

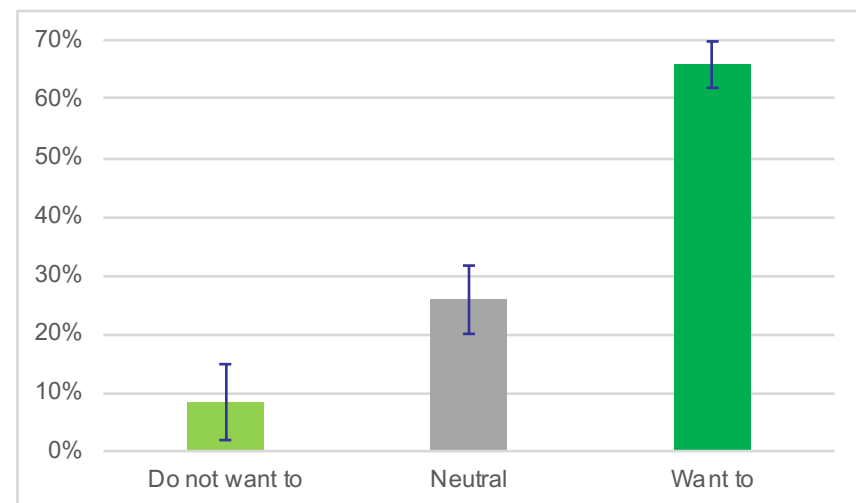
Objective

To identify neighbourhood factors that discourage and encourage survey participants who indicate that they would like to either walk or run or cycle more in their neighbourhood, and to participate more often in these activities.

Results – Walking and Running

65% of those surveyed indicated that they wanted to walk or run more in their neighbourhood (W/R).

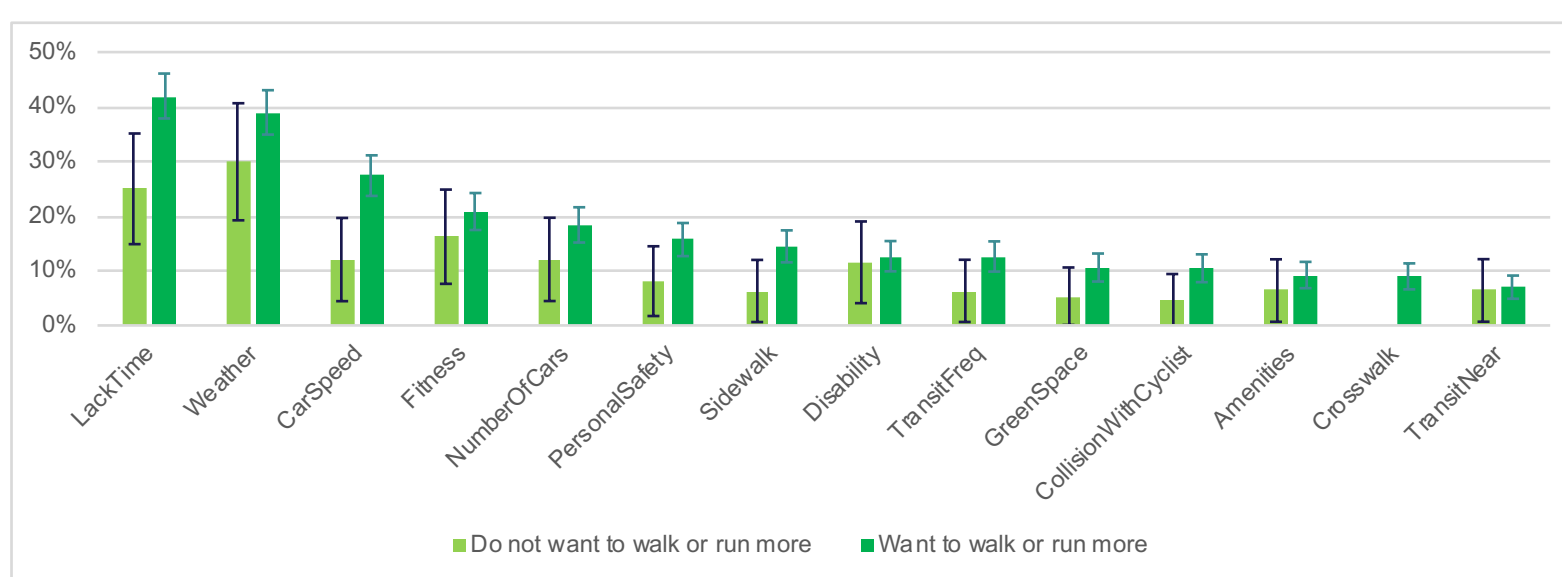
Figure 1 – Responses to “Do you want to walk or run more in your neighbourhood?”



Barriers

For W/R participants, factors that discouraged them from these neighbourhood activities included general issues such as **weather or time constraints**; importantly however, among policy-modifiable factors, **traffic speed, traffic volume, and availability of infrastructure such as sidewalks and crosswalks** were prominent.

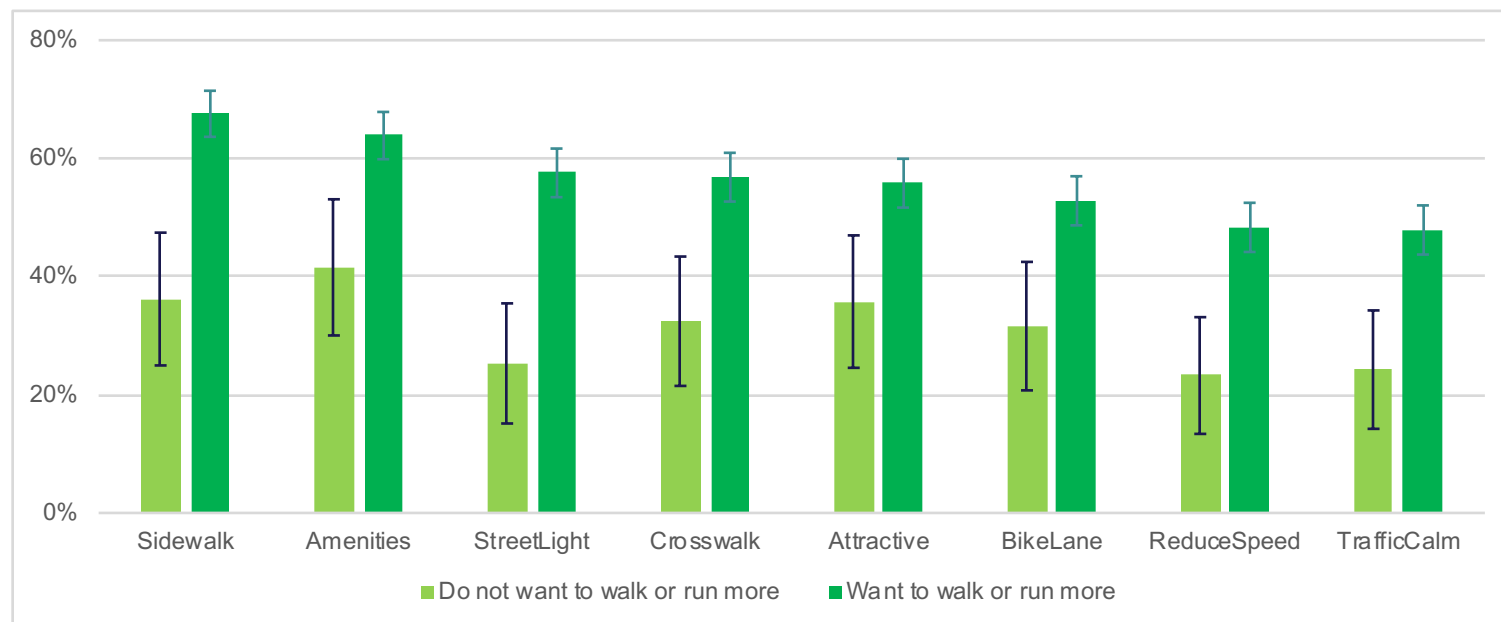
Figure 3 – Factors that discouraged people from running or walking more in their neighbourhood



Enablers

For W/R participants, factors that encouraged them to want to walk or run more in their neighbourhood included **built environment factors, particularly the availability of sidewalks, street lights and crosswalks**.

Figure 5 – Factors that would encourage people to walk or run more in their neighbourhood

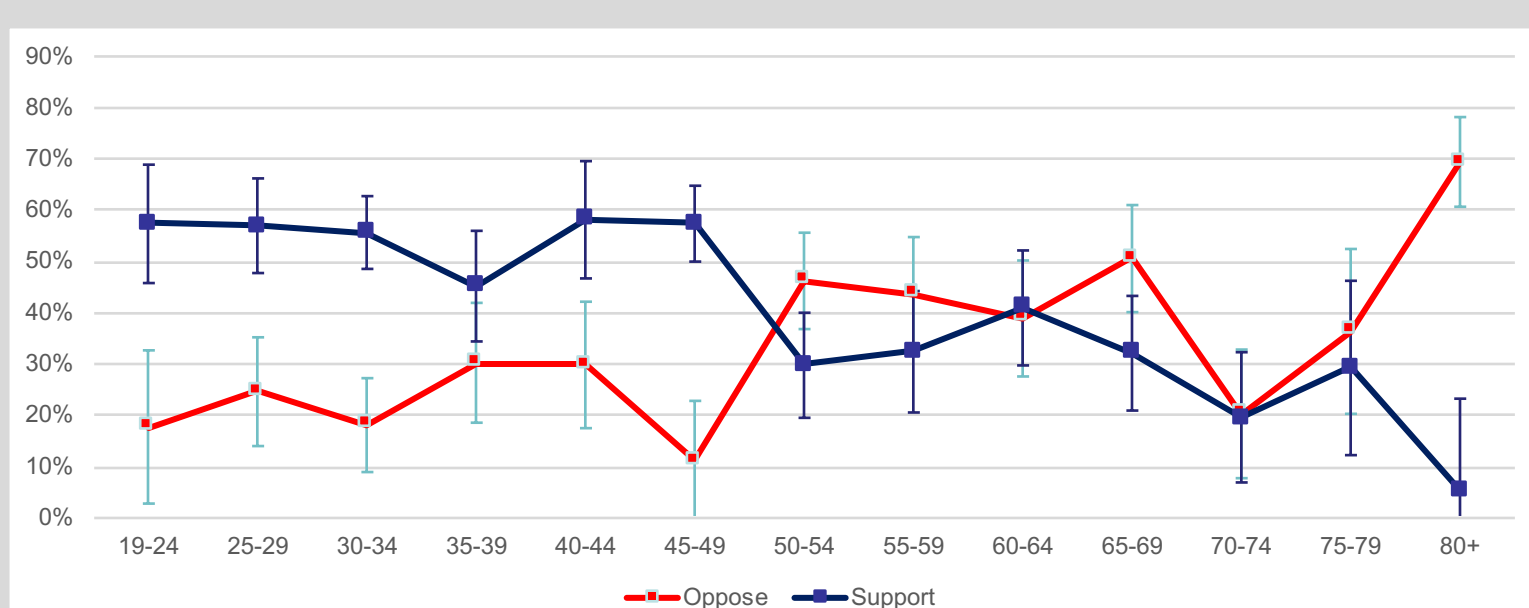


Attitudes Toward Bike Lanes

43% indicated that they **strongly or somewhat supported** bike lanes in their neighbourhood, compared to **32%** who **strongly or somewhat opposed** bike lanes.

Younger age groups were more supportive of bike lanes, while those **aged 50 and older expressed higher levels of opposition**.

Figure 8 – Proportion within each age group who support or oppose the bike lanes in their neighbourhood



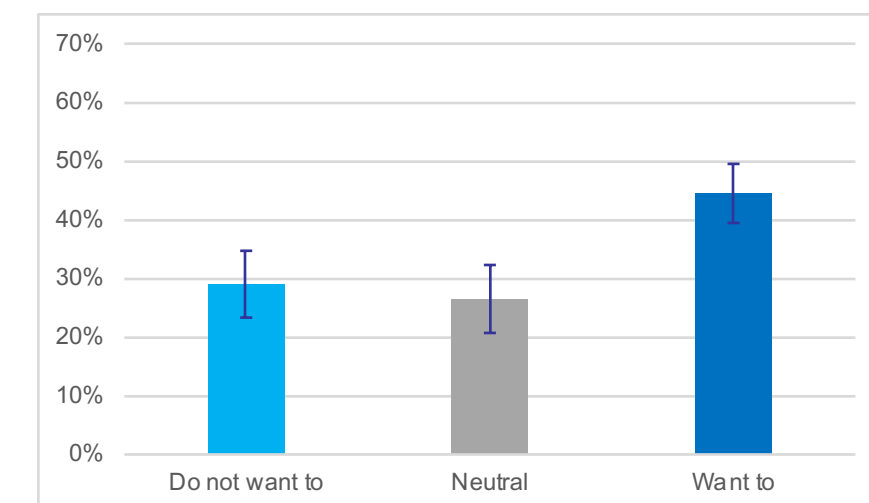
Methods

We conducted a survey of British Columbia adults (18+ years of age) from June 28-July 4, 2018 asking about their perceptions of neighbourhood road safety and their use of physically active modes of transportation and recreation on neighbourhood streets. A representative sample was drawn from each of BC's five regional health authorities (total n=842). Sample-weighted values were used in all analyses reported here.

Results – Cycling

45% of those surveyed indicated that they wanted to cycle more in their neighbourhood (CY).

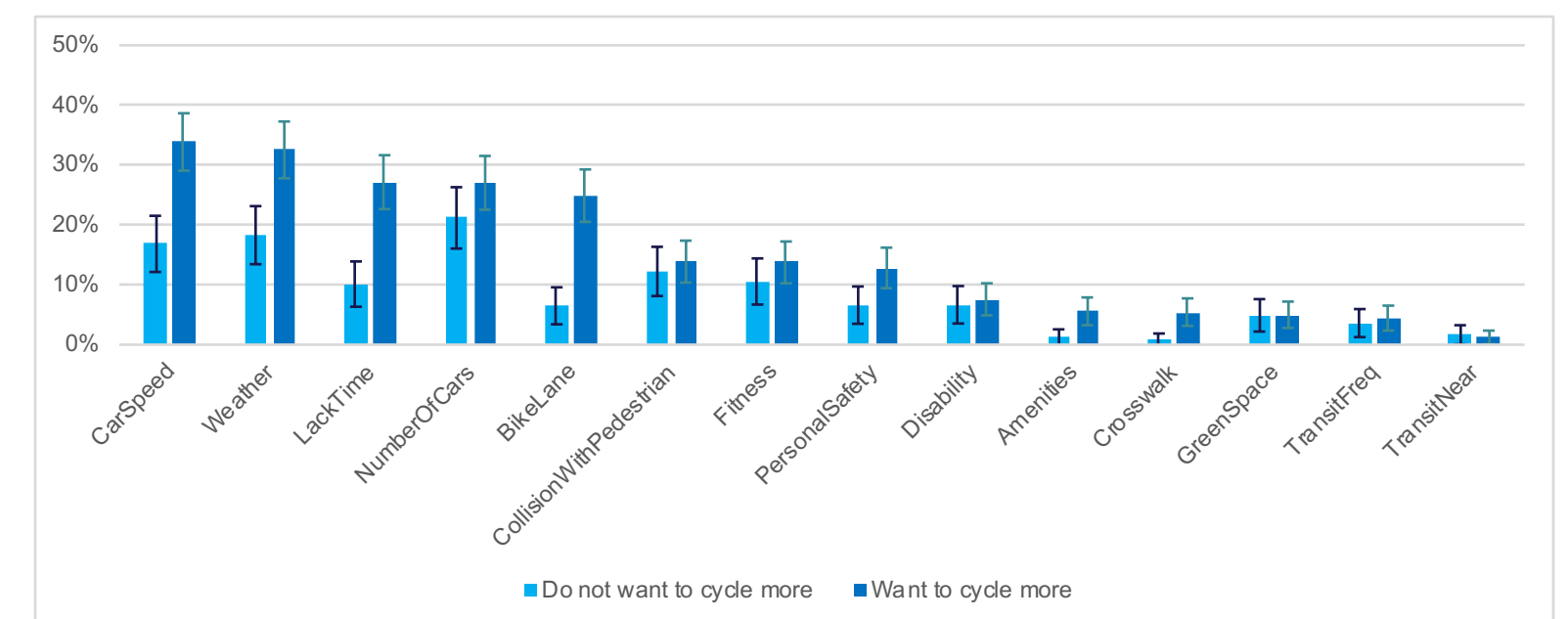
Figure 2 – Responses to “Do you want to cycle more in your neighbourhood?”



Barriers

For CY participants, factors that discouraged them from cycling more in their neighbourhood included the **speed of cars, lack of bike lanes, lack of time and weather**.

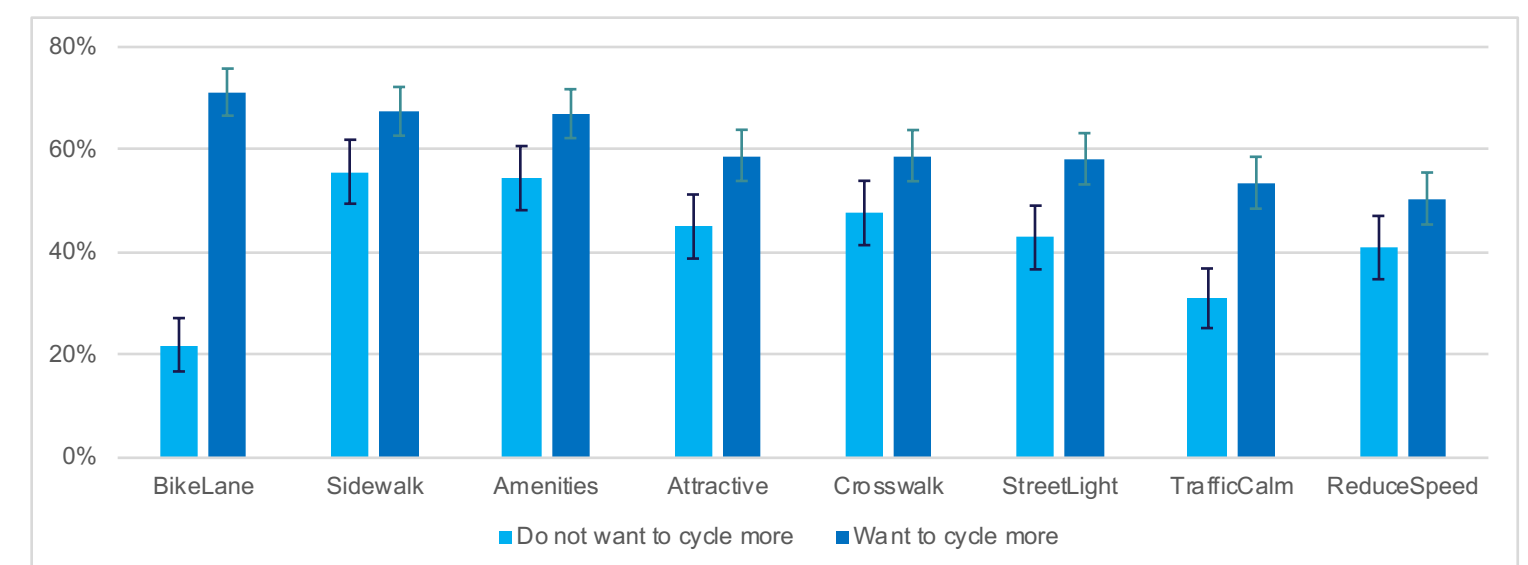
Figure 4 – Factors that discouraged people from cycling more in their neighbourhood



Enablers

For CY participants, factors that encouraged them to want to cycle more in their neighbourhood included **built environment factors, particularly bike lanes**.

Figure 6 – Factors that would encourage people to cycle more in their neighbourhood



Discussion

- Many people indicated that they would like to be more active in their neighbourhood, but many factors both encouraged and discouraged people from getting outside.
- Weather and personal factors (e.g., perceived fitness) were identified as deterrents for W/R or CY, but safety-oriented road system factors were very prominent as both deterrents and motivators (traffic speed and volume, sidewalks, bike lanes, and crosswalks).
- Safe road environments and safety-promoting infrastructure were rated consistently more important as both motivators and deterrents for CY than for W/R.
- Results indicate a generational divide on the issue of bike lanes. Understanding cycling and inactive groups' views on infrastructure may help realise policy goals to diversify/promote cycling in communities. Typically, people from demographic groups under-represented in W/R and CY have shown less participation in active lifestyles and greater aversion towards cycling infrastructure development.¹
- This study is limited by relatively small sample size over a diverse province with a wide range of human settlement models and road network designs. This may be especially relevant in rural or remote regions, where road infrastructure design does not significantly consider active transportation.

¹ Turcotte M. Profile of Seniors' Transportation Habits 2012. Available at: <https://www150.statcan.gc.ca/n1/pub/11-008-x/2012001/article/11619-eng.htm>. Accessed 31 May 2019.

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