

Ngauranga to Petone Cycleway

Cyclist survey findings

The findings and analysis of an internet user survey carried out in May 2012 along with focus groups held between May and August 2012 with cyclists or potential cyclists using the corridor between the Hutt and Wellington. A summary and analysis of the findings and key conclusions.

Effective from October 2012



Copyright information

This publication is copyright © NZ Transport Agency (NZTA). Material in it may be reproduced for personal or in-house use without formal permission or charge, provided suitable acknowledgement is made to this publication and the NZTA as the source. Requests and enquiries about the reproduction of material in this publication for any other purpose should be made to:

NZ Transport Agency
Private Bag 6995
Wellington 6141

The permission to reproduce material in this publication does not extend to any material for which the copyright is identified as being held by a third party. Authorisation to reproduce material belonging to a third party must be obtained from the copyright holder(s) concerned.

Disclaimer

The NZTA has endeavoured to ensure material in this document is technically accurate and reflects legal requirements. However, the document does not override governing legislation. The NZTA does not accept liability for any consequences arising from the use of this document. If the user of this document is unsure whether the material is correct, they should refer directly to the relevant legislation and contact the NZTA.

More information ...

Published October 2012

If you have further queries, call our contact centre on 0800 699 000 or write to us:

NZ Transport Agency
Private Bag 6995
Wellington 6141

This document is available on the NZTA's website at www.nzta.govt.nz.

Record of amendments

Amendment number	Description of change	Effective date	Updated by

Contents

Internet Survey	3
Methodology	3
Results	3
Follow up to Survey	12
Focus Groups	12
Focus Group Attendees	12
Methodology	12
Observations about the Methodology employed	13
General Results	13
Scenario 1	13
Scenario 2	14
Scenario 3	14
Scenario 4	14
Scenario 5	15
Scenarios 6 & 7	15
Interim Option	15
Barriers to Cycling	16
Ideas to Encourage Cycling	17
Underpass/Bridges/Rail Crossings	18
Maintenance issues	18
Overarching thoughts following cycle focus groups	18
Conclusions	19

Appendix 1 Web Survey

Appendix 2 Scenarios Presented to Cycle Focus Groups

Internet Survey

Methodology

A simple internet based survey was prepared which was distributed via mailing lists of Cycle Aware Wellington leading recipients to the web link <https://www.surveymonkey.com/s/petone-ngauranga-cycling> between 14 and 27 May 2012. This proved a successful dissemination method as a total of 708 responses were received in around 2 weeks. The survey is attached at Appendix 1.

The survey measured cyclist usage and satisfaction of the current southbound cycleway. The survey asked 14 questions in total including what local cyclists think about the existing cycling facilities and what would encourage them to cycle more between Ngauranga and Petone in Wellington.

The surveys were compiled and filtered to assess the data based on current cyclists and those not currently cycling between Wellington and Hutt Valley. The survey included tick box questions to allow an easy filter process when compiling the data into categories as well as open ended questions to gather opinions.

The data was disaggregated to compare the results of different groups. The data was initially split into those who cycle between Wellington and the Hutt Valley and those who do not, then further disaggregated to reflect the reasons for cycling. This included three categories, those who cycle for commuting/business, for leisure or for both commuting and leisure. Comparisons were also made between the respondents who do and the respondents who do not use the southbound cycleway.

It was identified during analysis that it would have been useful if the survey had enabled identification of origin/destination suburbs. This would have allowed the identification of whether the origins and destination influenced cycling habits. To approximate this response, the general description provided by respondents of their most frequent journey was used to split the respondents into two groups. The first group cycled between Wellington and any area north of Petone. The second group cycled between Wellington and Petone or any area south of Petone, including Eastbourne, Wainuiomata and Korokoro.

Results

General

Of people who responded to the survey, 67% were male and 33% were female. Almost 50% of respondents fell into the 36-50 year age bracket, while 29% were between 21 and 35 years and 17% between 51 and 65 years. Respondents under 21 years and over 65 years accounted for only 4% of the total.

Figure 1.1 Gender Split

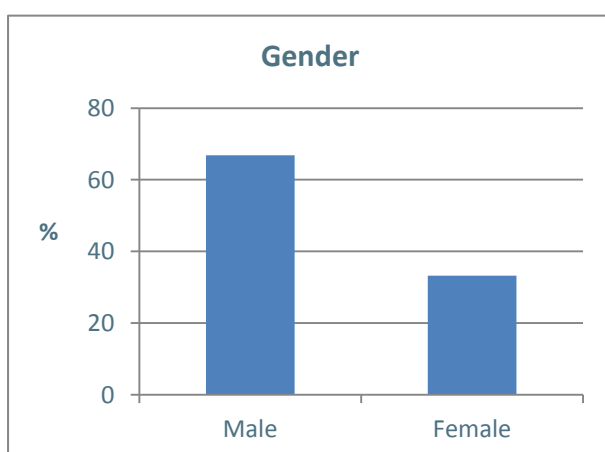
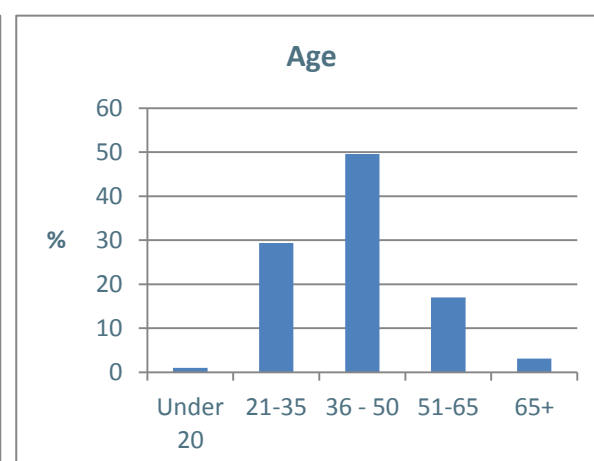
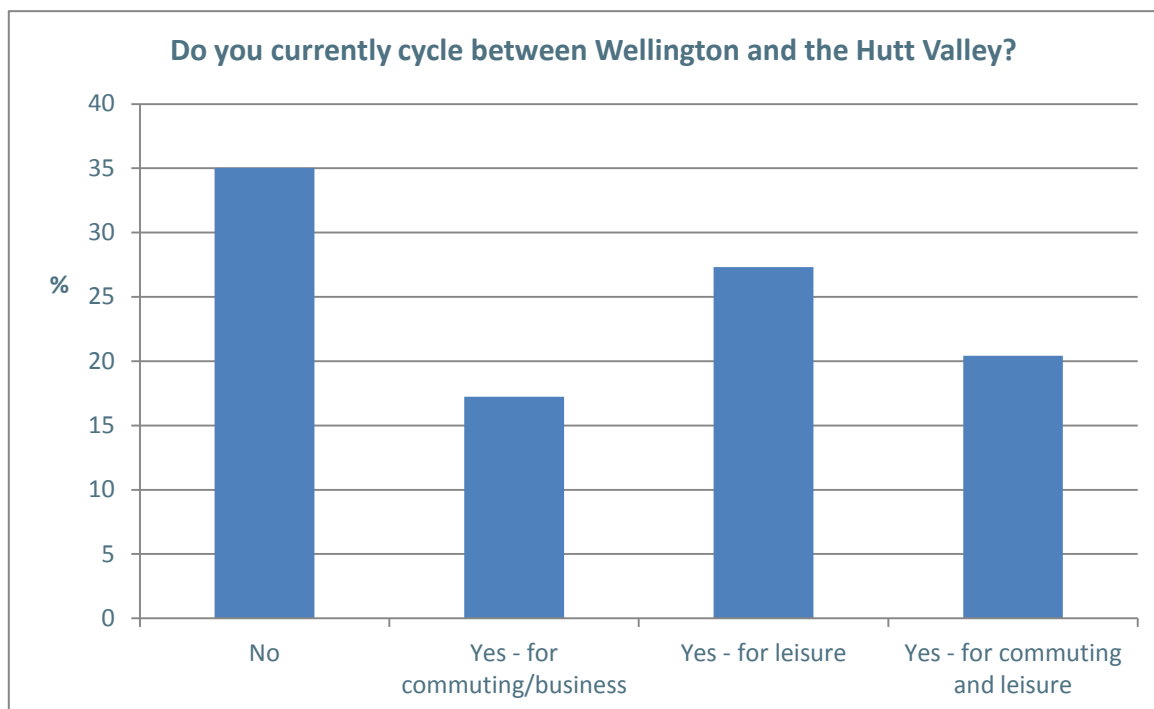


Figure 1.2 Age Breakdown



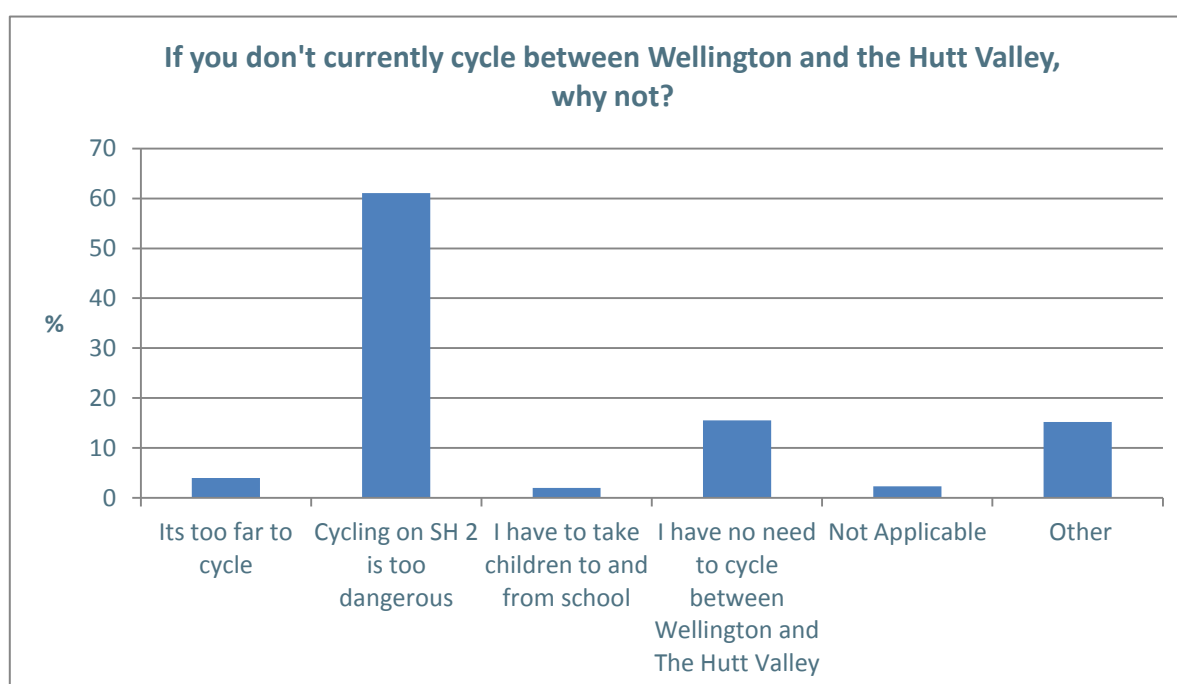
Of the respondents, 35% do not currently cycle between Wellington and the Hutt Valley. Of the 65% who do currently cycle between Wellington and the Hutt Valley, 17% cycle for commuting or business, 27% for leisure and 20% cycle for both commuting and leisure.

Figure 1.3 Cycling Habits between Wellington and Hutt Valley



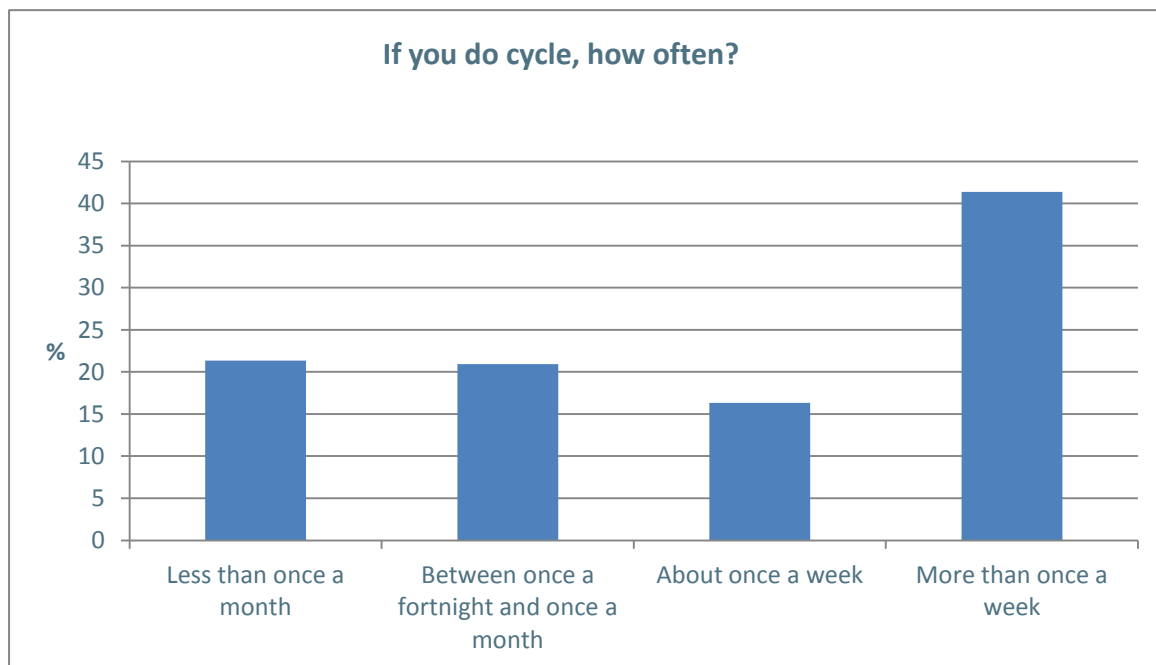
Of those who do not cycle 61% selected that State Highway 2 (SH2) is too dangerous as the reason they didn't cycle. 15% have no need to cycle between Wellington and the Hutt Valley, 4% found it too far to cycle, 2% responded that it was not practical because they have to transport children to and from school and 15% had 'other' reasons.

Figure 1.4 Reasons for Not Cycling



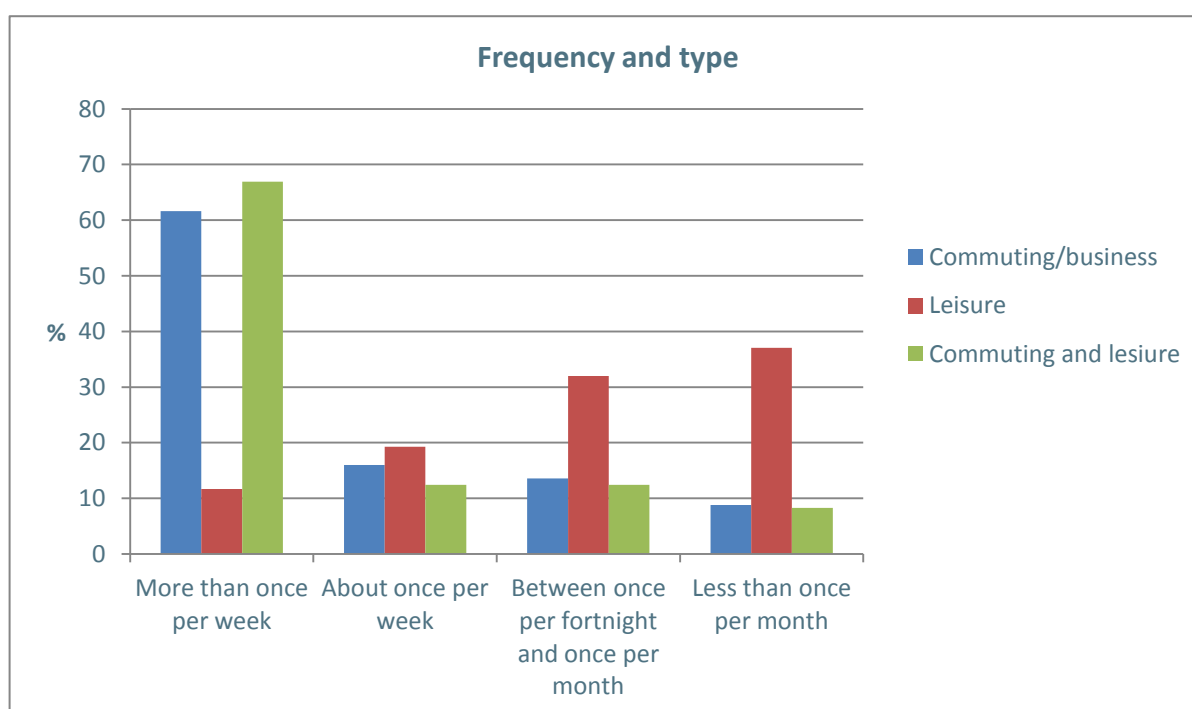
Of the 65% who currently cycle between Wellington and the Hutt Valley, 41% cycle more than once a week, 16% cycle about once a week, 21% cycle between once a fortnight and once a month and the remaining 21% cycle less than once a month.

Figure 1.5 Frequency of Cycling



The majority of cyclists cycling between Wellington and the Hutt Valley on a regular basis (more than once a week) are those who commute by cycling and those who cycle for both commuting and leisure. As the frequency of cycling decreases, so does the number of commuter cyclists. The number of cyclists who cycle solely for leisure purposes increase as the frequency of cycling decreases. This shows that those who cycle less frequently predominantly cycle for leisure purposes only.

Figure 1.6 Frequency of Cycling by Type of Cycling

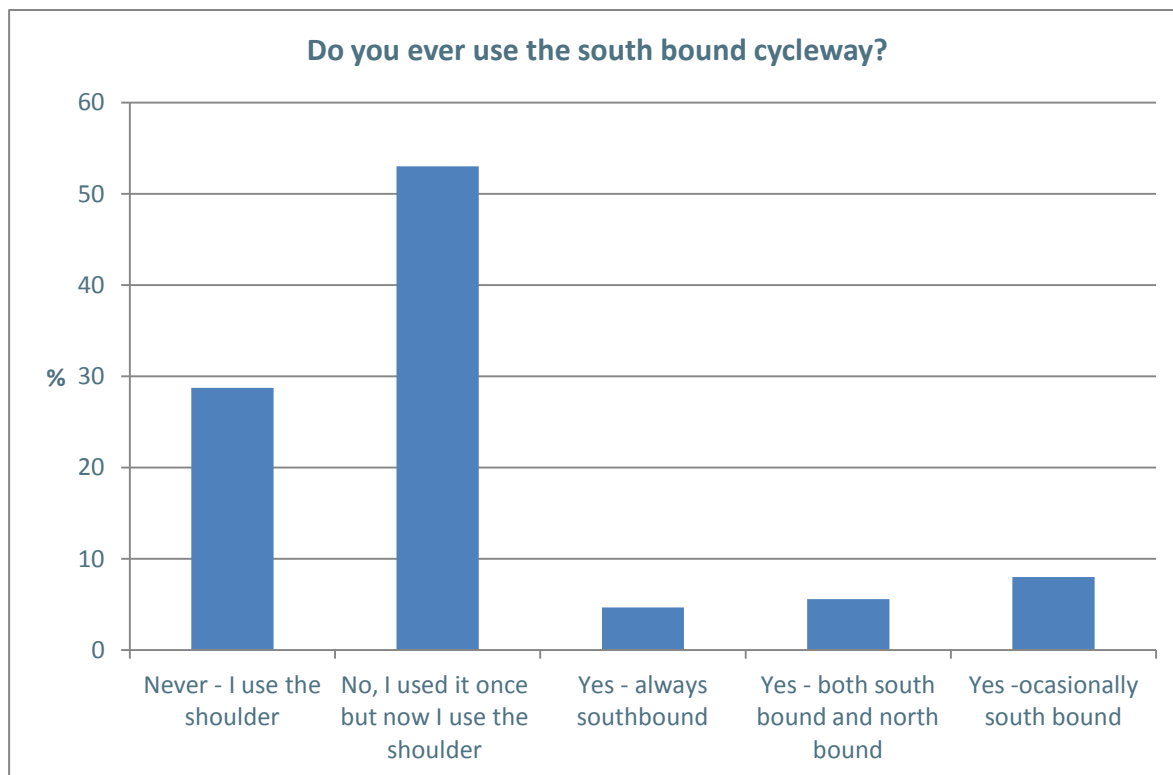


Do you use the Cycleway?

Of the respondents who do cycle, 82% do not use the current southbound cycleway between Petone and Wellington. 53% said that they had used the cycleway once but now use the shoulder of SH2 and the remaining 29% never use the cycleway. 5% of respondents always use the southbound cycleway; 6% use the cycleway both north and southbound. 8% use the southbound cycleway occasionally.

By deduction we can infer that of those responding to this survey, 82% are confident cyclists, and 18% can be considered less confident.

Figure 1.7 Use of the Cycleway



The table below shows the common reasons cyclists do not use the current cycleway.

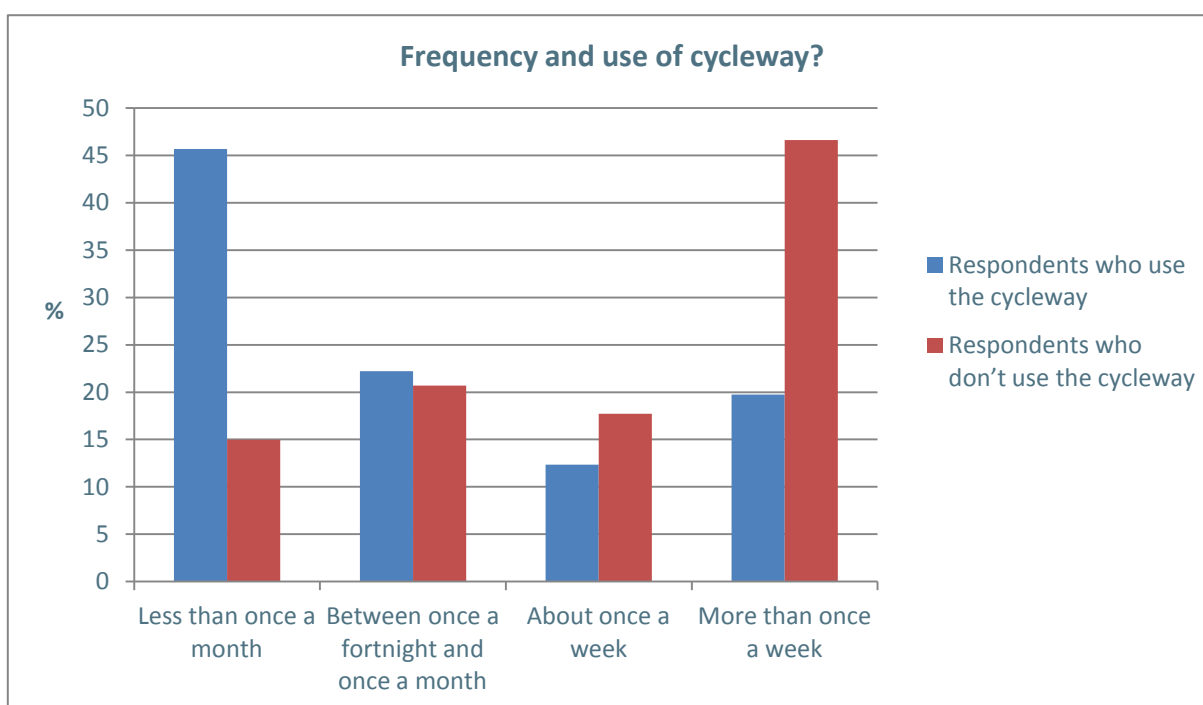
Table 1.1 Reasons for Not Using Cycleway

Main Reasons For Cyclists Not Using The Current Southbound Cycleway	
1	The condition of the cycleway is poorly maintained, glass, debris and rubbish present
2	The quality of the surface is poor
3	The cycleway is too narrow in places to overtake
4	The cycleway does not allow cyclists to maintain a high continuous speed
5	The cycleway is prone to flooding in poor weather
6	The cycleway is poorly lit at night

Cycling Frequency and Use of the Cycleway

Cyclists who cycle more than once a week tend to be those who do not use the cycleway. Users of the cycleway tend to be those who cycle less frequently (less than once a month). Those who cycle more frequently are likely to be commuter cyclists or cyclists for both commuting and leisure purposes. The table below demonstrates the relationship between frequency of cycling and use of the cycleway.

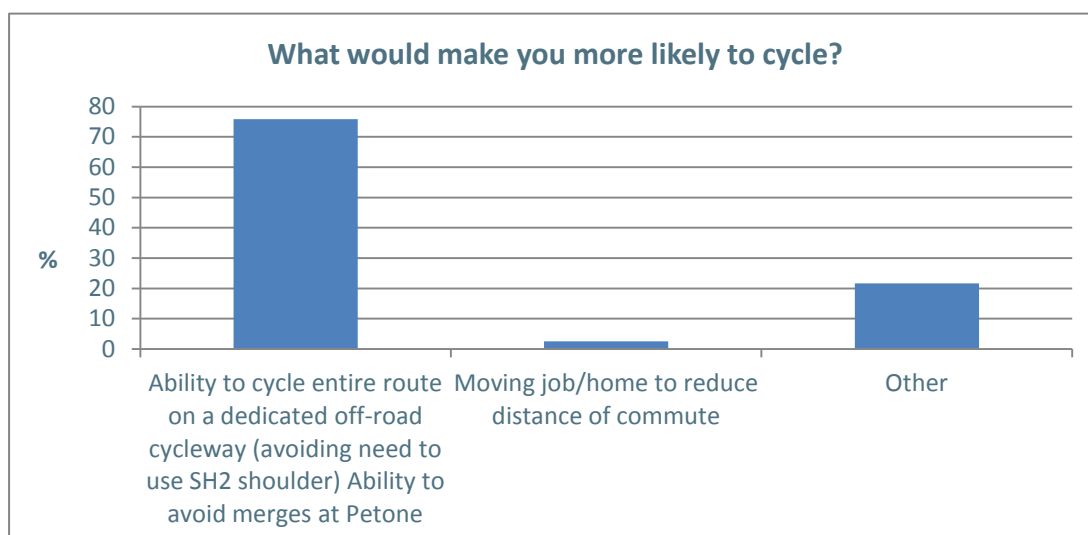
Figure 1.8 Frequency and Use of Cycleway



What would make you more likely to cycle?

Respondents were asked to identify the one thing that would make them more likely to cycle. Of the total number of respondents 76% said the ability to cycle the entire route on a dedicated cycleway (avoiding the need to use the SH2 shoulder) and the ability to avoid merges at Petone would make them more likely to cycle.

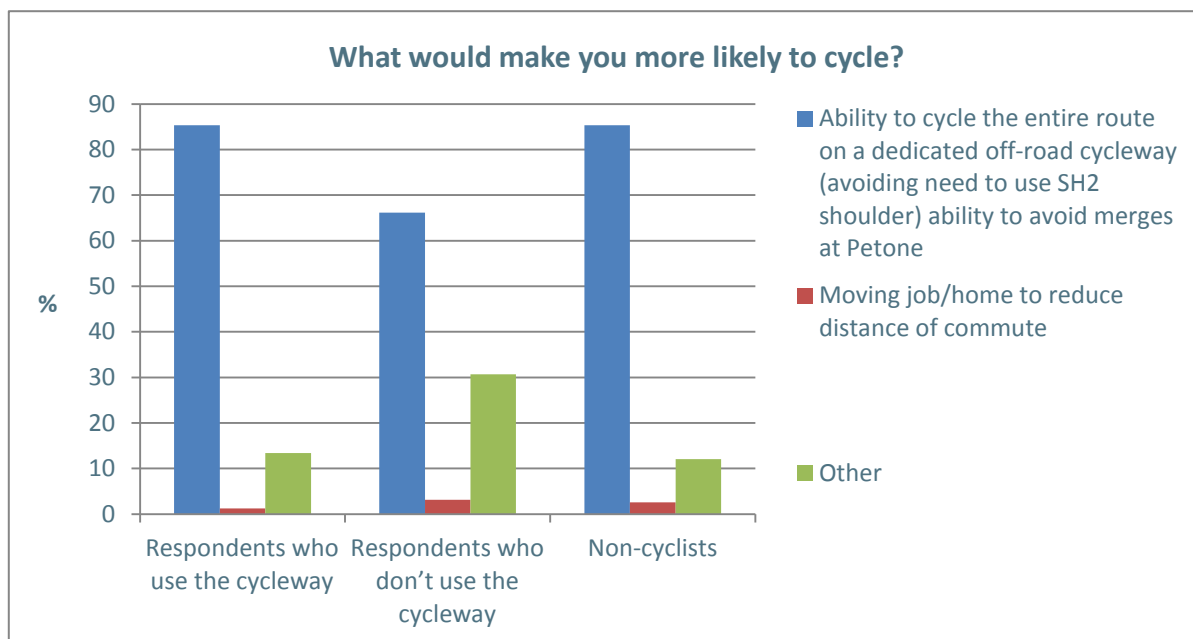
Figure 1.9 Incentives to Cycle



Breaking this down further, 85% of those who currently use the southbound cycleway, 66% of those who do not use the cycleway and 85% of people who do not currently cycle at all, listed the ability to cycle the entire route on a dedicated off road cycleway would make them more likely to cycle.

This result indicates that more confident cyclists (ie those who do not use the cycleway but currently cycle) are less likely to be encouraged to cycle more by the creation of an off-road route. Less confident cyclists are more likely to think an off-road route would make them more likely to cycle.

Figure 1.10 Incentives for Cycling by type of Cyclist



The eight common themes identified from the 'other' category are shown in the table below.

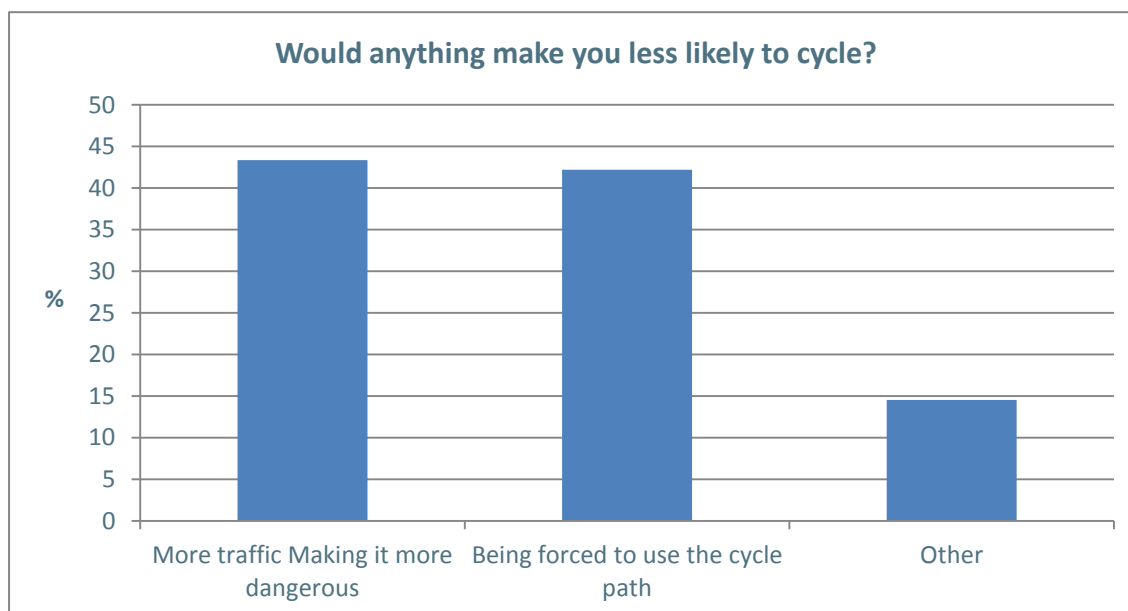
Table 1.2 Reasons for Cycling More

Items that would encourage more cycling	
1	A dedicated cycle route
2	A clean, high quality cycleway with good pavement surface
3	A continuous shoulder of consistent width on the State Highway
4	A safe cycle route
5	An off-road cycleway that is wide enough if intended to be used as two way
6	Good weather and protection from southerly winds
7	Clearly marked cycle routes on the road.
8	A cycle route to avoid merges with traffic at Petone

What would make you less likely to cycle?

When asked the question 'Would anything make you less likely to cycle?' 43% of respondents responded that more traffic making the route more dangerous would discourage them, while 42% said being forced to use the cycle path would make them less likely to cycle.

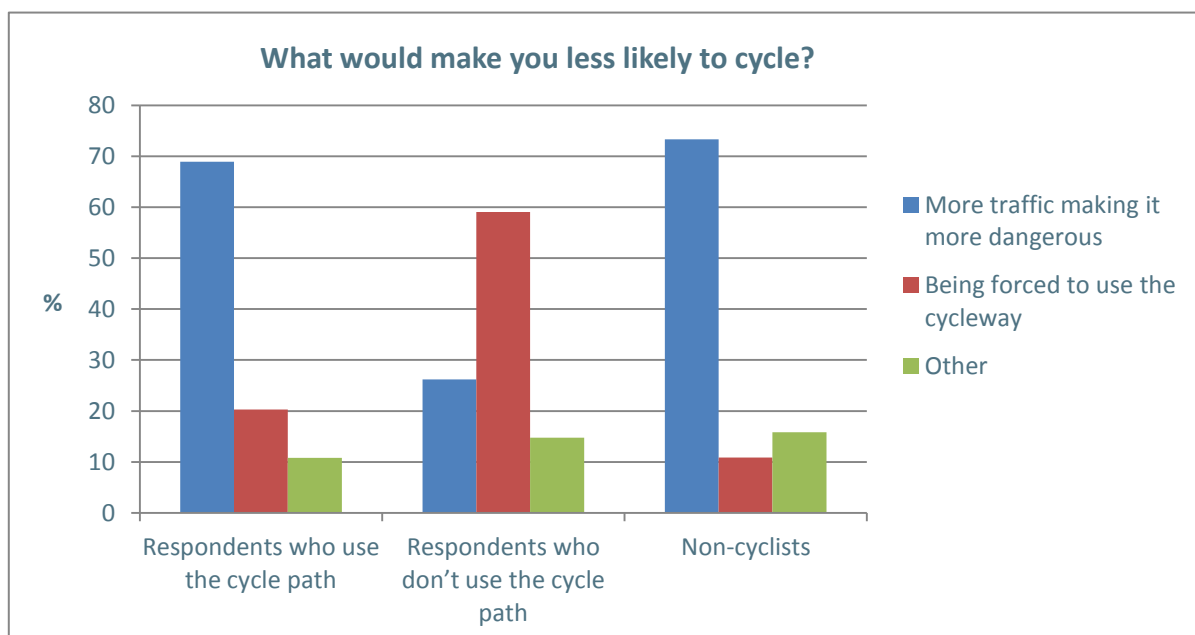
Figure 1.11 Disincentives for Cycling



Building on this, an increase in traffic making the trip more dangerous was the key reason for 69% of respondents who use the cycleway and 73% of non-cyclists listing this as the factor that would make them less likely to cycle.

Interestingly of those cyclists who do not use the current cycleway, 59% stated that being forced to use the cycleway would make them less likely to cycle, even though 66% of the same group said that, the ability to cycle the entire route on a dedicated off-road cycleway would make them more likely to cycle. This reflects the poor nature and reputation of the current cycleway.

Figure 1.12 Disincentives for Cycling by Type of Cyclist

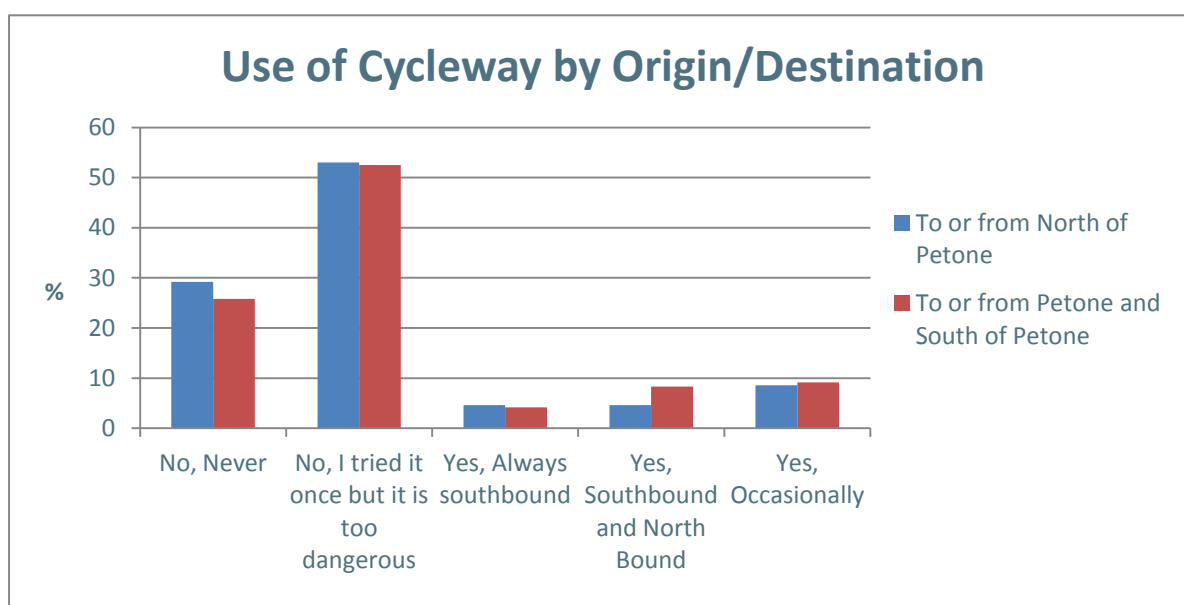


From the data it can be seen that the cyclists who do not use the cycle path are also the more frequent cyclists, likely to be commuters or cyclists that cycle for both commuting and leisure purposes. Commuter cyclists are likely to be more focused on getting to and from their destinations quickly and efficiently. As frequent cyclists, they are likely to be more confident and therefore prepared to accept the level of risk cycling in the car priority environment and less willing to accept a degree of delay associated with the cycle path.

A key reason for cyclists not using the current cycleway was the inability to cycle at a high continuous speed, which the state highway shoulder currently allows. A key reason included in the table of the 'main reasons for people not using the current southbound cycleway' reflects this. It suggests that while many would support the ability to cycle the entire route on a dedicated off-road cycle they would like to maintain the option to cycle on the road environment if it remains more efficient than a dedicated cycleway.

Behaviour by Origin and Destination

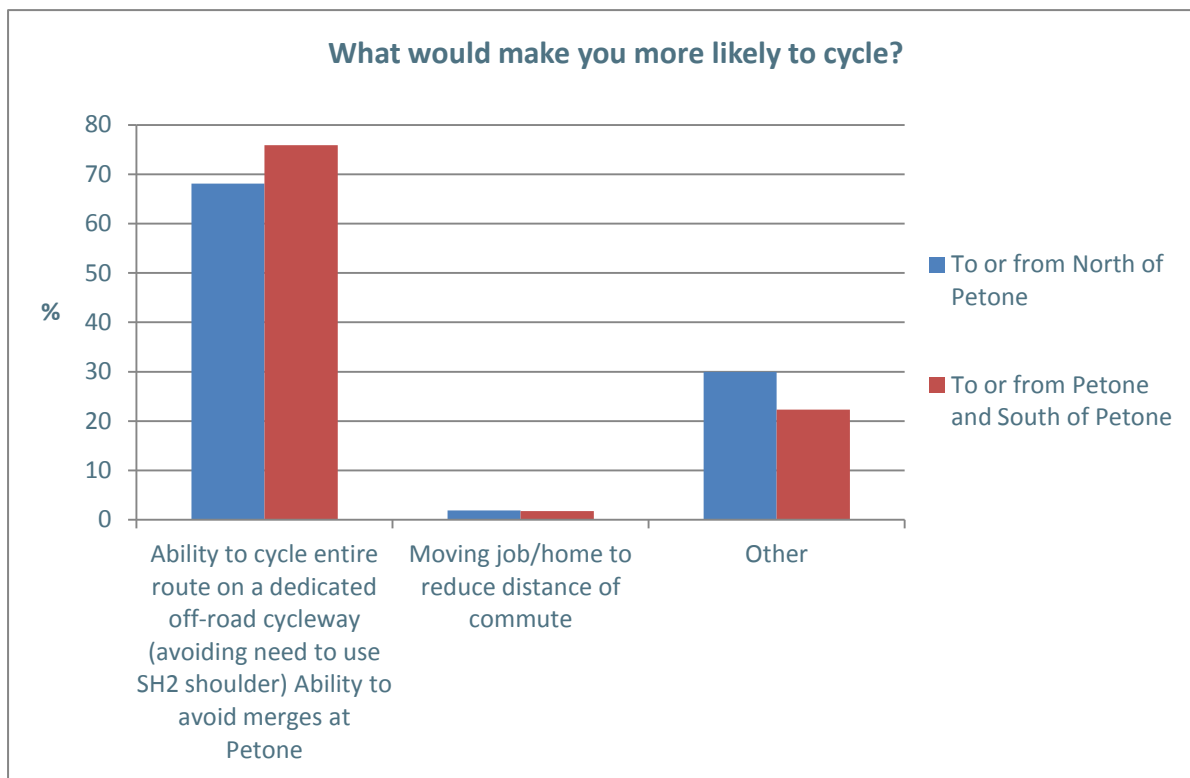
Figure 1.13 Cycleway Use by Origin/Destination



This graph above shows the use of the cycleway compared with the origin or destination of the cyclists. The cyclists are broken into two groups, those that cycle between Wellington and the areas north of Petone and those who cycle between Wellington and Petone including areas south of Petone. The graph shows that a slightly higher percentage of cyclists cycling to or from areas north of Petone have never used the cycleway when compared with cyclists from Petone and further south. A greater percentage of cyclists who cycle to or from Petone or the areas south of Petone use the cycleway northbound and southbound. This may be the result of cyclists from Petone or south of Petone having easier access to the start/end of the cycleway.

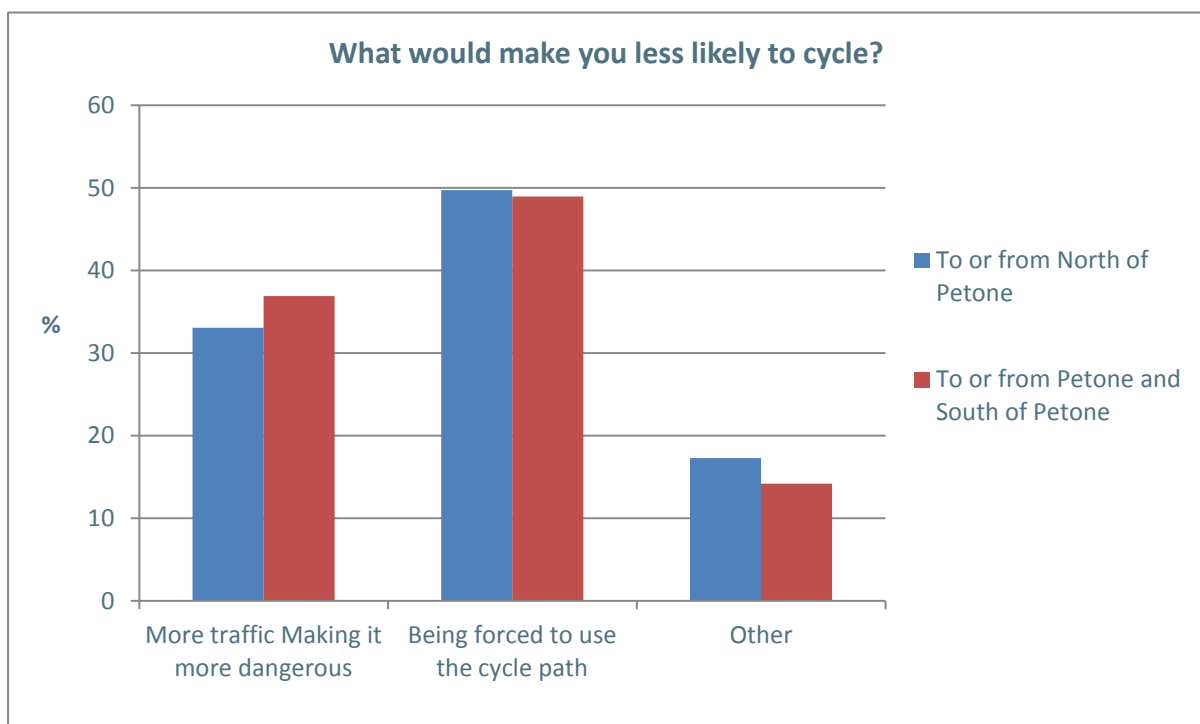
Of those cycling to or from Petone or the areas south of Petone, 76% said that the ability to cycle the entire way on a dedicated cycle path would make them more likely to cycle, compared with 68% of cyclists that cycle to or from north of Petone. Moving job/home to reduce the distance of the commute has little impact on the likelihood of respondents to cycle regardless of their origin or destination, however, slightly more respondents from north of Petone said this would make them more likely to cycle. 30% of respondents cycling to or from North of Petone listed other reasons would make them more likely to cycle while 22% of those cycling between Petone or south of Petone and Wellington had the same response.

Figure 1.14 Incentives for Cycling by Origin/Destination



Of the respondents who cycle to or from Petone or the areas south of Petone 37% would be discouraged by an increase in traffic making the route more dangerous. 33% of cyclists travelling to or from north of Petone had the same response. Cyclists from all areas (49% from north of Petone and 48% from Petone and south of Petone) responded that being forced to use the cycle path would make them less likely to cycle. 17% of cyclists cycling to or from north of Petone and 14% to or from Petone or south of Petone listed “other” as making them less likely to cycle.

Figure 1.15 Disincentives for Cycling by Origin/Destination



In summary, the origin or destination of respondents does not appear to have a significant bearing on their use of the cycleway, nor on their reasons for cycling more or less.

Follow up to Survey

The survey asked respondents if they would be interested in participating in focus groups to further explore issues on the Ngauranga to Petone cycleway. From those saying yes, four groups of potential users were targeted. Two Wellington based groups and two Hutt based groups were identified. One of each was to be “cyclists” and one “non-cyclists”. “Non cyclist” did not mean that the respondent didn’t cycle, but that they didn’t currently cycle between Ngauranga and Petone. The aim was to target both confident and less confident cyclists in order to gain a wide perspective on how users view the current facilities and what they would like to see in the way of improvements

A total of 10 participants in each group were targeted. Many of those initially indicating their interest in participating were not available or did not respond to requests. Also, there was a lack of absolute “non-cyclists” so the non-cyclist groups were eventually bolstered by participants who cycled irregularly.

Focus Groups

Focus Group Attendees

A total of 33 participants attended one of four focus group sessions which were held on Monday 23 July (Wellington), Tuesday 31 July (Hutt), Monday 6 August (Hutt), and Monday 13 August (Wellington). The participants invited were intended to represent both confident, regular cyclists of the route between Wellington and Hutt, and those who were less regular, or less confident users, including some who did not currently use the route at all.

Of the 33 who attended, 18 or just over half could be considered to be less confident (based upon their responses to questions about usage in both the internet survey and during focus groups) and 17 could be considered to be confident, regular cyclists.

Methodology

The focus groups lasted around two hours. Each focus group participant was offered a reward of a \$50 cinema gift card for their participation. The workshop fell into two stages:

Stage 1

This stage involved a review of the reasons for the groups and general impressions of the existing corridor using NZTA’s Network Video to review the route.

Following this exercise, the NZTA asked for any additional feedback on the route and this was captured via whiteboard sessions.

The findings from the focus groups were recorded both by the participants themselves and by the facilitators on whiteboards and were analysed for trends. The groups were informed that findings of the exercise would be fed back to them on completion of the exercise.

Stage 2

Each participant was asked to visualise a journey they might make by bike which would incorporate the section between Ngauranga to Petone and to explain their exact route choice. They were then presented with a series of scenarios and asked if the changes depicted in the scenario would change their route choice or behaviour and to write about their observations on response sheets. The scenarios as presented to the focus groups are attached as Appendix 2.

Observations about the Methodology employed

These focus groups followed a stated preference style exercise. The reason for this was that the data sought from the groups concerned possible future scenarios which required the respondents to state their intention under each scenario. Stated preference is used where “actual” data is unobtainable – typically when exploring options. There are a number of problems with stated preference, for example respondent fatigue. Despite the high level of engagement of the groups, there was an element of fatigue in some of the responses. Another stated preference problem with this exercise was the challenging nature of trying to explain future scenarios. The engaged and interested nature of the groups helped, but nonetheless there is evidence in the response sheets that there was a misunderstanding of the future scenarios. This means that the accuracy of the data cannot be considered to be beyond doubt. However, clear trends were observed to emerge.

The methodology was felt to be broadly successful though it would have been advisable to simplify the scenarios for future focus groups. A total of four scenarios to this level of detail is probably all that a group is capable of processing accurately. However, the level of data received is invaluable and should not be underestimated.

The biggest success of the exercise was in conveying to these key stakeholders that the NZTA is making an attempt to progress this project and to take on board the views of users.

General Results

Data was received from 33 respondents.

Of those respondents 18 or 54% were classified as irregular or less confident cyclists, and the remaining 15 or 45% as regular, confident users of the route. 17 of the sample were male and 16 female, representing a 51%:49% male:female split. In contrast, the internet survey had a 67%:33% male:female split and 65% of the survey regularly cycled between Wellington and the Hutt Valley.

It should therefore be noted that this focus group sample is skewed towards less confident cyclists, as a proportion of road users, as compared either with the internet survey, or current cyclists who as a rule can be considered to be confident, since 97% of cyclists (as per video survey in October/November 2011) do not use the cycleway even southbound, and are therefore reasonably confident on road. In the internet survey 82% of those who cycle the route do not use the cycleway and can therefore be considered to be relatively confident cyclists.

Scenario 1

Respondents were asked to explain how they use the route currently. In total, of the sample 15 of the 33 currently use the cycleway at least southbound. One respondent uses it northbound also. This is in sharp contrast to surveys undertaken of the route which indicate that 97% of cyclists use the shoulder as opposed to the cycleway. This result clearly reflects the selective nature of the survey group.

Of the respondents 15 of the 33 start their journey somewhere north of Dowse. Of these, 13 choose to cycle along SH2 exclusively, and one currently does not cycle between Hutt and Wellington at all because of their lack of confidence in the route. This favouring of the SH2 route indicates that despite

the existence of an alternative route off SH2 (the Hutt Road or Hutt River trail), a majority of the sample favour using the quicker route along SH2.

Of those 15 who start their journey somewhere north of Dowse, one uses the cycleway, 13 use the SH2 shoulder and one currently does not cycle the route at all. This means that of the 15 of our sample using the cycleway, 14 of these have journey origins south of Dowse. The conclusion to be drawn is that the cycleway is of limited attractiveness to those making longer cycle journeys or who have to navigate the merge and diverge at Petone. It appears that for a cyclist confident enough to make a relatively long journey on SH2 (roughly 40% cyclists on the Petone to Ngauranga route from surveyed video data start or end their journey north of Petone and continue north on SH2 from Petone) the cycleway would not be attractive.

Scenario 2

Scenario 2 is a fenced 2.6m NB /SB cycleway between Ngauranga and Petone between road and rail. Part of the existing shoulder would have to be taken to achieve this width of cycleway. Northbound cyclists on the new cycleway wanting to access an area north of Dowse would have to continue north on the Hutt Road as there is no northbound access to SH2 at Petone.

Of the less confident cyclists, 6 of the 18 would switch from SH2 shoulder to cycleway NB (noting that 9 of the less confident cyclists access/egress at Petone).

There is a bigger shift to the cycleway in the SB direction with a total of 8 stating that they would use the cycleway SB only. Those continuing north on SH2 tended not to be willing to use the cycleway northbound as it would involve the need to navigate the Hutt Road. An additional 3 stated they would use the new cycleway NB only. Two of these three currently use the southbound cycleway. This may reflect the fact that the greatest lack of cycle provision is felt to be northbound, and that southbound journeys are relatively better provided for.

This was a relatively popular option although a number of respondents expressed doubt about the value of the scheme as it would remove most of the southbound shoulder in parts, might be congested (as it would be a relatively narrow two-way scheme) and would be ineffective for cyclists wanting to continue north.

Scenario 3

Scenario 3 is the scheme for which funding has been prevaricated in the 2012-15 NLTP. It comprises around 800m of reclamation to the south of the rowing club forming a new 3m wide two-way cycleway/walkway, and a bridge/crossing over rail connecting the new cycleway with the existing (but upgraded) cycleway south of Horokiwi to form a continuous two-way route.

Of those favouring this scenario (19/35), seven were travelling north of Dowse, and of these three were classified "less confident". The conclusion is that this scenario is favoured mainly by those who have easy access to it (from the Petone area) and those who do not feel safe using the road.

Scenario 3 is among the least supported of the scenarios although there is still widespread support for it, particularly among less confident cyclists. Those not supporting it tended also not to support Scenario 4. This seems to be because of the extra time and the need to use the Hutt Road to continue a journey further north. For example, one person noted: "Would not use southbound, if had to go onto Hutt Road to access. Too much extra time". There is also a perception that regardless of planned upgrades to the existing cycleway, these would not alleviate the existing problems.

Scenario 4

Scenario 4 is the scenario most consistent with the Great Harbour Way vision. It involves reclaiming a strip of land on the seaward side of the rail line allowing for a 3 metre wide cycleway/walkway to be

constructed. This would need to be accessed/egressed via the Hutt Road to the north and a crossing of the rail line would be required at Ngauranga to connect back up with the Hutt Road.

There was a split response to this scenario. A total of 20/35 respondents indicated that they would use it. While many respondents saw it as a vision of what we should be aspiring to with comments such as “would ride with children on this. My wife would also use this. Much nicer riding environment, less road noise”, others noted that they would not use it, for similar reasons to the respondents in Scenario 3. For example, one respondent noted “would not consider using the cycleway due to egress to Hutt Road”.

Other concerns with this scenario relate to the fact that it would be attractive to groups other than cyclists (for example, runners, those fishing or family groups) and could become too congested for commuter cycling speeds to be achieved. One person commented: “the concern with Great Harbour Way is the mixing pedestrians/runners/dogs etc. with 2 way cycling traffic”.

Scenario 5

Scenario 5 is an idea to provide a segregated 2 way cycleway/walkway which stays on the road side of the rail line by tunneling through the bank under the Petone overbridge. This removes the need to cross the rail line and also means that northbound cyclists could continue north adjacent to SH2 before rejoining the state highway at an unspecified point north of Petone.

This option was reasonably well received and attracted more people to it than scenarios 3 and 4 (a total of 23/35 supported it). Of those not supporting it four noted that this option was irrelevant to them (for example, because their journey would end at Petone). Again, some people would not use it for fear of congestion with oncoming cyclists and thereby losing journey speed.

Scenarios 6 & 7

Scenarios 6 and 7 introduce the concept of a new interchange at Petone (as part of the Petone to Grenada project) with respectively the seaward side cycleway and the continuous 2 way cycleway on the road side of rail line.

These scenarios were again well supported. The general response was that the reconstruction of the Petone overbridge was a great opportunity to improve cycle access and that it had the potential to attract further cyclists to cycleways since it would no longer be necessary to use the Hutt Road to access cycleways from the north. It is difficult to distinguish popularity between these two scenarios as leisure users tended to favour Scenario 6 which was perceived to be safer and more attractive and commuters tended to favour Scenario 7. However there were many comments around the difficulty cyclists experience on roundabouts and the desire that any new interchange should if possible grade separate cyclists from motorised traffic. Also, while the existing substandard merge and diverge would obviously be removed under this scenario, a typical elevated roundabout would introduce a further two merges and diverges to SH2 traffic, so there was a desire to provide some form of separated route for cyclists so that they do not have to negotiate these future merges/diverges.

There was also a comment that provision for cyclists should not be dependent on a separate project, and a request for cycling facilities between Petone and Grenada on the new road.

Interim Option

A short-term solution to the problem of lack of cycle connectivity was presented. This involves constructing some form of indicative separation from traffic between Ngauranga and Horokiwi by taking most of the southbound shoulder. This would mean that cyclists would then be able to utilise a segregated cycleway all the way from Ngauranga to Petone.

Positive Feedback

Less confident cyclists tended to welcome the idea noting it was “better than nothing” and that they would certainly use it.

Negative Feedback

Certain respondents indicated that they would not use the facility at all, even southbound, for the following reasons:

- it might collect debris if not properly maintained.
- might be too narrow for overtaking
- might have a barrier the wrong height
- would be unsuitable for bunch riding
- might mean coming face-to-face with a cyclist in the opposite direction.

The suggestion that the facility would not be used is a concern as the interim scheme would take most of the southbound shoulder and by not using the segregated area, cyclists would be forced into the live southbound lane of traffic, potentially increasing conflict.

Other issues with the scheme were the gap to be left between the southbound merge and the segregated area as confident cyclists (and particularly those clipped in to pedals) will not stop and wait at the merge area for a gap to cross the Petone Esplanade on-slip, but would instead cycle between the two merging lanes until they can cycle across to the left hand side. These cyclists would require a gap of up to 100m to allow this behaviour to continue (or they would likely utilise the SH lanes outside the segregated area).

Cyclists also commented that it is a waste of time to provide this when there are other areas of the network (e.g. Melling) where there is no shoulder at all and it would be better to focus efforts on that area.

The question was raised whether the scheme would affect merging between cars, as the shoulder would be removed. There was also concern that vehicles could hit the barrier.

A concern raised was the possibility of drivers and cyclists facing on-coming lights at night which could dazzle.

In conclusion, there is limited support for this option. A general impression was that while a small number of people would support it, a larger group of existing users would be significantly disadvantaged by it.

Barriers to Cycling

Problems with Cycling on Cycleway

The respondents were asked what the barriers were to using the off-road cycleway. The responses were summarised as follows:

- Poor Surface
- Rubbish /debris clearance is poor
- Width is insufficient for speedy cyclists
- Wind
- Route finding is currently confusing and needs to be clearer
- Southern access onto the cycleway from Hutt Road is tortuous
- No good connection onwards if using cycleway northbound

- Street Furniture in cycleway constricting width
- Poor drainage of cycleway
- Too narrow a cycleway – one cyclist hit the fence post with their bike handle bars and had an accident.
- A support for the overhead gantry has constricted width in the cycleway
- There were mixed responses to the vegetation on the cycleway. While it was perceived to narrow available cycling width, it also offered shelter from wind and waves.

Problems with Cycling on Corridor

- Parts of the shoulder are too narrow for one cyclist now, down to 1.2 m in places. One respondent noted that he used to cycle before it was narrowed (this comment may relate to works at Horokiwi).
- There is perceived confusion over who had priority at the Horokiwi intersection – trucks or cyclists - which caused concern.
- The merge and diverge at Petone were singled out repeatedly as being very unpleasant for cyclists. Some people noted that though they wanted to continue north on SH2 they felt forced to exit at Petone because they were not confident navigating the diverge.
- The current road layout makes for a few substantial diversions for cyclists. Notably the lack of access to SH2 northbound at Petone and access off SH2 at Petone. One respondent noted that to continue south from Cornish Street in Petone, rather than cycling north to Petone railway station and back (a 10 minute diversion) he made an illegal U-turn over the median barrier.

Ideas to Encourage Cycling

One of the focus groups, when asked what they would provide in an ideal world to take them off SH2, said that they would provide “a motorway for cyclists - this is what all cyclists want: wide, flat cycleway, easy on, easy off”.

Connectivity to any cycle route was seen to be a major barrier to its use, noting also that most crashes (for all road users) occur not on straight through stretches of road but at intersections and that cyclists do not want to slow down to navigate tortuous connections to routes. If the connections are not adequate the route will not be well used.

It should be noted that some cyclists use the ride between Ngauranga and Petone as a training ride and may cycle in bunches, achieving speeds of around 40kph. At this speed and in bunches, space is required, especially for overtaking of slower cyclists in the shoulder.

Three new ideas proposed were:

- Use rail services to connect between Ngauranga and Petone to avoid the need to cycle between the two points.
- Provide two one way cycleways.
- Bypass the need to navigate the northbound diverge at Petone by constructing some form of grade separation for cyclists, perhaps to the west of the overbridge.
- Better signage to show where one can cycle – way finding.

Suggestions Outside of Study Area

The lack of shoulder at Melling was frequently raised and noted as being of greater concern to confident cyclists than the lack of cycleway between Petone and Ngauranga.

The Hutt Road, south of Ngauranga was brought up frequently as being of greater concern to many than the lack of cycleway between Ngauranga and Petone. There was discussion about the potential

for a better route north of Ngauranga to exacerbate conflicts between cyclists and motorists south of Ngauranga because it would increase cyclist numbers. The development of the cycleway north of Ngauranga will need to be undertaken in close discussion with Wellington City Council to ensure appropriate ongoing connections to Wellington City are provided.

Underpass/Bridges/Rail Crossings

There was clear support for a bridge crossing in preference to a level rail crossing, presuming that the costs were roughly equivalent. However, the view was expressed that if the cost of a bridge would be the factor which meant the project could not proceed, then a level crossing would be acceptable.

If a bridge is provided, the groups noted that it should avoid sharp bends, so that it could be cycled over smoothly.

Maintenance issues

Some specific maintenance issues were raised and fed back to the NZTA's maintenance team:

- Location of a cats eye at the northern corner of Cornish Street and SH2 is in the direct line of cycle travel – is it required?
- The posts on Petone Overbridge (installed to channel trucks into the centre of the bridge) are causing confusion and allowing debris to collect behind them. Therefore cyclists prefer to cycle in the main roadway.
- Mud at bend opposite service station
- Metal covers on shoulder (before cycle lane)
- Debris from private property and landslips
- Cycleway erased from Horokiwi intersection leading to confusion about priorities in this location.
- Maintenance, especially under Petone overbridge northbound
- Foliage under Ngauranga Overbridge
- Green cycle paint is poorly maintained
- Surface is poor where traffic crosses (eg Horokiwi)
- Truck traffic on the Old Hutt Road has rippled up the road

Overarching thoughts following cycle focus groups

Less confident and more confident cyclists have completely different views about facilities. Of the sample, just one person noted that none of the options presented would make them use a cycleway. This was a confident cyclist who cycled from Wainuiomata to Wellington CBD.

Less Confident Cyclists

Less confident cyclists reported issues such as difficulty of wayfinding, inability to avoid cycling on SH2, and difficulty of navigating the existing facilities.

Less confident cyclists reported that “anything is better than nothing” and that separation of cyclists and motorised traffic would be welcome.

More Confident Cyclists

There is a negative correlation between journey length and/or confidence and propensity to use the cycleway.

More confident cyclists are mainly concerned with the riding surface and reported details such as the location of service covers in the riding line, cats eyes, driver confusion causing conflict, poorly swept surfaces and narrow shoulder areas.

Some more confident cyclists reported that they would not willingly use any of the facilities proposed. They want an unobstructed fast ride and are not interested in using constricted width facilities which separate riders from traffic. They were particularly concerned that the fencing off of shoulders might create another obstacle for cyclists, with the barrier reducing cycling area and if the wrong height, potentially falling within the “hit line” of handlebars. A reduced width facility would make bunch riding difficult as it would be challenging to overtake. The possibility of meeting another cyclist head on in a constricted space would also reduce their speed. Even with a 3m wide facility the potential for conflict might be so great that cyclists would be discouraged from using a segregated facility in favour of shoulders.

Another interesting response from the “confident” cyclists was a comment that “the section between Ngauranga and Petone isn’t the worst part of the journey”. From those cyclists’ points of view there are more challenging parts of the route (for example a section around Melling where there is no shoulder where NZTA’s funding would be better directed, and the Hutt Road south of Ngauranga where there are poor connections with SH2 and the off-road cycleway crosses multiple access points).

Two big concerns of more confident cyclists are:

- Any facility could be a victim of its own success. By attracting too many users (and particularly less confident, slower cyclists or walkers), an inadequate-width facility would mean that some original users would be discouraged from using it because it is too crowded and with limited opportunities for overtaking.
- By providing a facility, it creates an expectation that it should be used. If cyclists do not use it (because it is inadequate), it risks creating a motorist backlash into cyclists utilising road shoulders.

Conclusions

It is important that both confident and less confident cyclists are provided for. It is difficult to do this adequately within the constrained cross sectional area available. Nonetheless, the scope of works for investigation must require the investigation of improvements both for less confident and more confident cyclists, with appropriate investment directed to each.

It is difficult to conceive of a designed off-road facility (within reasonable budget constraints) which would be sufficiently attractive to a confident, fast cyclist to encourage them to shift off the SH2 shoulders. Therefore, if it were desired to remove cyclists from SH2, in order to achieve this it would be necessary to apply a bye-law to the road preventing cyclists from utilising shoulders. This is likely to be highly unpopular. A more pragmatic approach may be to accept that the design of facilities in the short term is to encourage the use of the shoulders by less confident cyclists, while accepting the continued use of the state highway by more confident cyclists, and striving to progressively improve provision for them.

Appendix 1

Web Survey

Petone to Ngauranga Cycling

The NZ Transport Agency is surveying existing and potential cyclists travelling between Wellington and the Hutt Valley. The aim of the survey is to identify where people cycle from and to, and why they use the route they use. We are also looking for potential participants (both existing and potential cyclists) to explore how changes in road design would affect your cycling behaviour. This would involve a two hour evening focus group session either in Wellington or in the Hutt Valley. You would be rewarded for your participation. If you are interested in participating, please leave your contact details in the relevant box and you will be contacted if you are chosen to attend.

*1. What is your gender?

- Female
- Male

*2. What is your age?

- Under 20
- 21-35
- 36-50
- 51-65
- 65+

*3. Do you currently cycle between Wellington and the Hutt Valley?

- No - please go to question 8
- Yes, for commuting / business
- Yes, for leisure
- Yes, for commuting and leisure

4. If you currently cycle between Wellington and the Hutt Valley, where do you cycle from and to (state road names)?

5. If you cycle between Wellington and the Hutt Valley, how often do you cycle?

- Less than once a month
- Between once a fortnight and once a month
- About once a week
- More than once a week

6. If you currently cycle between Wellington and the Hutt Valley, do you ever use the southbound cycleway?

- Yes – Always southbound
- Yes – both southbound and northbound
- Yes – occasionally southbound
- No – I tried it once but now use the shoulder
- Never – I use the shoulder

Other (please specify)

7. If you cycle between Wellington and the Hutt Valley but do not use the cycleway, why not?

8. If you don't currently cycle between Wellington and the Hutt Valley, why not?

- It's too far to cycle
- Cycling on SH2 is too dangerous
- I have to take children to and from school
- I have no need to cycle between Wellington and the Hutt Valley
- Not applicable

Other (please specify)

9. What one thing would make you more likely to cycle between Wellington and Hutt?

- Moving job/home to reduce distance of commute
- Ability to cycle the entire route on a dedicated off-road cycleway (avoiding need to use SH2 shoulder)Ability to avoid merges at Petone

Other (please specify)

10. Would anything make you less likely to cycle between Petone and Ngauranga?

- More traffic making it more dangerous
- Being forced to use the cycle path

Other (please specify)

11. Do you have any further comments on cycling between Wellington and Hutt?

12. If you are interested in participating in a 2 hour evening focus group to discuss cycling between Wellington and the Hutt Valley, please leave your name and contact details, including an email address.



13. If you are interested in participating in a focus group, would you prefer this to be in:

- The Hutt Valley
- Wellington

14. If you are interested in participating in a focus group what day(s) of the week would you prefer to attend?


- Monday
- Tuesday
- Wednesday
- Thursday
- Friday

Done


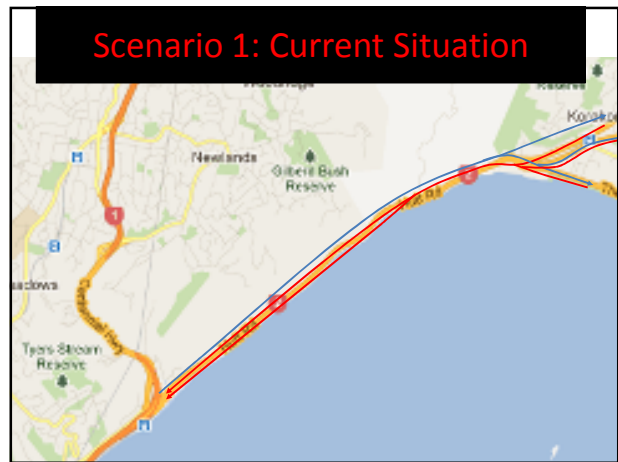
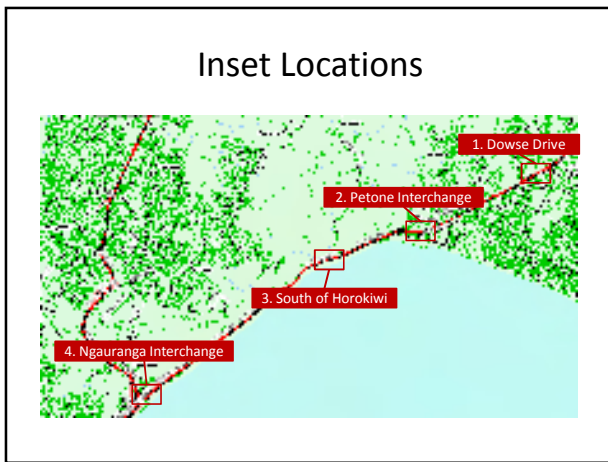
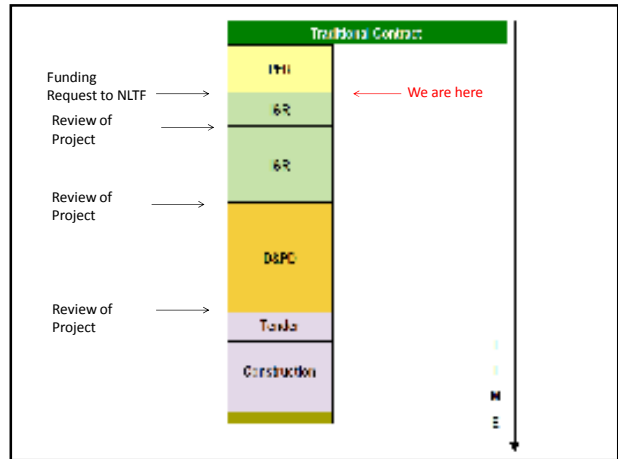
Appendix 2

Scenarios Presented to Cycle Focus Groups

Petone to Ngauranga Cycling Focus Groups



Jo Draper, Transport Planner
Rob Addison, Community and Stakeholder Liaison Advisor

Origin	Kelson							
Destination	Wellington CBD		Would this scenario make you change your route choice? (describe how if so)					
			Would this scenario make your journey (whether or not you change your route) faster, slower, safer, more dangerous, or no change? (describe how if so)					
Scenario		1 (Exist)	2	3	4	5	6	7
Dowse	NB Route	1	Would use cycleway sb from Petone. But then not the cycleway south of Horokiki.	Wouldn't change journey, because would have to exit SH2 at Dowse. Would have no impact on my journey.	Wouldn't change journey, because would have to exit SH2 at Dowse. Would have no impact on my journey.	Would use cycleway SB only. Would make journey safer, but a bit slower. No change NB.	Wouldn't change journey because would have to navigate roundabout, would be dangerous.	Would use cycleway SB. Possibly NB too but don't like the idea of going round roundabout to get back onto SH2. Would make journey slower but safer.
Petone	NB Route	1						
	SB Route	1						
Horokiki	NB Route	1						
	SB Route	1						
Ngauranga	NB Route	1						
	SB Route	1						
Why not using cycleway? (1 main reason)		n/a		Need to go down Hutt Road	Need to go down Hutt Road		Roundabout	

