

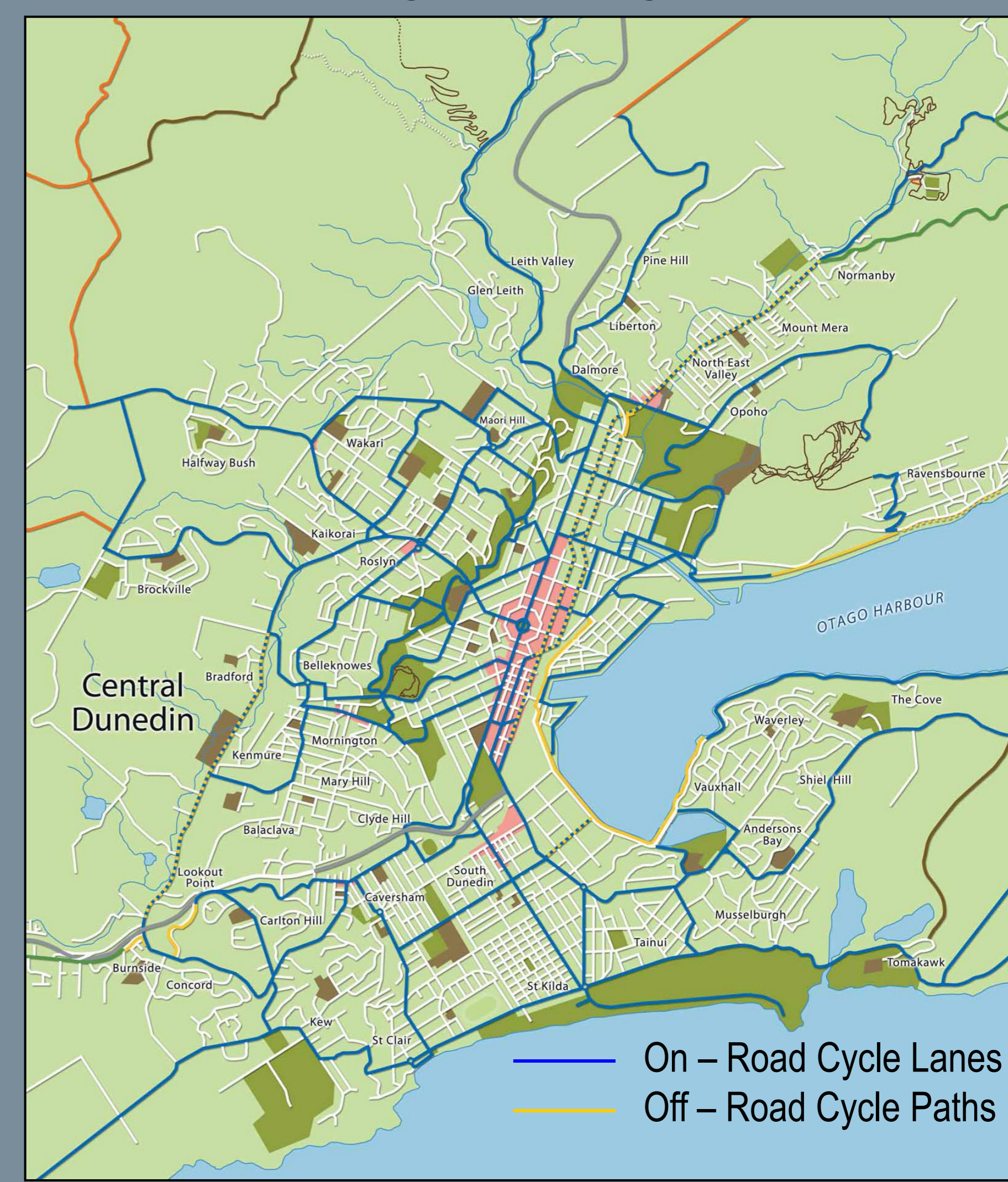


C. Jellum & A. Thompson

The aim of this research was to obtain information from cycleway users and non-users (walkers, cyclists, motorists) in order to provide insight into enhancing the current Dunedin cycleway system. \*This research was funded by a School of Business, University of Otago summer student scholarship.

*Defining a cycleway: A transport/recreation network dedicated to the inclusion of cycling needs. Cycleways are typically marked for bicycles, sealed, multiple-use transportation routes which may include on-street cycle lanes shared with other motorists and/or off-street cycle paths/tracks shared with pedestrians.*

## Dunedin Cycleway Map



## Purpose and Objectives

To investigate reasons, motivations and barriers to use or non-use of the cycle system in Dunedin.

To explore concerns regarding safety.

To examine suggestions for cycleway & facility improvements.

## Methods and Response

A postal questionnaire was distributed to 500 stratified, random Dunedin city households from 15 February to 1 March 2009.

The response rate was 22.1% with 109 returned questionnaires, 36.7% cyclists and 63.3% non-cyclists.

# RESULTS

## Respondent Demographics

Household Residence:

- 11 Postcodes
- 25% 9010 (north Dunedin)

Employment Status:

- Cyclists: 45% full-time
- Non-cyclists: 46% retired

Nationality:

- Cyclists: 80% New Zealand
- Non-cyclist: 80% New Zealand

Number in Household: 273

- 43% Adult cyclists
- 60% Children cyclists

Bicycles in Households:

- Cyclists: Average 4 bikes
- Non-cyclists: 75% zero bikes



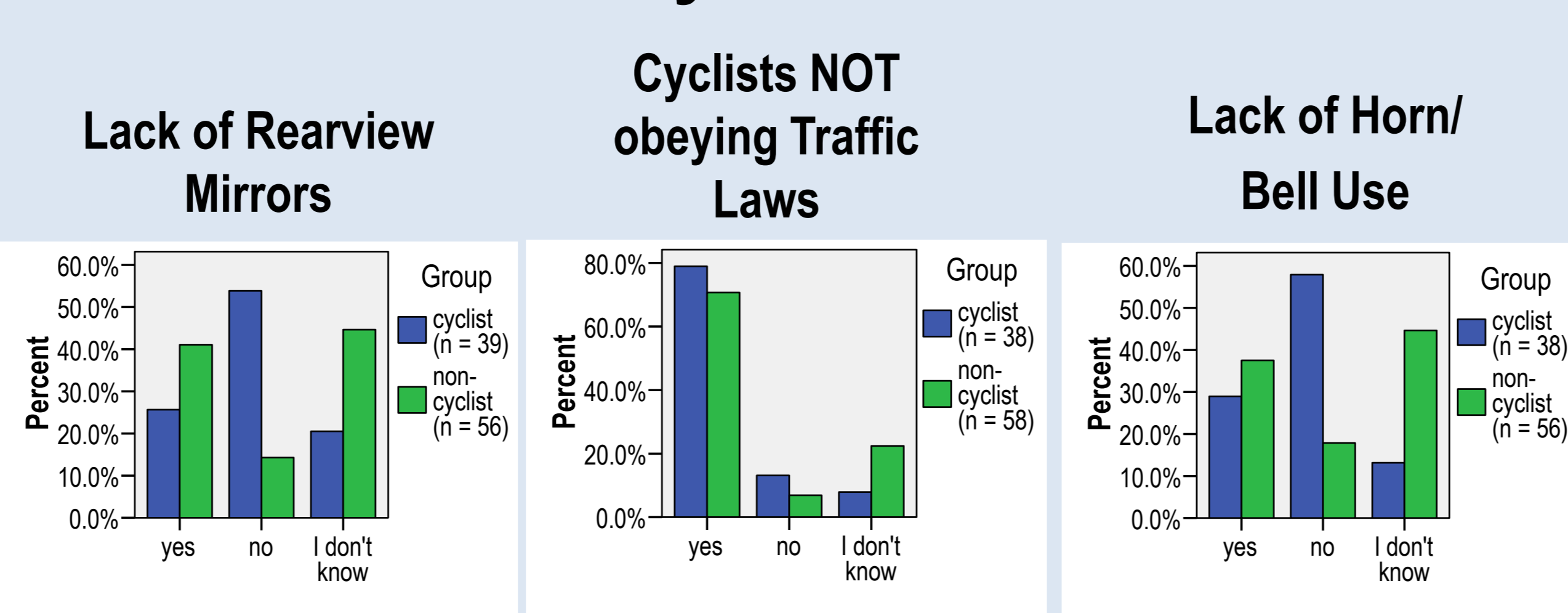
## Motivations to use Cycleway

Type of Motivation*	Number of Cycleway Users	Percent
For exercise/health/fitness	57	51.4%
Scenery/general recreation/leisure	43	39.4%
To go to work	36	33.0%
For shopping/errands	32	29.4%
Spend time with family/friends	31	28.4%
Use Portsmouth Drive cycleway	27	24.8%
To visit friends/family	26	23.9%
Use Ravensbourne cycleway	21	19.3%
To be sustainable	16	14.7%
To go to university/polytechnic	12	11.0%
Exercise the dog	11	10.1%
To go to school	9	8.3%
For competitions/training	9	8.3%
Other	3	2.8%

## Facility Improvements

Improvement Suggestions*	Yes	No	I don't know
	Number of Respondents		
Separate cycle lanes from roadway (n = 96)	77	5	14
Availability/security of public cycle parking (n = 91)	65	3	23
Provisions for cycleway crossings at intersections (n = 90)	57	12	21
Cleaner pathways/rubbish & glass removal (n = 93)	57	9	27
Better cycle route signs (n = 90)	56	12	22
Cycle friendly guttering/curb (n = 92)	52	6	34
Bicycle racks on public transport (n = 91)	46	12	33
Better street/pathway light at night (n = 83)	43	14	26
Use as an education resource (n = 86)	42	5	39
Improve surface conditions (n = 83)	37	16	30
More rubbish bins, picnic tables, toilets on path (n = 91)	36	15	40

## Safety Concerns



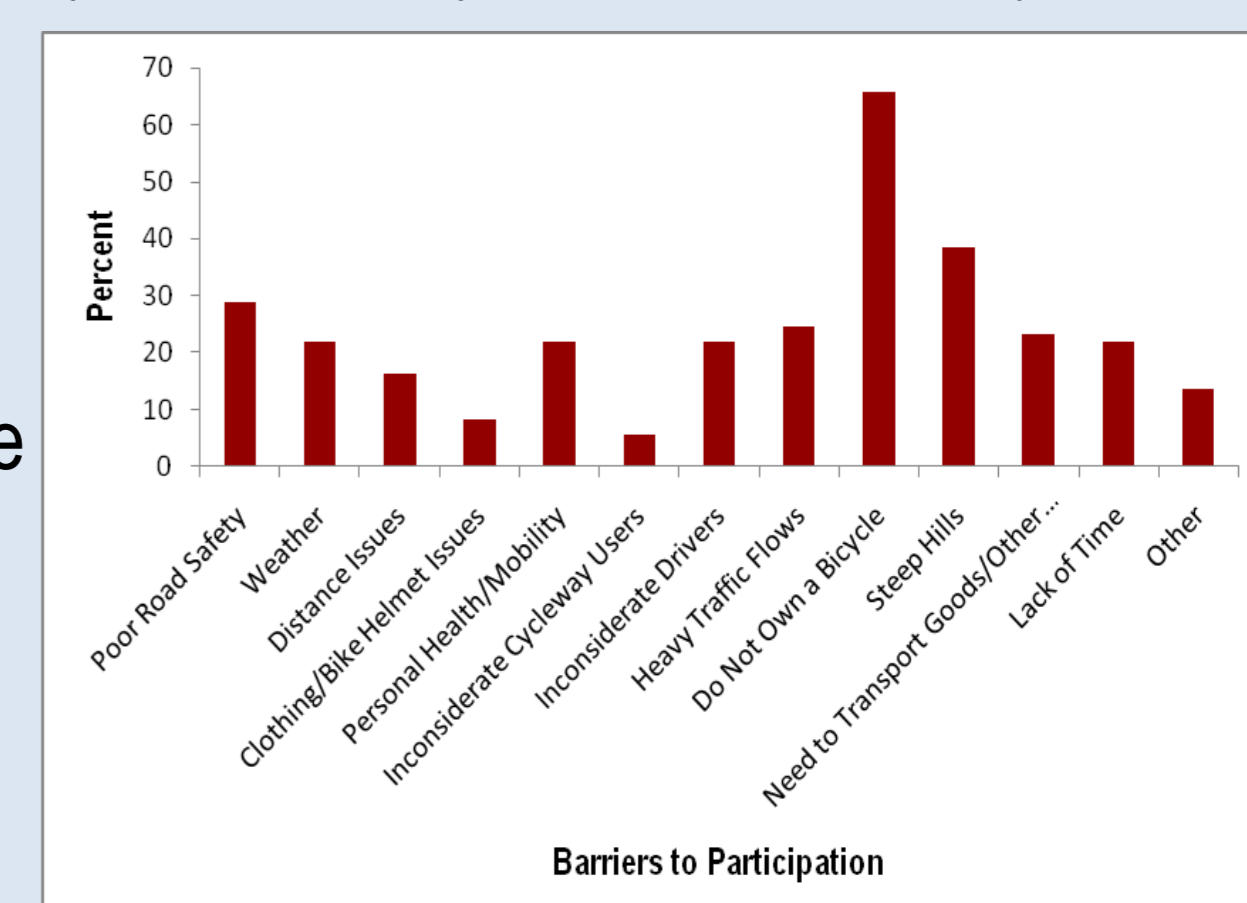
## Barriers to Cycling

"I would cycle in Dunedin if one-way system had better cycle lanes (heavy traffic, big trucks, inconsiderate drivers)". – non-cyclist

"I would like to cycle with my children, so safety is the main issue for us. Cycleways well away from roadways are ideal" – non-cyclist

Most common barriers:

- 1) 73% not owning a bicycle
- 2) 38% steep hills
- 3) 29% poor road safety



## CONCLUSIONS & RECOMMENDATIONS

- Most respondents felt that off-road cycleways were safer than on-road cycleways. A more comprehensive off-road cycle network needs to be developed and signposted to promote use, both through the city centre and in periphery areas.
- Many Dunedin residents find rubbish, litter and glass along the cycleway system to be a deterrent for cycling. Keeping cycleways and walkways clear of these hazards is necessary to ensure safety and encourage use.
- A shared concern by cyclists and non-cyclists indicate that education programmes and increased enforcement may be necessary to reduce the number of traffic incidences.

**Acknowledgments:** The authors also would like to thank Bruce Conaghan, Charlotte Flaherty, and Susil Gunathilake from Dunedin City Council, and the survey participants. The project was funded by a summer research bursary awarded to the primary author by the School of Business, University of Otago.