

NZTA cycle touring / bike packing survey 2018 - 2020

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Can we quantify the experiences of cycle tourists / bike packers on New Zealand's roads?

To help us improve the environment for cycle touring / bike packing and provide better information

Q?

- Who are they?
 - What are they riding?
 - Where are they going?
 - How do they plan?
 - What are people experiencing?
 - Are they enjoying it?
-
- lots of really rich information, despite limitations

What we learnt

- Confirmation
- 80% NZ
- 80% men
- Slighter older
- “Season” Oct - May, peak in Feb/March
- 2/3 bike packing
- 90% of people bike for a month or less
- Flavour of trips – long missions, short links, brevet routes
- Surprised by variety and choices of routes and how great rides were being linked
- People choosing busy SH when there are quieter options nearby
- No advice from Waka Kotahi

Experiences

- Lots of variation in risk perception
- Experience relates strongly to traffic volume and speed
- A bad incident can ruin a trip
- Close passing, no shoulders, lots of trucks or buses, rumble strips...
- Some roads stand out as great experiences and others as pretty un fun
- 80% would still recommend



We then did lots with this information...

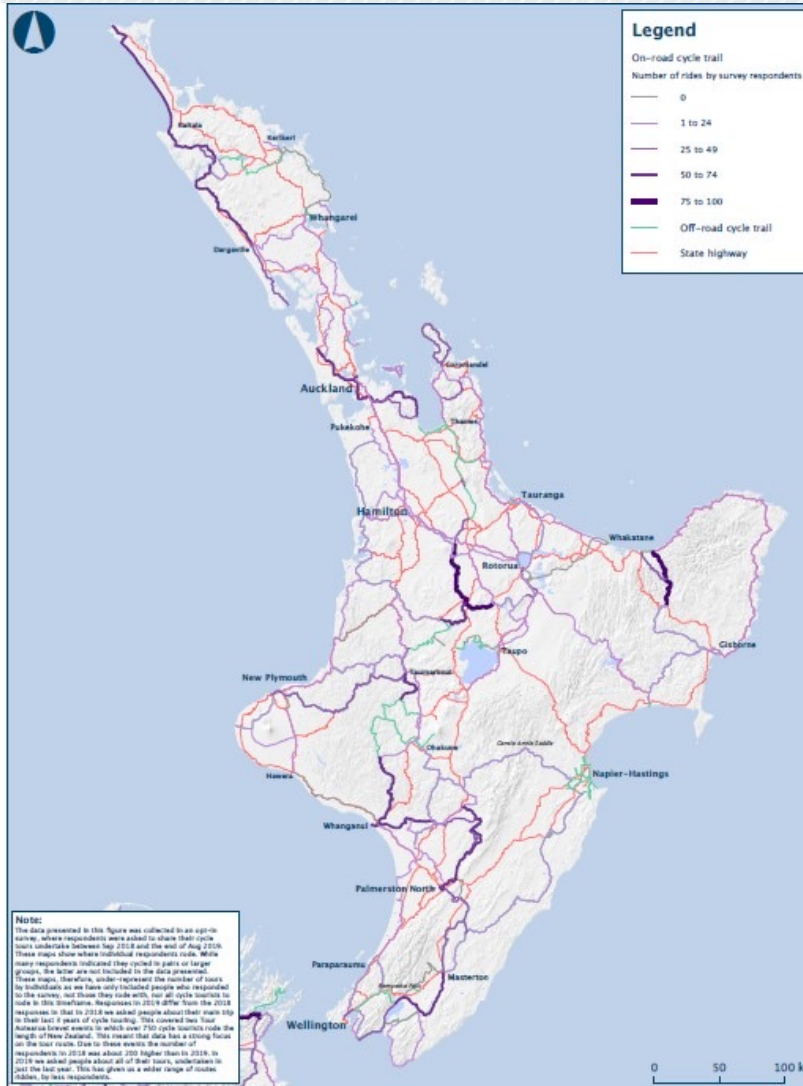
- Reported the data
- Mapped route volume and experience
- Created new online tool with lots of cycle touring routes to help people plan trips or improvements
- Used data as evidence in business cases to target improvements to State Highways
- Delivered improvement



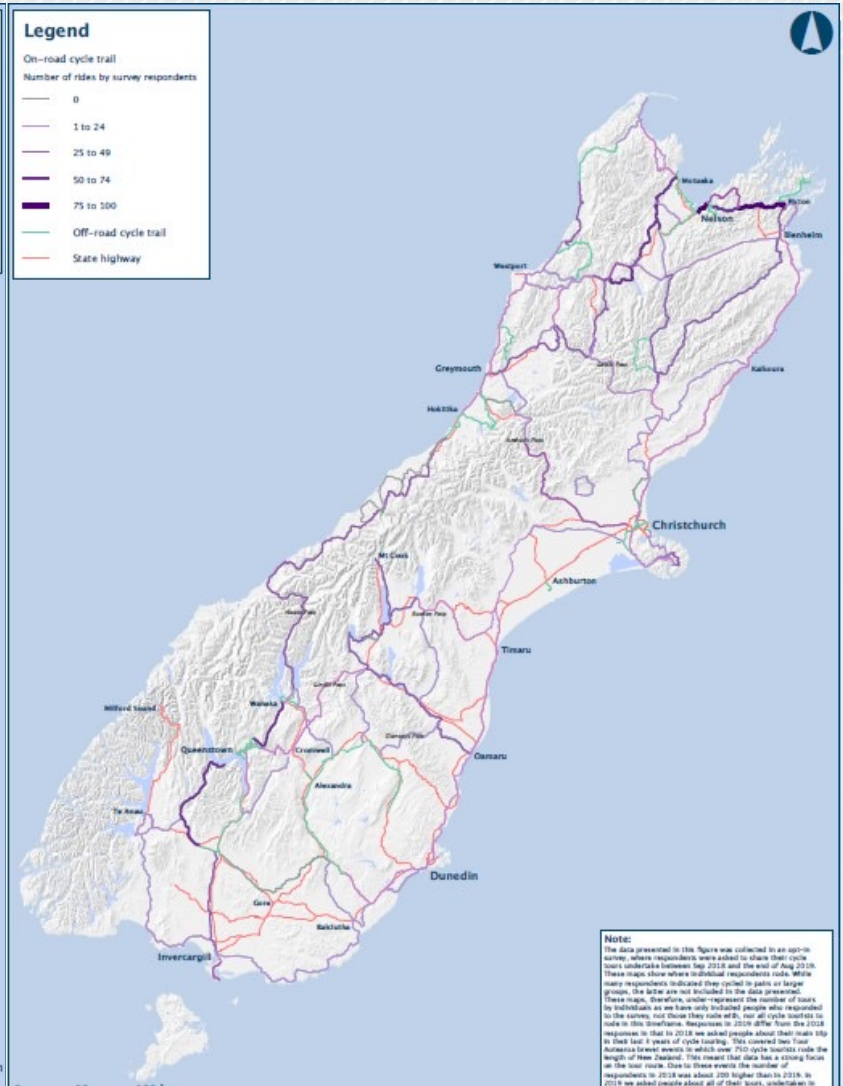
New Zealand Government

3 Maps to show rider volume and experience

1. Ridden
2. Most Enjoyed
3. Least Enjoyed



Cycle Touring Routes Ridden 2019
Number of cycle touring survey respondents who rode different on-road routes in the North Island between Sep-18 and Aug-19

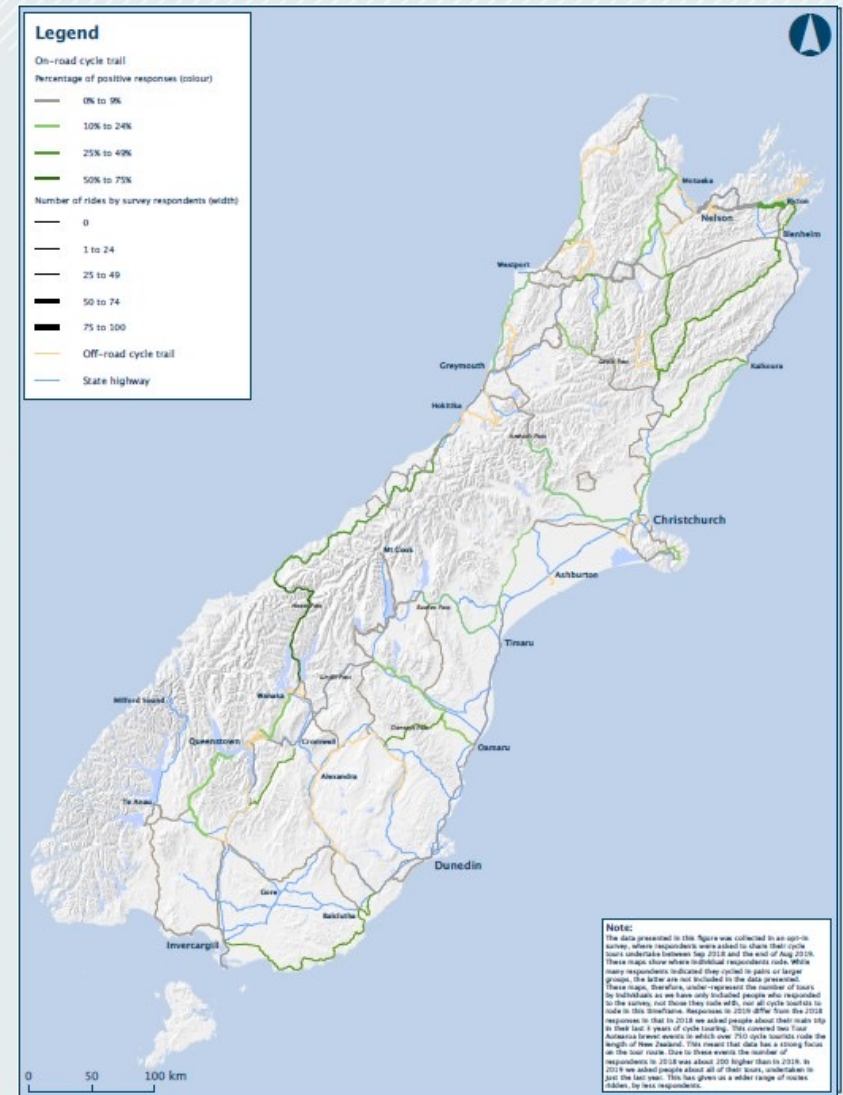


MAP OF MOST ENJOYED ROUTES

These maps show the routes ridden by respondents.

- Line width indicates the number of people who rode them.
- Colour indicates what percentage of people who rode them nominated them as a favourite.

See www.nzta.govt.nz/cycletouring for a detailed look at these maps.



MAP OF LEAST ENJOYED ROUTES

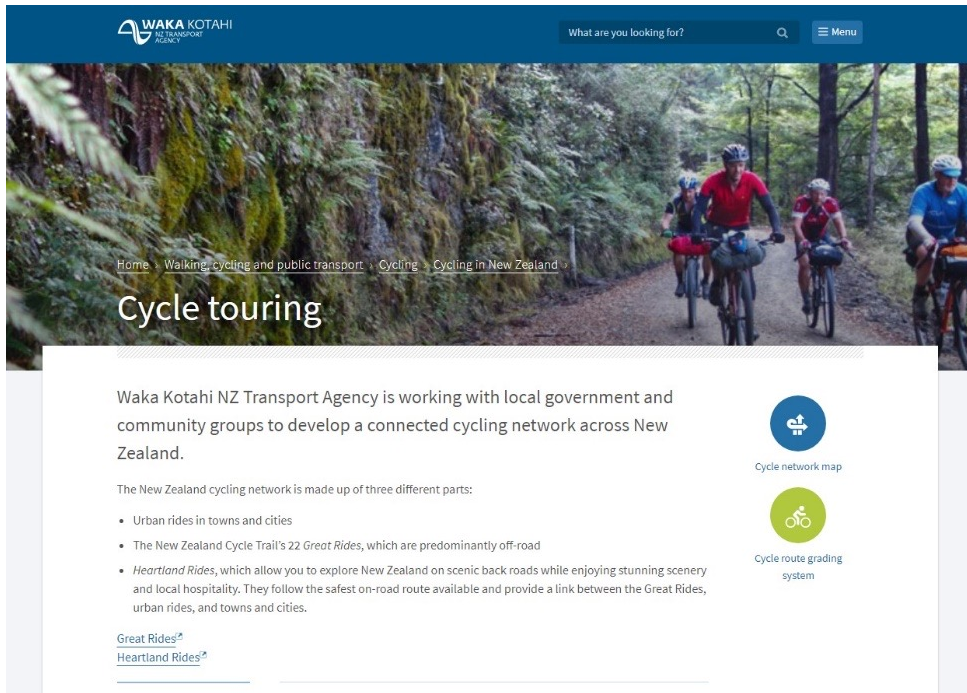
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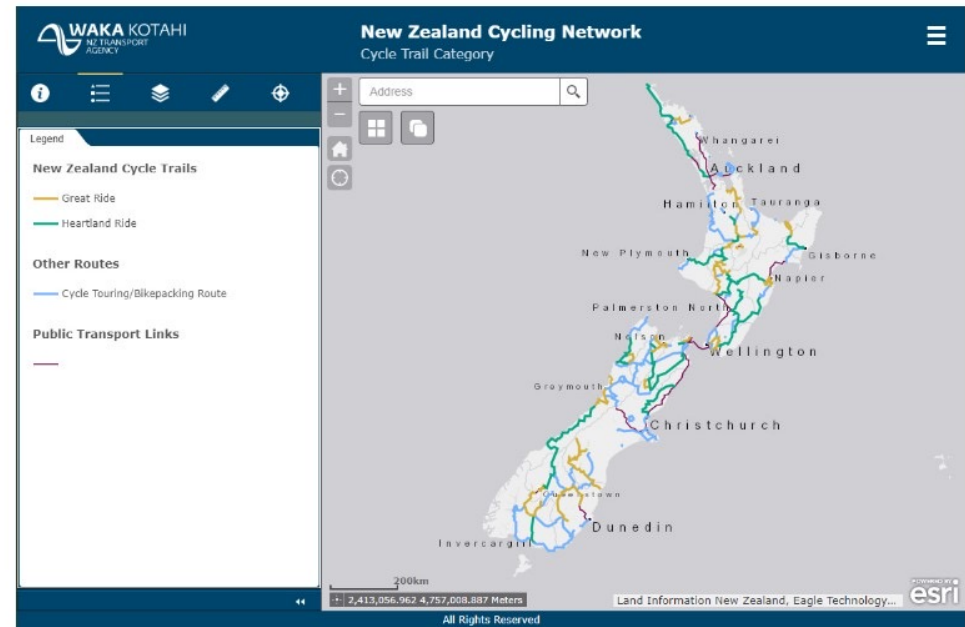


An new online tool to find cycle touring routes, with information about what to expect

<https://maphub.nzta.govt.nz/public/?appid=824225b4257e409f9ba2e9b24e1c94be>

New Zealand cycling network map

Use this interactive map to help you plan your trip.



[Open map in full screen](#)

A new webpage

www.nzta.govt.nz/cycletouring



Legend

New Zealand Cycle Trails

- Great Ride
- Heartland Ride

Other Routes

- Cycle Touring/Bikepacking Route

Public Transport Links

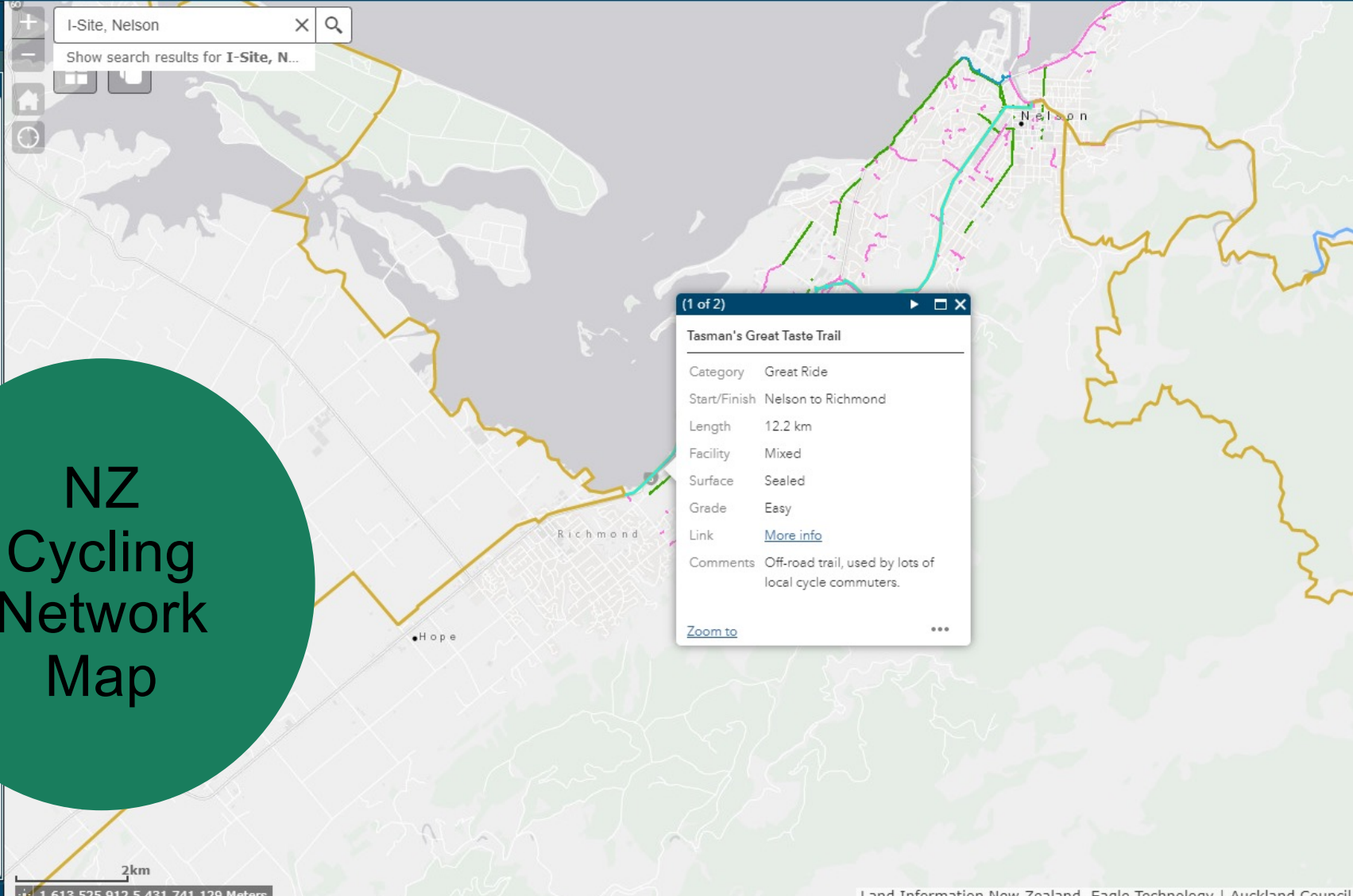


Council Cycling Infrastructure

Facility Type

- Cycle Lane
- Cycle Path
- Shared Path
- Quiet Street
- Miscellaneous

NZ
Cycling
Network
Map



(1 of 2)

Tasman's Great Taste Trail

Category	Great Ride
Start/Finish	Nelson to Richmond
Length	12.2 km
Facility	Mixed
Surface	Sealed
Grade	Easy
Link	More info
Comments	Off-road trail, used by lots of local cycle commuters.

[Zoom to](#) ...

2km
1 613 525 912 5 431 741 129 Meters

Infrastructure improvements delivered



From **Takaka** township a 2km long shared user path has been built beside SH60 to the Golden Bay Medical Centre. This also connects to a local school and Paines Ford Scenic Reserve, a popular swimming and rock climbing area.



Between **Tauranga and Rotorua** a local council identified the opportunity to create a cycle route parallel to the highway by connecting two local roads with a 2km shared user path. In this case, Waka Kotahi provided the council with funds to build the 2km path and signpost the new route.



Between **Havelock and Pelorus Bridge**, Waka Kotahi has widened the shoulder of SH6 so that cycle tourers heading to Nelson can ride outside the live traffic lane.



SH7 on the Hurunui Heartland Ride is a 200km long cycle route from Kaikōura to Amberley. It is mostly on local roads which makes it a safer alternative to SH1. However, a 3km section is on SH7. Waka Kotahi funded safety signs and shoulder widening to make this route safer to cycle.

Infrastructure improvements being delivered



Invercargill to Bluff is the last section of the 3000 km **Te Araroa** hiking trail and the **Tour Aotearoa** cycle route. It follows SH1 and is used by high numbers of large trucks. Waka Kotahi is co-funding the construction of a shared user path for 17km beside the highway.



Rotorua to the Waikato River Trail was proposed as a Heartland Ride in 2019. Investigation identified 2km of SH1 that needed shoulder widening, and this work is being completed March 2021.



A section of the **Te Araroa Trail** between SH1 and the Waikato River north of Hamilton was in such disrepair that hikers were walking on the highway shoulder. Waka Kotahi is upgrading the trail to improve highway safety.



The **Twin Coast Cycle Trail** led people through the main street of Kawakawa (SH1) with high traffic volumes and a railway line down the middle. Waka Kotahi provided funding for a bypass to be built for walkers and cyclists.

Infrastructure improvements planned



Timaru to Pleasant Point shared user path beside SH8. This is a community driven project that Waka Kotahi is supporting as it will contribute to the New Zealand Cycling Network.



Waihola to Mosgiel Cycle Route. This project aims to close a gap between the Clutha Gold Trail and Dunedin. It will require on-road signs and potentially some stop bank paths.



Amberley to Christchurch Heartland Ride extension. The new route will be made possible by signposted three new sections of shared user paths. The most significant is the recently opened 440-metre long clip-on to the Waimakariri River Bridge.



Paihia to Waitangi, Bay of Islands shared user path. A narrow, 1km long section of footpath will be widened to provide more space for walking and cycling beside the busy SH11.



Thank you!