper's objective is to identify cycle demand patterns across age cohorts. Discussion of potential underlying causes for the trends that have been noticed [8]. We also talk about potential research agendas for future policy as part of

the conversation. In this study, we use a pseudo panel approach based on a comprehensive national trip diary to analyse bicycle preferences [9]. By doing this, it will become clear if people from a particular age group, such as those observed in 2006, behave differently from people from a similar age group recorded later [10].

Discussion

The paper divides bicycle demand into two primary parts using a methodical approach [11]. First, a selection component that gauges the percentage of people who pedal, and then a mileage component that gauges the distance travelled by each cyclist In a Hurdle-type model, these effects are calculated and assessed across pseudo-panels with age- and gender-specific definitions [12]. Using this method, we can assess the relative significance of the two effects as well as the effects of other explanatory factors on the selection and mileage model [13]. Bicycle demand has recently drawn more attention in academic literature as a research topic [14]. mostly due to growing recognition of the advantages of cycling's beneficial external effects The Danish National Travel Survey has been performed in its current format in Denmark since 2006 [15]. The poll gathers data on the everyday travel routines of about. It is a fairly representative cross-sectional sample of the Danish population between the ages of 10 and includes information on travel patterns from a day-before-interview travel

diary. To create a representative sample of the population, survey participants are chosen using stratified random sampling from the Danish Civil Registration System. Only one responder from each household takes part in the survey.

Conclusion

There are also accessible year samples of the poll from 1992 to 2001. Although these older data sets cannot be used alongside more recent data sets, they are appropriate for aggregate analysis. Consequently, the study does not include any data from years before to 2006. In order to avoid the consequences of the Covid-19 lockdown, the analysis also leaves out the years 2020 and 2101. The years following 2019 are in fact considerably different in terms of the overall mode share and miles per person,

as can be seen from Tables 1 and 2, which suggests that these years should be removed from the analysis. A total of 175, 683 people are included in the study period's final data set. The number of cars available to the respondent's home, their age, gender, the number of miles they cycled on the survey day, and their urbanisation level are the only factors we take into account in the current study.

Acknowledgement

None

Conflict of Interest

None

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