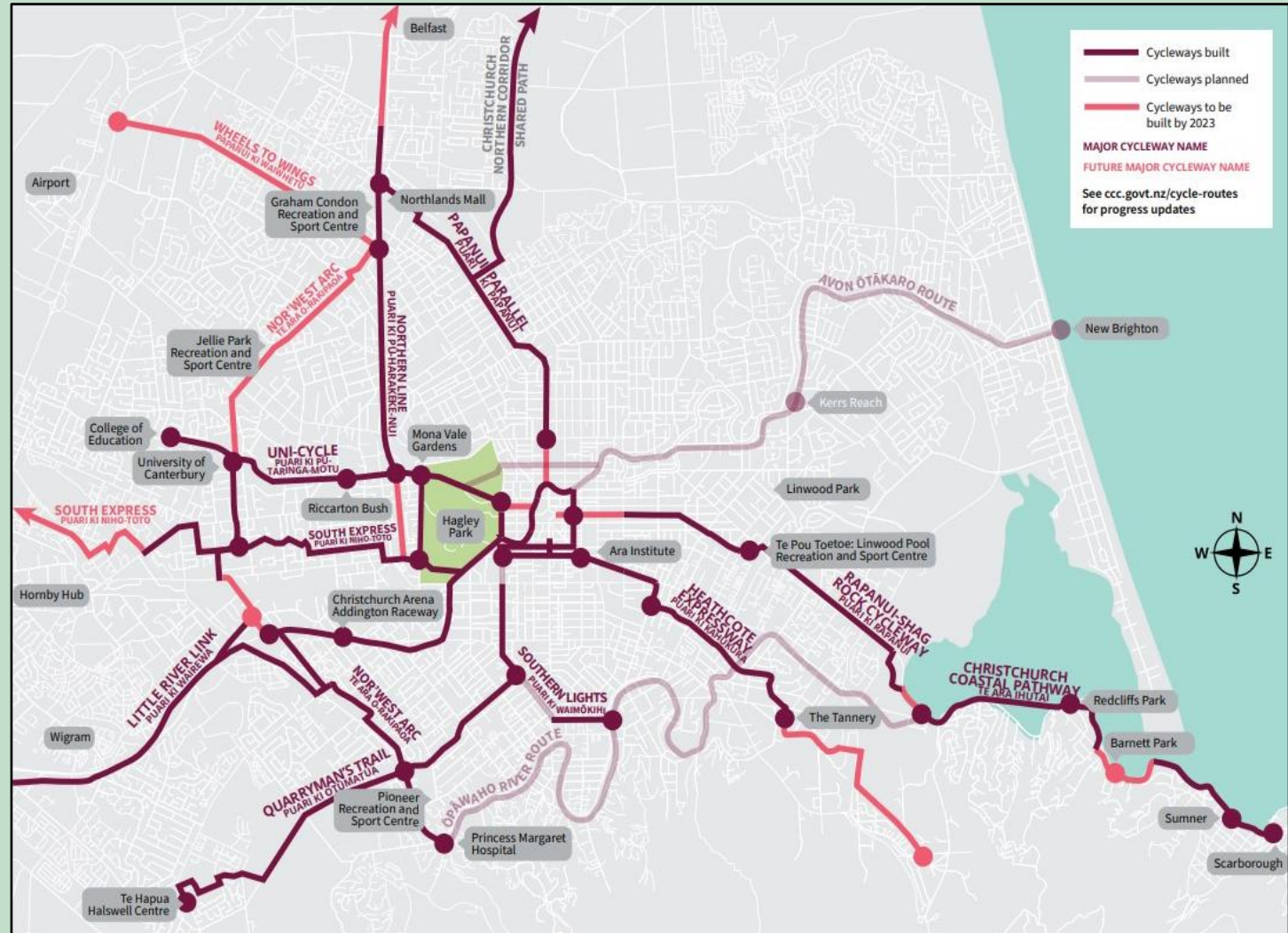


Are Our Cycleways Created Equal?

An Ōtautahi-Christchurch Perspective

Mike Davidson



Design impact

- **94% believe that well-designed cycleways will encourage the uptake of new people to cycling.**
- **60% believe that poorly designed cycleways will discourage the uptake of new people to cycling.**
- **If possible, 49% of people who bike will avoid poorly designed cycleways.**

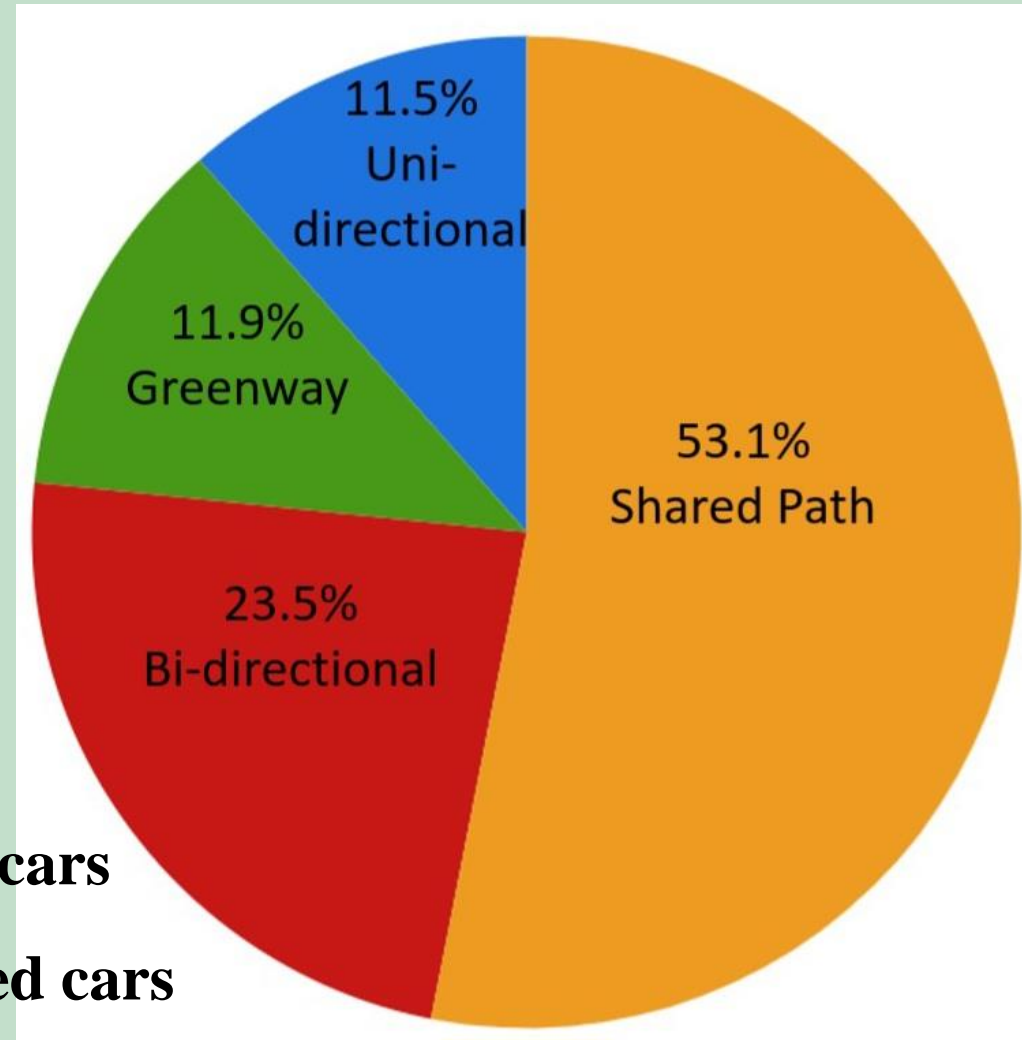
Safety

- **77% of people feels safe when biking on a separated cycleway**
- **23% of people feel safe when biking on the road**



Cycleway preference

1. One-way/uni-directional cycleways
2. Two-way/bi-directional cycleways
3. Shared paths
4. Neighbourhood greenways/ shared 30kmh roads
5. Painted cycle lanes on a 30kmh roads with no park cars
6. Painted cycle lanes on a 50kmh roads with no parked cars
7. Painted cycle lanes on a 30kmh roads with park cars
8. Shared bus and bike lanes
9. Painted cycle lanes on a 50kmh roads with parked cars



5 favourite aspects

1. Separation from vehicles (moving and parked)
2. Auto detectors for traffic lights
3. Smooth surfaces
4. Scenery/nature
5. Width



5 least favourite aspects

1. Traffic lights
2. Narrow widths
3. Busy shared paths
4. Intersections
5. Wayfinding



Key takeaways

- 1. Keep them separate, one-way and make them wide**
- 2. Try not to do shared paths, especially in high pedestrian areas**
- 3. Smooth surface, smooth transitions**
- 4. Auto detectors with manual call button and display lights**
- 5. Priority at intersections should be given to people on bikes**
- 6. Minimise design types within a single route**
- 7. Have good wayfinding**
- 8. Have good lighting at night**
- 9. Natural amenity**

