

Questions presented to 2007 Dunedin local body Candidates by Living Streets Dunedin

The candidates who responded were generally receptive to and aware of issues facing pedestrians in the city. All candidates agreed that pedestrian convenience, access and safety should be a paramount consideration in any road design.

Wording of the numerical questions in the survey, with the proportion and number who responded to each option are in this file.

Text responses to "other" options, and to the question "If elected, what changes would you make for active transport in Dunedin?" are in a different pdf file.

2. How important do you think that promoting walking as a mode of active transport is in the following areas

	very important	important	not very important	not at all important
personal health benefits	90.6% (29)	9.4% (3)	0.0% (0)	0.0% (0)
public health benefits	71.9% (23)	25.0% (8)	3.1% (1)	0.0% (0)
environmental benefits	59.4% (19)	37.5% (12)	3.1% (1)	0.0% (0)
personal economic benefits	41.9% (13)	41.9% (13)	16.1% (5)	0.0% (0)
local economic benefits	41.9% (13)	35.5% (11)	22.6% (7)	0.0% (0)
lessening the dependence on private car use	53.1% (17)	37.5% (12)	9.4% (3)	0.0% (0)

3. Please indicate how strongly you support the following statements relating to planning issues that support active transport

	Strongly agree	Agree	Disagree	Strongly disagree
Active transport such as walking and cycling need a much larger proportion of transport resources	58.1% (18)	32.3% (10)	9.7% (3)	0.0% (0)
Making walking a pleasant experience is an essential part of creating a liveable city	68.8% (22)	31.3% (10)	0.0% (0)	0.0% (0)
Walkers and cyclists need transport routes free of traffic noise, pollution and physical danger from larger vehicles.	68.8% (22)	25.0% (8)	6.3% (2)	0.0% (0)
Hierarchical street networks with some streets are designed almost exclusively for powered vehicles while others cater for alternatives would be good for Dunedin.	37.9% (11)	41.4% (12)	20.7% (6)	0.0% (0)
More mixed mode zones should be developed where cars and pedestrians learn to coexist.	44.8% (13)	51.7% (15)	3.4% (1)	0.0% (0)
Crossing lights should allow sufficient time for all pedestrians.	71.9% (23)	28.1% (9)	0.0% (0)	0.0% (0)

4. When road design or redesign is reconsidered, should pedestrian convenience, access and safety be a paramount consideration?

Response

yes	100.0%
no	0.0%

5. Please rate how well you think the city supports walkers in the following areas

	Excellent	Good	Could be better	Very poor
provision of footpaths and pedestrian ways	15.6% (5)	59.4% (19)	25.0% (8)	0.0% (0)
upkeep of footpath surfaces	0.0% (0)	31.3% (10)	59.4% (19)	9.4% (3)
congestion on footpaths	6.3% (2)	43.8% (14)	50.0% (16)	0.0% (0)
consideration of pedestrians at road crossings	3.1% (1)	28.1% (9)	59.4% (19)	9.4% (3)
motor vehicle speed	3.1% (1)	31.3% (10)	56.3% (18)	9.4% (3)
motor vehicle behaviour	0.0% (0)	12.5% (4)	62.5% (20)	25.0% (8)

6. Recently the Dunedin City Council passed a bylaw designating 19 narrow (below 5.5m) Dunedin streets as "footpath parking" areas, ostensibly to ensure access for emergency vehicles. Some of these streets have only one footpath. The Chair of the Infrastructure Services Committee did not rule out the process being repeated in the future to add further streets to this group. Please indicate your position on the following comments on parking on footpaths.

	Strongly agree	Agree	Disagree	Strongly disagree
Should not be used as an answer to a problem that can be solved by other means such as increasing off road parking, creating no parking areas, etc	37.5% (12)	53.1% (17)	9.4% (3)	0.0% (0)
Justified if they prevent damage to parked vehicles from passing traffic	6.5% (2)	41.9% (13)	41.9% (13)	9.7% (3)
Pedestrian safety should be paramount in discussing any such changes	62.5% (20)	37.5% (12)	0.0% (0)	0.0% (0)
Justified if needed to let emergency vehicles through	28.1% (9)	56.3% (18)	9.4% (3)	6.3% (2)
Should be restricted to streets that do not otherwise have one driving lane and one parking lane	16.7% (5)	60.0% (18)	13.3% (4)	10.0% (3)
Will encourage city drivers to park on footpaths in other areas	16.1% (5)	38.7% (12)	41.9% (13)	3.2% (1)
Affected footpaths should be removed entirely or changed in appearance to avoid confusion for motorists and pedestrians	6.7% (2)	50.0% (15)	36.7% (11)	6.7% (2)
Any streets involved must undergo a re-design of streets as mixed mode passages with traffic calming to show that cars and pedestrians have equal status	28.1% (9)	62.5% (20)	6.3% (2)	3.1% (1)
Residents and visitors are responsible for the safe and legal parking of their own vehicles	34.4% (11)	59.4% (19)	6.3% (2)	0.0% (0)

7. How strongly do you agree with these statements about pedestrian access in central Dunedin?

	strongly agree	agree	disagree	Strongly disagree
Pedestrian access needs to be enhanced by limiting the amount of pavement covered by street furniture and signage	21.9% (7)	65.6% (21)	12.5% (4)	0.0% (0)
Recent changes such as outdoor dining have made downtown a vibrant place and pedestrians should fit in	19.4% (6)	45.2% (14)	35.5% (11)	0.0% (0)
I support the recently proposed 2.5 metre pedestrian corridor proposed for the lower Octagon	28.1% (9)	62.5% (20)	9.4% (3)	0.0% (0)
The extension of 30k speed zones should be investigated	29.0% (9)	54.8% (17)	16.1% (5)	0.0% (0)
Improvements to traffic lights for pedestrians such as automatic pedestrian lights and barndance crossings at busy intersections should be investigated	34.4% (11)	50.0% (16)	15.6% (5)	0.0% (0)
Conversion of some street sections to pedestrian-only areas should be investigated	29.0% (9)	58.1% (18)	12.9% (4)	0.0% (0)