



People's Panel: Skateboarding Bylaw Survey

May 2015

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1. Key Findings

- The majority of the respondents (89%) agree that Dunedin should have rules about where people can skateboard.
- In general, most respondents support the continual prohibition of the stated areas, with:
 - 87% for Moray Place and area within
 - 86% for George Street, from Frederick Street to Moray Place
 - 71% for Princes Street, from Water Street to Moray Place
 - 82% for Stuart Street, from and including Railway Station and Anzac Square to Moray Place
 - 59% for Queens Garden reserve
 - 65% for John Wickliffe Court recreation reserve
 - 62% for St Clair Esplanade
- Most common comments about where skateboarding should or shouldn't be allowed were for prohibiting in high foot traffic areas, footpaths, roads and steep streets and allowing in skate parks and designated reserves.
- Most respondents (59%) thought that a verbal warning once then seizure of the skateboard or device and a charge for costs is the appropriate enforcement method.
- Most common comments about enforcing skateboarding rules suggest educating and advertising about rules and prohibited areas. Enforcement should also be fair and not too harsh, following a case by case standard to deliver appropriate enforcement.
- Most common comments about city safety were for skateboarders to use cycle lanes and wear protective, high visibility gear.
- Most common general comments about skateboarding endorsed it as good and environmentally friendly but concerning on roads and around pedestrians.

2. Background

2.1 Survey Background

The Skateboarding bylaw prohibits skateboarding in high foot traffic areas where skateboarding has previously impacted pedestrian safety. The bylaw has been in place for ten years now and the DCC wants to know if it's still appropriate. Feedback from this survey will help the DCC decide whether the bylaw needs to be amended.

2.2 About the Dunedin People's Panel

The Dunedin People's Panel aims to provide an opportunity for people in Dunedin to get involved with a range of Dunedin City Council issues, giving feedback by completing online surveys.

The Panel ideally supplements other research, using consultation to provide public perceptions to help inform decision-making processes. Panellists are recruited to be 'typical' members of the public – that is they come from a range of backgrounds and have a range of involvement with the DCC.

The People's Panel is not a statistically representative sample of the Dunedin population because panellists choose to sign up. The DCC encourages representation from a variety of groups on the Panel to obtain a wide range of views and continues to improve participation from groups that are under-represented. At the time of surveying, there were 1,301 people registered with the Panel including residents of each community board area and a range of age and ethnicity groups. Furthermore, the information provided by the Panellists is not verified.

For more information about the Dunedin People's Panel visit the Panel's website at www.dunedin.govt.nz/peoplespanel.

2.3 Methodology

This survey was open from 16th March to 23rd March 2015. In total 264 completed surveys were received.

The feedback has been analysed in two ways:

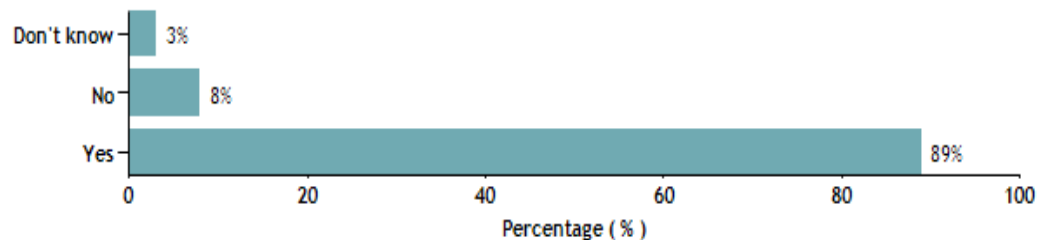
- For the tick box questions, responses to each option have been reported as proportions of the total sample.
- Responses to open-ended questions ranged from one-word answers to lengthy comments with several points and ideas. Key themes from these comments have been identified and ordered by frequency. A selection of comments has been included in the report, to illustrate these themes.

Please note that results in charts presented in this report may not sum to 100% because multiple responses were allowed for some questions and/or as a result of rounding.

3. Survey Results

3.1 Skateboarding rules

The survey asked *'Should Dunedin have rules about where people can skateboard?'*

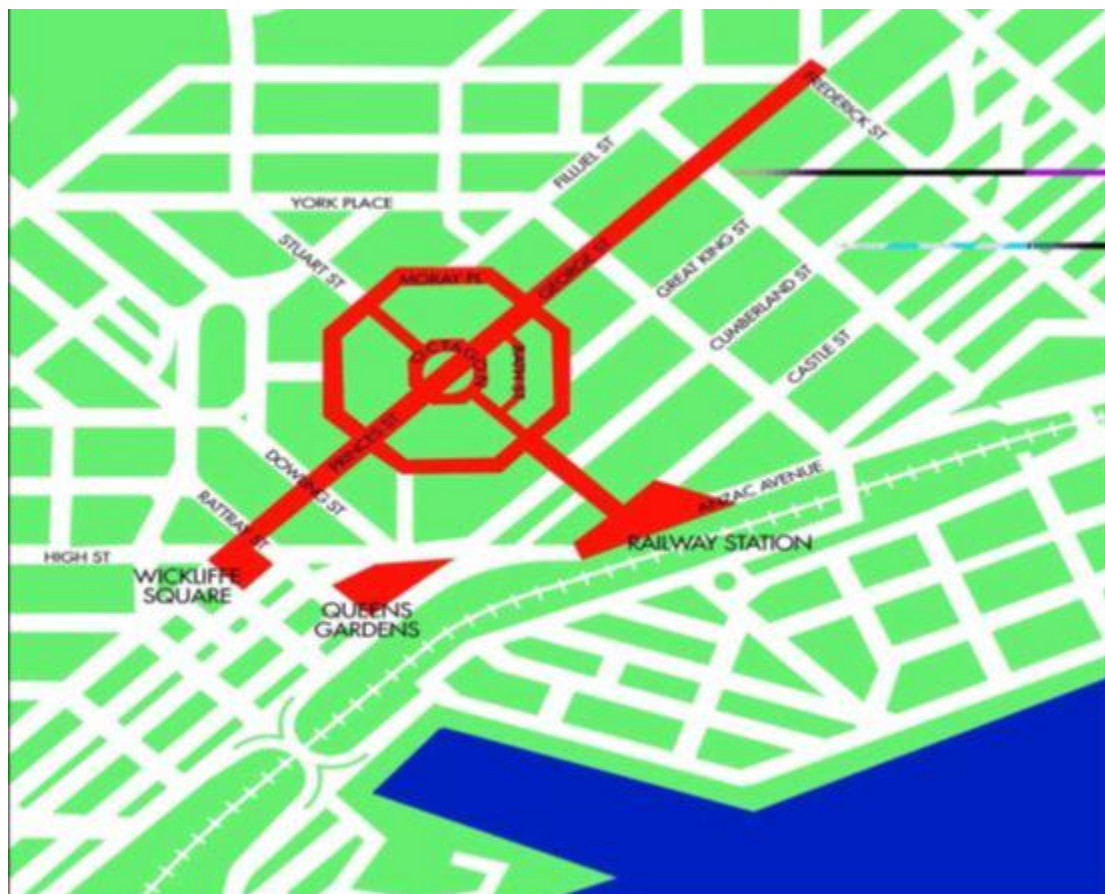


89% of the respondents thought that Dunedin should have rules about where people can skateboard, while 8% thought that it's not needed.

3.2 Prohibited areas

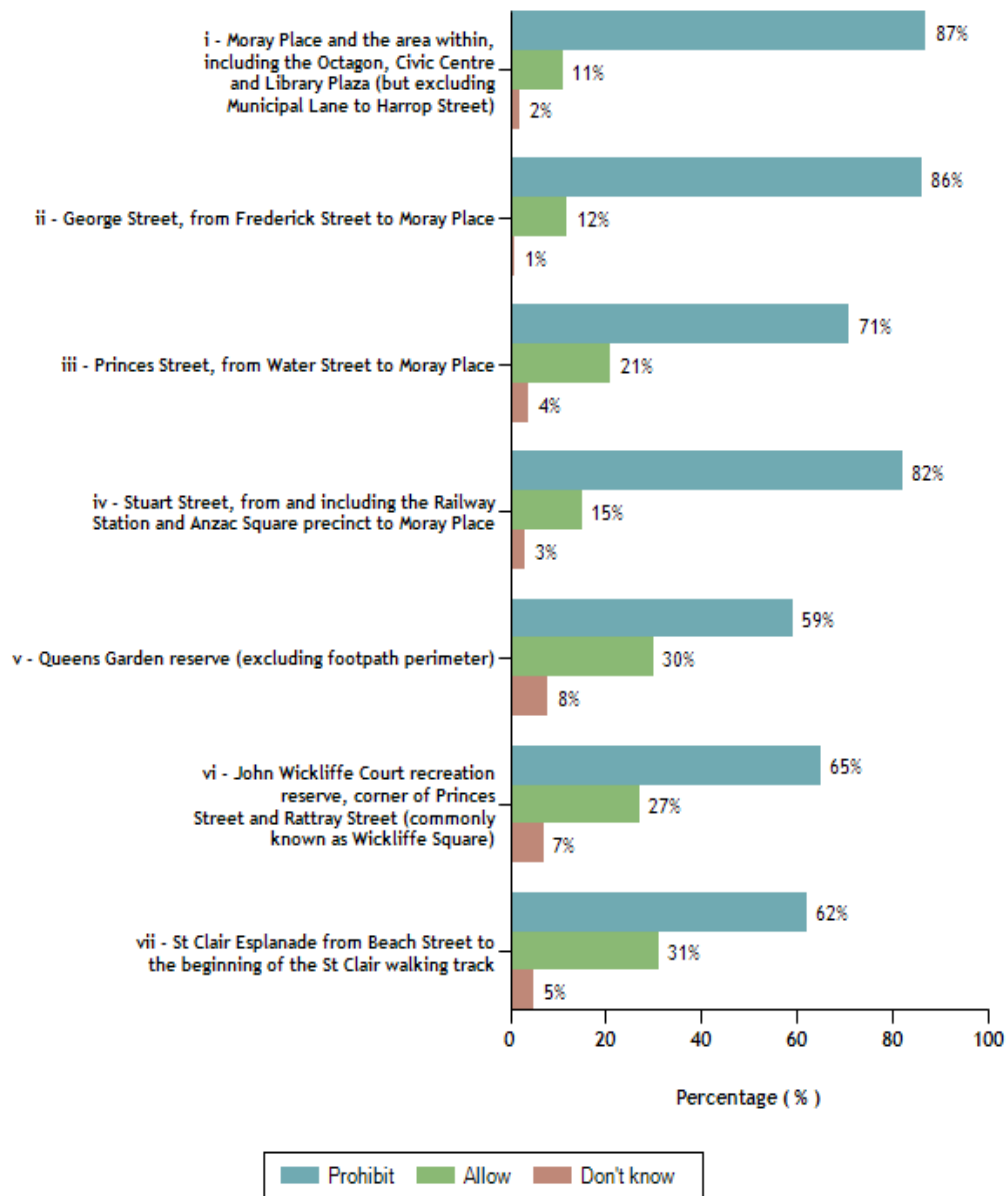
The survey asked *'Skateboarding is currently prohibited in the following areas (roads are not included so skating is permitted on roads within these areas). Should skateboarding be prohibited or allowed in each of these cases?'*

The following maps were provided for clarity:





Prohibited areas are marked in red.



There was large support for the continual prohibition of Moray Place and area within, George Street etc., Princes Street etc. and Stuart Street etc., with 87%, 86%, 71% and 82% supporting each respectively. There was less support for prohibition for the areas around Queens Garden reserve, John Wickliffe Court recreation reserve etc. and the St Clair Esplanade, with only 59%, 65% and 62% supporting each respectively. Around 30% of respondents support skateboarding in these three areas, which is far more than the support for the other four areas (between 10-21%).

Panellists were also asked whether they had any other comments about where skateboarding should or shouldn't be prohibited.

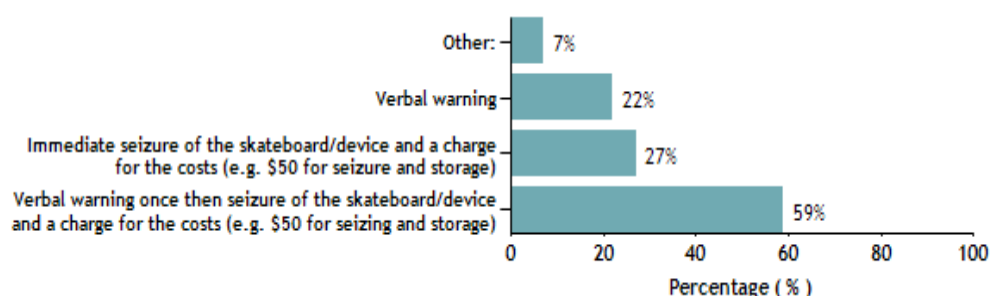
Table 1 – Where skateboarding should/shouldn't be prohibited	Number of responses
Prohibit in high foot traffic areas/footpaths/areas frequented by young and old	70
Allow in skate parks/designated areas/parks and reserves/private properties only	27
Prohibit on roads/steep streets	23
Allow on cycle lanes only	8
As is	6
Allow in St. Clair Esplanade	4
Prohibit around hospital entrance	4
Prohibit where vision is obscure	3
Allow on school grounds during after school hours	2
Allow everywhere	2
Prohibit everywhere	1
Allow on roads with helmets	1
Allow on quiet streets	1
Prohibit on cycleway	1
Other comments	9

Selection of comments:

- "Only the most crowded and difficult pedestrian areas should be off limits to skateboarders. It is a largely inoffensive and environmentally friendly thing."
- "Skateboarding is pretty dangerous and I have had some narrow escapes from being hit. I think they should be in areas where there is clear visibility and little foot traffic. Some areas or more areas should be designated for this activity. Carisbrook? Or anything left of it."
- "There should be rules about skateboarding but they should be about respecting people, property and public places as opposed to blanket prohibit/allow in specific areas. Sometimes it may be appropriate to skate in the Octagon (e.g. at times where there are minimal pedestrians or other traffic) while other times it won't be appropriate (e.g. during an event or when there are hundreds of cruise ship passengers congregating). Rules should be about the circumstances, not areas as defined on a map."
- "Pedestrian density is a key issue. Some places like around the library have poor visibility with lots of corners so are dangerous."
- "Shouldn't be allowed on the roads but should have specific areas where they can skate e.g. park areas."

3.3 Enforcement

The survey asked *'Which of the following ways should be used to enforce skateboarding rules?'*



59% of the respondents thought that the most appropriate enforcement procedure should be a verbal warning once then seizure of the skateboard and charge for costs. 27% thought that immediate seizure is appropriate while 22% thought a verbal warning is sufficient.

Panellists were also asked whether they had any other comments about enforcing skateboarding rules.

Table 2 – Comments about enforcing Skateboarding rules	Number of responses
Educate/advertise about rules, put up signs	13
Consistent and fair/not too harshly, case to case basis	12
Just do it/more enforcement	9
Use parking wardens/police/special enforcers	9
Record of offenders/way to identify them	8
Who is going to enforce and how	6
Heavy penalty, swift and severe	6
Warning then seizure	5
Seizure then eventual return (time held increase with repeat offence)	4
Immediate seizure	4
Charge higher costs/heavier penalties for older persons	4
Fines instead of seizure	2
Treat same as cars/cyclists	2
Inform and direct to allowed areas	2
Discuss options with skateboarding community	1
As is	1
Demerit points	1
Other comments	15

Selection of comments:

- "I am not a fan of charging costs. I would rather see a scale of seizure times. First offence, return of skateboard on receipt of written acknowledgement of wrongness of offence. Second offence, skateboard held for one week before return. Third offence, retain for two weeks, and so on."
- "You would have to seize the skateboard immediately and hold it for a period. If you were to warn them, then seize it a second time, how would you ever recognise them?"

- 'I see skateboarders continually in prohibited areas. I've seen several near misses. I've never seen or heard of any action against a skateboarder. More enforcement is required.'
- "Please put up some signage to inform about the rules. I think it would let skateboarders know about where they are not allowed to skateboard and what the penalty is."
- "Use the DCC parking officers to monitor and hand out the fines or confiscation of the boards."

3.4 City safety for skateboarders and others

Panellists were asked whether they had any comments about how the DCC could make the city safer for skateboarders and others.

Table 3 - Comments about improvement of city safety for skateboarders and others	Number of responses
Skateboarders use cycle lanes	23
Wear protective and high visual gear	16
Only allowed in designated parks	15
Maintain, supervise and develop skateboard parks	13
Educate/advertise	9
More enforcement	8
Ban completely	5
More car free areas e.g. Octagon	4
As is	4
Wider footpaths	2
Treated like cars	2
Ban from public places	2
No café furniture on sidewalk	1
Other comments	19

Selection of comments:

- "Keep skateboarders away from pedestrians, especially older ones. Skating on the road in the George St 30km area should be fine."
- "Skateboarders need to be recognised as part of Dunedin's evolving traffic. There appears to be nothing required to protect the safety of skateboarders. The DCC should immediately look at creating bylaws enforcing protection for skateboarders so that they can safely ride on roads, rather than footpaths. This should include correct helmet and protective clothing, skateboarding lanes and paths, skateboarding schools to educate young people about skateboarding, skateboarder advice for motorists, and better skateboarding parks. Yet again, a great opportunity for Dunedin to LEAD THE WAY!"
- "Encourage skateboarders to use the cycle lanes instead of the road where they are present."
- "Perhaps providing more skateboard parks and perhaps by designating that skateboards keep left in cycle lanes. And by endorsing the laws so everyone knows the laws are there for the safety of everyone."

3.5 General comments

Panellists were asked whether they had any other comments about skateboarding in Dunedin.

Table 4 – Other comments about skateboarding	Number of responses
Not too bad as a whole/good form of transport	18
Dangerous on roads/scary	13
More respect/awareness of other pedestrians and road users	6
Encouraged and supported	4
Require wearing of high visibility gear	3
Kept away from pedestrians/traffic	3
Accept responsibility for actions/damages	3
Use cycle lanes	2
Dangerous at night	2
Treat as cars	2
Ban in central city	2
Limit to university	1
Getting worse every year	1
Other	14

Selection of comments:

- "It is low carbon transport for youth – be supportive wherever possible while maintaining respect for all footpath and road users."
- "It's fun but is also dangerous. People using them need to accept responsibility for skateboarding safely without causing harm or distress to other people. We need to stop taking responsibility for keeping these people safe, they need to do it themselves."
- "Generally skateboarders are pretty good, and they have the right to use spaces as well but the main streets are too crowded and not safe there."
- "They should wear helmets and fluoro vests like cyclists at all times. They frequently drop from skateboarding on the pavement and onto the road and vice versa and make it very dangerous for themselves and hazardous for drives and pedestrians. Should they actually be allowed on the road?"
- "I've never skateboarded, but I don't mind it in any sense when there's a boarder nearby me when I'm walking – they seem rational, and considerate, and I don't detect a problem. I'd love to encourage them to skate more, and develop the hobby as it's a healthy hobby and could be of benefit to Dunedin's identity."

4. How will the results be used?

The People's Panel findings, along with results from other consultation, will be reported on in the Review of the Skateboarding Bylaw report to the Planning and Regulatory Committee in June 2015. Findings will inform a draft bylaw which will be available for further consultation.

Appendix 1: Respondent Profile

	All Respondents n = 264	Percentages (%) n = 264	Census 2013 data (%)
GENDER			
Female	133	50%	52%
Male	128	48%	48%
Prefer not to say	3	1%	
AGE			
15-24 Years	7	3%	21%
25-34 Years	17	6%	11%
35-44 Years	30	11%	11%
45-54 Years	53	20%	13%
55-64 Years	51	19%	12%
65 Years or older	104	39%	15%
Prefer not to say	2	1%	
ETHNICITY*			
European	244	92%	88%
Maori	9	3%	8%
Pacific Island	3	1%	3%
Asian	2	1%	6%
Other	13	5%	2%
Prefer not to say	8	3%	
GEOGRAPHIC AREA			
Andersons Bay/Waverley	18	7%	5%
Blueskin Bay	8	3%	1%
Caversham	4	2%	3%
Concord/Corstophine/Kew	8	3%	4%
Fairfield	3	1%	2%
Green Island/Abbotsford	5	2%	4%
Helensburgh/Balmacewen	1	0%	2%
Inner City	16	6%	6%
Leith Valley	5	2%	1%
Maori Hill	13	5%	3%
Mornington	12	5%	5%
Mosgiel	18	7%	8%
Musselburgh/Tainui	7	3%	3%
North East Valley	20	8%	6%
Outer Peninsula	6	2%	1%
Outram/Momona	6	2%	3%
Peninsula	13	5%	2%
Pine Hill	9	3%	2%
Port Chalmers/Purakanui	7	3%	2%
Roslyn/Belleknowes	15	6%	3%
South Coast	8	3%	3%
South Dunedin	6	2%	3%
St Clair	6	2%	3%
St Kilda	9	3%	3%
Strath Taieri	0	0%	1%
Taieri	2	1%	3%
Three Mile Hill	9	3%	5%
University	3	1%	7%
Waikouaiti/Karitane	5	2%	2%
Wakari	9	3%	3%
West Harbour	12	5%	3%
Outside Dunedin	0	0%	
I'd prefer not to say	1	0%	

Note – the demographic information provided by the Panellists has not been verified.