

## **Appendices**

***Appendix A – University of Canterbury Travel Survey 2008  
Questionnaire***

# UNIVERSITY OF CANTERBURY TRANSPORT SURVEY 2008 - STAFF

The University is looking at how staff and students travel to University and is assessing views about transport issues. We would be grateful if you would take a few minutes to fill in this questionnaire. **All information given will be in confidence. Please complete this questionnaire and return it via internal mail to the Department of Geography.** All questionnaires returned will be entered into a prize draw – please write your name and department in the box at the end if you wish to be entered. Thank you for your time

1. What is your **usual** (most frequent) form of transport to the University? (Please tick **one** box only.)

- |  |  |
|--|--|
| <input type="checkbox"/> Car / van (driver)        | <input type="checkbox"/> Car / van (passenger) |
| <input type="checkbox"/> Bus                       | <input type="checkbox"/> Bicycle               |
| <input type="checkbox"/> Walking                   | <input type="checkbox"/> Motorbike/Moped       |
| <input type="checkbox"/> Skateboard/Blades/Scooter | <input type="checkbox"/> Other                 |

2. How long does it normally take you to travel from where you live to the University on your **usual** form of transport?

..... minutes

3. Which of the following do you use to travel to the University when not using your usual form? (Please tick **all** that apply.)

- |  |   |
|--|---|
| <input type="checkbox"/> Car / van (driver)        | <input type="checkbox"/> Car / van (passenger)            |
| <input type="checkbox"/> Bus                       | <input type="checkbox"/> Bicycle                          |
| <input type="checkbox"/> Walking                   | <input type="checkbox"/> Motorbike/Moped                  |
| <input type="checkbox"/> Skateboard/Blades/Scooter | <input type="checkbox"/> I use no other form of transport |

4. **Car, bus, motorbike users only:** When travelling to the University how often do you experience traffic congestion?

- ☐ Most days    ☐ Some days    ☐ Rarely/never

5. How often do you travel between the main Ilam and Dovedale (College of Education) parts of the campus? (tick **one** box only and state your usual form of transport)

- ☐ Most days - I travel by: \_\_\_\_\_
- ☐ At least once a week - I travel by: \_\_\_\_\_
- ☐ At least once a month - I travel by: \_\_\_\_\_
- ☐ Rarely or never - I travel by: \_\_\_\_\_

6a. What are your main reasons for using your **usual** form of transport to University? (Please tick **all** that apply.)

- ☐ To visit shops etc. on way to / from University
- ☐ Used during day to perform job
- ☐ Used during day for non-work purposes (e.g. visit to doctor)
- ☐ Personal security during journey
- ☐ Because it is quicker
- ☐ Because it is healthier
- ☐ Dropping off and collecting children
- ☐ Lack of a viable alternative form of transport
- ☐ Because it is cheaper
- ☐ For environmental reasons
- ☐ Because it is more comfortable
- ☐ Other (please state) .....

6b. Now circle the **most important reason** in 6a (circle **one** only.)

7. Do you have a disability or long-term medical condition that restricts how you travel to University?

- ☐ No    ☐ Yes (Please state how).....

If you NEVER use a car/van to get to/from the University, go to question 11. Otherwise continue with question 7.

8. Do you have a UC \$92 annual parking permit?

- ☐ Yes    ☐ No

9a. What would encourage you to car pool (share a ride with other adults) or carpool more (or with more people) to the University? (Please tick **all** that apply.)

- ☐ Nothing would make me carpool to University
- ☐ Greater carparking opportunities for carpoolers
- ☐ Help in finding carpool partners with similar university hours and home locations.
- ☐ Guaranteed ride home if let down by driver
- ☐ More flexible work / study schedule
- ☐ Free UC vehicle or taxi for personal emergency trips
- ☐ Free UC shuttle to shops at lunchtime
- ☐ Cheaper car parking for car pool travellers
- ☐ A large increase in fuel costs
- ☐ Other (please state).....

9b. Now circle the **most important** incentive in 9a (circle **one** only.)

10. If the annual UC carpark permit was abolished and a daily charge of \$1 was introduced, what would you do? (Please tick **one** only.)

- ☐ I would park in the University as often as I do now
- ☐ I would park in the University but travel less often by car
- ☐ I would park in the University but travel more often by car
- ☐ I would park outside the University and walk in
- ☐ I would no longer drive a car to University

11. Do you own a Metro (bus) card?

- ☐ Yes    ☐ No

12. Is there a bus stop within 10 minutes' walk of your home address?

- ☐ Yes    ☐ No    ☐ Don't know

13. Is there a direct (no need to change) bus service from your home to within 10 minutes' walk of the University?

- ☐ Yes    ☐ No    ☐ Don't know

14a. What changes would most encourage you to use the bus (or use it more often) to travel to and from the University? (Please tick **all** those that apply.)

- ☐ Nothing would make me use the bus
- ☐ More frequent services
- ☐ Improved security / lighting at bus stops
- ☐ Cleaner / more comfortable buses
- ☐ More reliable services
- ☐ More information on bus services
- ☐ More convenient bus stops
- ☐ Free UC vehicle or taxi for personal emergency trips
- ☐ A more direct route or better connections
- ☐ Discount tickets / passes
- ☐ A large increase in fuel costs
- ☐ Other (please state) .....

14b. Now circle the **most important** change in 14a (circle **one** only.)

15. Do you own or have access to a bicycle?

- ☐ Yes    ☐ No

16. Do you cycle for recreation?

☐ Regularly ☐ Occasionally ☐ Rarely/never

17. Do you consider you live within a reasonable distance for cycling to the University?

☐ Yes ☐ No

18a. What would encourage you to cycle (or cycle more frequently) to the University? (Please tick **all** that apply.)

- ☐ Nothing would make me cycle to University  
☐ Improved cycle routes to University  
☐ More lockers at the University  
☐ More easily accessible shower/changing facilities at the University  
☐ Help with improving my biking skills and confidence  
☐ Improved security for cycles at the University  
☐ Less traffic on roads  
☐ More courteous vehicle drivers  
☐ More traffic congestion making cycling a relatively quicker option  
☐ A large increase in fuel costs  
☐ Having the opportunity to cycle to University with other people  
☐ Discount to buy a bicycle  
☐ Other (please specify).....

18b. Now circle the **most important** change in 18a (circle one only.)

19a. What would encourage you to walk (or walk more frequently) to the University? (Please tick **all** that apply.)

- ☐ Nothing would make me walk (more) to University  
☐ Improved crossing facilities on routes to University  
☐ Improved / new pathway connections to University  
☐ Better security along walking routes (lighting, visibility)  
☐ More easily accessible shower/changing facilities at the University  
☐ A shuttle bus service when returning home at night  
☐ More lockers at University  
☐ Free UC vehicle or taxi for personal emergency trips  
☐ A large increase in fuel costs  
☐ Other (please specify).....

19b. Now circle the **most important** change in 19a (circle one only.)

Questions 20-22 relate only to your journey **TO** the UC on Tuesday 22<sup>nd</sup> July. If you did not travel to UC on July 22<sup>nd</sup> go to question 23.

20. How long did the journey take from door to door (including walking, parking etc)? ..... minutes

21. What was your mode of transport (Please tick **one** box only.)

- ☐ Car / van (driver) – go to question 22 and then to question 23  
☐ Car / van (passenger) – go to question 22 and then to question 23  
☐ Motorbike/moped – go to question 23  
☐ Bus – go to question 23  
☐ Bicycle – go to question 23  
☐ Walking – go to question 23  
☐ Skate/blade/scooter – go to question 23

22. Where was the vehicle parked? (Please tick **one** box only.)

- ☐ In a University car park using an *annual permit*  
☐ In a University car park using a *daily coupon*  
☐ In a University car park using a *2 hour coupon*  
☐ In a *UC Rideshare* University car park  
☐ On the streets around the University (name street.....)  
☐ Not at or near the University (i.e. I was dropped off)

23. Please complete the box below about your travel to the University of Canterbury this week. Indicate your mode of travel, and time of arrival and departure. If unsure how you will travel during the days ahead, please guess. If you did/will not travel on those days, leave blank.

Day	Form of travel <b>TO</b> UC	Time of arrival <b>TO</b> UC	Form of travel <b>FROM</b> UC	Time of departure <b>FROM</b> UC
Mon July 21 <sup>st</sup>				
Tues July 22 <sup>nd</sup>				
Weds July 23 <sup>rd</sup>				
Thurs July 24 <sup>th</sup>				
Fri July 25 <sup>th</sup>				

24. **Staff only:** How often do you travel for work purposes....

By:	At least once/week	At least once/month	Occasionally	Never
Vehicle from central UC pool				
Other UC vehicle				
Own private vehicle				
Own bicycle				
Bus				
Taxi (Christchurch use only)				

**About you (for statistical purposes only):**

25. What is your gender?

☐ Male ☐ Female

26. Please state your age. ....

27. What best describes your staff group (Please tick **one** only.)?

- ☐ Academic staff  
☐ Technical staff  
☐ Admin/Clerical staff  
☐ Library staff  
☐ Other (please state).....

*Information from the next question will be used solely for mapping analysis. No attempt will be made to identify or contact individuals.*

28. Please give your term-time address (hall or street and number)?

.....

*If you do not wish to give your address, please give nearest street intersection (eg Creyke/Clyde).*

29. Would you be willing to be part of a focus group in the future related to transport issues?

☐ Yes ☐ No

If yes, please give your email address and/or cell phone number (so we can contact you) .....

30. Do you have any other comments about your travel to University or desirable transport features of the University campus in the future (please continue on separate sheet if necessary)?

.....  
.....  
.....

Thank you for your co-operation. Please send this completed questionnaire to the Dept of Geography. Your answers will be stored on an electronic database but will remain anonymous.

Please enter your name & email address and/or phone no. here if you wish to be entered into the prize draw.

## ***Appendix B – Ethics Approval Letter***

Ref: HEC 2008/LR/37

27 August 2008

Ms Katherine Jane Taylor  
Department of Geography  
UNIVERSITY OF CANTERBURY

Dear Katherine Jane

Thank you for forwarding to the Human Ethics Committee a copy of the low risk application you have recently made for your research proposal "Masters Thesis contributing to a LTNZ research project."

I am pleased to advise that this application has been reviewed and I confirm support of the Department's approval for this project.

With best wishes for your project.

Yours sincerely

Dr Michael Grimshaw  
*Chair, Human Ethics Committee*

## ***Appendix C – Recreational Cyclists Questionnaire***

## **Recreational Cyclists Questionnaire Information Sheet**

### **Department of Geography**

You have been invited to participate in research investigating issues for attracting new commuter cyclists in Christchurch as part of a Masters thesis and research project funded by the LTNZ.

The aim of this stage of the research project is to survey people in Christchurch to identify their transport patterns and potential interest in commuter cycling.

Your involvement in this research is the completion of the following questionnaire. Participation is voluntary and you may choose not to respond to the questionnaire or to any particular question.

As part of the questionnaire, you will be asked if you are interested in participating in further research. This research will consist of a focus group lasting approximately two hours (refreshments will be provided). Should you be interested, I would like to ask you to provide your contact details and I will then contact you at a later date with further information. You will then have another chance to decide whether you would like to participate or not.

The results of the questionnaire may be published, but you may be assured of the complete confidentiality of data gathered in this investigation: the identity of participants will not be made public without their consent. To ensure anonymity and confidentiality all answers will be aggregated before publication.

We will be pleased to discuss any concerns you may have about participation in the project and may be contacted via the following methods.

Katherine Taylor  
[kjt54@student.canterbury.ac.nz](mailto:kjt54@student.canterbury.ac.nz)  
366 7001 ext 7957

Assoc. Prof. Simon Kingham  
[simon.kingham@canterbury.ac.nz](mailto:simon.kingham@canterbury.ac.nz)  
364-2951 ext 6951

Glen Koorey  
[glen.koorey@canterbury.ac.nz](mailto:glen.koorey@canterbury.ac.nz)

The project has been reviewed and approved by the Department of Geography and meets the requirements of the Office of Human Ethics at the University of Canterbury.



## Travel Questionnaire

1. What is your **usual** (most frequent) form of transport to your primary workplace? (Please tick **one** box only.)

- |   |   |
|---|---|
| <input type="checkbox"/> Car / van (driver)       | <input type="checkbox"/> Bicycle                    |
| <input type="checkbox"/> Car / van (passenger)    | <input type="checkbox"/> Walking                    |
| <input type="checkbox"/> Bus                      | <input type="checkbox"/> Motorbike                  |
| <input type="checkbox"/> Skateboard / rollerblade | <input type="checkbox"/> Other (please state) ..... |

2. What are your main reasons for using your **usual** form of transport to work? (Please tick **all** that apply.)

- |   |   |
|---|---|
| <input type="checkbox"/> To visit shops etc. on way to / from work                    | <input type="checkbox"/> Dropping off and collecting children           |
| <input type="checkbox"/> Used during day to perform job                               | <input type="checkbox"/> Lack of a viable alternative form of transport |
| <input type="checkbox"/> Used during day for non-work purposes (e.g. visit to doctor) | <input type="checkbox"/> Because it is cheaper                          |
| <input type="checkbox"/> Personal security during journey                             | <input type="checkbox"/> For environmental reasons                      |
| <input type="checkbox"/> Because it is quicker  | <input type="checkbox"/> Because it is more comfortable                 |
| <input type="checkbox"/> Because it is healthier                                      | <input type="checkbox"/> Other (please state) .....                     |

3. Which of the following do you use to travel to your workplace when not using your usual form? (Please tick **all** that apply.)

- |   |   |
|---|---|
| <input type="checkbox"/> I use no other form of transport | <input type="checkbox"/> Bus                                  |
| <input type="checkbox"/> Car / van (driver)               | <input type="checkbox"/> Bicycle                              |
| <input type="checkbox"/> Car / van (passenger)            | <input type="checkbox"/> Walking                              |
|   | <input type="checkbox"/> Motorbike / Skateboard / rollerblade |

4. How long does it normally take you to travel from where you live to where you work on your **usual** form of transport?

.....minutes

5. What is the approximate distance between your house and your workplace?

6. Do you consider the distance between your work and home a reasonable distance for cycling?

- ☐ Yes      ☐ No

7. How regularly do you cycle for recreational purposes **on average**?

- |   |   |
|---|---|
| <input type="checkbox"/> Very Frequently (More than twice a week) | <input type="checkbox"/> Occasionally (Once or twice a month) |
| <input type="checkbox"/> Frequently (Once or twice a week)        | <input type="checkbox"/> Rarely (Several times a year)        |
| <input type="checkbox"/> Regularly (Once or twice a fortnight)    | <input type="checkbox"/> Never                                |

8. What would encourage you to cycle (or cycle more frequently) to your workplace? (Please tick **all** that apply.)

- |  |   |
|--|---|
| <input type="checkbox"/> Nothing would make me cycle to work       | <input type="checkbox"/> Less traffic on roads          |
| <input type="checkbox"/> Improved cycle routes to my workplace     | <input type="checkbox"/> More courteous vehicle drivers |
| <input type="checkbox"/> Improved changing facilities at workplace | <input type="checkbox"/> Free loan of a bike            |
| <input type="checkbox"/> Improved workplace security for cycles    | <input type="checkbox"/> Financial incentives           |
| <input type="checkbox"/> Better located bike stands                | <input type="checkbox"/> Other (please specify).....    |

**Demographic information** Please indicate which group you belong to

**Age:**

<18    18-24    25-34    35-44    45-54    55-64    65+

**Gender:**

Female                      Male

## Further research

If you are interested in participating in further research, consisting of a focus group, please provide the following details. At the completion of the project your contact details will be destroyed. All data will be anonymised and you will not be identifiable in any research outputs.

We are interested in talking to parents about children in cycling, if you have children and would be happy to discuss your views on this issue, please indicate below.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone numbers:

Work \_\_\_\_\_

Home \_\_\_\_\_

Cell \_\_\_\_\_

Email: \_\_\_\_\_

Preferred method of communication:

☐ Email

☐ Home Phone

☐ Work phone

☐ Cell phone

Where is your workplace? \_\_\_\_\_

I have children <18 and would be interested in discussing issues to do with children and cycling:

☐ Yes

☐ No

***Appendix D – Focus Group Information Page and Consent Form***

## **Focus Groups Information Sheet**

### **Department of Geography**

You have agreed to participate in focus groups investigating the issues involved in commuter cycling in Christchurch as part of a Geography Masters Thesis and research project funded by Land Transport NZ.

The aim of this stage of the research project is to discuss the motivations and barriers associated with commuter cycling in Christchurch.

Your involvement in this research is to participate in a focus group of up to six people lasting one to two hours (refreshments will be provided). Participation is voluntary and you may choose to withdraw from participating at any stage. Focus groups will be recorded by audio tape with your permission.

The results of the research may be published, but you may be assured of the complete confidentiality of data gathered in this investigation: the identity of participants will not be made public without their consent. To ensure anonymity and confidentiality all quotes used in research will be anonymous.

At this stage of the research, your responses in the focus group can be tied back to your responses in the questionnaire you have previously filled in. We would like to request your permission to do this, however, this is completely optional and your anonymity will be maintained in any published work.

We will be pleased to discuss any concerns or questions you may have about participation in the project and may be contacted via the following methods.

Katherine Taylor  
[kjt54@student.canterbury.ac.nz](mailto:kjt54@student.canterbury.ac.nz)  
366 7001 ext 7957

Glen Koorey (Civil Engineering)  
[glen.koorey@canterbury.ac.nz](mailto:glen.koorey@canterbury.ac.nz)  
Internal phone: 6951

Assoc. Prof. Simon Kingham  
[simon.kingham@canterbury.ac.nz](mailto:simon.kingham@canterbury.ac.nz)  
364 2987 ext. 7936

Department of Geography

This project has been reviewed and approved by the Department of Geography, University of Canterbury.

Katherine Taylor

Department of Geography  
University of Canterbury

### **Consent Form**

#### **An assessment of the type of cycle infrastructure required to attract new cyclists**

I have read and understand the description of the above named-project. On this basis I agree to participate as a subject in the project, and I consent to the publication of the results of the project with the understanding that anonymity will be preserved.

I understand that I may at anytime withdraw from the project, including withdrawal of any information I have provided.

I note that the project has been approved by the Department of Geography and reviewed by the University of Canterbury Human Ethics Committee.

I agree to my focus group answers being related to my survey responses (anonymity will be preserved)                      YES/NO

Name (please print): .....

Signature: .....

Date: .....

## ***Appendix E – Focus Group Prompted Topics***

## Focus group topics:

- Introduction
  - Names
  - normal transport mode
  - distance
- General transport
  - what is convenient about their usual mode
  - why do they use that particular mode
    - e.g. cost/environment/congestion
  - perceptions of current transport – e.g. public transport and walking
  - priority of transport – how much priority should bicycles have over motor vehicles
- Cycling
  - Helmets – if law changed would you wear a helmet?
  - Work facilities – lockers, showers, changing facilities
  - Traffic behaviour
  - Carrying capacity (children/luggage)
  - Time
  - Costs of cycling – bicycle, safety equipment
  - Weather
  - Clothing/sweat – e.g. not having right clothing/have to wear business clothes
  - Gender
  - Cycling after dark
  - Children and cycling – especially when there are parents
  - Cycling culture
  - What could be done in general to increase the level of cycling
  - Infrastructure
    - Show PowerPoint
    - Discuss the difficulties of intersections
    - How far would people deviate from a direct route for a safer route
    - Importance of consistency of cycle facilities

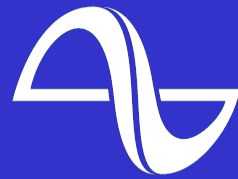
## ***Appendix F – Foucs Group Infrastrcutre Questionnaire***



**If the cycle network from your house to workplace was consistently like this, where it needed to be; would it encourage you to cycle**

<b>Number</b>	<b>Response</b>				<b>ID</b>
1	Frequently	Sometimes	Rarely	Never	A4
2	Frequently	Sometimes	Rarely	Never	A1
3	Frequently	Sometimes	Rarely	Never	A7
4	Frequently	Sometimes	Rarely	Never	A6
5	Frequently	Sometimes	Rarely	Never	A5
6	Frequently	Sometimes	Rarely	Never	A2
7	Frequently	Sometimes	Rarely	Never	A3
8	Frequently	Sometimes	Rarely	Never	B1
9	Frequently	Sometimes	Rarely	Never	B3
10	Frequently	Sometimes	Rarely	Never	B4
11	Frequently	Sometimes	Rarely	Never	B2
12	Frequently	Sometimes	Rarely	Never	C1
13	Frequently	Sometimes	Rarely	Never	C2
14	Frequently	Sometimes	Rarely	Never	C3
15	Frequently	Sometimes	Rarely	Never	C4
16	Frequently	Sometimes	Rarely	Never	C5
17	Frequently	Sometimes	Rarely	Never	C6
18	Frequently	Sometimes	Rarely	Never	D2
19	Frequently	Sometimes	Rarely	Never	D4
20	Frequently	Sometimes	Rarely	Never	D5
21	Frequently	Sometimes	Rarely	Never	D3
22	Frequently	Sometimes	Rarely	Never	D6
23	Frequently	Sometimes	Rarely	Never	D1

## ***Appendix G – Focus Group PowerPoint***



NZ TRANSPORT AGENCY  
WAKA KOTAHI

## Transport Research Project



## Examples of Cycling Provision



## Aerial Plan Views

# Key to Symbols

# Cyclists

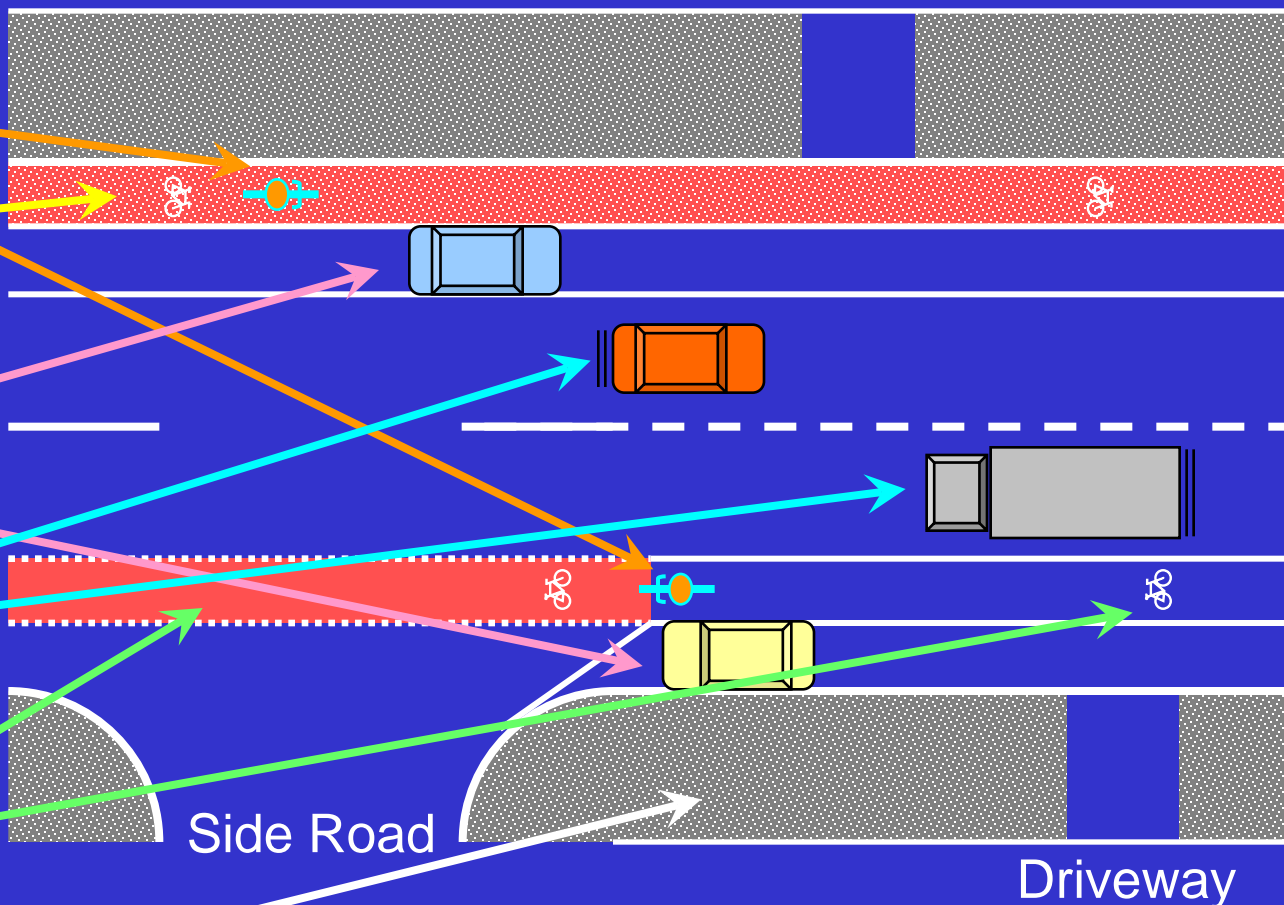
## Cycle Paths (off-road)

# Parked Vehicles

# Moving Vehicles

# Cycle Lanes (on-road)

# Footpaths



## Side Road

## Driveway





# A: Mid-Block Facilities

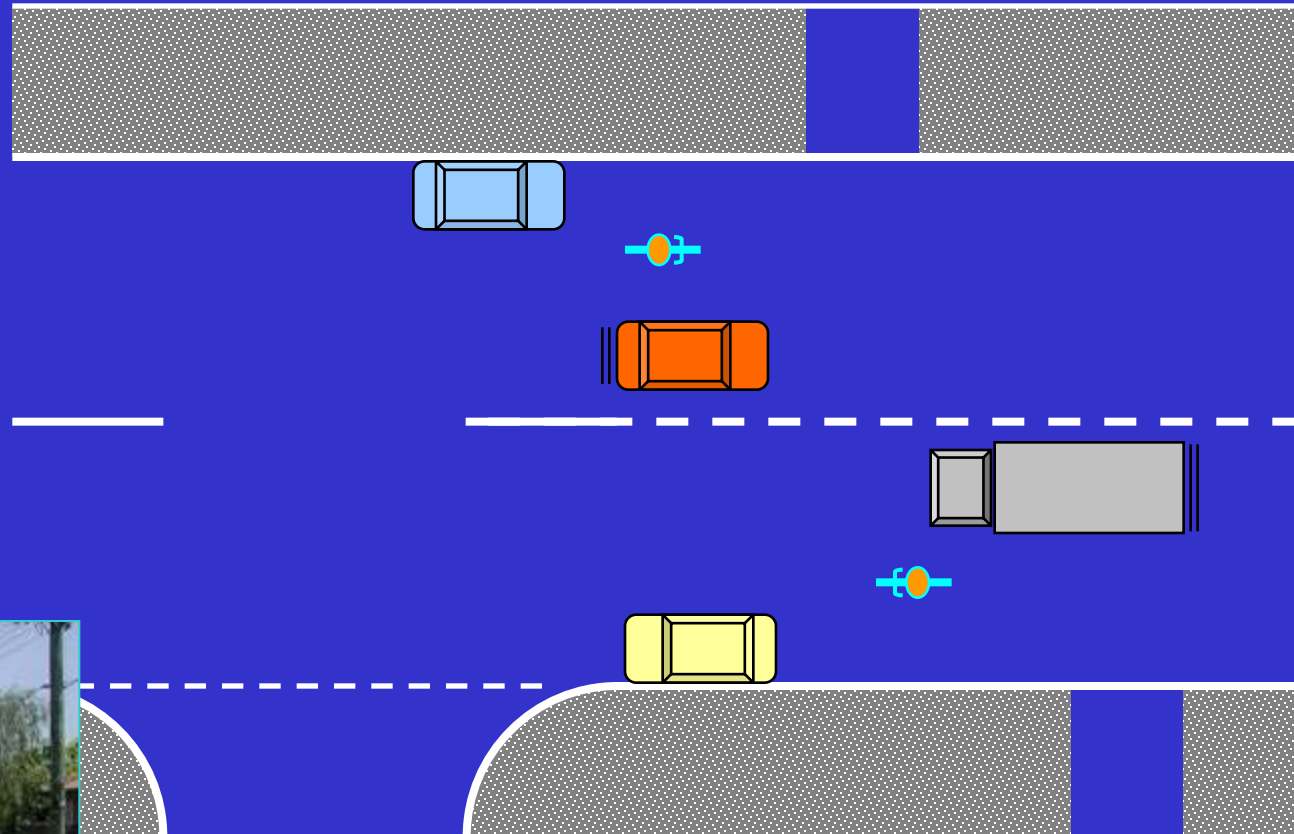
 Cycle facilities along roads, not including major intersections

 For each example:

- Show aerial plan view
- Show mock-up example
- Show examples of real-life facilities



# A4 - No Specific Cycling Provision



# A4 - No Specific Cycling Provision







# A4 - No Specific Cycling Provision







# A1 - Marked Cycle Lane





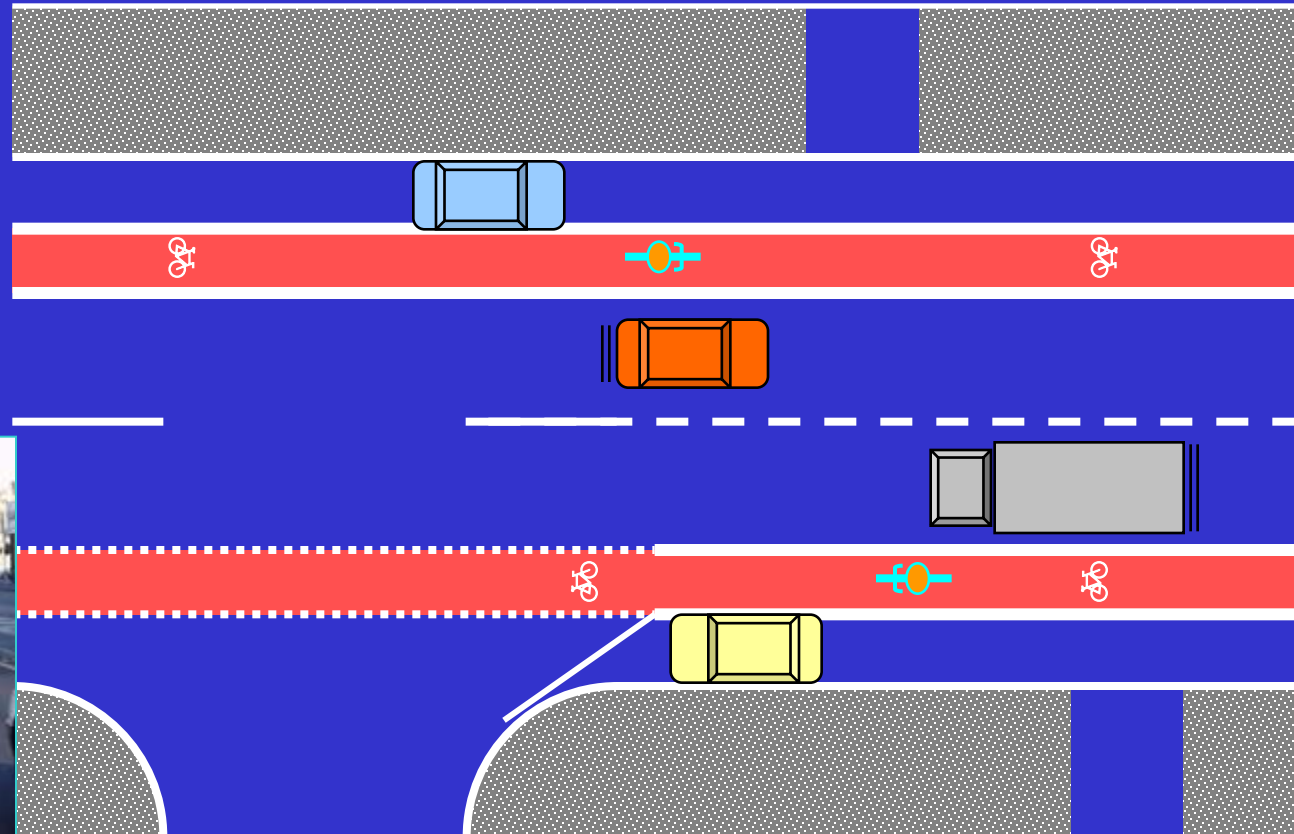


# A1 - Marked Cycle Lane



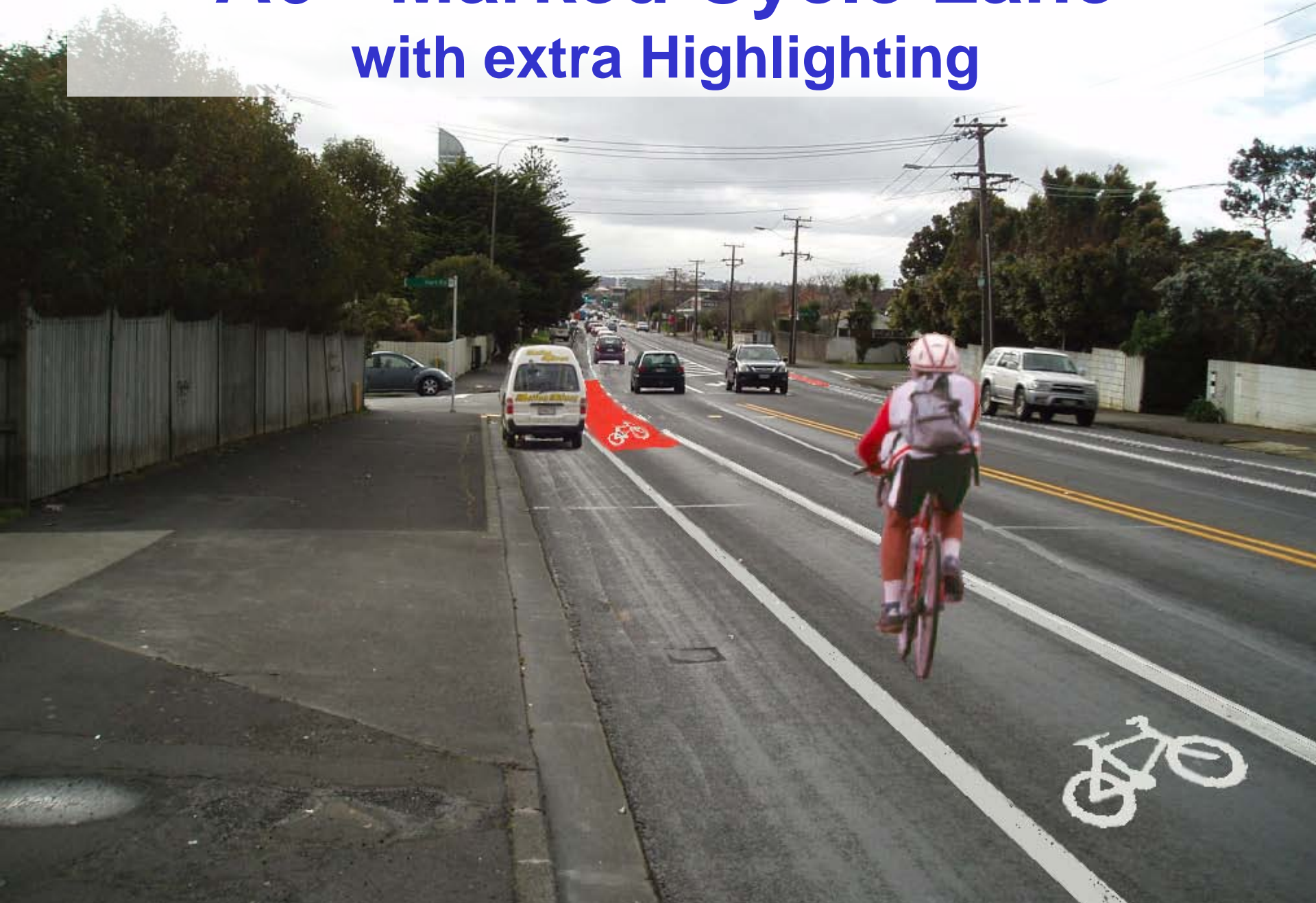


# A6 - Marked Cycle Lane with extra Highlighting





# A6 - Marked Cycle Lane with extra Highlighting





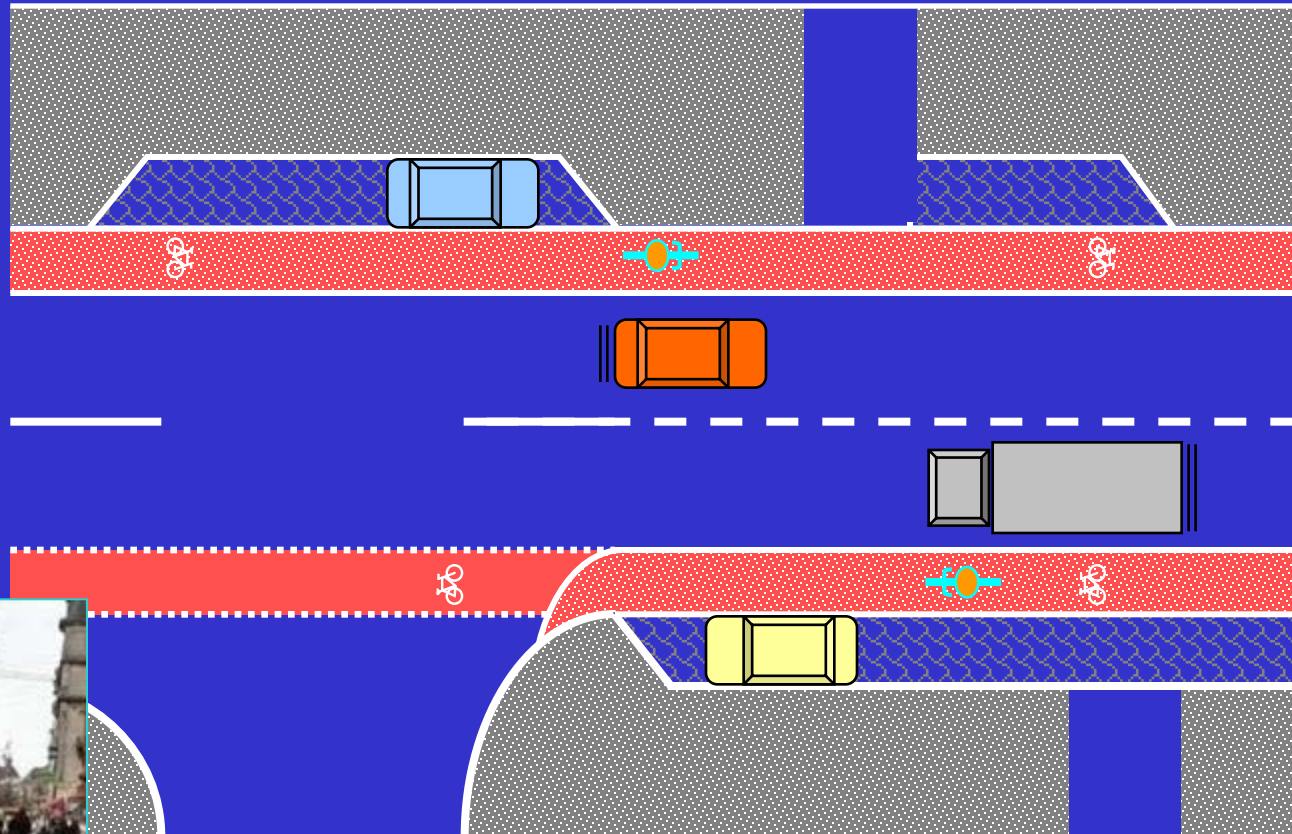
# A6 - Marked Cycle Lane with extra Highlighting







# A7 - Kerbed Cycle Lane with parking behind



# A7 - Kerbed Cycle Lane with parking behind







# A7 - Kerbed Cycle Lane with parking behind





# A5 - Kerbed Cycle Lane

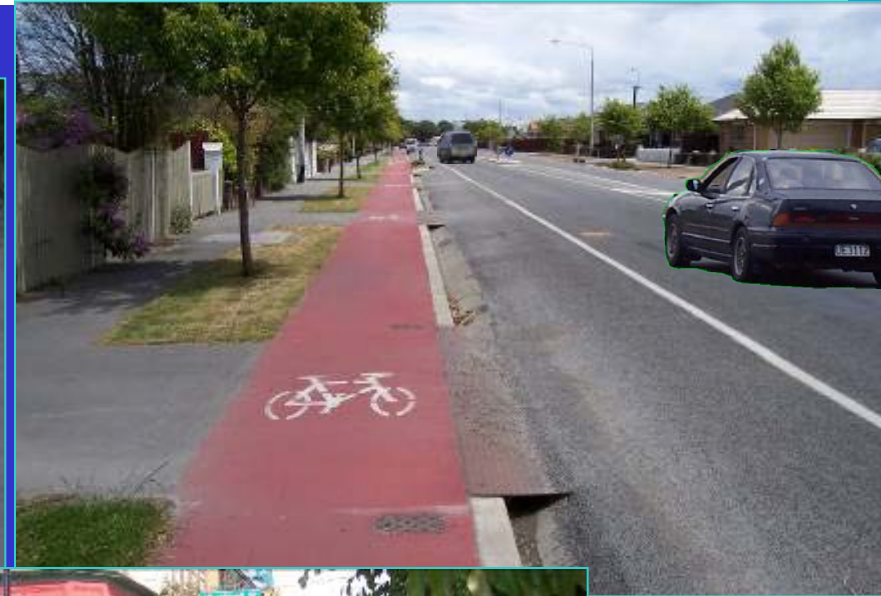
directly behind parking







# A5 - Kerbed Cycle Lane directly behind parking





# A3 - Cycle Lane/Path behind parking with separation







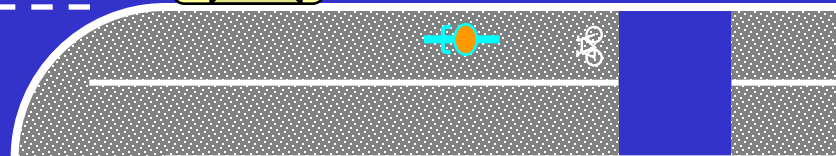
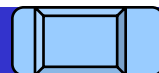
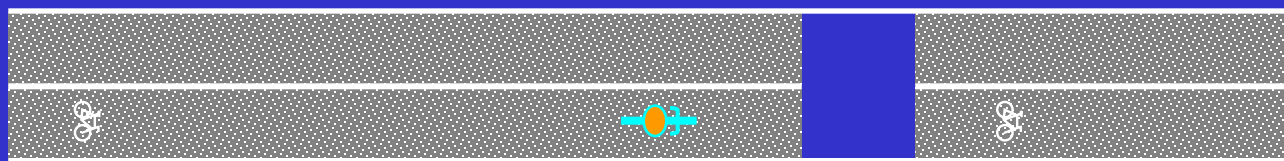
# A3 - Cycle Lane/Path

behind parking with separation





# A2 - Shared Roadside Pathway





# A2 - Shared Roadside Pathway





# A2 - Shared Roadside Pathway







## Discussion Point: Two-Way Cycle Paths





# Discussion Point: Cyclist Priority at Sideroads







# Discussion Point: Colour Options







## Discussion Point: Traffic Mgmt / Calming





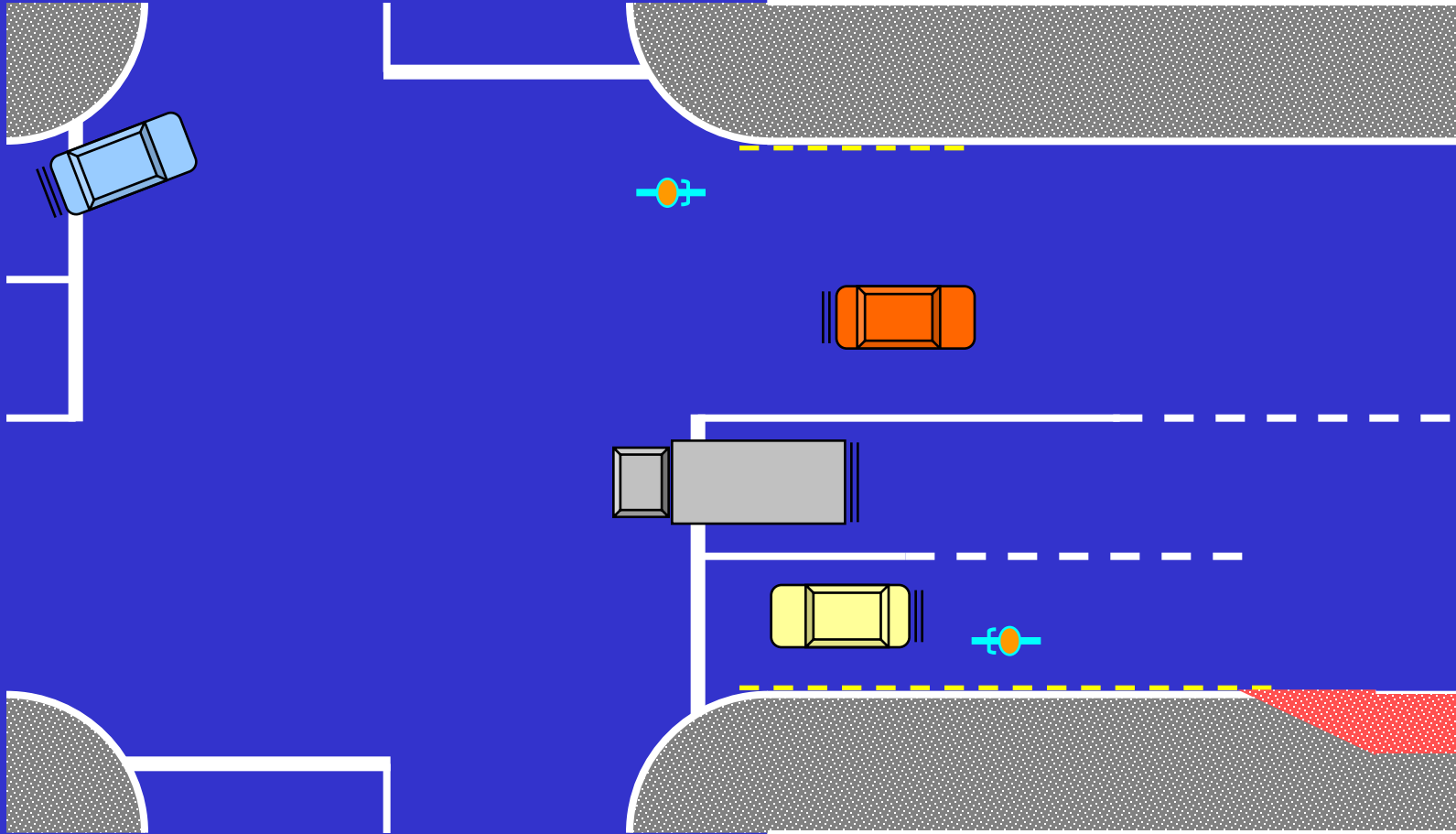
# B – Intersection Facilities

## Straight Through Movement

- 🚲 Traffic Signal Facilities at intersections including Four-way and T-intersections
  - Focus on Straight-Through Movement only
- 🚲 For each example:
  - Show aerial plan view
  - Show examples of real-life facilities



# B1 - No Specific Cycling Provision





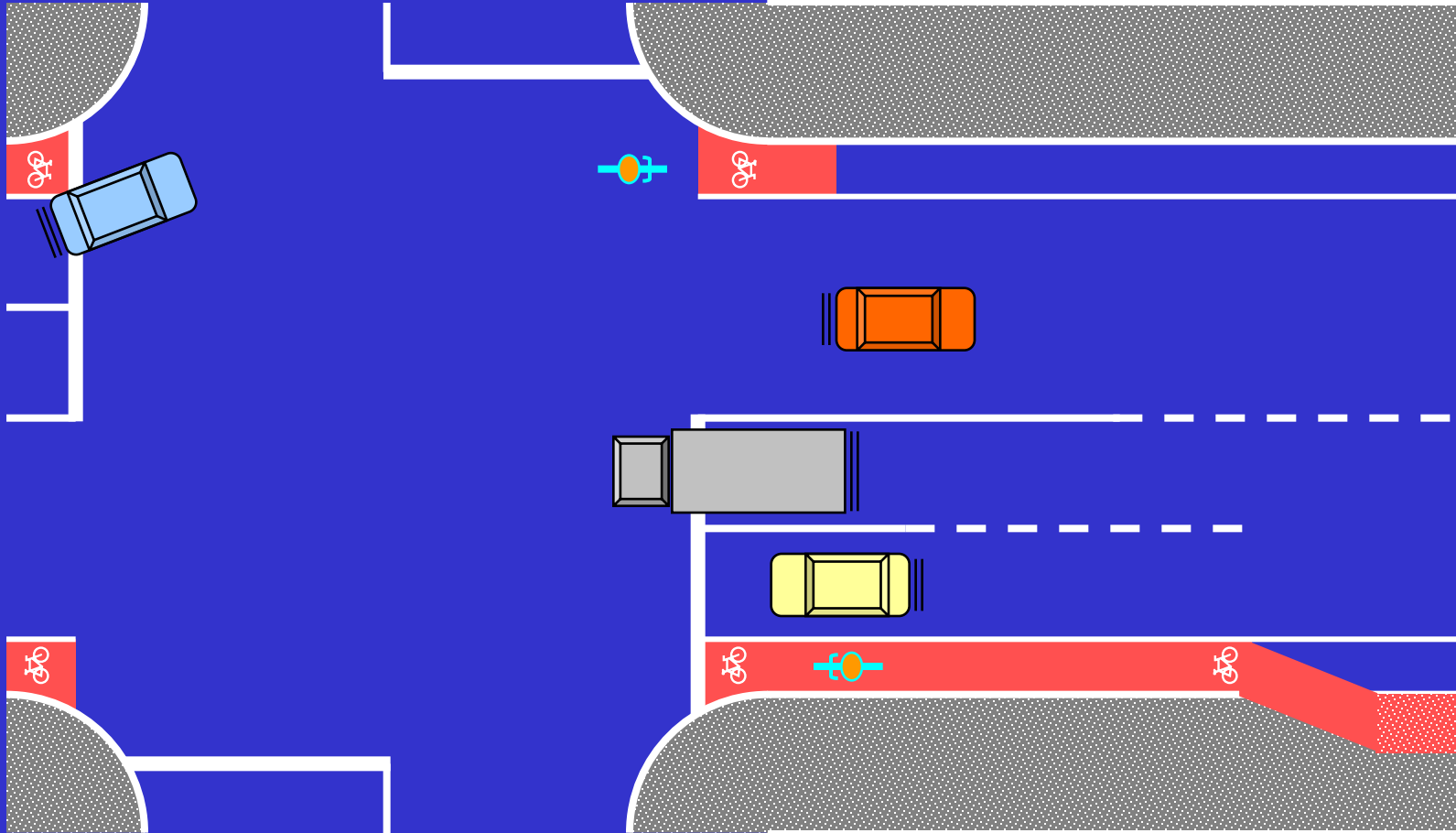


# B1 - No Specific Cycling Provision



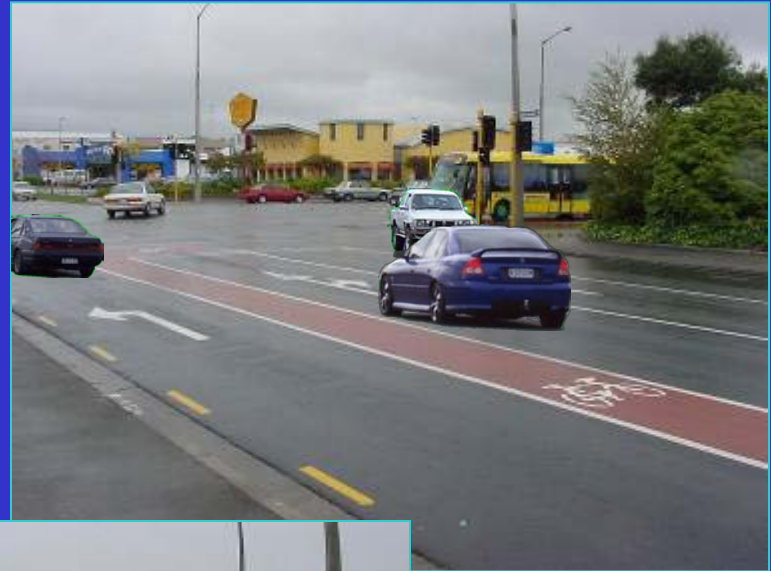


# B4 - On-Road Cycle Lanes





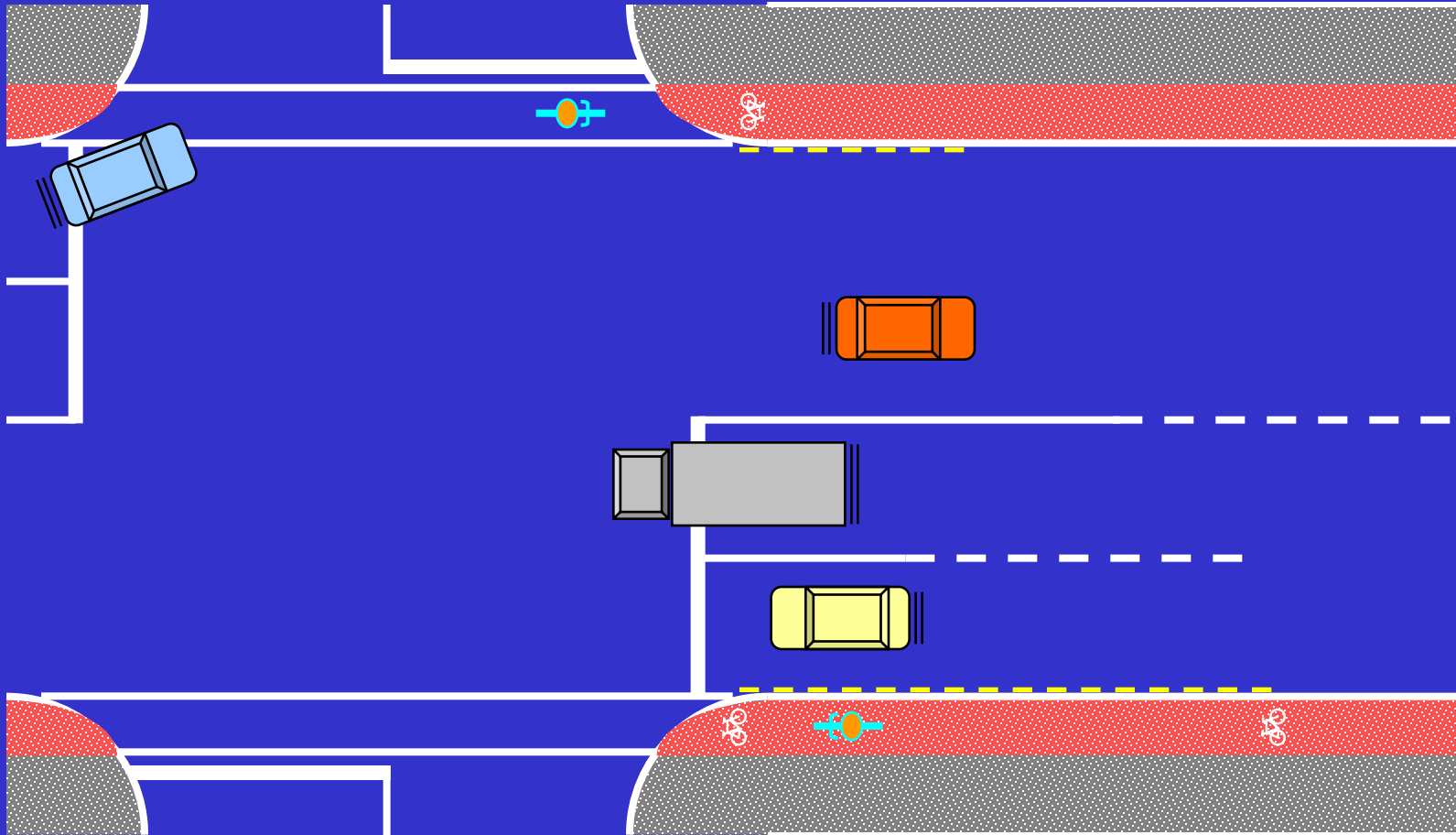
# B4 - On-Road Cycle Lanes





# B3 - Separated Path

## Go with General Traffic Signals







# B3 - Separated Path

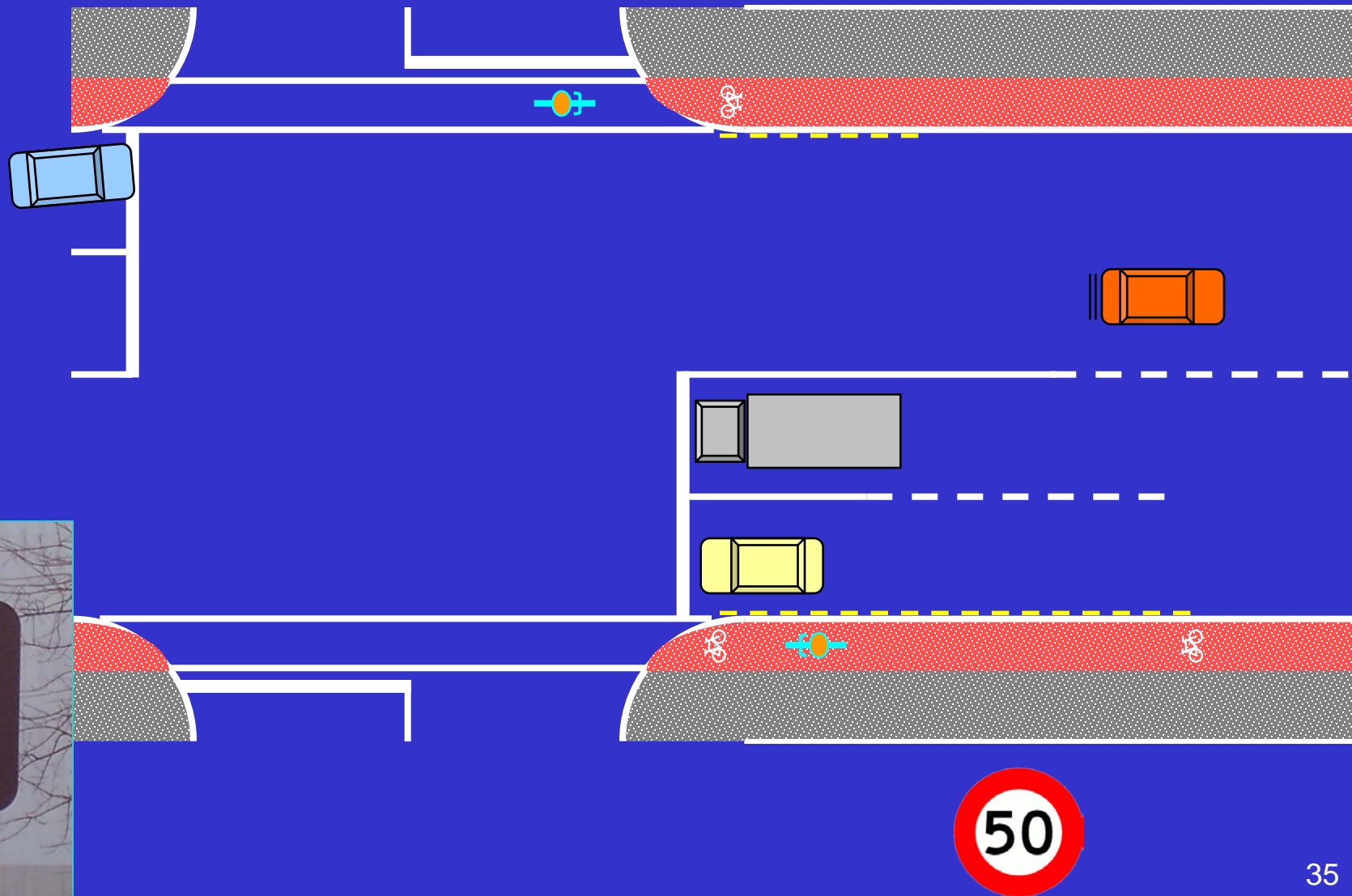
## Go with General Traffic Signals





# B2 - Separated Path

## Go with Cycle/Ped'n Signals





# B2 - Separated Path

## Go with Cycle/Ped'n Signals



# B2 - Separated Path

## Go with Cycle/Ped'n Signals







# C – Intersection Facilities

## Right Turn Movement

 Traffic Signal Facilities at intersections including four way and t-intersections

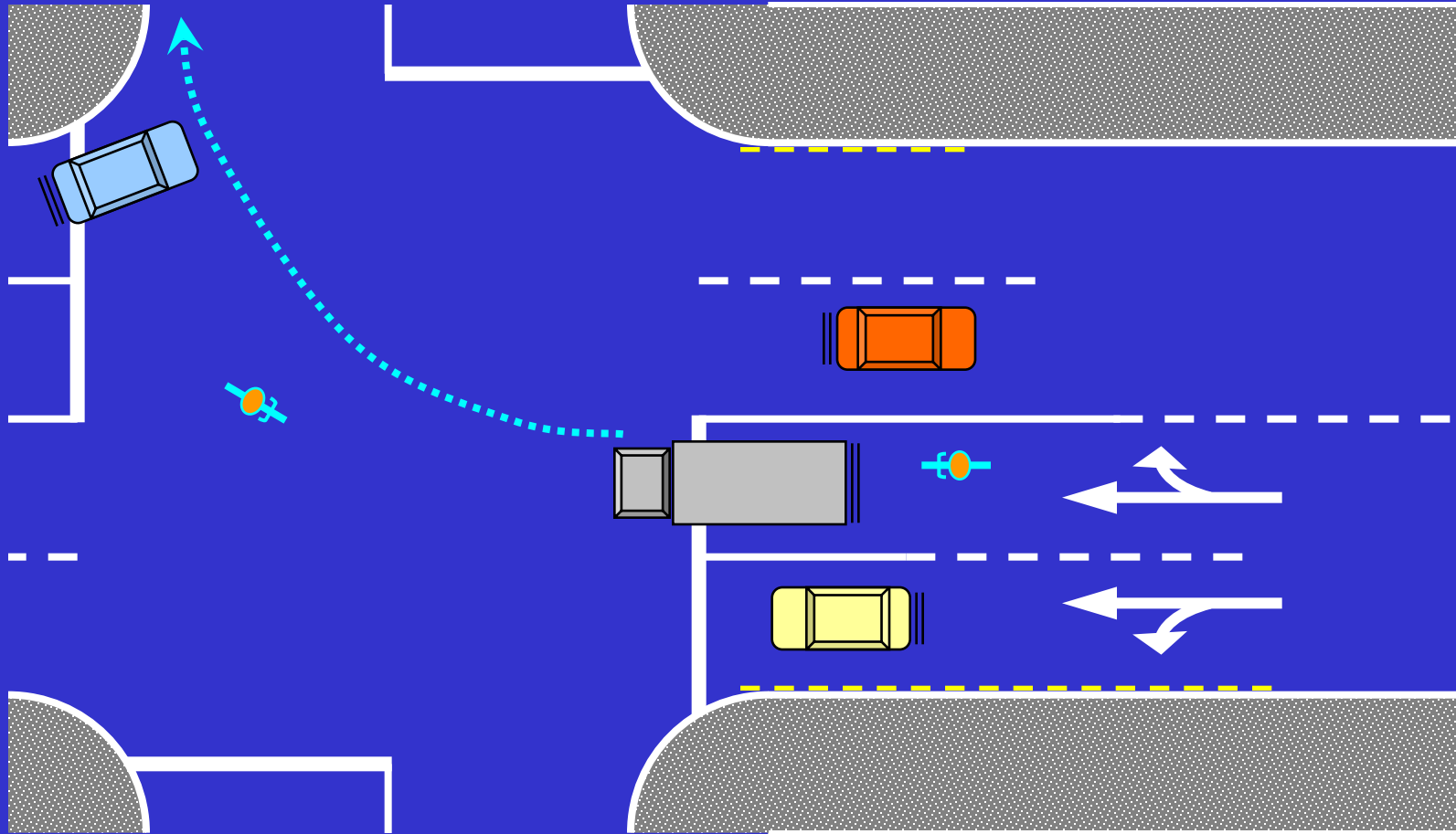
- Focus on Right-Turn Movement only

 For each example:

- Show aerial plan view
- Show examples of real-life facilities



# C1 - No Specific Cycling Provision





# C1 - No Specific Cycling Provision







# C6 – Right Turn Traffic Lane









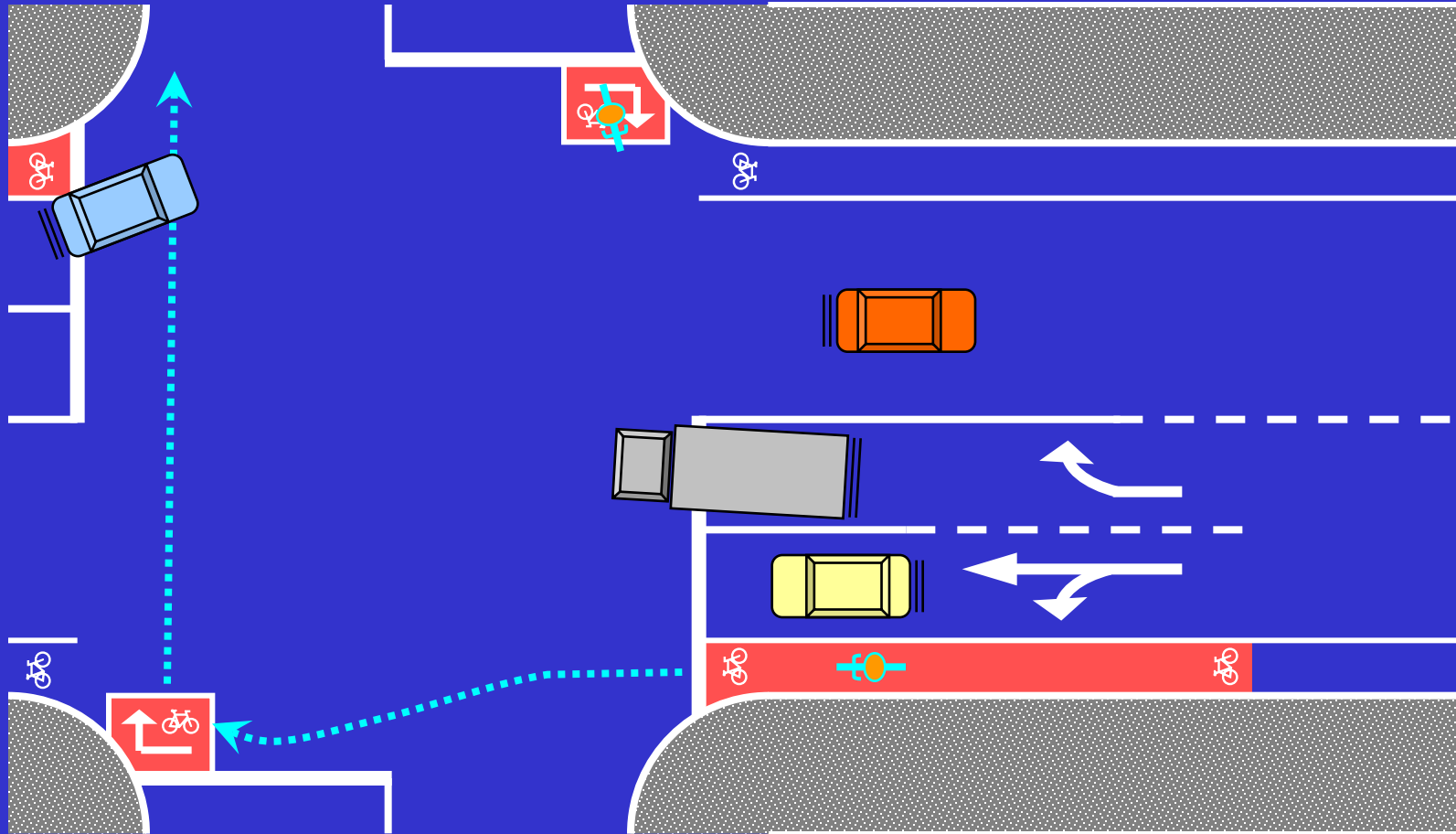
# C5 - On-Road Right-Turn Cycle Lanes





# C4 - Right Turn Facility

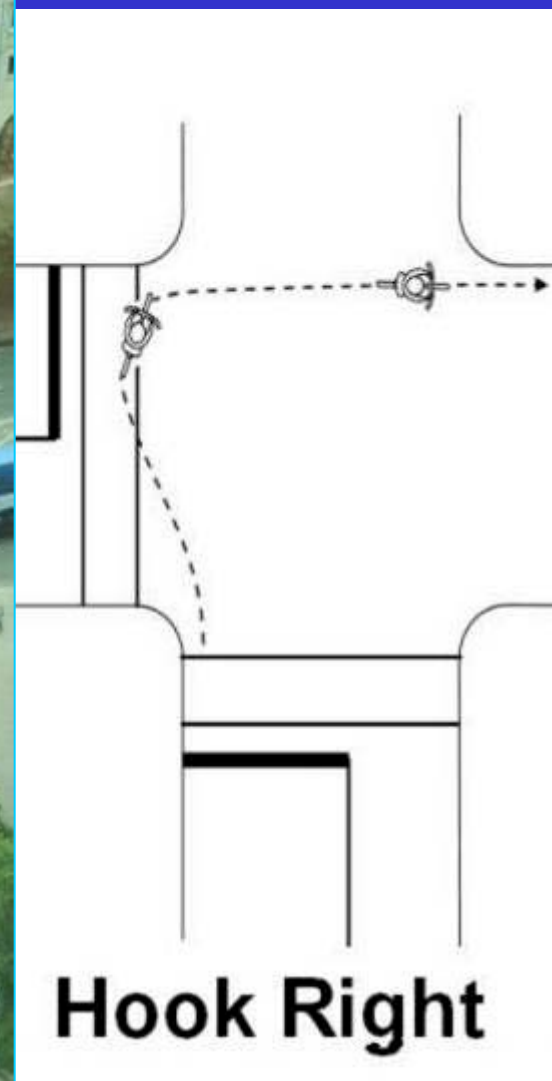
## Hook Turn





# C4 - Right Turn Facility

## Hook Turn







# C4 - Right Turn Facility

## Hook Turn

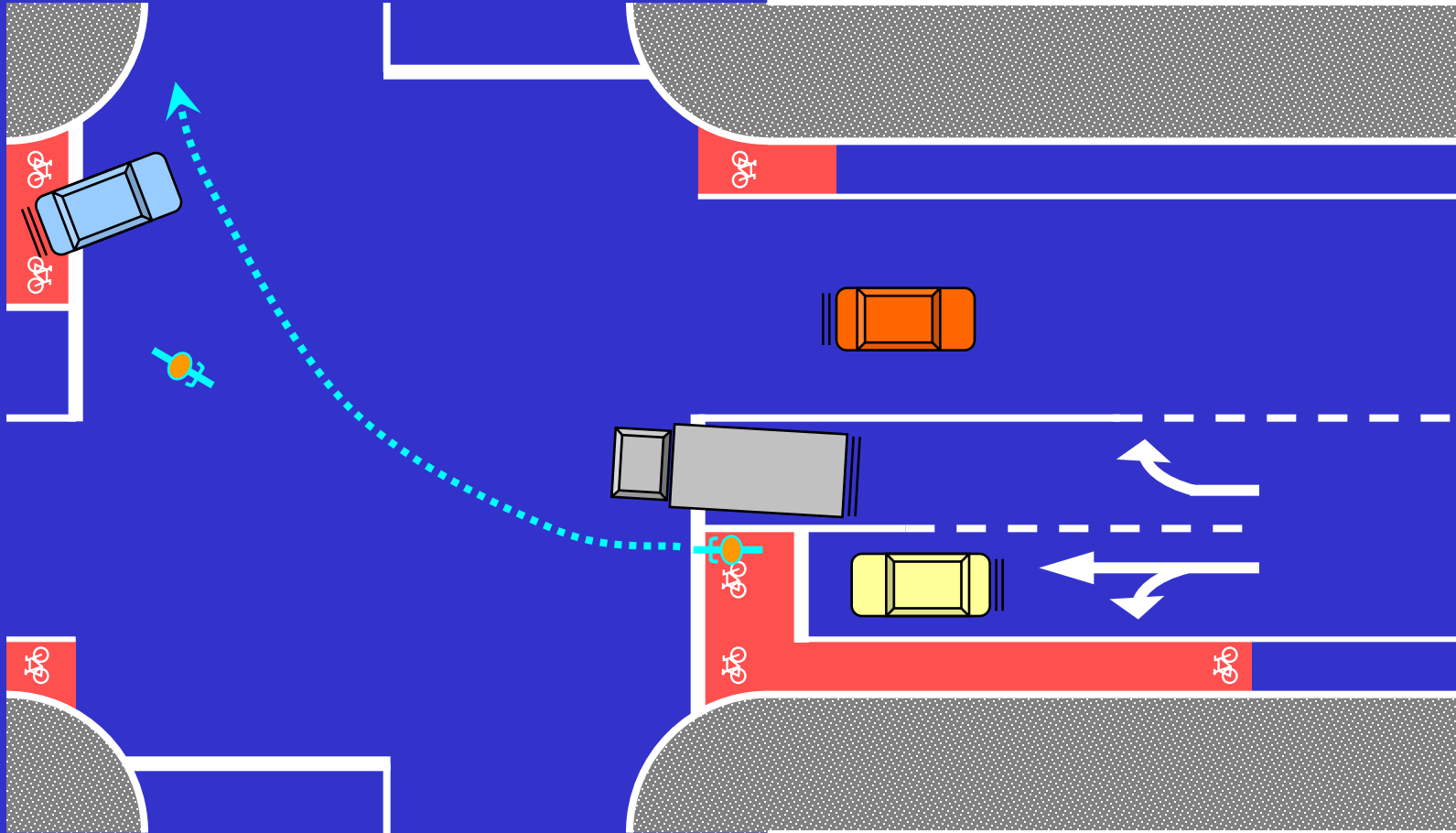






# C3 - Right Turn Facility

## Advance Stop Box





# C3 - Right Turn Facility

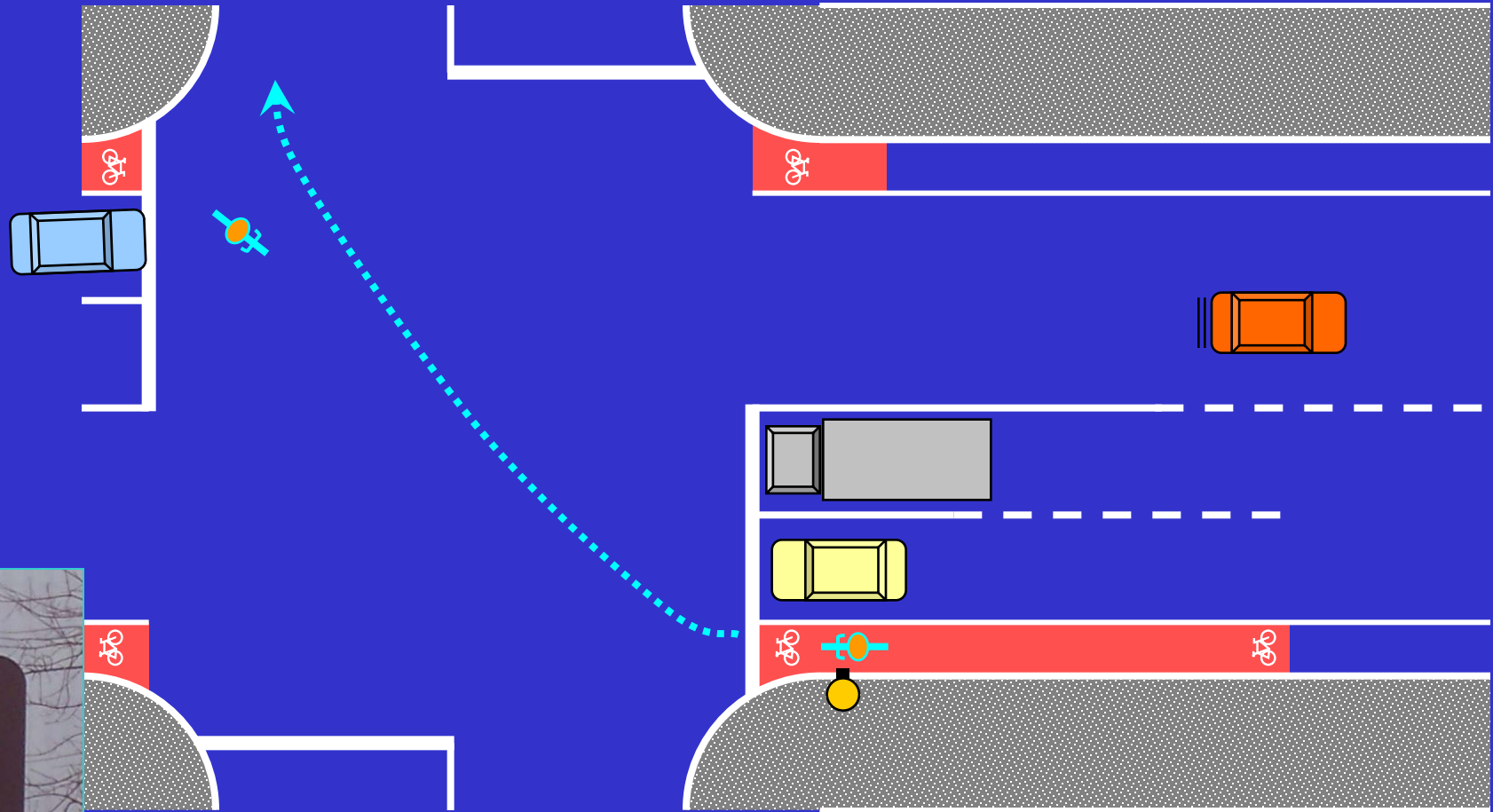
## Advance Stop Box





# C2 - Right Turn Facility

## "Head-Start" Traffic Signals





# C2 - Right Turn Facility

## "Head-Start" Traffic Signals





# D - Roundabout Facilities



## Cycle Facilities at Roundabouts

- Generally assume single lane roundabouts with good low-speed (30km/h) design



## For each example:

- Show aerial plan view
- Show examples of real-life facilities



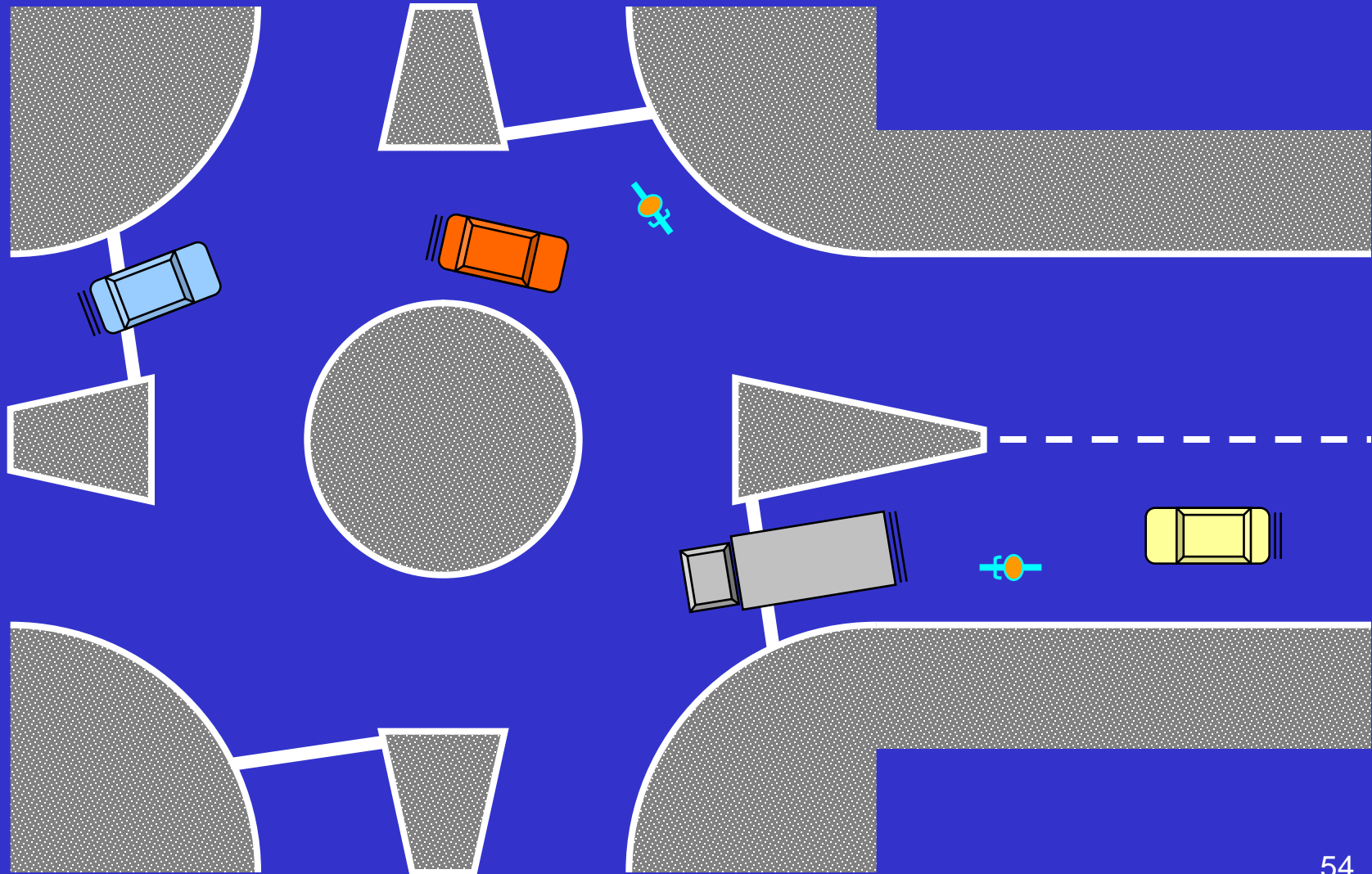


# The Magic Roundabout



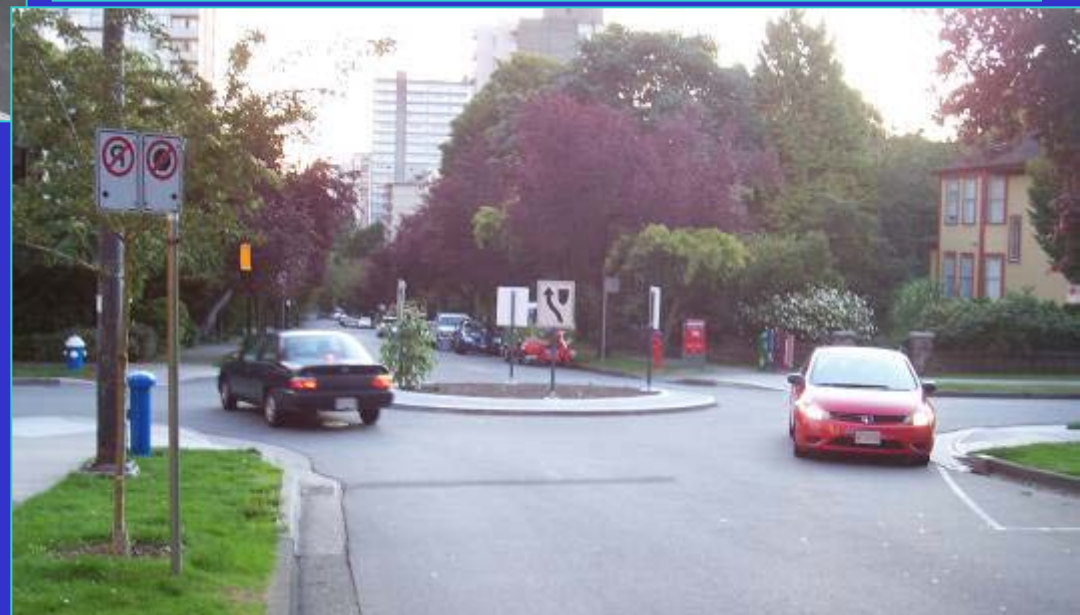


# D2 - No Specific Cycle Provision



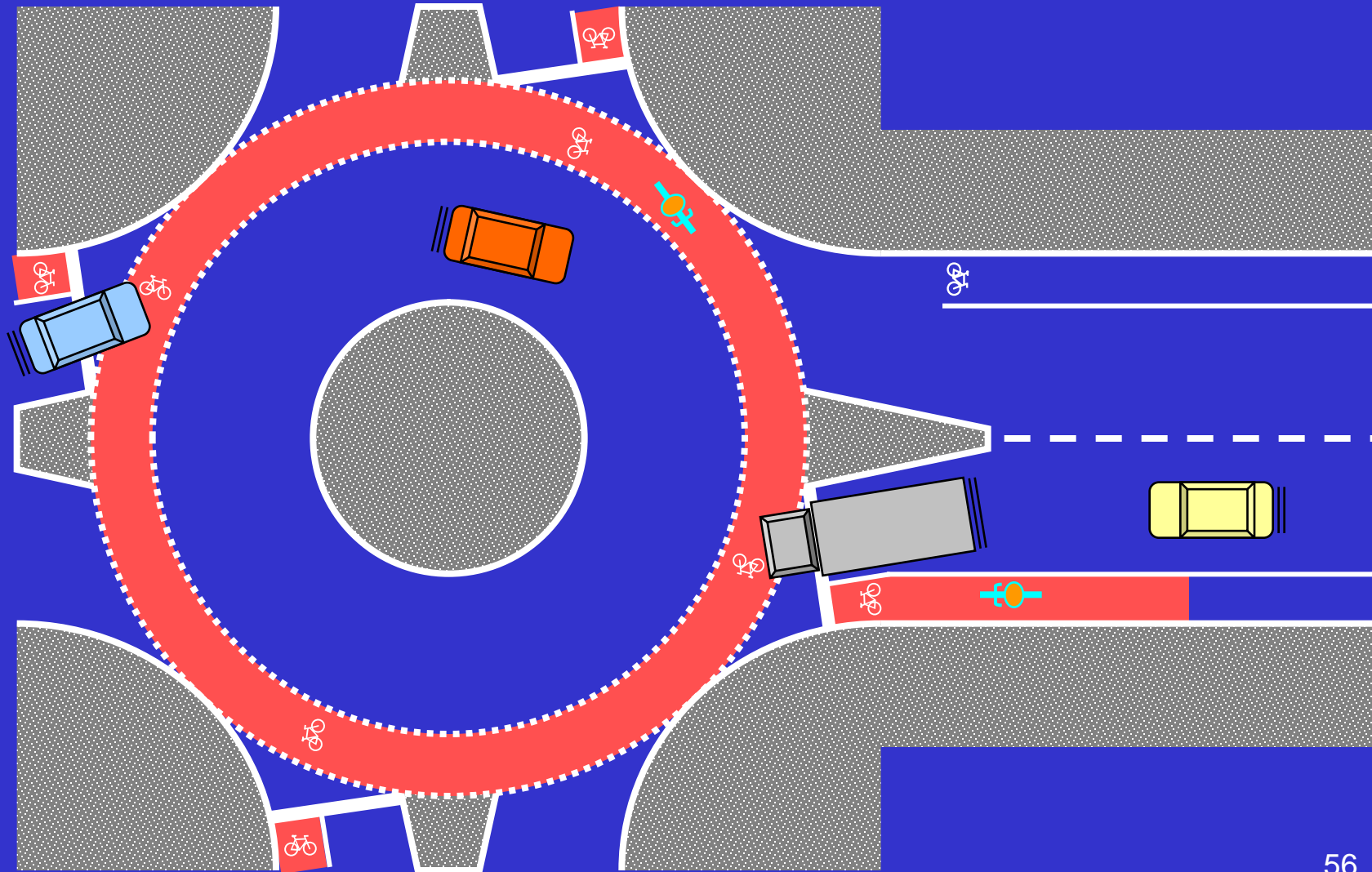


# D2 - No Specific Cycle Provision





# D5 - On-Road Cycle Lanes





# D5 - On-Road Cycle Lanes







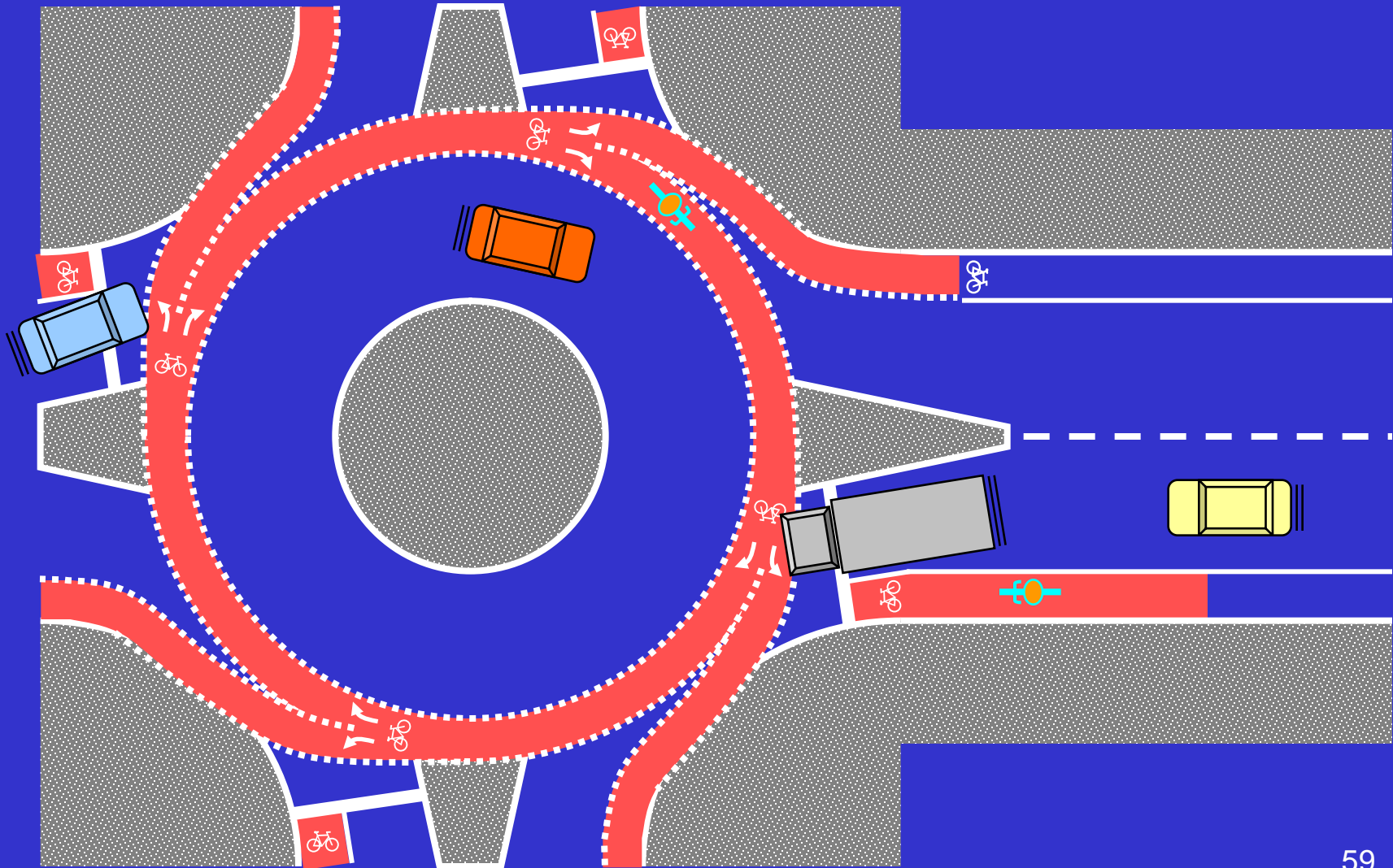
# D5 - On-Road Cycle Lanes





# D6 - On-road Cycle Lanes

## Separated Directional Paths







# D6 - On-road Cycle Lanes

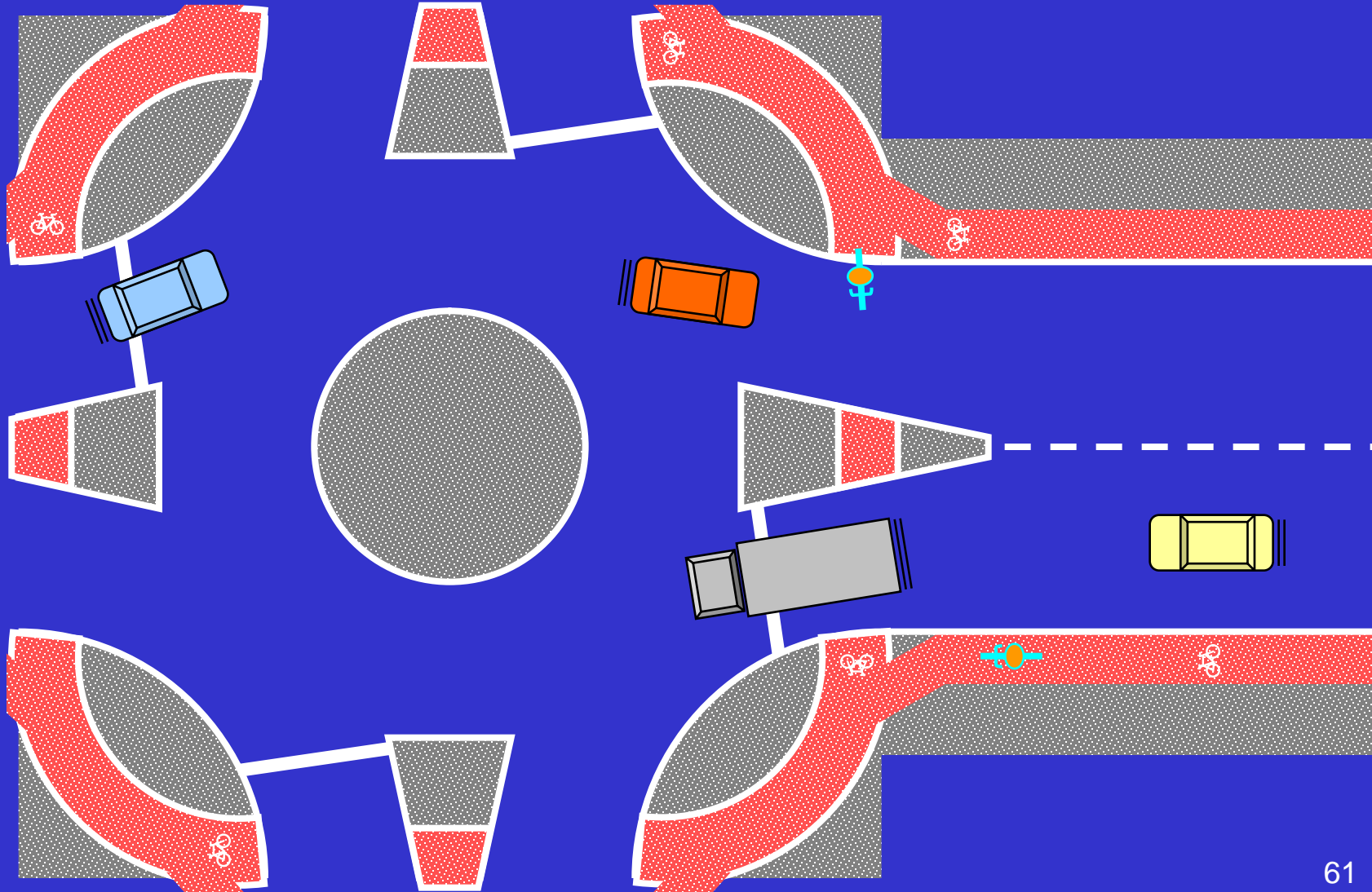
## Separated Directional Paths





# D4 - Separated Path

## No Crossing Priority







# D4 - Separated Path

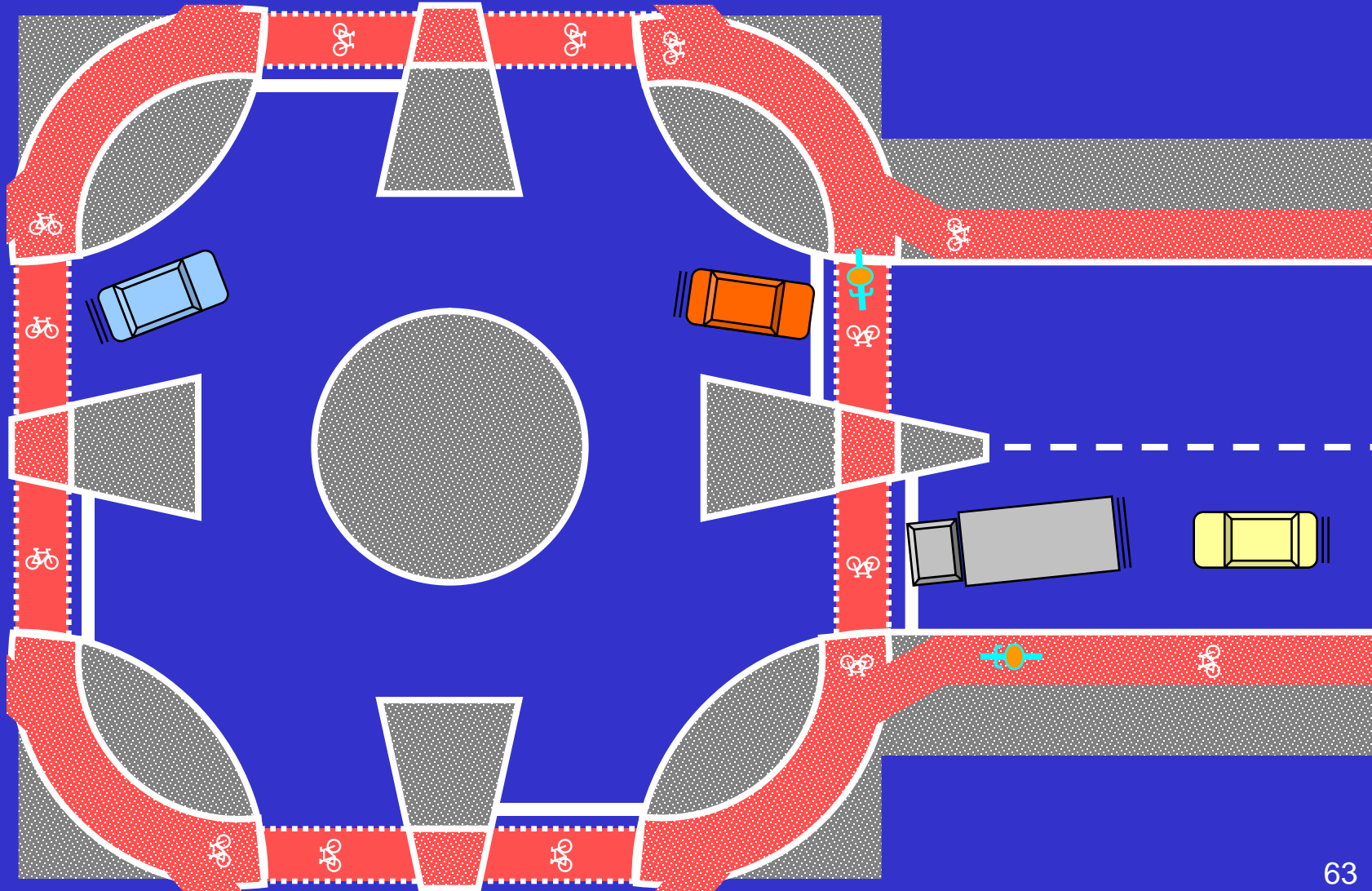
## No Crossing Priority





# D3 - Separated Path

## Cyclist Crossing Priority



# D3 - Separated Path

## Cyclist Crossing Priority





# D3 - Separated Path

## Cyclist Crossing Priority







# D3 - Separated Path

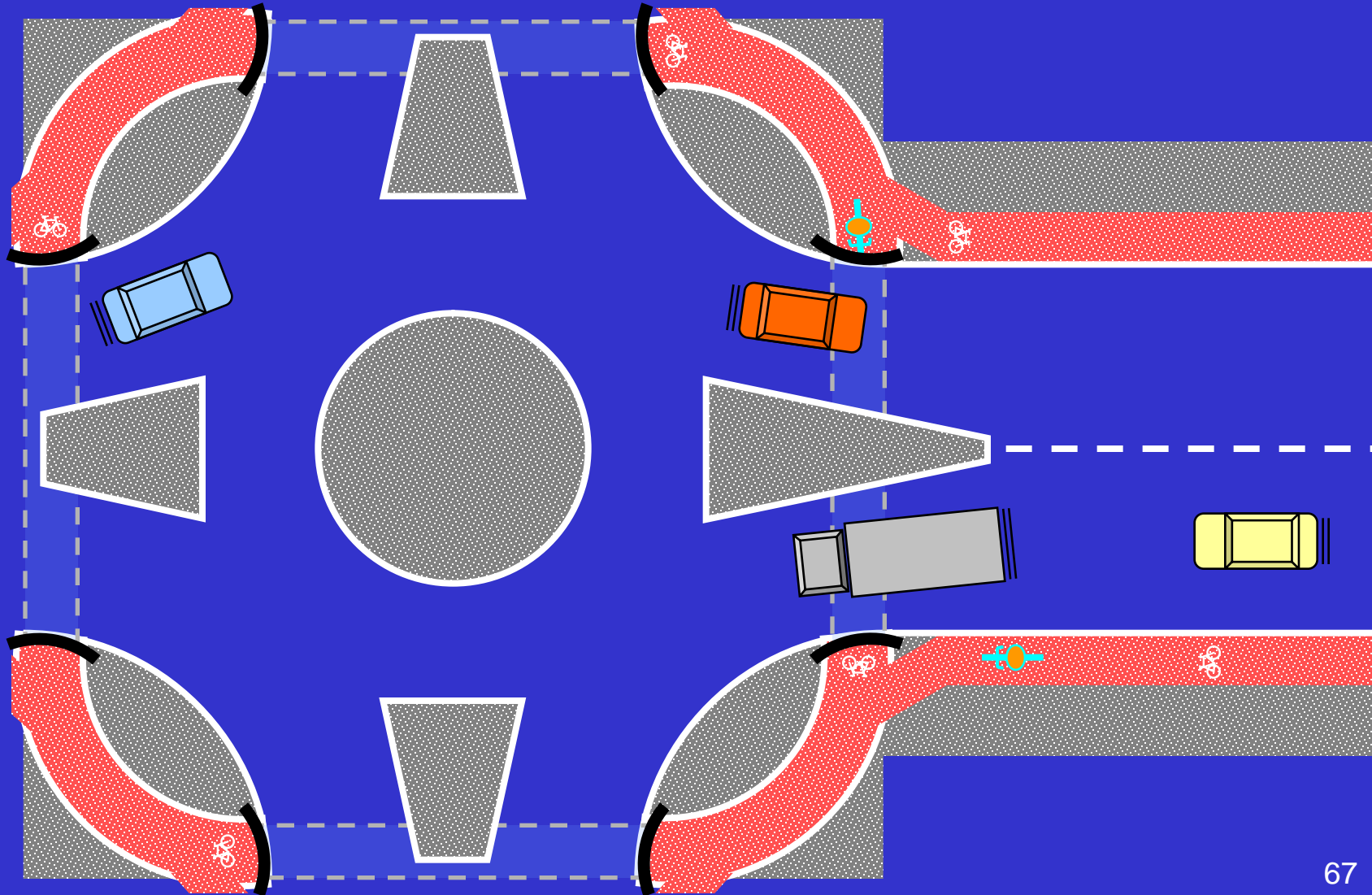
## Cyclist Crossing Priority







# D1 - Separated Path Underpasses





# D1 - Separated Path Underpasses



***Appendix H – Chapter Five Recreational Cyclist Questionnaire  
Comments***

**Intercept Responses:**

*Scenic [bicycle]*  
*Very close [walking]*  
*Too far to bike every day [Car/Van Driver]*  
*Work car [Car/Van Driver]*  
*Convenience [Car/Van Driver]*  
*Carry equipment for work [Car/Van Driver]*  
*Resources to carry [Car/Van Driver]*  
*Convenient and don't have to arrange travel around a timetable [Car/Van Driver]*  
*Distance [Car/Van Driver]*  
*Poor PT (no direct bust) and safety on the bike [Car/Van Driver]*  
*To get to work [Car/Van Driver]*  
*Odd hours of work [Car/Van Driver]*  
*Carrying equipment [Car/Van Driver]*  
*Much more fun [bicycle]*  
*Safer [Car/Van Driver]*  
*Company car [Car/Van Driver]*  
*Shift work/odd hours [Car/Van Driver]*  
*For the fun of it [bicycle]*  
*Get to work leaner [Car/Van Driver]*  
*Close [walking]*  
*Hours- start at 6.30am [Car/Van Driver]*  
*Convenient [Car/Van Driver]*  
*Work purposes [Car/Van Driver]*  
*Buses don't run at night times [Car/Van Driver]*  
*Too close [other]*  
*Company vehicle [Car/Van Driver]*  
*Company car [Car/Van Driver]*  
*Company car [Car/Van Driver]*  
*Getting children ready on time – lack of time for travel [Car/Van Driver]*  
*Car-sharing [Car/Van Driver]*  
*Distance [Car/Van Driver]*  
*Lazy [Car/Van Driver]*  
*Location [Car/Van Driver] [Car/Van Driver]*  
*Having to travel to multiple locations [Car/Van Driver]*  
*More enjoyable [bicycle]*  
*Weather [Car/Van Driver]*  
*Enjoyable [motorbike]*  
*Only way no bus [Car/Van Driver]*  
*Company vehicle [Car/Van Driver]*  
*Clothing and sweaty if I have to go to several places/and or on call don't have time to get changed [Car/Van Driver]*  
*Topography for biking [Car/Van Driver]*  
*Laziness- live on a hill [Car/Van Driver]*  
*Enjoy and it a good antidote to work [bicycle]*  
*Distance/bus times not convenient [Car/Van Driver]*  
*Parking [bicycle]*  
*Keeping fit [bicycle]*  
*Distance [Car/Van Driver]*  
*Convenient [bus]*

*Work required [Car/Van Driver]*  
*Close [walking]*  
*Distance [Car/Van Driver]*  
*Would take as long to drive, park in free park and then walk [walking]*  
*Lazy [Car/Van Driver]*  
*Do stuff after work [Car/Van Driver]*  
*For training [bicycle]*  
*Lazy [Car/Van Driver]*  
*Fitness [bicycle]*  
*Company car [Car/Van Driver]*

Online responses:

*Biking is just a wee bit long [Car/Van Driver]*  
*Company vehicle [Car/Van Driver]*  
*Saves me time as I can integrate training rides into my daily commute [bicycle]*  
*Vehicle required at work [Car/Van Driver]*  
*More enjoyable than driving in rush hour traffic [bicycle]*  
*As part of my training regime [bicycle]*  
*Easier to park too [bicycle]*  
*Fun [bicycle]*  
*It's fun [bicycle]*  
*Easier to park [bicycle]*  
*Because it is fun [bicycle]*  
*School is far away! [Car/Van Driver]*  
*I enjoy it [bicycle]*  
*Much easier to park [bicycle]*  
*It links in with recreational plans [bicycle]*  
*I enjoy it [bicycle]*  
*Too cheap to pay for car parking at work, way to sneak in my exercise for the day [bicycle]*  
*Easier than having to shower at work [Car/Van Driver]*  
*Because it is more enjoyable, fresh air, sun etc [motorbike]*  
*More fun! [Bicycle]*  
*Because I only live a 5min walk from my work [walking]*  
*The feeling of freedom [bicycle]*  
*Using the bike allows me to add extra kms to my weekly training [bicycle]*  
*Because I enjoy it, and so I can have a lunchtime ride too [bicycle]*  
*Because its fun [motorbike]*  
*More fun and waste having car in car park all day [bicycle]*  
*Because I don't have a free car parking space [bicycle]*



## ***Appendix I – Chapter Six Focus Group Quotes***

## Participants' Current mode of transport

*Female recreational cyclist A: I normally drive because if I intend to do something after work... occasionally I do bike, but it's just, load up my lunch, load up my clothes... that's my excuse (laughs)*

*Female recreational cyclist B: I'm the same [drive to work]... it's usually because I've got other things on, like I will often go to the gym in the morning before work and I just wouldn't have enough time to do that and then cycle to work and I have to be super organised to make sure I have my breakfast, my lunch all packed, I have stuff either at work or I'd be carrying about 20 bags, um, so I very occasionally cycle and it's more because I've got myself organised enough and it's a day that I'm not going to the gym*

*Male Recreational Cyclist: for me to get into work at [workplace] there is a reasonably direct ... it's not so much the traffic that's bad for me, I am quite happy about that, but it's probably the timeliness of getting to work at the hour of the day when I need to and the other sorts of commitments that I have. Um, I have a youngish family that I have responsibility for getting off to school, and I would find it quite difficult to get them to school and then to be able to get to work in a reasonably timely sort of manner in a condition that I feel fit for undertaking work functions. In my role I need to wear a suit, so I would have to go to work and shower and so there's that added complication about ties and shirts and clean shirts and suits and where do I store all that sort of stuff and where can I find a shower. Work makes it easy, there are certainly lockable cycle places, but it is all the other aspects of dealing with how I need to prepare for a work day that comes into the challenge.*

*Female worker N: From where I live I can walk to work if I have enough time, an hour or so... the difficulty for me is that it is very rare for me to have a day when I'm just in the office... so even if I go to the office in the morning, I'm probably going to need my car to drive to a school, and to take the time to cycle there is not an efficient use of time, and also it is very rare for me just to have my laptop bag with me, so that's another thing that we often have big cartons of resources, ... often we will have 3 or 4 big plastic tubs like that. ... I didn't used to worry so much about the danger on the roads, but I guess I broke my ankle years ago, I guess that would be, it concerns me a bit more because I'm wary now, because I think the cycle lane kind of thing made it more confusing. ... we have a car space in our office space, but I suppose we could, maybe the one or two people who do cycle, I suppose storage could be a difficulty, and I don't know if we have a shower. If I'm in the office I suppose it is a more casual day, hmm got me thinking about it.*

*Female Student B: I carry quite a lot of stuff with me to uni, like textbooks, my laptop which is in a really awkward case to try and both walk with and I guess bike with. It's just, I guess it's convenient also, I mean you can choose when you leave, you don't have to you know, wait at a bus stop. I often stay until quite late in the evening, so particularly in the winter it's kind of like for safety, I live in like a super-dodgy area as well*

*Male worker A: I live in [suburb], that's 9km, I'm a fair-weather cyclist, so in the summer I cycle or bring the car when I have a bit of guff to do*

*Male worker C: I live in [suburb], I usually drive to work and I come 3 days a week, and I come with my [child] who is at the childcare centre, the other 2 days a week I work...so I do I till 9... somewhere else and then come to work by car, and the Thursday....by car... yeah, I used to bike to work on campus, previously...that's partly it [having to trip chain]...[and having], a passenger, and partly, I mean I come from [suburb] and it is actually quicker on a bike than it is driving, ..., but it's a sense of safety...perceived ... I don't think the traffic is actually that dangerous, but there is that sense of danger*

*Female worker C: I live [suburb] I could bike but I usually drive.*

*Female worker B: I live over [suburb] a lot of people cycle from there but I don't. I drive most days, usually just because it is easier.*

*Female worker A: I live over [suburb] and I drive ... it would probably take me about 15 minutes to bike. Which is doable.*

*Female worker B: I guess it is quite easy because I just get in the car and drive. But, I mean I could bus. I don't have a bike so I couldn't bike. The traffic, the route to uni isn't great I wouldn't think. And I haven't cycled since primary school so I don't know if I could, but um bus is something which is much more environmentally sustainable and probably a lot easier if it was on time, and if I didn't have to go somewhere at lunch time or after work.*

*Female worker C: ... Bring the car, my husband and I both work here and my [child] is at crèche and my [other child] is at high school, so there is four of us in the car, and there is after school things, and there is books you need for class and computers and things, so there is a lot of stuff to carry. On the day [other child], they have one day called walk or wheel and I bring my bike and my [other child] scooters. And then I bike home, but yeah, that's about the extent of it.*

*Female Student D: I either walk or drive to uni because of ....and how much stuff I have to take... timing sometimes, if I start at 9 in the morning and I don't get out of bed in time, because it takes probably half an hour to walk, or just over, from where I live, and yeah, just comfortable shoes as well, my jandals that I have aren't very comfortable so (laughs), but I do walk when the weather is nice,*

*Female worker D: I drive... I either start here around 7.30 ...or else I'm in the gym early, ... either place I usually carry my gym gear because ... I often go after work...so I've got a change of clothing, that's number 1... I've tried walking, ... and it took me an hour each way and I did it for about 3 months, ... at first I was pretty tired but I thought I'd get over that ... 3 months was a fair trial and I was still tired and it ate up a lot of my time, and it was still problematic in wanting to do the other things I wanted to do after work ..., I got a bike, I used to bike, now very early in the mornings at weekends because in fact that was the only time I'd feel safe on the road, I attended some, I think they were classes, ...and I think it was supposed to be, you know, a softening up of non-cyclists, so that, it was just sort of supposed to get you road ready, but in fact the group was dominated by two people who wanted to vent their spleen about the Council and about motor cars and I*

*didn't actually find it particularly helpful, so I was back where I was after I'd made two forays into the non-driving scene and I'm driving*

*Male worker D: I travel by car, and I recently got a bike, so my reasons for buying it are partly recreation, so that I can use it in the weekends, and fuel price rising, and um, I suppose third in line would be the impact of using the carbon footprint in some form, so yeah, those are the main reasons, and yeah, obviously there's the health aspect too... work is not a very good time for me, um, I might work late and I might have a number of different things that I want transport to and from my office, so in terms of getting on my bike at 7 o'clock and something like that, A: it's dark, and it's not as safe at night and weather, so those sort of things put me off, I suppose Summer, the prospect of Summer and longer days is a factor that might get me on my bike*

*Female worker F: I car-pool, and bus or walk*

*Female worker G: I used to take the car, but now we're down to one car so it's the first week with one car, so we're all leaving in one car as a family now*

*Female worker H: I usually get the bus, but sometimes, very unusually in the car, yeah, it's mainly just, it's actually quicker getting the bus than it is driving, so I don't have to park and walk... I quite like the bus because I can do a few other things on the bus and it's rare that I don't, I can read a book, the mental break rather than, driving I find often you're thinking 'oh come on, come on' when you're in traffic jams*

*Female worker I: I'm [name], I'm one quarter car, one quarter bus, one quarter walk, and one quarter cycle*

*Male worker E: I split my week between living in Christchurch and living in [location] when in Christchurch I walk probably more than 90% of the time, 2km, when I'm in [location] I drive*

*Female worker J: I totally drive because I live 32km out in rural Canterbury but I'm actually moving into the city in 4 weeks and I want to use the opportunity to start getting some gentle exercise in... currently I've got no choice because we've got no services anyway*

*Female worker K: ...other than driving, I do walk to work sometimes, normally I depends whether I've got anything on during the day or after work which needs me to travel on to another place... yeah, it's quicker*

*Female worker H: whatever allows me to get to work without getting too hot and sweaty*

*Male worker F: I find I get comfortable on a bike, um, I used to bike ... at night working midnight shift, and I biked out to [suburb], had a couple of close calls, so I actually stopped, ah, stopped more when I got married, and started using a car when [wife] was pregnant because you thought you'd get home, and especially when he was young, but he's off to school next year so I've used a car from here to*

*there...and so for me at the moment the only reason I'm, well after taking that survey if you like, I went out and bought a decent bike, biked for a while, then we did our renovations so on progress on the house so that's a reason why I'm not biking, otherwise I would be on it, you know, there's showers handy and all that sort of thing, so you know, you can push it out a bit, which I can do*

*Female worker L: um, I do a mixture of walking and driving, but probably primarily drive to work, yeah on a day that I do walk it's an hour each way to walk, so I need to be organised*

## **Petrol**

*Female recreational cyclist A: it was a factor [cost of travel], but it wouldn't, it's definitely not my primary reason*

*Female recreational cyclist B: no I noticed it [cost of travel] about the petrol but I didn't use the car any less*

*Female A: it's dropped anyway hasn't it [petrol], back to less than a dollar fifty*

*Females: I know they'll have to put the petrol up so that people will get out on their bikes*

*Male worker F: but you get into a habit though, I've found that especially having ... a baby, you would actually drive everywhere, including 400 meters to the dairy for example and you think 'for crying out loud, you can walk that distance', but you do it just to be convenient to get in the car and drive everywhere, then actually when the petrol prices started going up, we sort of went 'gee, hang on, we're going through a lot of money here', as well*

*..., you think 'no, I don't have to drive every day', and I like cars and I mean I would like to have a Jag and a Jag's quite expensive to run but that could be the weekend car, and bike to work thanks, and if was a really grotty day, um, you'd get on the Orbiter, it stops right outside, (laughs), so that's very convenient*

*Female student A: I drive to Pak n Save in the city, I think on Sundays they have twenty cents off petrol, so I just go for a big shop and then fill it up, ..., I hardly ever fill it up, or put petrol in without a [supermarket petrol discount] voucher now*

*Female student B: yeah, I think so [people are starting to change their modes due to petrol costs]*

*Female student A: because I come from overseas, the petrol is too cheap here*

*Female student B: it's almost become to me, to use the car is like, I guess a treat really rather than just something I do in the background of my life, it's like an actual decision "I'm going to drive" because, and not do something else maybe... I don't use it on the weekends anymore... I go on the bus sometimes or I just walk with friends... or my boyfriend's car's more cheaper than mine (laughs) so,*

*Male recreational cyclist: I was going to say I think from a personal perspective that's something I've noticed as the price of petrol increased, more and more bicycle users are apparent, that whole concept of, I should be doing something different became much more heightened as the price of gas rose. But as it has dropped I don't get the same due cause, in fact thinking about driving home tonight how much gas you would use, how careful you would have to be about*



*accelerating, I don't think about that at the moment because the price of gas has fallen sufficiently that actually it is a minor consideration therefore it is not consideration to look at alternatives. And I actually in many respects, the heightened price of petrol made alternatives, considered more at the time.*

*I: We are down below \$1.50 today aren't we?*

*Female worker N: Yeah, and I had a 15 cent discount, so it is the cheapest gas I've bought for ages.*

*Female worker M: And I just got a new car last week which is far more economical than what I was driving, I was driving a four-wheel drive a diesel. So um, yeah. It was smoky sometimes*

*Male worker B: it [petrol prices]] made me think about it but it didn't actually affect my driving, how I travel*

*I: so you think it needs to go up a bit more to...did you say you had a limit, did you have a limit that you thought, right, when it gets to x many dollars per litre I'll....*

*Male worker B: um, yeah but the limit's a lot higher than, I don't know who's got kids and they're small, I mean you've got to get them around, and you're not going to get much sleep at night (laughs) you kind of cross that, it's a pretty high price, and the other relative costs of driving are so low compared to everywhere else, you know in Singapore you pay about \$140k for a Toyota Corolla (laughs). A friend has gone back to a university in the States and their parking permit is \$2000 US per year, so...I don't even have a parking permit here, I just bring my vehicle and park on the side of the road and I walk. And I guess it's a kilometre from the car, so again, if I'm driving it's a bit of exercise between the car park and the building, I'm not really worried, but if we can't have car parking on campus, give us off campus car parking up to a kilometre away, and that actually gives quite a lot of scope to the university to define some of the land as car park, transit facilities or whatever, because there's a whole issue about lifestyle, and life-cycle, and people are in different stages of their life-cycle, so you're in a situation where you've got young children to carry around, I don't, so I can have a different set of priorities in terms of how to use a vehicle, in terms of price of fuel, yeah I've thought more about it, it didn't stop from bringing a tank to a certain university, knowing that during the summer time I would probably end up on bicycle and that, you don't get cold, you know a few comforts are quite important in winter time (laughs)*

## **Environment**

*Female student B: I think it's an environmental thing as well, I mean for me it's kind of, the cycling seems like a better long-term option maybe for a lot of people living in the city, than cars I think, it's kind of, cars are number one, way, way, number one, way up there, but I think that probably needs to change, particularly in the city*

*Female worker N: Oh it's certainly a concern. And not to mention budgets, it's really big at work because we are employed by the university but contracted to the ministry, we try to get, we try to get money for the environment in schools, to improve student learning. But some times the logistics, um, my husband is way until the end of next week so I can't get him to drop me off. And it's really hard on petrol.*

*Female worker H: I also wonder, personally, in the Winter, if it's really that good for you with some of the air, especially early in the morning it can be quite smoggy*  
*Male worker E: my view there is that it's a lot better than it was 20 or 30 years ago when everyone was cycling*

*Female worker I: I don't like it when I see a car belching really black smoke and it just, you get a big face full and it's horrible, you anticipate it and you take a big breath and hold your breath until the air clears, but that's just really unpleasant.*

*F: not so much for me [fitness]... so for me it's more, I guess helping the environment, less cars on the road and I probably should be cycling all the time anyway because it's such a short distance so*

### **Comparing walking and cycling**

*Male worker E: ... I find the attraction of walking that I can organize my day and my thoughts, walking isn't for me an issue where you need to watch out for traffic much, and I also have quite a scenic walk including a section along the Avon river.*

*Female recreational cyclist A: I think I walked once ...and got a taxi home or something... it just takes, even though it's so close it's just once again being organized or having that extra time up your sleeve to get up early or whatever to get to work on time, so I only ... walked once*

*Female recreational cyclist B: if I didn't have a bike then I might consider walking, but for me it would just be easier and more enjoyable to jump on the bike and get here, but that would be an option that I would consider because I do quite enjoy walking and I have done it in the past for transport...yeah, just because I enjoy cycling and it's quicker, it depends on the weather*

*Female recreational cyclist B: I used to be a walker, or walker/runner but now definitely prefer the bike for exercise anyway, and for transport... it's just faster, you get there quicker wherever you want to go*

*Female worker M: It's a time factor. I've walked home once this year; it takes an hour to walk. And I find that quite relaxing to do when I have the time, I suppose it's that time pressure of using my time efficiently*

*Female student B: I would say cycling is more dangerous [than walking]*

*Female student A: me too, yeah, me too, only because we have the street and we have to be by the car, walking we have the footpath and we don't see the cars crossing the footpath (laughs)*

*Female student B: not usually (laughs) every now and then*

*Female student A: every now and then, but I feel much more exposed to danger when I'm cycling, definitely, I think it's not about the actual rate of accidents*

*Female worker L: I mean ideally I would like to walk but it's just probably too far to walk ... To keep up with my [child] on her scooter I need to bike, I mean I've tried running but... Yeah I wouldn't mind if I walked or cycled. I think I'd prefer to cycle because it's quicker. But it's scarier cycling, walking is quite relaxing.... Yeah if you've got the time*

*Female worker F: I find [walking] more relaxing, I do that on the way home*  
*Female worker G: you're not so conscious of space when you're walking, whereas if I'm on the road on a bike I'm always, you know, thinking what car's behind me or when I need to turn*

*Female worker F: what's that car door doing?*

*Female worker G: yeah, who's going to open their car doors or walk in front of you*

*Female worker I: but I never daydream on a bike, never, ever, ever, I think I'm hyper vigilant, I'm just looking around all the time, I just never, ever allow myself to, like you walk to work and you can think about things*

*Male worker E: you can switch off*

*Female worker I: you do that in traffic more, but I feel like I'm thinking on behalf of the drivers as well as for me, and that's quite stressful, but I'm used to it*

*I: you said it takes you an hour to walk, is that why you're considering cycling, it's quicker?*

*Female worker L: yeah, it is, yep, it's quicker, because that's quite a, it's two hours out of your day walking, um, yeah*

## **Buses**

*Female worker A: I have to say, it's just so convenient where I have a car park, and driving, and it allows me to do the other things that I do before and after work*

*Female worker A: in fact I'd probably rather cycle than catch the bus*

*Female worker L: um, I have to catch two buses so that's another incentive to wanting to either bike or walk, because by the time I would wait to get two buses, because first of all, I mean it's so close here but there's nothing direct here*

*Female worker N: I did look into taking the bus and it was going to take me two hours to get to work, you know, the distance I would have to go into town and get another bus and then get out to my work place.*

*Female worker M: I can get into work probably on one bus, but its then going out during the day ... um but it's also that concept of buses which is quite difficult, um ill use a bus quite happily when I'm away or overseas, but in Christchurch I very rarely use them. And I went down to use the bus a month ago deliberately and Id missed it ... I was pretty sure that I was right on time too, but that whole reliability thing for me.*

*Male recreational cyclists: I've also very seriously looked a catching the bus, um and I couldn't get the bus directly to work. ..., which again is just difficult in the mornings more than anything else. Um having to walk and then catch a bus is a bit of a pain. I also looked at the cost factor of that and compared that to what I paid in parking, and also included running my vehicle, which was quite considerable at the time because it was when gas was really expensive. It was more expensive for me to take the bus than it was to park my car on a regular basis um certainly would be cheaper or something under the cost of running my vehicle, but it was the convenience factor of running a vehicle that outstripped the, taking the bus. It wasn't worth it when you added in that sort of convenience of being able to get to*

*work when I want to and leave when I want to, um so for that very reason I flagged it. It wasn't cost effective enough for me to actually take the bus*

*Female worker M: Yeah I'd agree with you there... it's more the convenience factor and also cost effective.*

*Female worker N: Where as its interesting I've got friends who live in Wellington and we've stayed with them many times and gone on the bus into town with the husband, and he catches the bus everyday and its very easy for him its very cost effective. We just don't seem to have the same ability to do that because of the layout of our city. I guess with Wellington having such a centralized CBD that everybody gets in*

*Female worker M: I mean I would love to take the bus; I would love not to have to run my car. It would be great.*

*Female student A: well, the public transport system isn't exactly that good, well it's improving heaps but still, um, from where I live... catch a bus to town and then to come to uni, or I have to catch a bus the other way out to [suburb], and then catch [a second bus], and you have to wait for the bus and the service is not frequent, and it's just that everyone uses a car because it's quicker*

*Female student B: there's just one ... but still it's a frequency thing as well, (yeah) each bus only comes every half hour*

*Female student A: yeah, when I first came to New Zealand I used to catch buses or walk, or even cycle when I first got a bicycle, but I got put off the bicycle because people were so rude and they didn't notice you, and walking limits you to only a certain distance, and then I started taking buses quite regularly, when I first came here, and I noticed that the buses were once an hour or something (mmm), for lots of Christchurch,*

*Female student B: in the middle of the day, yeah*

*Female student A: and I'm thinking, hang on a minute, back in Japan once every 10 minutes is quite normal, if it's really well, maybe once every 20 minutes, but not hour, and I'm thinking, um, ok there's a huge population, definitely a density difference but it's just (laughs)*

*Female student A: absolutely, yeah, I mean when I was at high school in Japan I used to walk to a bus stop, catch a bus and then catch a train and then subway, and then walk to school, which takes over an hour one way, and then back to subway, and then train and then bus and then back home, I used to do that every single day, so public transport was normal, but here it's different*

*Female student C: there's also time constraints, for me, living where I do live, if I want to bus it's an hour and a half for two buses and so like, it would be easier for me to put my bike on a bus ..., [child]'s bike on the front of the bus, head into [school], then hop on my bike and cycle the rest of the way to uni.*

*Male worker B: yeah, but it would also be easier if the bus system was more streamlined so the buses could move more quickly, rather than the ones that come down Riccarton Road, then sit at the red light on Clyde Road for about 10 minutes waiting to turn right*

*Male worker A: but I mean the buses have deliberately routed themselves through neighbourhoods to pick up more passengers, so price that, that's why the trip takes longer*

*Female student C: but it restricts, like if I'm going to cycle and pick [child] up from school, I could leave uni even earlier, and so the people like me who are the main caregiver and retraining at the same time, cycling makes it quite hard because otherwise I'd be dropping her at school, I try to be in between quarter to nine and 2.30pm, because her school finishes early, so it's like, and if I've got to start leaving at 2pm then that cuts more time out of my day to do this as well, but if you get the bus option of sticking your bike on the front of the bus, then I can at least get to her school and then we can cycle home, or wherever else, you know without having to leave at 2pm so long as the bus isn't going to waste my time*

*Male worker B: ....or even just to go to...[suburb], it's two buses, it would take me, on the Orbiter, if it's ever on time between now and dinner, it would take me three quarters of an hour, sometimes in the morning they're a pain....there's no monitoring of their movements, what it needs is a couple of buses...and then being very careful about saying specific timeframes, Ecan records the stats around...so it should all be, all the details of every bus trip should be real time on sign, but also the buses should have priority like they overseas, so when they're coming up to traffic lights, the traffic lights change for them, you know, if there's two buses coming from each direction which you'll find is behind schedule, they should be getting the green light, they should be getting ahead of the traffic like they do in....it's just, a lot of what we do is madness, it's just, you see all these people sitting in cars by themselves, you know, waiting, waiting,....the bus stop,...and the traffic lights, 30 to 1, 30 cars with one person, and 1 car with more than two people in the car, they should triple the price of petrol (laughs)*

*Female worker C- Yes I do [have a direct bus route], but ... the car is more convenient.*

*Female worker N: I was really interested that the buses weren't cheaper; I know that sounds really silly*

*Female worker M: I was too*

*Female worker N: When I looked into it I was quite surprised. People don't like the bus terminal that is something I can understand, I haven't been into the bus terminal.*

*Female worker M: Neither have I, it doesn't look a great place to go*

*Female worker N: No, and especially on Colombo Street since its been built there, I think that that is a very unfortunate area to walk through.*

## **Vehicle dependency**

*Female student B: ... here everyone is expected to have a car and if you don't have a car you're either really, really poor or something else (laughs)*

*Female student A: yeah ...you're choosing not to... it's quite interesting, I mean is there a class system of transport here? I mean people sort of drive more 4 wheel drives here in Christchurch*

*Female student A: I don't think it would work in New Zealand, I think it comes back to the feeling that you have a right to have a car*

*Female student B: yeah*

*Female student A: it's too ingrained that you should have a car really*



*Female student B: in Christchurch I think*

*Male worker F: mmm, but I think education in school, because there was a lot around saying that you shouldn't be on the road on a bike until 15, the reality is that people can't do that today so you've got kids on the road, roads have got busier, I mean there's a big difference when I learned to drive in a Morris, 1971 Morris, which actually wasn't quick, somebody can spend \$4-5 grand now and buy something as a Twin Cab and something that does 0 to 100k in under 7 seconds or something, that's readily available now and that's where you start to run into problems, yeah, so things have got faster, busier, um, we don't pay attention perhaps to the basics again, and say 'well, safety first'*

*I: but you said that personally that doesn't bother you so much*

*Male worker F: no*

*Male recreational cyclist: But I think there is a certain mentality out there of um, traffic on the road, cars and that, are more important, over cyclists and yeah just people. So I think the penalty has to be much higher for anybody that hits a cyclist*

*Female worker M: It's a typical society issue to do what the expectation of doing things is, you know, we expect to be able to get places fast, we don't want to be held up and the unacceptable sort of delay that you might have, and that's an education thing as well, that its ok for it to take a bit longer, or not to have to rush, if you can sort of have that mentality then that creates a whole new safe environment for people who want to participate in different types of activities*

### **Priority of transport**

*Female recreational cyclist A: traffic lights aren't synchronized either to cars versus bikes are they, I don't know how the traffic lights work, because I know one way I go I can sit there for ages and ages before the light will turn green, I don't know how they work, do they have so many, is it a time thing, or?*

...

*Female recreational cyclist B: yeah, so they're designed for cars*

*Female recreational cyclist A: yeah, well that's what, so they're designed for cars, there you go you can sit there for bloody ever, you can't*

...

*Female recreational cyclist A: it [priority of transport] needs to be equal, maybe not predominantly but just more accepting of cyclists, I mean Christchurch has got a huge cyclist population probably, but I guess for the size of the city it's amazing it is so big given some of the, um, what's the word, barriers I guess there are, maybe it's more accepting of cycling, if that's the right term*

...

*Female recreational cyclist B: I think that unless you could shift the ratio so that there were more cycling than driving, I just don't think that the motorists would be very accepting of cyclists being given priority,*

*Female recreational cyclist A: and the ratio won't change*

*Female recreational cyclist B: no, and I don't think that that would encourage them to go cycling either*

*Female student A: yeah, people wouldn't like it because the majority of people are drivers and not cyclists and then how to...*

*Female student B: but Christchurch has a lot of cyclists though, doesn't it have the most?*

...

*Female student A: yeah, that would just make them a little bit safer, well, quite a bit safer in fact, because a lot of the roads, I mean I was really pleased when they put in the cycle lanes to start with, you know, before there were no cycle lanes and I used to really get scared on the road, the first time I came to New Zealand and I got on a bike I got really scared because, you know, there was nowhere, so I cycled on the footpath, I didn't know then (laughs) and then some people said "the path is only for pedestrians, you have to go on the road", and then I was always so scared*

*Female student B: yeah, it's a bad combination really, lots of parked cars and then this little narrow cycle lane and then lots of cars*

*Female worker A: So there is still the same risk of people turning in front of you and all of that.*

*I: But if a car is turning and a cyclist is going straight the cyclist has priority. You don't look like you believe this.*

*Female worker A: You don't, as a cyclist you keep your eyes open which is why I'm not biking anymore.*

*Female worker A - Yeah think that [giving pedestrians and cyclists priority] would be wonderful. I think they should build cycle lanes that have curbs that only have cycles in them like in the Netherlands. Or I was in Belgium for a few months earlier this year and there they have cycle lanes that were off the road and were for just these people cycling to university on university cycles, it was wonderful.*

...

*Female worker C: If there was a decent cycle lane network in Christchurch that was safe, um that cars couldn't encroach on, it would be wonderful. I should build one.*

*Female worker B: I feel a bit surprised actually, because if you think about it Christchurch is really flat and very conducive to bike riding, um except when it's norwester.*

*Female worker C: I suppose, depending on where you live...*

*Female worker B: Yeah ok, some exceptions. So it's flat, we are a city, we've got smog problems, so there is every interest to get traffic off the road but they haven't done that, they haven't prioritized that. So that's an interesting....*

*Female worker C: But in Christchurch don't we have one of the highest cycling rates in New Zealand though?*

...

*Female worker B: Think how much higher we could get...*

*Female worker A: Yeah I think that a lot more people cycle than ... I would and I know lots of people that would but just too scared*

## **Bicycle parking**

*Female recreational cyclist A: yeah, that's fine [bike parking at work]*

*Female recreational cyclist B: yep*

*Female recreational cyclist A: plus with the basement that isn't even being used as well, [space for bike parking]*

*Female recreational cyclist B: yeah, absolutely no problem there, lockable bike sheds*

*I: So bike parking itself isn't a problem?*

*Female worker B: Don't think so, the closest one [bike stand] is under the library. Sort of convenient.*

*Female worker G: there's also the issue of where you put your bike, there's nowhere safe over in Manchester Street, they're talking about upgrading the bike, but you can just get into the bike sheds, ... so it's ridiculous, I've only ever biked to work once, and I brought my bike with me up to my office, I'm not leaving my bike outside*

*Female worker C: and our one here gets full pretty quickly doesn't it*

*Female worker G: yeah, there's one, there's two rooms, and one of the rooms you can get locked in, I was a bit late leaving and it was about quarter to six and if I was two seconds later I would have been locked in and I wouldn't have been able to get out*

## **Work Vehicles**

*Female worker L: I'm out and about but we just use the work car, so there's no expectation to have to use your own car*

*Meg: I think they discourage people using their own cars because you pay a mileage rate*

*Female worker L: yeah, there's insurance issues and things like that as well*

*Male worker F: mmm, here a lot of the people who are going out and about they don't even bother with the work car, they organize a taxi, and especially for doing work things and then get dropped off and don't have to worry about parking, because that's the other thing about taking a car, you go town 'oh, where do you park', so taking a taxi is just as easy as well*

*Female worker L: yeah, that's really good here*

*Female worker N: Well that's the difficulty, we are [location] and the fleet cars are here on [main campus]. So if for example I am going [offsite] and I don't take my own car, then I have to get a taxi to here to get a fleet car and then I have to pick up a car here ... we can get reimbursed for our mileage if we use our own car, but it actually is quite frustrating because if you are going out of town, like I went to Timaru yesterday, I left about 6.30 in the morning, and its like do I get up an hour earlier to get there to pick up a car, so its just a timing thing, and then if you are going over a certain distance you use a rental car, and if I am taking a rental I'll get my husband to drop me off. But the only other difficulty is the budgets, we try to put together. So if I'm going to the coast for example and I'm leaving 9.00 at night where I am going to have tea. Sorry. So transport is a very big part of my work. So yeah, our carbon footprint is shocking when you think about it.*

*Male worker A: I have to bring my own car because, like I have to have my own car to go to town because the university's provision of no parks is just, I can't, I mean we have guys over at Dovedale who run courses at hotels so they come into the city quite a bit more to get there to take, to run a course, you can't actually enforce how...*

*I: so there needs to be more work...*

*Male worker A: so I have staff who the best thing for them to do is for them to use their private car to do this stuff, and they can't go without*

*Male worker B: which means driving to work is counter-intuitive*

*Male worker A: well it's even worse than that because they don't get paid as much as I do and they resent having to buy a parking ticket, so I buy a parking ticket that*

*gets shared around, and that's the whole thing, it's so dumb, and there's no need for it, and it's to do with groups of people, and there are numbers of groups of people at university whose job isn't actually come to university 9 o'clock, you've got....and there's quite a lot of people in that situation, and it's just not universal, each solution you would find is a problem to work around, you can't....*

*Male worker C: but I guess it's about longer-term and shorter-term, if the university wants more people to ride bikes next year there could be quite a lot to facilitate that, and facilities is part of it, and I think a range of support to give people access to transport.*

*...*

*Male worker C: would the university provide a range....riding past you as you're biking across there...*

*Male worker B: ....if you use bikes to bike between departments here...*

*Male worker C: I think there are, the library has bicycles for the staff...*

*Male worker A: but does it work, the process of actually getting the bikes?*

*I: so developing that to wider, because I think there is a lot more education people going backwards and forwards*

*Male worker B: they're always struggling, isn't it funny that they, you know the library, their job is to issue things, they issue white-board markers, they issue....and stuff, and I've always wondered why we have bikes for ourselves, but we don't issue them to others*

## **Work Facilities**

*Female worker L: we don't have showers in the [workplace], not that I'm aware of but I guess that to me probably isn't a barrier because I live quite close and I do other forms of exercise so I wouldn't be cycling for exercise, I'd be cycling to like save money and to kind of better for the environment, because I do other activity outside, so I wouldn't probably be cycling here in a mad dash where I'd break out in a sweat, so I'd be kind of quite happy to bike here and not worry about showering*

*Female recreational cyclist A: um, I haven't used the showers at work I have to say, um, and I haven't used lockers, I work in an office that we can, we lock the door anyway ... so that kind of isn't an issue for me as such, um, yeah and I haven't checked out the showers so I don't know*

*Female worker N: certainly showers, don't know about clothing to be honest, I haven't investigated that, I guess I've kind of dismissed it because of the other constraints which is the timeliness issue more than anything else.*

*Female worker M: Yeah, yup. [have showers] That wouldn't be a problem. I'm all set to go, I just need safe roads and I'm off.*

*Female student A: if you have your own office it's not too difficult, as an undergrad it's, well I'm doing undergraduate courses at the moment anyway, and we don't have offices and that makes it just a little bit tedious ...*

*Female student B: and then you still have to carry,*

*Female student A: that's right, and then you have a locker and use a public facility, but it doesn't feel very private*

*Female student A: I've never used the facilities here, just didn't feel quite comfortable, you know what I mean*

*I: just using public showers?*

*Female student A: yeah, you don't know how clean they are (laughs) you might catch things if you go into it*

*Male worker A: at [workplace] that's one of the issues, to have a shower, a place to hang a suit overnight, this isn't...*

*Male worker C: you guys must bike faster than me if you need a shower (laughs)*

*Male worker A: yeah, I wouldn't dream of biking to work if I hadn't had a shower, if you've done some physical exercise*

*Male worker C: yeah, and it would be physical exercise*

*Female student C: see we've got them on site and we can use them, they're really good actually,*

*Male worker C: well I know where our showers are at the gym are miles away*

*Male worker C: I went to check out the showers, the student showers are bloody awful....staff shower [had equipment being stored in them]....so it's nearly impossible to have a shower, but yeah, in our ablution areas we do need a lot more shower cubicles around, I do actually think it's an interesting one whether you're actually cycling to commute or cycling for exercise, they're two different things, I used to cycle for exercise but I cycle to commute now, so if I pace myself I can possibly get away with not having a shower, just for, it's kind of like a nice walk*

*Male worker B: yeah, well not necessarily, but particularly when there are not enough facilities here to actually quickly get you through a transition of cycling and to a work environment, so there's a whole lot of those sorts of things that happen in people's minds and I'm sure in 20 year's time I'll be on a motor scooter (laughs) and I'll want smooth footpaths to drive on,....so there are lots of different scenarios about people's different times in their life,*

*Female worker A: I struggle to get biking for a number of reasons, one of which is that I'm lazy and I don't like getting up to much of a sweat in that, but I'd like to do that for fitness purposes, but I think the real barrier for me is that I arrive and I'm like, you know, messy and I really need a shower badly. There is nowhere to have a shower close to where I work, I have to trek halfway across the [workplace], and as far as time wise, you know, appearing for work at the right time, it's making the thing so much more um, its taking up so much time... Yeah, if we had a shower in the [department] where I work that would be great. It'd be perfect. ... I could park my bike reasonably close to the [department] and pop up there and have a shower.*

*Female worker C: Um, probably if I was doing it regularly that's one thing id have in mind [showering]. I mean I work over in [department]so if there was for instance a cycle shed next to the [department] library that was secure, that had showers in it, people could come in and have a shower, or even you could do some exercise at lunch time.*

*Female worker B: We've got lockers, if we want them ... [but no] place for changing and showering.*



*Female worker C: if there was some where you could park the bike and then get changed.*

*Female worker C: I think it makes more sense to have like a situation where you could keep some stuff in your locker near where you work and have the shower right there as well. And so you've got all this stuff and you don't have to go out in public with your toiletry bag with you, you could leave one in your locker and its right next to the shower. So that would make a lot of sense.*

*Female student D: yeah, mostly that, I mean at your workplace or uni, I mean if you've got a secure place like an office or postgrad room that's fine, but for an undergrad, I mean you couldn't like[carry around]...for example would be quite annoying, yeah, but...*

*Female worker D: well I was quite lucky because I'd leave before the rush hour so when I was walking, or when I was using the local gym too, I'd use their showers*

*Female student D: it depends how far you have to go I suppose, I mean for me I wouldn't need it [a shower], but I can see if you lived across town, yeah*

*Male worker D: I guess it's a time aspect as well, I mean to have a shower and get changed, I suppose there's a good 15 minutes...*

*Female student D: and more stuff you have to bring, like a towel and shower stuff*

*Female worker D: I don't know that you'd need to have, I mean, I don't know how far or how fast you'd be cycling whether you'd really need a shower at the end of the time, I mean the distance I go in the weekend would be further than it would be to come here, and I'm not particularly sweaty*

*Male worker D: I like to dress reasonably smartly too, I feel odd, to say the least, when I'm biking around in suit and then clipping my pants (ah yeah, those tag clips, laughs) yeah, so in certain occasions and in certain dress I'd probably think it's just going to be much easier to put the jacket on the back seat of the car and briefcase, and off I go*

*Female student D: yeah you do see people in suits*

*Male worker D: you do actually*

*Female student D: my Dad does in [minor urban area], with his tag clips (laughs), but yeah [minor urban area] is quite different, but you do see people around here as well, but yes I, ah, it would be interesting*

*Female worker H: one of the ones on Manchester St, I don't know if anyone's been there, but there's only one and it, like even in hot...and it's freezing...*

*Female worker J: is it the shared one over there what you share with the heart foundation?*

*Female worker H: yeah, I think, I'm not sure*

*Female worker J: see there's a yellow toilet*

*Female worker H: yeah, I don't know if they share it or not, I don't know what the arrangement is...*

*Female worker F: we've only got one shower here too I think, oh there's one upstairs*

*Female worker I: one upstairs and one downstairs*

*Female worker H: it's really cold*

*Female worker F: I've got a locker downstairs and I've got a towel in there, I've got a flannel and you have to try and hang a flannel up on something so it doesn't make everything else in your locker turn soggy and, um, I keep a pair of shoes there but then every Monday you've got to try and get your clothes into here, and so...but otherwise you get this great big, because I'm quite a hot sort of person, if I go really slowly I still end up, when I arrive, so you've got this big bag on your back with a jacket for the day because it's going to get cold and your clothes, and lunch, and (laughs)*

*Female worker I: maybe if you brought yourself in something that's going to last for a few days if you're a regular cyclist, you could bring it all in, maybe pack on one day...you might only cycle twice a week, you have to take everything in for a day and then maybe another day later*

*Male worker E: it's doable but it takes a bit of organizing (mmmm) that's the issue*

*I: so it restricts you, to just coming to uni and back as a cyclist?*

*Female student A: that's right, absolutely, yeah*

*I: whereas if you had some better facilities to store stuff...*

*Female student B: yeah, that would make a difference, and maybe like a shower even because I sweat really easily, and I don't really want to be smelly in the classroom for the rest of the day either, so yeah, I don't want to go full-bore cycling, you'll find you're going to be uncomfortable*

### **Luggage capacity of the bicycle**

*Female student A: it's kind of one of the reasons I put a basket in front, I mean, to me if it works for me, I don't really care what people think (laughs), it may not look pretty but I like it, so I have it*

*Female student A: well I notice that people comment on that, and I notice also that I haven't seen anyone who has a basket around uni*

*...*

*Female student A: ah, I haven't had one for a while, but I supposed a bit of a mixed thing actually. I mean people who understand that it's functional, they approve of it, other people they look, oh, what a wally (laughs)*

*Female recreational cyclist A: I've got my back pack*

*Female recreational cyclist B: yeah I use my back pack*

*Male worker F: no, [don't use saddle bags] I just use a knapsack bag*

*Female worker L: yeah*

*Male worker C: I live in [suburb], and at [suburb] shopping area there is just about everything that you need around you, and you can get around quite easy on a bike, the problem with a bike often is that you go to Mitre 10 and you buy a garden shed, well, you can't bring that home on your bike, or you go to Mitre 10 not planning on buying anything, but you buy a whole lot of \*\*\* and you can't bring it home on a bike anyway (laughs) same... like we always try to go to the supermarket, it's not an issue about one little green bag, it's about 10 little green bags, and you're just going to say well, you've got to use the car, but yeah, a bike that could store stuff, like if you're thinking about.....*

*Female student C: the other thing is you're going to a shop and you've got your backpack, you've got to leave it at the door, and they're not secure anymore, and I've left my backpack and someone's come along and whipped it and it had my library books and some other things in it, so I had to pay for them*

*Female worker B: Um well I can get my laptop and some books in my backpack and when I cycle that's ok. If I've got boxes of stuff then I wouldn't even think about cycling.*

*Female worker B: No, I mean if I have stuff to carry I'd just bring the car.*

*Female worker C: Its never been an issue for me to consider, I don't have much more than what would be a change of clothes and maybe some toiletries and my purse, so really, you can get that in a backpack.*

*Female worker D: I can't answer that question really without actually doing it, but ... even then I'd still be up against the fact that there are times when I'm carrying stuff that I really wouldn't want to have to carry around on my bike or my bag on my back or something, I mean I could pear it down a bit I suppose, but it becomes just a military campaign just to do that, but probably I would have felt a bit more motivated too, I mean the balance of all the things on one side or the other are pretty heavily favoured to stay in the car*

*Female worker D: just put it in the backpack... I mean I don't really want to invest in something like that when I could see that if it's not going to be an easy thing, then persuading myself that I was going to do that, I mean if I was doing it regularly and looking for solutions that would probably be a bit further down the track*

*Female student D: and also if you've got stuff you can't leave it on the bike whereas you can lock things in the car*

*Female worker D: that's true too*

## **Cycling Equipment**

*Female recreational cyclist A: I haven't got one of those either [fluro vest], I probably should have*

*Female recreational cyclist B: yeah, I have to say I did get myself a fluro vest*

*Female recreational cyclist A: yeah I probably should have one to just throw over the top*

*Female recreational cyclist B: yeah, and I did that purely because I did start, all with the best intentions, deciding I was going to cycle two days a week to work and that was before daylight savings, so I just wanted to make myself as visible as possible*

*Female worker N: I don't think I'd bother [buy equipment], what sort of equipment?*

*I: Fluro vests, pannier bags to try and carry things on your bikes?*

*Female worker N: No I don't think I could afford that.*

*Female worker M: Um if I was going to be more proactive and ride my bike to work I would get hold of a vest and some of that type of gear, but at the moment as I've sort of made a decision not to, I haven't investigated it, and I wouldn't until I*

*made that call. Um, it would be something like the fluoro vest thing I would consider.*

*Male recreational cyclist: I've got a fluoro band, but at the moment it wouldn't be sufficient for me in terms of, and I mean I probably would if I was cycling more, get more fluoro. But I mean that's something I need to look into.*

*Male worker E: I have one general comment, which is that cycling is relatively cheap to get into in terms of other forms of transport, I bought my wife a 12 speed bike off Trade Me for \$70 and all we did was get her a better seat and a helmet and to me that's pretty cheap, for getting a form of transport*

*...*

*Female worker F: you've got to do it [getting equipment] in stages really...*

*...*

*Female worker H: I actually prefer to wear a backpack because I find it's more stable ...can be quite unstable or make you feel like you're going to do that*

*Female worker F: I've never ridden with them [panniers], I don't know whether I'm going to like it or not*

*...*

*Female worker H: if I was cycle touring and have something really heavy, but probably if you just had your work stuff it would be fine*

*Female worker F: and study stuff, books*

*Female worker G: you'd probably fit more stuff in them, yeah, because I never got a sore back when I took my pack regularly*

*Female worker F: you get a wet back by the time you ride to work, no matter how slow you're going*

*Female worker G: I think that those reflector things you put over your pack, the um, the bright yellow covers are great, well you know what I mean, for safety*

*Male worker E: and we just wear our walking, tramping gear, our daypack, and wet-weather gear. The biggest expense for us was a bike stand for the car, you know, you put on the tow-bar thing, that was the only real cost*

*Female worker F: a good seat costs a bit doesn't it, but it's a bit of a [necessity] you shouldn't be without it*

*Male worker E: it's a good investment I think, a seat that's yeah*

*Female worker G: you need a good seat*

*Female worker H: I think the more cycling you've done, the more equipment you get, the more comfortable it gets, the fact that bike shorts are actually quite, much more comfy, yeah you tend to accumulate it gradually*

*Female worker A: Um I guess so [borrowing a bike], cause there is always that issue of whether or not I could do it, and how long it would take, um but it still wouldn't solve the traffic concerns and the route.*

*Female worker C: Yeah I guess that's one thing, you do need the gear, especially in winter. You do need the reflective stuff and lights.*

*Female worker A: They would have cycle shorts and wet weather gear.*

*Female worker C: Yeah even though I bike occasionally I don't have all that gear, so I would be quite cautious about doing it in winter so then I'm not prepared, I'd have to get the gear. So that's a barrier to actually biking in winter, I'd have to go check my lights and make sure my batteries weren't flat and if my light doesn't work I'd have to take the car again, that sort of thing.*

*Female worker A: And those people I knew they all biked from bigger distances though, so I guess they had more vested in it.*

...

*Female worker B: Well that's not really stopping me because I've got it, all except for a vest, I've got lights, I've got wet weather gear and bike shorts so I'm really set pretty much. But yeah I could see how it would be barriers for some people because you need that if you are going to be biking year round and just to keep safe and dry, you just need it. So it is a bit of an output, money wise.*

...

*Female worker C: You see a lot of people going home without lights, when actually they should be having lights on. They've gone in the morning and maybe their lights weren't working or they didn't take their lights, I could see myself doing that some times, just because I've forgotten or the batteries were flat.*

*Female student D: I don't have a bike (laughs) which is a problem, I guess yeah, the confidence thing is really, really big because I'm not confident enough to go and buy a bike and start biking, I just haven't done it for so long*

*I: I'm getting the impression that you think that ...you need more equipment for night and more equipment for wet weather*

*Female student D: yeah*

*Female worker D: because if you're just going to jump on your bike on a nice Summer day, I mean you'd be fine, but, yeah, like if you've got to cycle in the rain, you've got to cycle at night, ..., frankly the obstacles in riding to work, I can't be bothered actually*

*Male worker D: no, it's a far simpler option and safer and more convenient in some ways to jump in the car and then you're just there*

*Female worker D: and your gym gear can just stay in the back*

*Female worker L: yeah, it's just kind of knowing where to start, I don't know...what type of bike do you need, I guess probably the main barrier is maybe safety, like I don't know the road rules on a bike and*

*Male worker D: same here*

*Female worker L: and that's probably the biggest thing for me in buying a bike is not actually knowing, like I can ride a bike, but not actually knowing all those things*

*Male worker F: it's easy to carry things [walking], a bit hard on a bike, unless you've got the right bags set up and that, but I mean interesting talking about going in and buying a bike, um, it was just by chance there was a cycle ...we actually got a bike for half price, so you get a very reasonable bike, and the thing about it is getting on the bike and taking it for a ride, and they actually set it up for you, so they set up, 'oh no, that seat's a bit low, let's get that right', just go around the car park and test out the gears and that sort of thing too*

...

*Male worker F: , real easy, because you can find the right bike for you, I said 'oh, no that didn't suit', get on the right one and 'ah, that's it', you know as soon as you find it if it's right, you'll feel if it's well balanced and that type of thing, and I had a particular interest, I didn't want a mountain bike, but I wanted a bigger bike, like a*



*racing bike, but the problem with a racing bike is that you get too many punctures, and they said 'you want this one' and that was the happy medium in between*

*Male recreational cyclist: I'd probably look at a different cycle to the one I've got as well, I mean I've got a mountain bike, I wouldn't actually choose to ride that to work because its actually not that great for cycling on the road.*

*Female worker N: I think that is a good point, um if you need a different bike from the one you have now that is something to consider*

*I: do think there's less available in New Zealand in a way?*

*Female student A: yeah, and you know the size of it as well, for me like I have short legs so I can't use a lot of bicycles that have been sold here because they're too high for me, and back in Japan we would have tones of those shorter peoples' ones available, it's just availability*

*Male worker C: yeah, there's some interesting things about that, one is that if the design, if bicycles were designed better...like if you want to buy a commuter bike there's only one style per brand, if you want a road bike there's about 100 different styles per brand, but if you want a commuter bike there's only one style and it's basic, it hasn't got any of the extras on that you actually might like, for commuting around town in terms of doing those things, so you then have to buy a carrier, and all this other stuff*

*I: um, how did you find bike availability when you went to buy it?*

*Male worker D: ...yeah, plenty of places selling a bike*

## **Clothing**

*Female worker M: ... You know, getting into this type of weather, particularly in the summer where, you know, and in the type of job I have where your students are disappearing shortly, you've kind of got a window there where you can be more casually dressed. That's the time when I would, you know, look at that type of activity...*

*I: so you don't want to come in and change?*

*Female student B: yeah*

*Female student A: no, so if I'm cycling here, I just wear jeans and comfortable shoes and then I would know what's happening for the rest of the day, for sure, because if I feel like going shopping afterwards I can't.*

*Female student B: yeah (laughs)*

*Male worker E: and I think the hot and sweaty is the significant issue for cycling, that is why I stopped some years ago,*

*Female recreational cyclist B: personally I haven't [perceived clothing as an issue], but that's probably more about me not feeling pressured to do that, but I can easily see how some people would for sure*

*Female recreational cyclist A: yeah, I'm all for my own choice, I'm quite independent enough to, I mean I actually like that look, but it's what I can afford and so I just go for choice and I just wear comfort I guess, more seasonal, practical, you know*

*I: because you've both indicated that if you were cycling to work you'd probably wear something down and then get changed, would that be true?*

*Female recreational cyclist A: yes*

*Female recreational cyclist B: yep*

*Female worker L: I think you'd have to [get changed if it was raining]*

*I: ... so you'd have to come looking in another building for a shower*

*Female worker L: yep*

*Male worker F: I mean I just tend to wear pretty casual, I will not be seen in lycra, I will not put on lycra, I will not wear lycra (laughs), you can put in quote and unquote, 'I will never wear lycra', so if there's one thing you get out of this, I will not wear lycra, that's a fact, no, I just wear whatever's comfortable and then it's easy enough, I've done it other times, is fold your trousers, fold your shirt up, have it in a bag, you know, and you have your toiletries and stuff and you go and shower when you get here, usually you're here early enough to give you, for me I've got about quarter of an hour to cool down, you know, and then you can go and have a shower, get changed and that's it for the day*

*...*

*Male worker F: no [there is not a culture of wearing lycra], I just will not wear them, no I tend to, when I'm cycling, I mean, I tend to wear looser, loose fitting shorts, you know, just below the knee or something, even in Winter or even in wet, you just don't need to be covered because you get warm, and as long as your torso's warm that's it*

*Female worker L: yeah*

*....*

*Female worker L: um, I don't wear lycra either, just I find other clothes more comfy and it's not an image thing, it's just I've never, I don't know really, never thought about it... I just bike in tracksuit pants or whatever*

*Female worker N: It's more that I should be wearing something specific for cycling, I could wear quite specific clothes for cycling, but no*

*Male recreational cyclist: I probably choose to buy cycling equipment to wear cycling, certainly I do for mountain biking. You know, quite specific gear that I wear for that purpose, but if I was riding in town less so. I'd probably consider the fluoro top. But again I haven't looked towards purchasing any of that sort of stuff. I'm the sort of person that if I choose to undertake an activity I invest to do it, because if it's an activity worth doing its worth having the gear. ...*

*Female worker M: And I've got all the gear*

*Male worker B: it's quite short, and I wear a vest... which I didn't used to do, but decided it's better, I'd rather be seen (laughs)...*

*Female worker A: I'd get changed when I have to work.*

*Female worker C: Well I don't live as far and when I sometimes cycle I don't bother changing, if I was pushing my self and I actually felt like I needed a shower I would have a change of clothes as well.*

*Female student D: ... It's just because I need to get some new shoes, I could cycle with any shoes*

...

*Female worker D: it certainly would, I mean haven't got this far, because you know having had a few forays into it, I've almost closed the door now apart from the recreational thing at weekends and holidays, but it certainly would and it probably would come down in bad Winter and darkness I would probably just not do it, um, I don't think I'd ever be that rabid in enthusiasm that I'd want to tog up to the nines and be glittering with Christmas tree lights in order just to, for the hell of driving home at you know, whatever, 11 o'clock at night frankly, so what's the point*

*Female student D: I think the day to day, you know, good weather, not cold, it's clothing isn't an issue because most normal clothing you can ride a bike with, so that's, but yeah it does come down to the cold and that means you're going to have to put on a thousand pairs of gloves and jackets and scarves, and you know, that's another thing you're going to have to store throughout the day in Winter (that's right) so there's that aspect to it there, so just jumping on your bike to bike 3km to Uni or something is not an issue, well not in terms of clothing*

*I: so the clothing comes back to the storage, having lockers, or a secure place ...*

*Female worker D: yes, in Winter it would I guess*

*Male worker D: yeah, probably it's more the psychological barriers than real barriers I guess for me, I'd certainly much rather just jump on my bike with my track pants on or shorts ... that to me just feels ... what a bike should feel like, and it must be awkward I think if you were wearing a skirt (yes), that would be awful*

*Female student D: so I suppose you wouldn't dream of riding your bike along wearing a skirt and high heels, that's just probably not going to work*

*Male worker D: no, you're going to be tooted at and leered at traffic lights around here or something like that*

*Female worker J: it's not the fact about being hot and sweaty, it's the fact that it eats into your time when you get into work to get showered and changed*

*Female worker I: and you have to carry your clothes with you*

*Female worker G: you have to carry everything, yeah*

*Female worker I: we do have lockers but you've still got to get your clothing here and no hooks anywhere and you think, oh Christ*

*Female worker H: I'm not sure if I should really admit this but when I used to cycle, um, I used to work at [location in CBD], I found if I went slowly enough I didn't actually even need a shower when I got to work, because I was coming down hill on the way in, when I got home I would have one, and I quite often, I kept a few things a work, like a pair of shoes, but sort of depends what you're going to be doing at work, ...I didn't have to be really smart,*

## **Helmets**

*Female student A: I would be happy to cycle in high heels if I felt comfortable, but then again you know, the helmet, you have to wear the helmet, back in Japan I didn't have to wear the helmet, but it's a safety thing so I agree with it*

*Female student B: well, even that puts people off, I was just going to say that on the girl question, why they don't, I think it's also the 'cool' factor of wearing it*

*I: if the law was changed and the helmets were optional, would you still wear your helmet?*

*Male worker F: yes, too many close calls*

*Female worker L: yeah,*

*I: ... How do you feel about the helmet law, say the helmet laws changed so it became optional whether you wore a helmet or not, would you still wear it?*

*Female recreational cyclist A: yes, absolutely*

*Female recreational cyclist B: yes, for safety, look at that guy the other day that's just died ...no helmet...*

*Female recreational cyclist A: but I'm so nearly ready to, ..., all the idiots on the road that I see, I'm just about ready to you know, ..., because I'm usually not backward about coming forward and saying something to them, you know*

*Female recreational cyclist B: yeah, yeah*

*Female recreational cyclist A: adults having to I guess... but no, I absolutely love it*

*...*

*Female recreational cyclist B: yeah I wouldn't see any reason to do away with the law, it's good*

*Female student A: in New Zealand, with the circumstances, I would never cycle without a helmet, I don't think it's safe, I think it's far too dangerous*

*Female student A: yeah, that's a good image, it's quite important isn't it, but then you don't see a nice French lady with the nice frock and nice heels with a helmet on*

*Female student B: with a helmet yeah,*

*Female student A: so that's different, yeah*

*Female student B: but in my case it's like a real conflict because I'd rather not wear a helmet, for the cool factor, but then I think you need to, particularly, you know, we've talked about how disrespectful drivers are, you kind of, yeah, I'd rather be not cool than...*

*Female student A: and then like, not every road is equipped with a cycle lane, so it kind of makes it even harder*

*Male worker C: ... so in the whole of Western Europe there are cycle ways and you can use the Fifties [scooters] on them instead of a cycle lane, without a helmet. But because the cycle lanes are pretty wide and well designed, it's not really an issue, because you're not going to be run over by a truck or a car, and the cyclists notice scooter riders next to each other...but then they've been working on it for fifty years....the infrastructure is more extensive than Christchurch, in Christchurch it's all just painted lines, other than one or two...*

*Male worker B: does it affect anyone, I mean, driving here this morning looking at all the people going past with no helmets thinking well, it doesn't seem to be enforced*

*I: if the law was changed so you didn't have to wear a helmet, would it mean you'd cycle more? Or would you still wear a helmet?*

*Female student C: I'd still wear it (mmm)*

*Male worker B: I have actually biked to work, and brought my helmet but forgot to wear it, I think the law change would be a plus to get rid of helmets but only in return for improved cycling facilities, because as I was saying, one of the most obvious things for me, just to understand, is why the cycle lane's outside parked*

*cars, I mean it shouldn't be...closer to the traffic, and raising the cycle lane rather than just...*

*Male worker A: they should have a kerb line,*

*Female worker A: I'm surprised at how many people don't wear a helmet, um particularly around here. I mean I don't know why you wouldn't wear a helmet when you were cycling.*

*I: So if the law was changed and it became optional you would all still wear your helmets?*

*Female worker A: Yes*

*Female worker C: Oh yup*

*Female worker B: I used to before the law came in.*

*Female worker C: I saw an accident once, and it was a pretty mild accident where a school boy got knocked off his bike and he was fine, but you looked at the helmet, it was broken on the road like an egg shell, and, you know, the polystyrene everywhere, and so you know, he just fell off and hit his head on the ground or whatever and it just broke, and you sort of think if it wasn't there what would have been. So that sort of did it for me.*

*...*

*Female worker C: I think it's quite an issue for young people, I mean they are putting themselves at risk by not wearing a helmet. I'm not sure why they wouldn't want to wear one. I mean, you know, their head is as breakable as anybody else's.*

*Female worker B: I'm hoping that that will change, um, you know, we have whole generations of kids raised with the bicycle helmet law in, and hopefully you know the trend, the look good kind of thing will all be irrespective. And I hoping that it will naturally right itself.*

*Male worker D: ... the other thing, the interesting comments, conversation that's sort of been happening is on helmets recently, you know some might suggest that it's the compulsory nature of helmets that's actually stopping people from getting on their bikes, ... and comparing us with other countries, I'm not sure, I think the Netherlands was quite, was mentioned where they don't have to wear helmets and the numbers of total commuters, the ratio of cyclists total commuters was much much higher than here, but of course other people say that "but their roads are set up better and there's more cycle lanes" and that sort of stuff, I see heaps of people around primary schools, I'd rather not wear a helmet if I didn't have to but one of my students was killed just while cycling, she fell off the bike and hit her head on the kerb and that was it, so I'm definitely in favour of helmets, but I know it's a hassle for some people, the hair-do oh my goodness (laughs)*

*...*

*I: so if the law was changed and helmets became optional, do you think you would cycle without a helmet?*

*Male worker D: no I don't think so, not now, um, years ago I would have, but recently someone was killed in Christchurch I think, on Ferry Road or somewhere, and as I said one of my students has died, I'm not going to take that risk... no I think I would wear it, especially the way the drivers are around here too, you know, they're not very courteous are they*

*Female worker H: when your hair gets wet it kind of gets the helmet style underneath (laughs), that's what I was saying about the look, but I'm probably*



*thinking back to other jobs that I've done where I would probably see patients or do the clinical things and then have to see people five minutes after I've got in the door, so, whereas here I think you could sit in the office and let you're hair dry, I think that would be alright, probably thinking more about previous places of work*  
*I: what about helmets in general?*

*Female worker I: we need them*

...

*Female worker J: It doesn't put me off but I don't like it because I've not been brought up wearing helmets*

*Male worker E: and that's the opposite for me, because I've motorcycled all my adult life so a cycle helmet seems light and airy and easy*

*Female worker F: and you wouldn't care about your 'helmet hair' (laughs)*

*Male worker E: no that's right (laughs) and also I've had some crashes where I've landed on my head, motorcycling and cycling so that's a good reminder*

*I: if the law was changed, how many of you, if you had the option of wearing a helmet or not, how many of you would continue to wear a helmet?*

*Female worker F: I would definitely wear it*

*I: all of you?*

*Female worker J: probably not*

...

*Female worker G: when I see someone not wearing a helmet and they're biking on the road I cringe, I just think 'oh', I remember biking to school without helmets and then that came in that you had to wear a helmet and I thought 'that's not cool', but now I'd never bike without a helmet, it's just a change of thinking, I feel really unsafe*

*Male worker E: and I think it's becoming more common to see people cycling and not wearing a helmet,*

*Female worker H: yeah you do see a few now*

*Male worker E: either not carrying a helmet at all or having it protecting the end of their handlebar (laughs)*

*Female worker G: it's illegal in New Zealand not to wear a helmet, it's still illegal isn't it?*

...

*Female worker F: I sometimes forget, I actually arrived at work in my last job, I biked to work in my last job, and realized when I got there I was like 'where's my helmet?' But as a child it wasn't illegal and it wasn't law, not quite like the seatbelt, and it did feel nice actually*

*Female worker J: yeah, especially when it's warm*

*Female worker F: yeah, but I wouldn't do it on purpose*

*Female worker M: I think kids take their helmets off too. I mean, when we first came here our children used to ride but they'd, it wasn't cool to wear a helmet here. Everybody had to wear helmets in [minor urban town] and the police really reinforced that, and you got fined \$75 if you didn't wear a helmet. But here young children could get away with it and do it because it's not enforced. Um, yeah, and I also think the answer is really heavy fines for people who do knock cyclist off and kill them, we need to be far harder with fines here, imprisonment and things like that, we are too light.*

*I: Oh well, children think helmets are uncool and take them off, how do you feel personally about wearing a helmet? Is that an issue for you?*

*Female worker M: No... Its an issue for me if it is a work day, it's not an issue for me other wise. That's something I did think about in terms of cycling, because you'd have to walk in with the hair, even wind blown would be better than helmet.*  
*Male recreational cyclist: It would be an issue for me as well wearing a helmet. But I would try to have a shower at work which would probably sort that so I mean it would be irrelevant. I'm quite happy to wear helmets, in fact I've bought a very expensive helmet because I think its important, particularly on my mountain bike, but I wear it at all times, wouldn't ride my bike without it these days. And I think it's about compensating for the fact that you have to wear it.*

*I: So if the law was changed and it was optional for you to wear it would you still end up wearing it?*

*Female worker M: Yeah*

*Female worker N: Yip absolutely, I would be totally against that law change*

*Male recreational cyclist: Yeah*

*I: So you would like to not have to wear it,*

*Female worker M: No no I think, well, I think I would still choose to wear it, even if the traffic volume wasn't high, there is always the chance that you come off your bike. I think it's a good initiative, I mean motorcyclists wear helmets still.*

## **Time and organisation**

*Female student B: ...it would depend what time of day I was going from my house because I live near two schools, so at 8.30 in the morning it's just crazy, the traffic, and my flatmate always sees me then when he bikes, ... no it doesn't really bother me really because I like the fresh air and I like the exercise, if I've got the time*

*Male worker F: but I've found even like biking home, I would get home at the same time as I do in a car, um, you're keeping up with traffic, and actually when I worked out at [suburb] you were actually faster ...*

*Female worker L: No, it's only 5 minutes in the car really, so it would be longer to bike*

*Female worker I: and its [arriving wet] all taken time out of your time to get yourself sorted again ...*

*I: so it goes back to the time factor primarily?*

*Female worker G: yeah*

*Female worker J: especially when you've got children and you're trying to get your hours in, but the time you've got them to school you're not getting here until nine, if you've then got another 20 minutes that takes you till 20 past nine, where do you make that 20 minutes up? It's an eight hour day*

*Female worker D: well it's not quicker than, um, but I just thought it would be um, sort of a healthy way to go, but in fact frankly I don't think it is, I mean I think, I find the traffic here quite alarming,*

*Female recreational cyclist B: not unless I did it [training] after work, and left my bag at work, I've done that when I've worked in the weekends, I've sort of biked to work in the weekend and then done ...whatever the training is and then come back, that's the only way I'd incorporate it into my training, because 7 minutes is nothing, it's just*

*Female recreational cyclist A: it takes longer to pack all my stuff up*

*Female recreational cyclist B: seriously, yeah, absolutely*

*Female recreational cyclist A: yep, go out to the garage, get my bike out of the garage, lock the garage up*

*Female recreational cyclist B: yep, absolutely*

*Female recreational cyclist A: it would take me as long as it would to cycle because I live near [suburb], near the end of the park, so it's a ten minute bike ride, honestly it's nothing, but then when I get here I've got to lock my bike up, go and get changed, yeah*

*Female recreational cyclist B: um, it's not an issue for me, but for some people if there was flexibility around the time you started work and the time you finished work, then that would get around that travelling during peak hour, so that may be an issue for some people if they have that flexibility.*

*emale worker A: Yeah I have [biking in while child scooters], especially in summer, I guess its just preparedness, what's on after school. How much stuff she has to carry, how late we are running, it does take a bit of time to get up and get the kids organised if you have to be out the door at a certain time.*

*Female recreational cyclist B: ... I've sussed out a locker at work ... so I can put all my clothes away and bring a week's worth of clothes so that it will encourage me to bike, and there are showers I can use ... but it's just loading up, I guess loading up and getting organized, you know I sleep in as late as I can, so it's laziness I guess*

*Female recreational cyclist B: getting organized... for example tonight we have this spin class after work, we've done what about six or seven weeks of that, with one of those I cycled to work*

*Female recreational cyclist A: oh did you*

*Female recreational cyclist B: yeah and then went to spin and then cycled home and that was absolutely fine, and I just happened to have been organized enough to do that, other nights, um, we have bunch riding on a Wednesday night after work, I really do need to go home and get my bike and then go because I just, I guess I could leave my work stuff at work, yeah, I don't know, it just becomes far too difficult*

*I: so of all the reasons, I mean you've said several times yourself you've started out with the best intention of cycling twice a week to work, and it's obviously getting past that organizational barrier, is there anything else that we haven't discussed that stops you from doing it?*

*Female recreational cyclist B: no (laughs)*

*I: I don't want to make you feel bad here (laughs)*

*Female recreational cyclist B: no, I even worked out which days of the week it would be, it was like 'oh, I could do it on a Tuesday and a Friday, they'll be my cycling days' and then I'd be right for a couple of weeks and then the following week I'd have interviews on a Tuesday so suddenly I have to dress differently, smarter than I would, or maybe I could get away with, um, and so I wouldn't do it on a Tuesday, and then Friday came around and it was raining or something like that, and I just, yeah*

*I: had it slipped out the door again?*

*Female recreational cyclist B: yeah, and just with the training it doesn't really fit in*

*Male worker F: um, no I suppose I've got very little barriers because I've been on a bike before and it's just getting back into practice of using that instead of the car, you know, the car's being used out of pure added convenience more than anything, I mean if it was a short walking distance to a shop, yeah likely to walk not cycle, it's easy to carry things, a bit hard on a bike, unless you've got the right bags set up and that...*

### **Trip chaining**

*Female worker L: I mean if I had something else on, I probably wouldn't do it every day, um if I had something on after work then I'd have to bring the car or go on the bus*

*Female worker H: but mainly I don't cycle because I've got quite a few things to do on the way home*

*Female recreational cyclist B: absolutely, 9 times out of 10 I've got something on after work, either training or else, you know, even just having to get groceries and things like that, but 9 times out of 10 I'm never straight home, or else I'm straight home to get my bike, so um, I'm usually going somewhere, so I need like the car to throw things in the back of or whatever, I've got a very active lifestyle I guess, always out and about*

*Male worker A: there's also job market, what the job actually is that you do, I would have, like I'm over at [department], like I would have appointments over in....at least 4 times a week so I've got to commute from over there to over here almost every day, I would say probably anywhere from 4 or 5 appointments a week on campus, so like today I have 2 appointments in town today and I try and make them together, try and make them both today, and the first one's a quarter past 12, so realistically I've driven over here from [department] this morning because I've got to be in town at quarter past 12 and another one of mine....here, so if I have an appointment....like at 7 o'clock tomorrow morning I have a meeting and I could link across....but if it's raining I won't because I've got no, what am I going to do?*

*Female worker B: I guess a lot of the time I go to the shops after work so I wouldn't do that on a bicycle because I'd have too much stuff to carry, I mean there would be more than you could get in a backpack. Um and if I had to go somewhere else often it would be late like I'd go into town to do something in the evenings, or I would wait at work and then go um then it would be dark and I wouldn't want to cycle at night for safety reasons. Um so yeah, I guess it's not worth it. So yeah, doing those other things, I probably wouldn't do them on a cycle. But I guess you could start re-arranging things so that if you did have the car one day you could do that, you know, plan your timetable a bit better, rather than, oh yeah ill just do that today because I have the car.*

*Female student D: yeah, that's sort of, you just kind of...take the car, I mean you could have bags hanging off the handle bars till the cows come home but in the end it's not particularly easy*

*Male worker D: yeah, there are things that might pop up during the day perhaps, if you've just got your bike, um, I tend to think, oh no, I might be of more use if I've got my car, I might have to take someone here or just in case I have to zap off to that place and that's going to take me, you know, 10 minutes to drive there, I couldn't possibly do that during the day when I bike it's going to take me 35 minutes on my bike, and you have to come back again so, yeah that sort of utility from work to other places such as shopping or appointments, doctors, um even just contingency things where you don't have any plans but you think, oh, I ought to have my car there just in case*

*Female worker D: yeah, I think [Male worker D] what seems to be emerging is that it's not, the choice between a car and a bicycle is not just a matter of a mode of transport, it's really saying something about the way you have become comfortable in living the different parts of your life during the day, and that includes what you do at home, what you do at home first thing in the morning, what you like to do at home if you go home at lunch time and what you do after work, is it shopping, is it, as you say, going to the doctors, is it going to the gym, is it going somewhere else, do you do it with someone else, all of those things, in your... way or at different times maybe cyclists have to bunch these things up in particular, or on particular days or times, whereas motoring leaves you more free to not to have to plan that so precisely or something*

*Female student D: yeah, cyclists I know are not, they're cyclists but they also have a car so that they can go shopping and things and not have to carry everything on their bikes, but yeah, they don't, they can't, well they can but they don't do things like that when they've got their bike, so they're kind of free as well like they come and go from uni about ten times a day because it's easy on their bike, but anywhere else they have to go they will take the car, and they do live quite close, like it's not that they have to bike all the way across town, it's maybe quarter of an hour or ten minutes down the road, I think it depends on the flexibility of what you're doing and when you're doing it too, like my dad bikes, but he just bikes to work and then he comes home and the car is for everything else, you know*

*Male worker D: we tend to put up those psychological barriers, I think I do anyway, what if I wanted to, after work, I just wanted to drive off to Sumner or you know have a picnic on the beach or something on a long Summer evening, all those sort of things I think, for me personally if I was, if I was to plan my week ahead a little bit, I think if I was to think, ok well these are the days I'm cycling, weather dependant perhaps, and then think on these days I'll take my car, yeah I think I could probably cope with that, but if I just had to, if I had the prospect of cycling five days a week, I'd find that quite, just the prospect quite daunting, I mean it may work out fine, but if I knew I had to do it it would probably be difficult, but I could deal with cycling two days a week or three days a week, then on other days I could plan other things like shopping, going for dinner after work, or hanging out with friends or giving someone a ride home*

*Female worker D: it's certainly a degree of having a complete mind-shift really isn't it, and one shift from doing what you like, when you like, without really having to consider the options, to planning at least a week ahead and maybe planning out a series of things like on Mondays is the day I do this and da da da da and so on, and that's ok in itself but when you add the other, add, ok the need to plan your life in a more regimented sort of fashion to the fact that traffic's scary, the weather's [bad], you know, what else, and the other things we've talked about, so it's just one more thing*



*Female student D: timing comes into it as well, I mean if the traffic's bad, jumping in the car is not too bad, but you know, at 9 o'clock in the morning or 5 o'clock at night you just would not be on your bike, whereas in your car, yeah, you'll survive without too much (laughs)*

*Female worker K: um, after work for me, today's an example, I've got Karate at 5pm, so I normally finish at 4pm but it's not worth me going home to get changed, so I need my car to get there and home....*

*I: would that be the same for others?*

*Female worker H: yeah, especially with having two little kids, the work, time in at work, so it means I've got maybe half an hour extra on the way home or the way in to work to go to the shops, you know you've got to buy something heavy, if I bring the car sometimes I try and co-ordinate and do something like that on the way home, or bring the car for that reason because I've got something else to do*

*Female worker G: I think that, um, because I've got a young one as well, and like, I have to say that childcare is the biggest barrier for me, in that I need a car to pick him up with, can't chuck him on the end, for me to bike to work with the baby seat, maybe a new bike, it just takes too long, um, and it would be after the time that they close, and so I find that having a little one, transporting, you need a car to get him to childcare and then pick him up, I just don't have enough time to bike and I don't know if it's safe enough for me to bike....anyway, that's a huge thing for me and the other thing is that, um, you need a car to pick him up if he's sick, that's the biggest worry, ... they're the first to call and say 'come and pick him up' and if you don't have a car, you know, it's really hard, that's the biggest burden for me, it's the whole childcare thing*

*I: how do you, you mentioned like if you were going somewhere else after work, you'd bring the car, how much do you think you would cycle those other activities, so you know, if you're going down the road to the shops, would any of you cycle in that instance at all?*

*Male worker F: no*

*I: would you consider it, or?*

*Female worker L: yeah, probably would, in [suburb] I'd walk to the shops though because they're really close, so, because I don't have a bike at the moment, so, yeah, like I'd walk to the library or to the bank...but if I had a bike I could...*

## **Night time cycling**

*Female recreational cyclist A: like during winter, um, because it's just, it's dark quite early in the mornings and it gets dark quite early in the evenings, um, that kind of does put me off*

*...*

*Female recreational cyclist B: um, I don't have a problem, it would be more the cold in Winter, I wouldn't do it in the morning in the Winter, but after work I probably would, but only just straight from work, I mean straight after work, maybe an hour, with the light, I wouldn't go, I don't have a problem, I mean I haven't done it a lot, but it's not a problem*

*Female recreational cyclist A: I guess for me it's visibility, and its cars being able to see me*

*...*

*Female recreational cyclist A: last Tuesday night I went out and it was about half past 8 and it was just kind of getting to that stage of the day where it's not dark, but*

*visibility is starting to get a bit funny, and I was feeling more nervous, like normally it absolutely makes no difference at all, but I was starting to be, I guess, more conscious that other vehicles may not be able to see me*

*Female recreational cyclist B: yeah, we're usually out at half past 10 at night, I mean I've usually done the biking, but I mean I do love Summer for that reason to be able to go out later, but I probably wouldn't be doing it at 10.30 at night*

*Female recreational cyclist B: oh, I've got the lights, I haven't actually got one on my helmet, just got the bike light, so I'm not that visible*

*I: why is the dark worrying for you?*

*Female worker L: um, I don't know ... I guess I wouldn't feel safe on my own*

*I: so it's more personal safety as opposed to being visible?*

*Female worker L: yeah*

*I: would you feel safe sort of on a winter evening scene, biking along at 6 o'clock in the middle of winter when it's dark?*

*Female worker L: ...I think there would be more people on the roads then than what there would be at like 5.30-5.45 in the morning*

*Male worker F: you've got different people around at 5.30-6 in the morning too (laughs)*

*I: so you'd be quite happy to bike home on a winter's night at 6-6.30 in the dark?*

*Female worker L: yeah*

*I: what about night time cycling? Do you have any trouble at night time? Even in winter at 6 o'clock?*

*Male recreational cyclist: No I wouldn't*

*Female worker N: I would try and avoid doing that, take the car if I could.*

*Particularly in the middle of winter when your days are short, you know, that would be a real, an issue. You know, getting into this type of weather, particularly in the summer where ... That's the time when I would ... look at that type of activity. But yeah the dark would be a significant reason for not cycling.*

*Female worker M: I quite enjoyed cycling in the dark in some ways, because I've got good lights and things on my bike that work but, but it has to be in the right sort of weather conditions...., I think there's good lights and things now, there is flashing lights and things that you can have on your jacket and on your bike.*

*Female worker: Um no I just don't see that I would need to bike at night.*

*Male recreational cyclist: Yeah it's a visibility thing for me, but the lighting has significantly improved, good street lighting, but just a heightened risk factor which is unnecessary.*

*Male worker F: yes, at night you don't have as many cars on the road, there's a big difference between biking home at 5 o'clock and biking home at 8, because you found that traditionally when biking home at 8 in the morning, cars, all the traffic's going the other way, you're going home, they're all heading to work, whereas when you're actually at 5 o'clock it's all there, it's actually 'oh, game on', you've really got to concentrate on what you're doing (laughs), but going to work, I worked at midnight for a while and going to work no problems at all, you were lucky if you saw ten cars*

*I: so the visibility issue doesn't worry you?*

*Male worker F: no, because you're going through lit streets and that, if you were going on dark streets it would be a bit different*

*I: how do you feel about it?*

*Female worker L: I wouldn't bike either because I'm probably more a morning person than a night, so I go to the gym, like a couple of mornings I do a class at 6.30, so there's no way that on those days I would bike from home into town to [the gym] and then bike from [the gym] to work and then home, because I'd have to get up so early and it would be dark, maybe not so much now, it's quite light in the mornings, but definitely in the Winter I wouldn't feel safe*

*Female student A: safety would be a big thing for me too, yeah, well I mean, at the moment the weather is getting warmer and the day is getting longer, so I don't have to worry about that nearly as much. But it does help to feel safe and at night time, cycling doesn't feel safe.*

*Female student B: I guess you could say at night though, would you feel better on a bike rather than just walking?*

*Female student A: maybe*

*Female student B: see that's interesting because I would probably bike because I would reason in my head that I'm going faster, so (laughs)*

*I: so that you're safe?*

*Female student B: yeah and there's not so much traffic maybe*

*Female student A: mmm, true, yeah*

*I: so if you took the car out of the equation, for personal safety you'd cycle?*

*Female student B: yeah, I'd probably cycle at night, yeah*

*Female student A: mmm, well with a light and stuff I suppose, yeah, I have one of those flashing lights, if I know the road well I think it's alright, but it probably depends on where I'm cycling at night as well, I don't like cycling in the dark full stop, but you know, I'd prefer not to if I had a choice, and the rain of course (laughs)*

*Female worker H: I won't cycle then [at night]... I'd have lights... you have to have lights*

*Female worker I: you need to be a bit more prepared definitely, need to have lights on your bike that you can actually turn on when you need it...*

*Female worker H: are you just meaning in the dark or like 6 o'clock can be dark sometimes, or do you mean 10 o'clock at night?... yeah, I'd feel less safe at 10 o'clock..., there's less people around... wouldn't really like walking in the dark at about 10 o'clock, but I could probably...*

*Female worker F: probably the traffic would make you feel safer, surely, or not, or do you think there's a different type of traffic?*

*Female worker I: yeah*

*Female worker H: yeah*

*Female worker F: more boy-racer types, crazy guys,*

*Female worker H: people that want to grab you and hurt you*

*Female worker F: if you've got an early start, we start at 6.30 so I was biking at 6.30 in the morning and sometimes finish at 11, that was fine, sometimes 7 days a week, that was beautiful actually, like the morning and the evening, great, but at night, but at 1am, sometimes I'd finish then, and on Friday and Saturday night I wouldn't bike home at 1am because of the boy racers, but any other time I'd love it,*

*I'd hate biking during the daylight, because the road's yours and it's crisp and it's clear and it's quiet and it's beautiful and you've just got that little tick, tick, tick in front of you and that's all there is, the whole world doesn't exist apart from you, loved it*

*Female worker I: and the other nurses are coming off duty*

*Female worker F: no, I was the only person that would bike at that time (laughs)*

*Female worker B: Um, just, you know potential for crime. At night time I don't walk, I don't go out by myself at night if I can help it... No, no, not that at all [not being seen], just the fact that it is night time and people aren't necessarily around if you get into trouble you know.*

*Female worker B: Um I mean I wouldn't mind cycling home in winter and stuff, as long as it's not too dark.*

...

*Female worker C: I wouldn't do it; I wouldn't be cycling at night.*

*Female worker B: Yeah I probably wouldn't be cycling in the winter after 6, before that there's people round coming back from work and stuff, so you know there is people around.*

*Female worker A: I think round uni its not so bad, cause there are always people on the streets round uni, but depending on where you are going there might not be people around.*

...

*Female worker B: Yeah you feel a bit more vulnerable [after rush hour finishes].*

*Male worker D: ... as a driver I don't see cyclists as visible as other cars and especially if there's a set of headlights coming towards you there maybe a cyclist in front of that with a small single front light but you tend to see, your eyes go to the main, larger source of light and um, yeah, you can easily, for example one night I was coming out ..., looking at the, up ... and down the road and it was wet and there were cars coming both ways so I had to stop and when the cars had gone I started to drive out but I didn't see a cyclist who was biking along and, yeah, so I assume it's more dangerous from a driver's perspective*

*Female student D: um, my son bikes everywhere and he is completely, like he and his bike both look like Christmas trees now, they've got little lights everywhere...*

*Male worker D: yeah, I do see some cyclists going along and they've got kind of a light, and what's the point, I saw you as the shape of a cyclists and bike at the same time I saw the light, so you know, ideally you should see the light 50 meters away before you know that it's a bike or whatever, there's no point in that, it sounds like....*

*Female worker D: there are quite a lot of gadgets, you know lights and stuff, that you need to buy to be safe in the dark and stuff like that, you know you used to wear reflective gear, and you know those things that go over your bags, yeah, like if you're going to make cycling an everyday thing there's a lot of stuff that you need to get with it...*

*Male worker D: I think so too*

*Female student D: to make it less uncomfortable or unsafe or whatever*

## **Confidence on a bicycle**

*Female worker L: I wouldn't be because the way that I come would be down the main roads and there would be like two intersections and then a round-a-bout, so I*

wouldn't get through (laughs), like I would if there wasn't any traffic coming, but I would, I obviously need some training because I don't bike on the road

I: any ideas as to how we can provide, further help you get, how would you like to be able to get that confidence?

Female worker L: um, I guess just to do like a cycling course or something or know the rules...

Female student D: yeah, you're very nervous about things

Male worker D: intersections are probably the biggest worry for me, I mean do you sit in the queue at the back, or do you ride to the front and, like most cyclists, if I'm, as a driver I seem to recall that cyclists would come right up past the big long queue and sit at the front, and I think "oh lucky you", but when I'm cycling I'm wondering well is that an appropriate thing to do? Or is it even a safe thing to do?

...

Female worker D: I felt very unsure of just how I was expected to behave, in fact I felt very much, having ascertained that the car drivers were sort of pretty aggressive on the whole, that I needed to take a sort of submissive sort of role here, and what would I have to do to be least provocative to the motorist, and I sort of don't really want to be in that position either frankly, you know, not knowing what I was doing was right or wrong or safe or unsafe, but what would be the least provocative...

Male worker D: well it's true, you're absolutely right because, you know, the same feeling, no one wants to have someone yell at them or a loud toot or something like that, you know, with a horn, yeah, I guess

Female student D: that's something also, I mean, I don't bike, but I don't know what to do, well I wouldn't know what to do in an intersection on a bike, like where do you sit, and like there's one little intersection on Clyde Road where the bike lane's in the middle, but what do you do if you want to go straight ahead? Do you have to come and go on the left and then get in the way of the people turning left even though the bike's on the right, if you go straight ahead from there you're on the wrong side, so I don't know what you do,

Female worker D: I have to say, I'd be hopelessly ignorant, and I hadn't realized how ignorant I was about that until I actually came to try and do it ...

Male worker D: yeah, I'd rather cycle across a park...

Female worker D: yeah, exactly, if I can plot my route sort of from hopping from park to park, you can get quite a distance that way

Male worker D: it's quite nice actually, um, and yeah, the other thing is the cycle lanes are pretty narrow and I've found myself biking along looking, as I do in the car, looking for the rear view mirror, there's nothing there, you know I keep doing this, you know but if there's a car parked here, you're always aware that you have to give yourself a little bit of extra room and is someone going to come along and side-swipe you, so yeah

Female student D: some roads are quite narrow and especially new drivers scare me, if you see 15 year olds coming along because they don't have the experience to see, if they see a cyclist and they see a parked car, they may not necessarily realize that the cyclist is now going to come out until they do, whereas someone who's been driving a while just sort of knows these things from experience, but it just makes me nervous sometimes when I see



*Female worker D: but what you're saying about getting used to a bike again after driving for a long using it, looking here and looking there and where is it? And then you've got to get used to not wobbling looking behind, or sort of lurching out of the cycle lane, exactly, you realize there's a whole lot of stuff that you've sort of got to relearn and I just thought, you know, people say the old thing about once you learn how to ride a bike you always do, well, yes, you can sit on it without falling off, but there's all the other stuff that goes with it and you do have to relearn it, and in fact if this is part of a push to get people back on bikes then, I mean it needs to be a proper educational thing not just a sort of little group on how to feel more confident on it*

*Female student D: what would be good is like if they had a website or something saying "this is what you do", like the road code type website, but say on a bike, like the line of traffic thing, and like if you turn right and you cycle, or if you're going straight ahead and your cycle lane's on the right or just so people who are really nervous about that might...*

*I: would that be enough do you think? Or do you think it needs to be a practical thing that you need to have something like that to go back to?*

*Female student D: yeah, I think it depends on the person, like someone like me I wouldn't go to a practical thing, I would look it up on the web, but then knowing different people are different, and in the way they approach things*

*Female recreational cyclist A: or suddenly car doors opening, I'm paranoid, I hate them, or 'parked cars' shall I say ...it's probably the time of the day too with traffic, depending on where I'm going or what I'm doing, like at the moment I hate the downhills, so I'm not going to be doing that in the peak hour when all the cars are coming through, because that's just scary, yeah it would be even worse for me, so that is a consideration*

*Female recreational cyclist B: yeah, yeah, I'd say the same, a few times I've cycled*

*Female recreational cyclist A: it depends what you're doing or yeah, if you've not got the confidence*

*Female recreational cyclist B: I did a... training session here a few months ago about cycle week safety, and that was really good and gave me heaps of confidence about cycling in peak hour traffic, just, you know, signalling and where to position yourself on the road, and those kind of things, so that definitely helped and motivated me to try and get on my bike a little bit more, so I think things like that would help encourage people*

*Female worker M: I felt quite safe there [location], and that might be another one of those fears that I have is the cycle lanes, and when do you cross to go round a roundabout and I feel like I would need somebody to take me for a couple of times, so that I would know where to pull over to get around a roundabout and how to get out of roundabout with cars all around me. You know, all of that.*

*Female worker N: I guess, there hasn't be any indication of, but I haven't been looking into it, but I don't know if there has been any indication in the media of how you use the cycle lanes*

*Male recreational cyclist: Where are I see in the paper, certainly promotion about how you drive, through, you know, multilane roundabouts and what you should do or which lane you should be in, you know, there has been a lot of that type of publicity. You are quite possibly right because you don't take notice, where as a driver you take notice of the aspects of the promotion that relates to you*

*Female worker M: I watch cyclists all the time to see what they do, you know, but you just can't tell, you need somebody to take you by the hand*

*I: So is that part of the inconsistency of the type of infrastructure?*

*Female worker M: No I don't think so; it's just not knowing what to do.*

*Male worker D: I'd be surprised that even cyclists that, hardened cyclists, would feel differently about our concerns about intersections and things like that, it's interesting to me if they do, if they would feel differently, perhaps there's that sense of ownership or right of being on the road as well, and that's probably the thing that I think new cyclists, well I think from my perspective, newish cyclists struggle with because, um, we have every right to be there obviously, but there's a sense of, we're inconveniencing drivers, at intersections we're slow to get going...*

## **Distance**

*Female worker M: I live with in 6km of work and to me that is too far to walk in the morning, but I'd like to cycle*

*I: what would be your upper limit of how far you would consider cycling?*

*Female student A: 15km one way maybe?*

*I: the distance you're not worried about so much?*

*Female worker L: um, probably both, yeah, like that length, that distance in the morning would mean that you'd have to leave home really really early, and yeah it would be really hard*

*I: can I ask, you said the distance was too short?*

*Female recreational cyclist B: well, it's embarrassing, I don't know where [Female recreational cyclist A] is but I'm, when I've timed it, it's between a 5 and 7 minute bike ride, it's not really a warm up but you know*

*I: so how long a distance would you be happy to bike to work, or would you need to bike to work to make it (laughs)*

*Female recreational cyclist B: oh well (all laughing and talking) I'm contradicting what I'm saying there because I'd probably be happier, the shorter the distance the better, but um, I guess, but I guess I answered that like you said I could incorporate it into my training, but it hardly would be for that distance*

*Male worker E: just continuing on, it's the infrastructure for me, but it's also the journey length, I find walking in 2km, I'd probably still want to walk for that distance, it would need to be longer for me to feel that the time I'd save cycling would be worth the change*

...

*Female worker I: well I'm 6km or just under 6km to work and I do walk home, I come to work....but I prefer to bike...because of the length, yeah, it would be quicker*

*Female worker G: I'd be more inclined to bike than walk because of the time thing, I mean the kids after school, it's just unbelievable, I can get home quicker if I bike, which I would do...*

*Female worker F: yeah, 2km would be a pittance for me walking*

...

*Female worker F: I live at 10km out, so probably it's going to take me about, I don't know, with traffic and that's 25 minutes, half an hour at the most*

## Weather

*Female worker B: No I've got the gear, but I still wouldn't want to be biking if the weather was horrible, I mean I guess its not so much the wet weather gear either, its more the reflective stuff, the helmet, and making sure people see you, which isn't necessarily because its raining, it might be dark, you want to make sure they notice you.*

*Female worker I: but the culture of this organisation is such that lots of people, um, bike to work and walk to work, and arrive looking like drowned rats and it's kind of ok, you're not so much an oddball to do that, I mean it's kind of nice, but it isn't a pleasant experience feeling bedraggled*

*Female worker M: Weather probably, I'm certainly adverse to cycling in the rain*

*Male recreational cyclist: Yeah I probably feel a bit uncomfortable in some of the poor weather we get in particularly winter. Wet weather in particular. Cycling in the cold isn't so much a problem, I dress for that, but it's more the wet weather, icy roads type.*

*I: So is it a safety concern rather than a being uncomfortable?*

*Male recreational cyclist: Yeah*

*Female worker N: For me it would be ice that would probably scare me most, because when I broke my leg I broke it quite badly so it took me a year to be able to walk again, and so 15 months I think after the first break I slipped on a on wet floor and broke my tail bone, so that's when, its naturally very uncomfortable for me on my bike, and I just don't think in terms of work I could do that.*

*Female recreational cyclist A: yeah, I have to admit there are times when I try and find out what the weather's going to be the next day, because if it's raining then I'm not going to bike to work, um, so if I know the weather's going to be good, I make sure I get myself organized the night before*

*Female recreational cyclist B: yeah, I don't do wind or rain if I know it's happening, or the dark*

*Female worker L: um, probably things like frosty mornings or like gravel on the road and probably like a confidence thing as well, and I guess that would improve just by cycling as well*

*Male worker F: It [weather] doesn't worry me, um, when you actually get into the habit of biking, I did this when I went to work, and that's where showers come in is that even when it's thundering down with rain it's not an issue, um, one thing you don't wear is wet-weather gear because you end up wetter on the inside than out (laughs), so you know, it's better, you actually get comfortable and you get warm, um and you know that 'oh, ok' you might have 15 minutes grunt into a head wind and it's a southerly and it's cold, but eventually you're home and you're out of that so it's not a big deal, not if you get into that habit of cycling in the Summer, Winter's not a problem*

*I: so do you usually change when you get in here?*

*Male worker F: yeah*

*Female worker L: yeah*

...

*Female worker L: um, I think [Male worker F]'s right in some respects, like I can see that[weather] wouldn't be a barrier, but it would be in getting into a habit, because I do running as well and I'm quite happy to run in the wind and the rain and it doesn't bother me, whereas other people who've seen me running out in the rain think 'oh, gosh that person's crazy', but I never think anything of it, and I think that cycling could be like that as well, like it's not really an option not to go, you just go*

*Female worker I: one thing I would say about the weather, in summertime the wind puts me off, it really does, not so much going home because you can just slog it out and have a good work out, but coming to work against the wind, no I wouldn't be interested*

*I: is wind much of a consideration for anyone else?*

*Female worker G: no*

*Female worker I: biking up against a headwind*

*Male worker E: Christchurch has been notorious in terms of cycling with either the Easterly or the Southerly*

*Female student B: no (laughs) not much fun, and cycling in the snow, it's not something I...I've got a mountain bike so I at least have some grip and things, but still (laughs)*

*Female student A: yeah, it helps a bit, yeah I used to cycle in the rain and the snow, back in Japan and it was alright, but it does slip in the snow (laughs)*

*Female student A: and norwesters, gusty winds you know, when I was cycling I think last year I cycled a little bit more in summer time, to university, and I would check the weather map and see the forecast before I left if I was cycling because I was amazed, you just can't tell, so if those things were freely available, now I don't have the Sky I can't do that*

*...*

*Female student B: you're always having to think, "is it going to change?"*

*Female student A: that's right, you look at the sky and you think "mmm, it looks quite nice", but then oh, (laughs) I mean you have to change what you wear as well, I mean if I didn't have to think about what I wear, you know, or am I going to put make-up on today, or am I going to not bother, it's important when you're cycling, I mean you can't wear skirts and high heels in New Zealand, yeah*

*...*

*Female student A: yeah, I mean you don't want to be cycling in a nice day and then it rains*

*Female student B: it would be cool if the bus company could do something like give you a little token that you could use, say if you biked in the morning, and it's raining you could bus home, discounted or something, free (laughs)*

*Male worker C: that's something that doesn't even worry me, It could be pouring down with rain, I'd put on my cycle clothes and bike into work and I'd got absolutely saturated, if there were decent facilities to have a shower, get warm, and not queue up in some disgusting gym you know what I mean? I mean if there was a decent facility to make that transition quickly I wouldn't give a toss about getting wet coming to work, and the same on the way home because I can, when I get home,....*

*Male worker B: the only thing you need is a drying room where you can go, with standard equipment, but the weather in Christchurch is not, I know when I was a postie and I was cycling 30-40km a day, 6 days a week, every year the issue was, weather wise, the thing that really was irritating was wind rather than rain, it hardly rains solidly that often in Christchurch, it's quite a dry place, so wetness is not the issue, I can always remember long-haired mothers cycling along in the snow with a kid on the front or the back, and it's not really, as long as you're biking and warm, you don't get wet that easily, especially if you're not going that far and you're covered and warm at the other end,...the poverty thing, of course cold housing is probably an issue for some issue, if you're wet and cold and you go home to the wet and cold, you know, it doesn't matter if you're out in the cold if you're going somewhere you're going to get warmer*

*I: How much does weather play a part in your considerations?*

*Female worker B: Probably quite a bit, I'd probably bring the car in if it was raining.*

*Female worker C: I would think that yeah, not so bad in the morning, but going home, particularly in winter, it gets dark so early.*

*I: There's also sort of unreliable weather, I mean it might be a nice day when you come in but by the end of the day it could be very windy or rainy.*

*Female worker B: I guess winds an issue as well, I hadn't thought about that, I'd only thought about the rain. I guess you could work out what that would be from the forecast and I guess you could prepare for the worst.*

*Female worker C: If it was bad enough, say I biked to work, if it was bad enough, I could take the bus home. And then I could take the bus to work the next day and my bike would hopefully be safe over night. But um, I think ice on the roads in the morning would be an issue in winter that I would be a little bit concerned about. Because as a cyclist you are driving along the side of the road on the bits that are less de-iced and your thin wheels are probably more vulnerable so that's a concern. But probably if it was windy or rainy in the morning, I probably would take the car.*

*I: You think in bad weather you would opt for the car or busing?*

*Female worker B: Yeah especially if its raining hard I wouldn't think to much about the bike.*

*Female worker H: I think...people who live above the smoke line...and it's actually quite a bit colder as well when you come down. I know the cold wouldn't put me off.*

*Female worker G: tough English girl (laughs)*

*Female worker H: it puts people off though*

*I: what about everyone else, does the colder temperature in winter put you off?*

*Female worker I: it's not the cold, it's the wet*

*Female worker K: wet*

*Female worker F: cold is fine, but wet*

*Female worker H: I have actually fallen off once on ice*

*Female worker I: yeah ice puts me off, but cold doesn't*

*I: cold, the ice?*

*Female worker H: that would put me off now, definitely, having fallen off once*

*Male worker E: I think rain puts me off cycling more than it puts me off walking, as far as I can walk in the rain than cycle in the rain*

*I: why is that?*

*Female worker F: you can hold an umbrella up when you walk*

*Female worker I: you've got you're nice raincoat on, you don't have your thighs getting exposed*

*Female worker F: you don't have to put much gear on to walk, just your raincoat and your scarf, in the rain biking you get wet, you've got your pants on and ... and then you put something over your pack*

*Female worker I: everything splashes up if you don't have mudguards*

*Male worker E: it's more the, I think the increase in risk in cycling in the rain is greater than the increase in risk walking in the rain*

*Female worker K: and we get anxious about cycling when the weather's fine, and you add rain that just increases it, well it does for me*

*Female worker I: there'll be more cars on the road*

*Female worker H: actually your hair gets all wet under your helmet, like when you get to work you've got to do your hair and make-up which is (laughs), like normally if I was going for a recreational cycle I wouldn't be interested in that and I would probably cope with a little bit of rain, but on the way to work*

*Female worker I: and on the way home it would be fine,*

*Female worker H: yeah, yeah*

*Female worker I: but not on the way to*

*Female worker H: no, no*

*Female worker I: yeah, it's not a professional look is it?*

*Female worker H: no, no*

*Female worker I: to look really like a drowned rat, and take 15 minutes to get yourself together again*

*Female worker J: in your own time, you've got to make that time up, actually that's a very big worry*

*Female worker I: but walking you shake off the rain don't you*

*Female worker H: it probably doesn't rain that much here (laughs) but it's nice to have the option to not cycle when it's raining*

## **Gender**

*Female recreational cyclist A: probably vanity, I suppose, some of them, well not me personally, but some with bad hair days and things, to help my hair, I don't know*

*Female recreational cyclist B: I could be to do with the workplace, it's easier for a guy to roll a suit up or to leave his suit jacket at work or whatever, I guess that's part of the issue for me, is that, you know, I often do wear high heels and a skirt so it just becomes a whole lot more complicated, if I could wear jeans and T-shirt then it wouldn't be such an issue*

*Female recreational cyclist A: that's if it fits in, I don't know*

*Female recreational cyclist B: I also wonder if it has something to do with females, this is a generalization, they're more likely to be the ones to go, to do errands like pick up the kids or do the grocery shopping on their way home and things like that*

*Female recreational cyclist A: true, yeah*

*Female worker N: Maybe the helmets and the hair thing might be, it does bug me a lot*

*Male recreational cyclist: I wonder just what types of other activities that males and females end up doing. And the sort of normal traditional roles of caregiver sort of functional roles that they might like, be likely to have, that if I look at my own*



*family environment, it would be much more difficult for my wife to undertake a cycling activity to work, because she is probably more of the caregiver for our children in that regard than what I am, it's probably more acceptable for me to be earlier to work and later home, um, which I could manage if I was cycling, because she is the one that would tend to try and be home for the kids after that type of activity. Incorporating cycling into that creates another time pressure and issues that would be really challenging for her. So I wonder if it is related to the nature of family kind of interactions, I mean that's a very stereotypical theory, dare I say it, but it is the reality of life.*

*Female worker M: Don't really know why it would be necessarily, I mean I know a lot of women who cycle, and some cycle to work*

*Female worker L: I wonder if females have to, like they're responsible for dropping children to school and picking them up*

*Male worker F: mmm, there tends to be a lot of that, yeah, because I mean where my wife works, a lot of the people there are actually all part time, exactly that reason, all got kids at school and that, and that's the thing they do, so you've got to be at work at a reasonable time, but you've also got to get away and a car's far more convenient, and without stereotyping, I suppose traditionally the woman ends up, even if they're working, they still take responsibility for actually, the 'house executive', um, making sure everything's stocked etc... I mean, even in shared roles, they tend to be the one that still does the shopping and that type of thing and they'll do that in a time that fits as well*

*Female worker L: and women are possibly more worried about what they look like on a cycle, yeah, well, like having to get changed and get sweaty and all those things*

*Male worker F: ... it's a bit like seeing the behaviour at gyms, um, more women feel comfortable, or a lot of women felt comfortable moving in and training in the weights gym where it was women only, as opposed to seeing all these guys walk around sort of 'hey, (grunting)', couldn't string two words together (laughs), no but there was, they felt more comfortable to do that*

*Male worker F: men actually just get on a bike and think 'oh, yeah, I've got my helmet on, oh well that's it, it's where I'm going' (laughs)*

*Female student B: it's the clothes as well, it's the clothes, I mean it seems really shallow but like I wear skirts quite a bit I guess it's kind of, but it's not really an excuse yet, because I mean there are lots of places you could change if you had to.*

*Female student B: I was thinking of one friend in particular, I mean she was really scared that she would, I guess maybe get into a tangle with a car, perhaps when you biking along, you know safety in general, with other drivers, and maybe the clothes thing as well, you know not really willing to wear anything different, so*  
*Female student A: you can't wear high heels*

*Female student B: no, not really, although the French women do*

*...*

*Female student A: back in Japan I used to cycle with skirts on, you know, um it was no problem because people around you do that too, and then I came to New Zealand and then I found that the bicycles here have put that bar across in the middle that was much higher compared with what I was used to, so I stopped*

*cycling in skirts, really because to start with I couldn't go over the bar with a skirt and I found the one that has lower things, I could use that, but still, it's not structured the same, it's not designed to accommodate for that sort of need*

*Female worker A: I guess its kind of hard to make sweeping generalizations isn't it, but I guess for a lot of people going to work they are probably not dressed appropriately to cycle or its just its not something that they do.*

*Female worker B: I'm not as much worried about appearance as I know some women there is quite a routine to going to work you know. There's make-up, there's hair dryers, you know, stockings and high heels. For some women it is a really big deal and the thought of probably biking to work and looking groovy and worried about their appearance and then having to pack all of it back into their bag or what ever, and then cart all of that into their office if they are lucky enough to have a shower then put it all on inside, I guess that could be a barrier.*

*Female worker C: It's a timing aspect to, all the hassle.*

*Female worker B: Yeah I find it's a wee bit simpler than that, I mean I'm not worried about all that paraphernalia. But there is, if you bring all your toiletries. I mean I have biked a few times, I was biking from Shirley at that point and it took about 15 to 20 minutes and I arrived absolutely sodden, I mean there was no way I was not having a bath or a sponge bath and that was not really that good. And then you have to put on nice clean clothes.*

*Female worker G: skirts*

*Female worker J: the hair*

*Female worker K: the hair (all laughing)*

*Female worker I: shoes*

*Female worker I: childcare*

*Female worker F: yeah, and the childcare, yeah*

*Female student D: I think they're more vain, you know, I don't want to ruin my hair or make up, something like that maybe, I suppose students are different again, they're not so dressy but people who are working tend to, well most occupations require some sort of prettiness, well you know, care in your appearance*

*Male worker D: yeah I think that's a good point, coming back, it comes back to the helmet and what you're expected to wear... it would be interesting to know if those same, if you took a group of say 30 men and 40 women, ah sorry, 50 of, more men than women, so if you put that group in, and you found out whether the women who cycled also did other out, it's an outdoor pursuit, did other outdoor pursuit type things like hiking and tramping, that sort of thing, I'm wondering whether it's something to do with the fact that, um, I don't know, whether it's just a guy thing, I think I don't know how to say it, I don't want to sound sexist, but, um, whether it's seen as kind of a sporting or a more aggressive type thing that's, you know, males are more suited to or*

*Female worker D: well bikes have got more blokey haven't they, I mean they're all sort of cross-bar oriented these days rather than, I mean you used to get very, very sort of gender differences between bicycles, boys bikes and girls bikes (yeah, yeah)*

*Male worker D: so, yeah, I just wonder whether going back to the fact that my stress levels definitely go up when I'm up on my bike because I'm, and whether there is an element of more of a male aggression type thing involved in that, um, I*

know I'm treading on dangerous ground in terms of sexist views or something like that, but

*Female worker D:* no, it's interesting, I'm just thinking of the students, I'm just trying to sort of visualize them in your school, and I think any of the, just about all of the male students, I could imagine just hopping on their bike as they, um, I don't think I can as easily see the women students if I just wanted to (all talking), they would have to do something, they would have to change or do something about what they were wearing to do it, whereas the blokes I think could just come in and go out

*Female student D:* I'm thinking of the people who I know, the women I know who bike are quite sporty types and they do bike in the weekends and do outdoorsy stuff and it's not just that biking happens to be their mode of transport, it's part of their lifestyle, whereas I'm just thinking of other people who don't do that sort of thing, they don't tend to use a bike as a mode of transport, which is not really that society...

*Female worker D:* there is something there I think...

*Male worker D:* I've never really thought about that before, but probably in everything the fact of what we're wearing and hairstyles and maybe there are problems with clothing, short skirts must, I mean that really just about rules it right out doesn't it?

*Female worker D:* yeah, short or long (laughs)

*Male worker D:* true, yeah that's right

*Female student D:* I never wear skirts except today but (laughs) it's washing day, but I mean, I wouldn't jump on a bike with a skirt on, it would be ludicrous

*Male worker D:* exactly

*Female student D:* that wouldn't normally be an issue because, I don't know

*Male worker D:* the girls you do see biking, from my memory now, they tend to have some jeans on or short pants and that sort of thing

*Female student D:* I think it depends how girly they are, you know like the girly girls who strut around in their skirts, I can't see them ever really biking places because they don't want to be dressed like that you know, they'd probably be the minority I guess, but it so much depends on the person

*M:* I'm not sure about that because we more students especially dressed up ready for job interviews or... and they're often quite unrecognizable from day to day appearing in school and then done up for something else, I mean clearly people can change persona according to what they're doing very easily, but it comes back to do you want to change your persona in the course of the day, because like, I don't think they have to whereas for a woman I think there's a bit of an issue of what you look like on a bike won't necessarily do for walking around campus

*Female student D:* it depends though, I mean you see people, girls can wear jeans and stuff but they, like fashion at the moment seems to be going away from that and I think maybe five years ago when I was an undergrad, that's just what everybody wore but now, you know, it's kind of, people are dressing up a bit more, and it seems dependant on the department as well, like in Geology everyone kind of mooches around in anything, but in like Psychology and other courses, and like other degrees, people are a lot more fancy, whereas Geologists are just rocking around dishing up rocks in jeans

*Male worker D:* so it kind of depends on your destination that you're cycling to, maybe you're a legal secretary and that's your destination, you're cycling into one of the city offices or you're cycling to Geography (laughs) or whatever the case

*may be, you might be off to some field work during the day or something like that, I guess it's the expectations you have at the end destinations ... how people look at you, you go back to this thing such as changing and showers, that's, that is probably a bonus but it does mean that you have to carry those things with you and probably you'll have a change of clothes at work, but people just don't want to plan things much these days, I mean I speak for myself, it's much easier just to, you know, I need to get this and this and this and then it's, I go to tuck my pants in and I haven't got my clips with me...*

## **Children**

*Female student A: that's right, well back then I was younger and I didn't have a drivers' licence, and that was one of the reasons... yeah, under 18 and you're not allowed to drive*

*Male worker F: yeah, we've got them [children], but that's our job to make sure he knows what to do on the road, I mean eventually he'll get to an age where he'll be cycling on the road, we'll be cycling with him though, you know, if he wanted to go on the road at 8, yeah, but we'll be there, he's not going to be on that road at 8 by himself (laughs), yeah*

*Female worker J: I'm looking at hoping that I can do it when he goes to his Dad's, but when I've got him, I can't physically get on the bike, take him to school, get here on time, pick him up after school*

*Female worker F: no, you can't do it*

*Female worker J: can't do it*

*Female worker H: I think the thing with children on a bike, we've got a bike seat but I only really use it on little tracks*

*Female worker K: little tracks or round the back streets, yeah*

*Female worker H: I feel that, like this evening, I feel that I probably, hopefully wouldn't fall off but I just don't trust other drivers when I've got a small child (others agreeing)*

*Female worker J: not on the road*

*Female worker H: not on the road, yeah, (all talking at once, all agreeing)*

*Female worker J: like on tracks*

*Female worker H: where the river is...*

*Female worker F: yeah it is a big barrier, yeah, I cringe when I see kids on the back of bikes on a busy road, yeah, it's a big barrier for mums*

*Male recreational cyclist: It is really important that they [children] have confidence to do so, but they need to gain confidence ... somewhere that doesn't involve the road, and I guess for me that's why accessing local recreational cycling tracks is a good way of allowing children to gain confidence on a bike. I mean braking, sudden braking, all of that type of stuff which they can learn in that really safe environment. Um, but it is an activity we, I and my wife encourage our children to undertake, before they are 12, because they can access friends, and you know, it's just a level of independence. It becomes really important to them, the confidence to do that. But again we would probably take some consideration of the times of the day he might do that and try and avoid peak hour, um so, during the day, during the working week, if he was cycling home around the 5, 5.30 mark, we'd probably say no. Um, but in the weekends it's no problem.*

*Female worker N: In my way of coming to work, one time I saw two adults and about 8 children all with, you know, proper jackets on with the reflectors on them, and I think one of them was a police man taking this group of children on bikes along the road. I thought that was a really good idea and yeah, I'm always very aware of children and how they might spin out all of a sudden and you know, people looking around and it wobbles their bike a bit and they come out onto the road and yeah. But I think it's good to see children on the road. I just think they are so brave.*

*Female worker M: I think that it is important that you know, I suppose because you are right. I remember when I was a child there was a level of independence that you do need to gain that confidence. And I think that is something I was lucky to have growing up.*

*Female worker N: Yeah I think it is a shame that parents, that children don't cycle enough. I mean when I was at school, at high school I rode my bike to school, it was a common activity, a common way of getting to school, parents didn't traditionally drop kids to school. Where as you see these days the number of children being dropped off. We live not too far away from two significant schools and the volume of traffic is huge. And children will look to use other forms of transport which is safer because of that. My boys both take scooters to school because they can scoot along the foot path, it's easy for them, and when they get close to school not dealing with cars. And on street cars have no regard when pulling in and out of school. It is terrible.*

*Male recreational cyclist: Yeah it is quite interesting because the volume at rural schools depends on school buses and there is a lot more, I mean when I learnt to cycle didn't even need a helmet back then. So there is a lot more safety equipment that is expected the closer to, certainly in the urban schools it's not so unusual for students to have to wear glowing things, and you know, that's about it.*

## **Transport Culture**

*I: you tend to talk about motorists as if they're a group over there...*

*Female recreational cyclist B: I think there's a bit of 'them and us'*

*Female recreational cyclist A: yeah, well, clearly I'm both, so um, there are some people who really are quite disgruntled about the fact that there are cyclists out there on the road and that they also have rights when they're on the road and that probably*

*....*

*Female recreational cyclist B: oh definitely, absolutely*

*F: but I think once you become both, I can speak for myself, I know my opinion's changed*

*...*

*Female recreational cyclist A: well yeah... I am in both groups as well, I'd be more supportive of the cyclists definitely, absolutely*

*...*

*Female recreational cyclist A: yeah, it's a strange idea, but yeah I can relate more, I've only been biking for maybe a year or so and I'm definitely more appreciative and notice that you see more, I mean I've always believed I've been very weary, particularly more careful, particularly like cars opening doors, always have, but even other things just driving and parking on hills and stuff like, I know what it's like now when I'm on my bike*

*Male worker F: because actually on our floor at the moment probably there's around 30 people who actually bike, ok that's quite a few bikes, so it's an incentive to actually do the same thing, it's not a bad thing*

*Meg: it's not seen as something that's weird, you know, it's almost part of the culture for some people you know*

*Male worker F: I mean our, my team leader is actually into endurance-type sports and that, I mean they're pretty serious, you know, even going on training on a course down to Queenstown, dismantle their life and take it with them thank you (laughs), you know, so they're pretty full on so you think 'oh, I'd better actually start to live up to this, and not struggle to get 300 meters down the road' or something (laughs)*

*Female student B: yeah, sometimes, it's weird, a lot of my friends bike but they're mostly guys, um, none of my girl friends bike, I think the 'cool' factor, afraid that if you do something stupid, everyone will laugh if you fall off, or if you have a basket on the front whether people are going to tease it....you know, no matter how, you know because it is a really good idea, but (laughs)*

*Male worker B: well, we have a culture of driving cars, we don't actually have a culture of biking, or community cycling, times have changed, as opposed to Holland or Denmark and places like that where cycling is cultural, there you could get on your bicycle with your wife on her bicycle and you could go into town to a restaurant, I mean, fancy doing that in New Zealand (laughs), so it's nothing to do with facilities, it's all to do with behaviour and the way use the roads,*

*Male worker A: it's partly to do with European frugal....whereas it was Margaret Thatcher who said "any man who catches the bus over the age of 30 is a failure in life" (laughs), so it's conspicuous consumption, you know, to have a flashy car,*

*Male worker B: so it's a behavioural thing, whether the price of fuel will change that behaviour, I don't know*

*Male worker B: yeah, but in terms of people biking to the Christchurch Town Hall, there's no bicycle racks, no safety,*

*Male worker C: there's no security*

*...*

*Male worker B: and where do I put my helmet, I'd have to stick it under my feet in the concert, you know, there's a whole lot of other things that come into play, it's all about infrastructure at the end of the day, so people might do it, but then at the other end say "now what?"*

*...*

*Male worker A: but there is also a kind of stigma of cycling amongst certain types of people and young kids, school kids in particular, you see them riding along with their cycle helmet in one hand, while they're riding their bike because they don't want to wear now because it looks uncool with hat hair or maybe just because they've been told they have to wear a helmet, it seems to be a big issue, I mean there's people who see cycling as sporty and then there's commuter cycling, that's one thing, but sporty, funny type clothing, you know people who are 'cool' just don't ride bikes*

*I: So then do you have any sort of perception of how cyclists are seen as a group? Do you get any sort of vibes from other people about the idea of cycling?*



*Female worker B: You see some letters in the newspaper that um, that have certain perceptions of cyclists um, I guess people often complain that they don't follow the road rules. Yeah you just see people in the paper complaining...*

*Female worker C: About people going through red lights...*

*Female worker B: Yeah things like that, cyclists are very maligned, I don't see most people have a bad view of things, I'm not sure.*

*Female worker B: I um, when I was a post grad a couple of people who worked with me biked and they would most days come to work with stories about what happened to cyclists, both of them had been hit off their bike and had lots of close calls so I um, I mean I'm not a cyclist but I understand how hard it is for cyclist and as a driver I know how frustrating it is to drive on a road with lots of other bad drivers, well not lots of other bad drivers, just bad drivers, um, I'm not making lots of personal accusations, um yeah so I don't think cyclists are perceived as, well I don't perceive them as being bad or causing problems as they are the ones that have to get out of the way, they've got the most risk. My perception of most cyclists are mountain bike type people and they have all the gear on*

*I: Do you ever feel to be a cyclist you would have to be that sort of fit mountain biker cyclist?*

*Female worker A: I don't think so I mean you know, that's one extreme and then you get lots of people that just go along on their bikes. Um I guess I would want to if I was going to be cycling to be pretty full on and you know take ten minutes to get ready to put all your reflective stuff on and your lights on, and it does make you think that you have to be really careful what you are doing, um so I'd probably look the part but not feel the part.*

*Female student D: some cyclists, you get several, perhaps ten per cent of them, they're really anti-drivers and you see them, they just like do whatever they feel like and slam on the brakes*

*Female worker D: yeah, this is what I've picked up, because, and I've picked it up both because when I went to this groupie thing whatever it was, you know about overcoming your fear of your cycle or something, um, the two people who dominated it, it was as if there was a real 'way you have to be', you know you're either a cyclist, it's like you know the....you know something, you've got to take one side or the other, there's no accommodation for each other, cyclists seem to hate motorists and motorists seem to hate cyclists, it's weird, in Christchurch it's weird, because it does work both ways*

*Male worker D: yeah there is a quite a hard-core cycling fraternity, aren't there, isn't there*

*Female worker D: I mean they're ...whether it's just their collective experience or whether it's just part of an in built psyche thing*

*Male worker D: yeah, it's almost as if you're [in one group or the other] which is interesting, but that isn't the way to go about it*

*Female student D: yeah, some of them that don't obey the red lights because, you know I think you should either be a vehicle or you should a pedestrian, like cyclists belong in the vehicle category and some of them do, you know, they'll come to a red light and you see them stopping around and they turn themselves into a pedestrian so they can go across the pedestrian crossing, or they'll just bike down the footpath for a bit and come across and like that sort of thing is kind of worrying*

*Male worker D: very tempting though isn't it, as a cyclist though I mean it's really tempting to do that*

*Female student D: but as a pedestrian it scares me to death when I'm crossing the crossing and a bike comes at you 100k, yeah, I mean I'd say that's a minority, it's not, it's like motorists, I mean it's probably the minority that are really aggressive*

*I: Do you think that there is a culture around cycling that makes it hard for people to start cycling because they don't want to be perceived as a cyclist?*

*Female worker I: no*

*Female worker F: no*

*Female worker J: no, but listening to this lot has put me off*

*Female worker H: it's kind of funny because I biked a lot back then, in between having kids or....you can see from both sides, you can see it from being a driver and from being a cyclist*

*Female worker F: I think if you've been a cyclist, when you're driving I think you're looking out for cyclists, I think it's the people who don't or have never really been on a bike before, there the ones who just don't look and they don't care*

*Female worker I: and they own the road, what are we doing there*

*Female worker F: yeah, they don't understand, but if you do a bit of both*

*Male recreational cyclist: I think if you are more an active cyclist you are probably more aware of, more considerate of cyclists. But it would depend on the nature of your cycling, if you were a road cyclist you are really aware when you are a car driver of other cyclists, but if you cycle for recreation in the forest or somewhere you probably aren't as aware, its personal experience*

## **Fitness and health**

*Male worker A: and that's how I deal with that at the moment, I go for a walk at 6 o'clock in the morning, come home and have a shower, put my suit on, hop in the car*

*Female recreational cyclist A: fitness for me I guess, [motivation for cycling to work] to keep it up*

*Female student A: reasonably, I don't do a lot of exercise, so fitness would be one of the motivations for me for sure,*

*Female student B: it seems like a good way of getting fit and actually doing something as well, I guess that's kind of the work thing too, if you don't have time to go to the gym, just cycling to work would be a good way of keeping fit and functionality – getting to work ... I know that most of my friends and I don't go during the day because we don't really want to have a shower at the gym and stuff, so yeah, biking is a good thing. Fitness would be one of the main considerations, apart from the cost of petrol*

*Female recreational cyclist B: if I lived like half an hour away then I would probably do it for fitness... or an hour, I would, that would then be my fitness as well as my mode of transport*

*Female worker A: And fitness that would be an advantage, but um, I'm really unfit so I don't know if I could manage to bike to work. I don't know how long it would take me because I haven't bike and I'm not fit. So, um, I would probably be a bit of a mess when I got to work, but um, you know, a shower and a bit of a recovery would probably be alright. Certainly an advantage, yes.*

*Female worker F: for that other thing also, from a fitness point of view, it is handy to get your exercise in, because if you bike to work and bike home, then you've done it, and then like, rather than going to the gym at lunch or going at night, if I don't have time during the day I'd have to go at night, it's a pain, so I kind of feel like 'oh, I've done exercise' if I have to bike, but I mean I...(hard to hear)...because of personal circumstances, but I would if I could*

## **Enjoyment**

*Female student A: I cycle only when it's comfortable or functional (laughs). Yeah, only if I'm doing something else and it just becomes convenient, or maybe I can just enjoy the weather because it happens to be a nice day and then you know, things like that*

*I: so how often would you cycle to other activities ...?*

*Female student A: once a week or so, I have only a road bike, it's not a racing bike, or a mountain bike... yeah [like nice surfaces], and with a basket in front so you know, I'm not exactly a recreational cyclist*

*I: do you get quite tired having to cycle and having to watch so many different things, does it make you mentally tired as well as physically?*

*Female student A: yeah, absolutely, definitely, I mean it has to be enjoyable in a way, and if you can't control it then of course you're not going to like it*

*Female worker D: well I just quite like it, this is why early in the morning on the weekends is great because I can go from my place down to...and I can go there for a quick coffee and read the paper or something and then bike home, and that sort of decent sort of, um, activity sort of thing and I also I've got a friend in Sumner and I'm sort of trying to gear myself up to thinking that I could do that as well, which is a bit further from where I am in St Albans, but that there would probably make it worth...so really I keep my cycling to the weekends*

## **Punctures**

*Male worker F: I tell you what I've got really quick at fixing punctures, ... because there's nothing worse than walking with a bike, it's not comfortable ...you actually get used to it [fixing punctures], it becomes second nature, 'oh what's that?' your tyre's on, you go*

*I: what's the cause of flat tyres?*

*Female worker L: usually nails, glass, particularly broken glass, see one of the things I've noticed coming from Wainoni to here, you're real main road is like Buckleys Road, through to there, but once you're sort of over through to say St Martins, you're not hitting a main road until you actually hit Colombo St and then you duck round Colombo St and straight round the river and gone, so you actually don't hit many main roads, but the roads there in general tend to be clean, but going down Riccarton Road is just shocking, absolutely shocking and also the other thing was Stated Roads, where cycles are tend to not be maintained, you hit potholes and stuff and a lot of that was in the dark too, when you hit it, too late*

*Female worker L: I remember what [Male worker F] was saying about the punctures, like I'd never kind of considered that, that would really annoy me if my bike was getting punctures like quite often, like that would be a huge barrier for me, I would be really cross because it's just time, and yeah*

*I: so it's not something, you haven't really considered that have you?*

*Female worker L: no because I'd never really thought about it until now*

*I: [Male worker F], had you thought about it much before it happened?*

*Male worker F: no, I mean it happened and I thought, I didn't have a puncture kit, it was a pain in the butt because it took about 40 minutes longer to get home, but when I had a puncture kit I got it down to 5 minutes, you could actually fix it and then you're gone, now it may not be right to last but it'll get you home*

*I: so it's sort of something that, once it happened, you then thought 'oh, I need to get the stuff to...'*

*Male worker F: yeah, get something, I mean it's only a wee thing like this, as long as you've got your patches and you're able to rough it up, it glues pretty quick, um, the glue also binds better as soon as you start pumping air in, that's it you're gone, the only thing is if you do something to the middle, ok, you're pretty much shot (laughs), not much you can do*

## **Recreational Cyclists**

*Female recreational cyclist A: oh, possibly, I mean I'm probably more inclined to bike once I've done the long bays, maybe I'll get back into it again, biking to work when I'm not so much into training in the evenings*

*Female recreational cyclist B: yeah, my intention was to cycle to work at least two days a week, um, and because I can not go to the gym two days of the week, um, but that kind of hasn't happened with this training I've been doing for the last 8 weeks*

*Female recreational cyclist A: yeah, it's been full on*

*Female recreational cyclist B: but I will try, once the training program's over in a couple of weeks time, to try and do that*

*I: so why is it you don't bike to work to sort of incorporate the bike training into your*

*Female recreational cyclist A: because it's only a seven minute ride and we do a bit more than that (laughs), well I could do I guess, but*

*Male recreational cyclist: So I guess for me at the moment, the cycling thing, is probably more of a recreational activity that I focus on. Particularly because it is an activity in which I can actually engage with my children. And it's a great activity for two boys, at 12 and 9 to go and do, um its good fitness work for us all and it's a nice thing to go and do, cause we can just go out to Bottle Lake and cycle at Maclean's Island and what ever. So, so it's more of a pleasure orientated as opposed to a necessity drive fitness activity going backwards and forwards to work for, and all the constraints I talked about before make it just tough, unachievable.*

*Male worker E: that might be true for commuting but I continue to be surprised at the number of women recreation cycling, particularly again from Sign of Takeha to Sign of the Kiwi on the Summit Road, and without being unflattering some of them are shapes that you wouldn't normally see on a cycle, but there's heaps of them*

*Female worker K: I reckon good on them*

*Female worker H: I think they're trying to change their shape*

*Female worker G: I think there was an increase after Sarah Ulmer's success, at the Athens Olympics, because she was really a champion, female, recreation cyclist out there competing, there was a huge increase at that time*

*Female worker H: it can be quite sociable as well actually, like mountain biking's quite easy, you can have a bit of a laugh with your friends, I do quite a lot of biking with girls*

*Female worker F: yeah, they don't have their kids hanging on to their back*

## **Biggest issue**

*I: And that's for all of you; traffic is the really big one isn't it? It would be a nice issue to get solved.*

*Female worker C: Well I think it's the shower.*

*Female worker B: I would say that [traffic and route] would be my main issue because obviously after a while you get used to cycling and fitness and I could work out how long it would take and prepare for it and have a shower when I get here and the rest of it, ah, really it's the route that is the problem.*

*Male worker D: I would, for me it would just be having a designated cycle route or routes throughout the city... infrastructure, that would be it for me, then I could cope with other things like...*

*Female worker D: traffic and confidence I think, I mean it is scary*

*I: So over all for you its actually a bigger issue of the showering and facilities at work*

*Male recreational cyclist: Yup*

...

*Female worker N: Its that lugging stuff around and going to the airport or something and using a fleet car or going in a rental car, that is the hazard, the difficult for me is in terms of cycling to work I suppose would be , 20-25 days a year where I maybe get a full office day*

...

*Female worker n: Yes I mean if it was on site that would make a difference in itself, its just going to be, its all dependent on storage and what resources are available because personally I've got more resources at home, it sounds silly but that packing and unpacking different resources each day*

*Female worker F: for me it's the infrastructure...*

*Female worker G: me too, I'm the same*

...

*Female worker F: yep, I have no problem being on my bike and going down the footpath through Hagley but once I've got to...*

*Female worker I: yeah*

*Female worker H: I really should account for the fact that kind of thing, I normally, I would probably cycle to work here*

*I: that's the biggest issue for you isn't it? Knowing what to do and having the infrastructure?*

*Female worker L: yeah*

*I: what do you think is the biggest issue for you ... ?*

*Female student A: car drivers*

*Female student B: yeah I think the safety comes before everything else really, probably my main obstacle, to getting over wearing a helmet, wearing sensible shoes (laughs), yeah, I also think having just driven in cities, I actually think having things like the coloured bike lanes that would help me to know what to do, coz that's a fear as well, that I don't know, I know road rules from a driver's point of*

view, but I don't know, I mean I suppose cyclist's rules are pretty much the same I guess, in many ways, but that would help me to know where I'm supposed to be on the road as well)... it clarifies for everyone on the road, both me and  
Female student A: but ideally though, there shouldn't be the need for all this elementary level markings, I mean ideally if everybody respects everybody else there would be no accidents, ideally..., I just think there is a lack of respect and lack of awareness to start with, that's the problem

Male worker A: to me it's priority because, in my view, you should be able to commute without having to exercise if you didn't want to, and you shouldn't need to have showers if you don't want to ... you should have the right-of-way as a cyclist over ... if you don't even have that then you're always going to feel a bit unsafe, and I'd like to be able to stick my kid on the back of my bike and bring it with me on a bike and I probably could, but I know how many times I've been hit and it just seems, not, the big sadness is that there are a lot of places where it would be fine riding a bike, but there are just these few areas where they haven't addressed it that makes it a write-off, otherwise it makes it much easier and comfortable for me to drive, .....in the middle of Christchurch there's a lot of examples where there's things going ... you have neither traffic flow, nor safety, nor clear priority of purpose, ...

Male worker C: we're still a vehicle-centric society and that's the problem

Male worker B: it is, and in some sense if you don't flip that, everything on it's head and say ok, we'll reverse the way it's done, you're going to always end up with it going the other way

Male worker A: for me, apart from getting out the end of our street ..., I can wiggle my way ...quite smoothly, I don't feel particularly concerned about my safety, but the demotivator for me is what happens when I get to work,..., being able to transition to work and then also being able to get off campus, and the best solution for me at the present time is to bring my car because the university hasn't got it's head around other options

Male worker B: I think it's always going to be a combination of things, when you've got, your situation is such, and mine's the same to some extent too like going off campus sometimes during the week, it does make it more complicated and organisation can do some things towards that, but then even your route, ...

Female student C: mine is yeah, probably priority, but it's also the amount of time it takes... well it just restricts how much time you have, yeah

Male worker B: but you're outside the distance where it would be, how far, 10 or 11km?

Female student C: no about 14km

Male worker B: 14km, so that's getting up there...

Female student C: you could still cycle that every day ...but it's the issue now with the time constraints of having a child and trying to be here as much as I can so I can get the supervision I need as well

Male worker B: yeah, but even if you stuck your child on the back of your bike to do the things you have to do, it wouldn't be as quick as driving would it?

...

Male worker B: see it's the facilities that I think, plus road safety and I'd prefer to see, you know, an extension of the purpose-built cycle lanes, I mean you've got a railway line running right through town and only 5km of cycle lane going up the side



...

*Male worker B: they...every bike should have a bell...it's compulsory in Canada, and I had a bell over there, it means then you can actually go on..., let pedestrians know you're coming, which I've put a bell back on my one and it's quite interesting...but people hear it and they just....but it works*

*Male worker A: the thing is having a river, a long chain of river and all the way along through town on the Avon river there's punting, so not only do you, you know if you live on....all you get is a view of is the cars in front of you, there's no little path or cycle lane on the edge of the river, so there's lots of little linear stuff that you could do, and just making sure subdivisions have back entrances to them so there's um*

*Female worker D: well, I think the only thing I would say, would be that, really, what this has taught me is what it is, a lot of what things are that put me off, and it's ignorance, that I don't know what things mean or what you're supposed to do in this or that situation and it would be great if, along with getting a drivers licence, you'd get a cyclists licence or something, you know, a proper program that took you through the whole thing, I mean there's probably web pages and blogs and stuff like that, but I think I'd learn by actually going through a proper course*

*Male worker D: so it's really not a matter of getting to work in 15 minutes rather 25, it's not so much that I don't think, it's just the 'how' and safe and relaxing for me, if I can't get some degree of relaxation out of cycling*

*Female worker D: if I'm confronted with a situation at an intersection or traffic lights or something, I have absolutely no idea what I'm supposed to do next and I'm picking up reflecting signals, then I haven't got time to sort it out because somebody is tooting behind me, I'd rather not be in that situation, but that's a confidence thing and it's a practice thing and a familiarity thing (mmm, it is) and how do you get past that, that's really the thing*

*Female student D: see I think the confidence is a massive thing and the cyclists who do it all the time just have that and I mean it's the same driving really, when I came to Christchurch I'd never driven in traffic lights, but you know, it's just one of those things you learn as well, so maybe they felt that way once as well, but then they seem to be quite speedy people, you see them and they're always powering along, you don't usually see them being leisurely anymore, I think they'd get quite angry if more people started cycling and getting in their way in the cycling lanes and stuff*

*Female worker A: Yeah it's my major barrier, I'm scared of being killed,*

## **Encouraging cycling overall**

*Female recreational cyclist A: I think the cycle-safety thing is really good, like I know that, um, I mean I was relatively confident on my bike before I did that little course thing a couple of months ago, but there were other people who did it who really weren't very confident and in fact even on this training program I noticed when I went out that some people just, um, they're not aware of the fact that they need to be signalling so that other cyclists and other vehicles can see and know what they're intending to do, um, so I think things like that are really important, although I do notice that schools take groups, school kids out*

*Female recreational cyclist B: yeah that's what my flatmate does, he takes out, yeah the cycle safety*

*Female recreational cyclist A: or maybe it's just that I missed that, I didn't do that at my school, I don't know, I think that would be, offering more of those kind of*

*things would be really good. I guess making people more aware that's available too, for the adults*

...

*Female recreational cyclist B: I hadn't thought of [Female recreational cyclist A]'s idea, I mean I must admit I do agree, but having said apart from that there's a lot of advertising now anyway of different events, fun events and things happening, um, well I guess particularly through my work with health and stuff like that, there's a lot of that, so they're just making people more aware, I don't know which media because there's so much media now that you see it, but um,*

*Female worker M: As I've been sitting here, what I'm thinking at the moment is, the education around it is a big part*

*Female worker N: Yeah*

*Female worker M: And maybe marketing and creating awareness*

...

*Female worker N: Mmm, and even, you know, people who are currently non cyclists and maybe hitting them through radio or TV*

*Female student A: maybe a public awareness campaign and everything would kind of push more awareness, but do I feel more like cycling or not? I quite like the idea, but there are just too many obstacles that I don't want to do it regularly, if the weather is nice, it's fine, but*

*Female student B: it's true in Europe and stuff, people just automatically do it, it's not really an option kind of thing, and maybe, I don't know, maybe that glamorous French lady on her bike with high heels, that's kind of appealing, and then if you can somehow make biking a bit cooler (laughs)*

*Male worker D: a nice kind of Utopia would be, I feel quite comfortable with this idea in my head which was every, either at 5 or 5.30, or whenever people finish their work, we just get on our bikes, it's a relaxing ride home, the sun is shining, (laughs) birds are singing, you know there's not too many cars on the road, there's a nice cycle lane and there's lots of other people out there enjoying their cycling as well, you know, that would be bliss, I mean you could say hi to people at the traffic lights (laughs)*

*Female student D: although the other thing is, I mean people once again are different, you'll get the fast people who are just like "get out of my way" you know, and you'll have to pull over and let them past ... and you see them, they're in such a hurry, and they come to the traffic lights and they don't want to get off their bike because it takes too much effort to stand up there (all talking and laughing) don't make me laugh*

*Male worker F: well Christchurch is flat, I mean you know it used to be the cycling city, the garden city, there used to be more bikes here, um, I suppose it's just why not back to it, if people would get off that mindset there wouldn't be an issue*

*I: so changing the culture back into thinking cycling*

*Male worker F: yeah*

*Female worker L: I guess having the streets set up more for cycling, like having lanes and more cycle-friendly cities so like everywhere you went there were, like it was so much more easier*

## ***Appendix J – Chapter Seven Focus Group Quotes***

## Safety

*Male worker A: I mean you must be concerned about the cost of getting other people treated if they get run over or*

*Male worker B: oh, yes, yeah, but what I'm saying is that feeling unsafe on the road....one of these days someone will possibly run me over,*

*Female worker M: I'd like to cycle, but I consider the roads to be too dangerous. And that's what puts me off. I used to do a lot of cycling, I lived in [location] for 29 yrs and I did a lot of cycling there and felt quite fine but here the amount of traffic on the road and just what I've seen, yeah. I'd love to cycle, and if something could be done about that I'd be into it.*

*Female student B: I mean you can't even get off the road really when there's cars parked*

*Female student A: yeah, cycling beside those parked cars and then cars flying past you, and then sometimes I notice there's no cycle lane at all, and I'm thinking, ok, I have to watch this one, for people swinging their doors open, and then the cars coming behind me*

*Female student B: which is really hard to apply when you're biking*

*Female student A: well, you have to be smart and everything, it just makes it much harder, yeah*

*Male worker C: I think you do, I mean particularly going through town, I mean I've hit bikes myself before and I've been hit a number of times by cars, but more recently going home through the central city after work particularly, I live in such a position that I can't really avoid going through,*

*Male worker B: I haven't personally been knocked off a bike but my wife has....going round a round-a-bout...a petrol tanker....and he had no idea...he knew she was there but...*

*Female worker J: I just think the cycle paths are a token white line*

*Female worker F: they're a door opening path not a cycle path*

*Female worker I: yeah*

*Female worker J: yeah*

*Female recreational cyclist B: and the drivers be more aware, like the drivers that go and pull over in the cycle lane, like my flatmate, he does cycle safety as a job and so I'm learning from him, and I'm telling people off now, you know, just educating drivers about the cycle lane, or just being more considerate of cyclists*

*I: so when we talk about traffic, are you talking about the numbers of traffic, speed of traffic, or*

*Female recreational cyclist A: for me it's numbers probably*

*Female recreational cyclist B: yeah the density*

*Female recreational cyclist A: yeah, especially because of where, like if I'm cycling to and from work then it's more the number of cars ...I mean commuting to and from work, it's the number of cars*

*...*

*Female recreational cyclist B: me, probably behaviour more than anything*

*Female recreational cyclist A: yeah, I'd have to say it, because I'm not from Christchurch, I've been here a year and a half, um, I'm really impressed with the number of cycle lanes and pathways and you know, even at traffic lights and stuff you've got the signals for bikes, great, so from that point of view it's not an issue*

*Male worker F: um, safety issues at the moment, um, we've had a number of 'discussions' on the side of lanes, where motorcyclists will actually use the cycle lane and apparently they can, ... but I don't sort of think 'well if you're in my lane, bang, get out'*

...

*Male worker F: yeah, and I thought, and it really is annoying, that is annoying because they will pass on the left and if you're in the way too bad*

...

*Male worker F: I mean I always, even when I'm driving a car, I give a cyclist a wide birth, give him room, um, because I know what it's like on the other side (laughs), and typically when you say 'road rules' it's interesting because just last night we saw a good example where the round-a-bout up here by [street name] Road, coming down there, the cyclist was correctly in the round-a-bout going around and a van came up on the left, he had to go around a U and get back to the right, around completely to actually get into the correct lane to get out of it, he got pushed into the middle by the van, the van was completely in the wrong, but the van's bigger, who's going to win? If the cyclist didn't move he'd be a statistic*

...

*Male worker F: some cyclists do, yes, um, in particular, school, like going home I have the car and I went down [street name] Ave and you're greeted by 8 across, um, that's not quite the rule, ...it would be ten percent of either who give a group a bad name,*

*Female worker M- Yeah both [speed and numbers], I mean yeah, in [town] one time a woman opened her car door while I was biking past and took off all of my gears because my gears were on my thing, so they were all off, and she was really apologetic and went straight down to the bike shop and paid \$100 to get them all redone. But um, yes people aren't all that very wary of cyclists, so you are a lot more vulnerable I think on a bike*

*I- Do you start to feel that cars aren't looking out for you?*

*Female worker M- Well I don't think that it stands as an issue much. I'm quite comfortable with the speed a lot of them go at, you know what I mean. And I think also generally the distance between cars and the cyclist is quite reasonable, but at peak volume times then I would probably be worried for the cyclist, just because during the day its not, I mean ,I'd be a bit worried about that.*

*Female worker N- And I'd certainly pick where I cycled in the city, based on the speed of the traffic, for instance I wouldn't go and cycle on the open road. At 80-100km, to me you are just asking for trouble. Where as in town, 50-60 sort of, that wouldn't concern me as much.*

*Female worker H: living on [street name] Road, I have to say, I have seen cyclists coming downhill deliberately trying to get past cars, that come up so*

*fast they're trying to get past them, maybe they're just being really, I'm not saying anything against males, but it tends to be the males, (laughs) who are going fast, maybe it's some ego thing, why are they doing that?*

*Female worker F: they're all speedos, they all want to see how fast they can go*

*Female worker H: I know, but that's such a busy road*

*Female student A: the other the danger for me... I have had a couple of incidents because of stupid, stupid drivers who just cut right across you, because they don't see you, they don't think or, you know, I'm not going fast so I could stop, but then still, it's you know, I have no protection, they have a car, you know*

*Female student B: car versus cyclist (laughs)*

*Female student A: yeah, you know, you can get injured you know, some people just don't think, some of the drivers are so rude here, sorry,*

*Female student A: oh, I totally, totally agree with that, there should be compulsory, you know, I mean even just the drivers who just come out of their car, they just open the door and swing and then like, oh, it's just so dangerous, you know back in Japan we always said "before you open, always check, always check" you know, it's like a standard thing, why don't they do that? You know, it's like, is it just my training, or do they not get taught? I don't know.*

*Male worker A: yeah, but traffic behaviour in Christchurch is not good for cyclists anyway, and there are some issues around painting white lines on roads and saying "that's for cyclists", it's not...*

*Male worker B: well some parts, some lights, they actually stop, they're not continuous at all...*

*Female student C: and then there's the situation like I've been in, on my Nifty Fifty, and a Policeman told me to ride it down the cycle lane...*

*Male worker B: well I saw just a couple of days ago, I saw a scooter going up the cycle lane along with bicycles, and to get past the bikes it was going into the traffic and going backwards and forwards*

*Female worker A: Um yeah it's a safety concern, you know, you see a lot of dodgy things when you are driving home and um, you hear cyclists complain about, um drivers. I'd be worried about that if I was to bike over the [suburb] bridge and round the roundabout. That's why it would be better to bus than cycle.*

...

*Female worker B: I don't think it'd be too bad, cycling, I'm sure I could cope with the physical side of cycling, it's more the traffic. ... not the number, and probably not the speed, like from the side of the road its more having to go through busy intersections and people not looking where they are going and people pulling out on you*

...

*Female worker C: Yeah that's one of my concerns as well, I mean its not quite as, my route wouldn't be quite as complicated as yours but I heartily agree it is a concern, I mean you just don't know what cars are going to do.*



*Female worker B: I think if I was more in a straight residential area it wouldn't be such a problem, but it's more the fact that it's main road. Horrible intersections. I'm not sure I could make it up the over bridge, I guess I could walk, but then I guess I have to go on the foot path which you don't really want, to get around the roundabout.*

...

*Female worker A: Yeah its my major barrier, I'm scared of being killed, and yeah I've stopped biking, I was knocked off my bike, um I guess about ten years ago, and I stopped and its just got worse, I'm really scared, when I go down [street name] Road I go quite fast, well I cant sometimes when there is a traffic jam, and then when I'm crossing [street name] Road and I have my six year old and she's on her scooter and car pull in front of her into supermarkets and things while she's scootering on the footpath. She's on the foot path and I'm cycling along beside her, some times I'm on the footpath as well, usually on the road beside her. But yeah just what I've seen of her being on the foot path, when I cycle to work by myself it's dangerous. I would prefer that there were real cycle routes, not ones that just peter out leaving you in the middle of the road, you know, with that horrible traffic that doesn't look for cyclists. It's just terrifying.*

...

*Female worker B: Both, they don't look for cyclists that's why cyclists are knocked off and cycle lanes are pretty hopeless. A lot of the intersections are terrible, like the one at Ilam road and Riccarton road, you cant see and cars just about collect each other, I've seen 3 or 4 accidents where cars just collide with cars, people, pedestrians, if they just whip round the corner they take out pedestrians cause the don't look to see if people are there, it's a really horrible corner cause you cant see. It's not straight and there is big hedges and when they published the black lists of accident corners it's always on it.*

*Female worker C: I don't believe so much that motorists don't look particularly for cyclists, I think it's just that they are not looking at all. They are just not attentive drivers cause they pull out on anybody, and pedestrian.*

*Female worker B: You are so much more vulnerable on a bike, I mean in a car you get a ding or whatever, on a bike you are done for , you get an injury if you are knocked off.*

*Female worker A: I don't know much about cycle lanes but cars cross them just as much as anything if they are turning into a drive way cant they?*

*Female worker D: ...I find the traffic here quite alarming, I always biked to school when I was kid but that was a while ago ...and they were the balmy days, and they were great, you know I felt very confident on that bike ... I biked to university when I was in Auckland, again a while ago, and I never felt any concern about it, but I find traffic here quite aggressive and unpleasant towards cyclists and in the end the sort of difficulties of organizing my life around biking, when I've got other things I want to do either before or after work, it's just not worth it, I add up all the pros and cons frankly*

*Female student D: I was just going to say, the car thing, I mean that is why I've never actually even considered biking as yet because in Christchurch, I used to bike in [minor urban area] when I was at school and all the rest, but in Christchurch, you know, as a driver as well, like you just, I do know how vulnerable people on bikes are because they're going to get injured if you hit*

*them and I don't want to be hit, you know, I just, yeah, it's just such a vulnerable position that I don't feel comfortable biking in Christchurch*

...

*Female worker D: yes, that's my impression [driver behaviour is worse], but as I say I'm looking at a difference in time from when I was cycling regularly and now, and so I, you know*

*Female student D: see I'd say it's probably similar in all big centres, I mean I don't know, nine or ten years ago is quite different to here*

...

*Female worker D: attitudes [is the problem] ..., I think that they, that drivers on the whole, I don't know, cyclists seem fair game...or, I don't know, I'm not sure what it is*

*Female student D: see I don't know about the attitudes because I've never biked here but I, yeah, traffic numbers and speed, I mean you just, it's great, the cycling lanes that are there are really great because you know, you need an actual place where it's a wee bit safer in that cyclists' area you know you're not going to get bowled but*

*Female worker D: I mean I can almost do it by hopping from one park bikeway to another, but it's not complete*

*Female student D: I used to drive down Bealey Ave when I lived in [suburb] and the cyclists that were biking down there, they must be so brave (laughs) because it's not particularly wide and the traffic goes quite fast at times, you know there's not a lot of space*

*Female worker D: it's true that also, I mean maybe my fear of the traffic in seeing it as aggressive and angry and busy and all those good things, is coloured by the fact that I haven't biked a lot over the last ten years, since I was a student myself really, and so perhaps the lack of confidence on my part but then, that's really why I went to that confidence thing but I didn't really find it particularly helpful*

*Male worker D: I think there needs to be a lot of education for the non-cycling public as well, I think purely on the safety aspect of things as well, if there were say 40% more cyclists on the road, presumably that would make less congestion in terms of cars on the road so there is actually benefit for those who needed to drive or those who just won't do anything else but driving, so there is a benefit to those people in terms of road congestion and parking of course, so that's one reason for them to be a little more considerate and I think that's where I'm heading, is that I don't think motorists are particularly considerate or even appreciative of cyclists, and I think that maybe some awareness around the safety aspect and just the fact that cyclists, you know, if there were more people out there cycling it would be quieter, less congested, more parking, I suppose, so, um, generally speaking it needs to be a very broad conversation between all types of commuters and I think one of the keys, for me anyway, would be having really cycle-friendly roads and intersections, that would make things a lot, I mean I would feel a lot more comfortable*

*Female worker D: yeah, a lot more clarity....*

*I: now going back to safety, what's the main, when you all talk about being, feeling unsafe on the road, why is that?*

*Female worker J: traffic*

*Female worker K: traffic*

*Male worker E: traffic's the main issue for me, but I have a particular ordeal which is the multi-lane roads, particularly if you're doing a right turn and there's more than one right turn lane, more often than not cars won't turn into the correct lane that they're going into ...*

*Female worker H: and you feel pretty vulnerable as you're swinging out across all of that*

*Male worker E: yeah*

*Female worker K: mmm, you do don't you*

*Female worker I: also when you're going along and you're going straight ahead and somebody's wanting to turn and they just zip in front of you, they can't just wait for you to go and go around*

*Female worker F: ...new to Christchurch, so overall I've found that motorists are quite aggressive towards cyclists ..., here ..., and I don't know why that is*

*Female worker J: I think they're aggressive....I mean coming from the UK, I think the drivers are really rude here, I mean they don't let you out, I mean why stop and let someone out when you can block him in (laughs)*

*Female worker F: yeah I have to agree with you*

*Female worker J: so if they're doing that to cars, they're going to do that to*

*...*

*Female worker H: I've seen that too, I've been here about ten years and I've felt*

*Female worker J: I think it's because you've always had this space enough, as when in the UK if you don't let anybody out you don't go anywhere*

*Female worker H: you'd never get anywhere (both talking)*

*Female worker I: we've still got a small town mentality going on then really*

*Female worker J: it's getting busier and busier where they need to, they need to start when people are (hard to understand) if they're not doing that for cars they're not going to do it for a bike are they*

*Female worker I: I do like the idea, in Scandinavia, of cyclists, along the bottom of the seat they'll have a big spikey thing which is just a bit wider than the person, and so motorists know that if I get too close to this bike my car's scratched*

*Female worker H: I actually recently, just down there, saw a cyclist rear-end a car, he obviously wasn't watching the light, or he hadn't watched the car, there was a bit of an altercation, but I just thought, oh*

*Female worker I: it would have made less damage than if it had been a car*

*Female worker H: I stopped to ask if he was alright, but he was, he was angry with the car, but actually to my mind he was at fault*

*Female worker H: yeah, definitely [cyclists also disrespect drivers and traffic rules]*

*F: yeah*

*Female worker F: a few of them go through a red light, they should stop*

*Male worker E: there's a range of cultures in both drivers and cyclists, (vehicle went past, hard to hear)...they swear at cyclists when they drive over in Diamond Harbour, and they're riding two abreast and you know that if they were one abreast I could get past*

Female worker I: yeah, that's just downright rude isn't it  
 Female worker F: it is really (all talking)  
 Male worker E: people are 15km going up  
 Female worker F: it does make car drivers nervous when you see two or three abreast, because you're just like, I mean I've beeped, because I've done a lot of riding as well and I know it just takes a little gust for the outside person to get pushed into the car lane  
 Female worker I: but as a driver  
 Female worker F: I know (laughs)  
 Female worker J: they keep you coming up to a corner or something  
 Female worker F: yeah,  
 ...  
 Male worker E: ..., I do get a sense either people who have you on in that way are experienced cyclists, it's not not knowing, it's experienced cyclists establishing their rights, I don't know,  
 Female worker J: right on the road  
 Male worker E: on the road, yeah  
 Female worker K: the causeway's particularly bad  
 Male worker E: yeah  
 Female worker K: on the way to Sumner  
 Female worker H: is it? Because there's people who told me the accidents happen there  
 Female worker K: too many deaths  
 Female worker I: talking about cars collecting cyclists?  
 Female worker H: yeah  
 Female worker I: oh really? I didn't know that  
 Female worker H: or maybe just quite publicized accidents  
 Female worker I: no I didn't know that  
 Female worker K: I think they need some kind of mass marketing campaign, on opening car doors and things that people do, you know, routine  
  
 Female worker F: I know when I'm cycling, I think a lot of the problem's that motorists underestimate the speed that you're going, they think you're going slower than what you are... because I find a lot of times they don't realize you're going so fast, the next minute they pull out and accidents happen, so I guess I'm fairly confident in telling motorists what I'm doing, and going right 'stop, I'm going straight ahead', you know, ...

E: It's illegal isn't it [driving in a cycle lane]?... do you know it's funny, because I'm only aware because I pulled over to the side of the road and was half on the cycle lane to drop one of my friends off and a cyclist came past and leaned in my window and said "this is illegal, you can't" and I felt so bad, I was like "Oh god, I'm so sorry", because I was quite far, yeah, I hadn't cut him off, but...so that's how I know (laughs)

J: oh, I've never been aware of that, but then I never would have done anyway, it's just like common sense to me

E: it's quite interesting; you see I wouldn't have known that would make sense

### **Interacting with cycle facilities**

I: you're not worried about riding on the road? It's just the intersections that you need to get prepared to get over there?

...

*Male worker F: and being Christchurch we're totally flat, we have a lot of intersections, and quite a lot of uncontrolled intersections, people don't know what to do, do you give way to the right at all? ... and a car will still go around that way even if the person waiting needs to turn right, they have the right of way, but I mean that's education*

*Female student A: and you don't have[to] cycle on the road in Japan either, you can use the footpath if you wanted to, well actually, most of the time you use the footpath because there is heavy traffic... actually you're legally not allowed to cycle on the car lane ..., it's too dangerous, far too dangerous,*

*Female student B: or cycle lanes look different, like some of them are red, and then some of them are just dots, kind of like*

*Female student A: if there's definitely always a cycle lane then, yeah, sometimes I think oh why do I have these cars all around me in these car parking spaces, and on the road, just strip those and then make them into cycle lanes (laughs)*

*I: just out of interest, we talked a little bit about how you would avoid an intersection, how many of you would actually choose a different path, perhaps a longer path to work if on that longer path you'd be able to go off road and have*

*Female worker I: I would*

*Female worker K: yeah, I would*

...

*Female worker K: yeah, definitely*

*Female worker H: yeah, definitely*

*Female worker I: and I would personally go all out to avoid the Tram tracks, I hate them,*

*Female worker K: yes*

*Female worker I: I've never fallen on them, but I hear of stories all the time of people falling off*

*Female worker K: I lived in [Australian city], and oh yeah, a couple of times ... I wasn't going very fast, fortunately I didn't get run over by a car behind me, but they are, yeah, I was terrified of going over them after that, I'd stop and scoot over*

*Female worker I: I find them more dangerous than*

*Female worker N- Absolutely. [Would adjust route to avoid an intersection]*

*Male recreational cyclist A- And I would actually do that even now, as in terms of biking through Hagley Park*

...

*Male recreational cyclist A: ... because in fact often you find a safer route will often be faster, I suspect, because you have to take more care through a busier, more complex, often it has more traffic lights, or has a greater volume of traffic that you kind of have to get yourself through. And it's the kind of stressing angle about having to do that that compensates for a slightly more longer route. I guess it depends on how much longer it would be. If it was an extra half an hour probably not, but if you are talking 5 minutes*

*Female worker N: Yeah I think you are right, 5 minutes isn't enough to have an impact, but maybe I was thinking 15 minutes might start to get be a bit long*  
*Male recreational cyclist A: Particularly if you are talking then about an extra 15 minutes of getting there and coming home, I mean you are talking about adding an extra half hour of travel and that's where it starts to mount up. It's the combined component.*

*I: I mean if there is say one or two busy intersections between your home and here, would you still bike if you could avoid them by walking or taking a slightly different route?*

*Female worker L: ... I could avoid one of them but not [all]*

*...*

*Male worker F: that's interesting because part of biking to Hornby, you'd go through Hagley Park and you actually noticed, now that I think about it, but going through both there and back you were quite relaxed, you're on guard when you're on the road constantly, because you've got to be constantly, you are aware of what's behind you, these guys are coming out this street, is that car turning in, cars even cut in front of you, so you are, you're right, you do actually feel that you 'ah, can relax in this now, there's no cars'*

*...*

*Male worker F: I would take the slightly longer route*

*Female worker L: yeah, even if it was five or ten minutes longer*

*Female worker A: That's a big problem in lots of places in New Zealand, you know infrastructure that hasn't been planned, planned well and looking at the debate, you know, we've got lots of space so we are spread out which means that it takes longer to bike anywhere and um, we just build more roads, we don't worry about transport, you know we don't plan to have public transport or high populations or anything like that, so its just going to take along time to get people out of that complacency or that laziness that quite a few of us have.*

*Female worker C: When I cycle to university down Roundtree Street they have these little, ah, road diversions, sticky out bits, and when you are a cyclist going down there you go round that sticky-out bit, I've just about been knocked off my bicycle several times by cars coming the other way.*

*Female worker A: What they could have done, they could have put a cycle lane through those bits, those traffic calmer so you can cycle straight ahead and not have to go through a one lane part where the cars come up behind you. It would be very easy to build cycle straight ahead lanes through.*

*Female worker C: There's just several places where cycle lanes run out in the middle of the road somewhere, there's just allsorts of really obvious places where you think, why did they do that, you know.*

*Female worker A: I guess the problem is that a lot of it is sort of retroactive isn't it, cause they've started putting cycle lanes in but the road isn't necessarily prepared for it, and then they run out of space and stop, something silly like that.*

*Male worker D: a lot more clarity, as we agreed on, cycling through parks is great and there's nice little lanes there, you're just not, it's a much more relaxed, the stress levels in cycling are much higher than driving, I think that's a big factor for me personally, I'm much more stressed on a bicycle than I am*



*in a car, the windows are up, the sound levels are down, I've got protection sitting around me in terms of doors and panels and things like that, so you know cycling is a stressful pursuit, you know, especially if you're leaving work at 5 o'clock and you're fighting rush hour traffic, you're out there and you've got to have all your faculties about you, it's a bit like, um, it's a challenge, whereas in a car if you're sitting in traffic, well you're just sitting in traffic that's all there is to it*

*Female student D: and it must smell quite bad as well if you're sitting in a queue of traffic at an intersection*

...

*Male worker D: you do, well buses that go past and chuff stuff at you, and trucks and things like that*

...

*Male worker D: yeah absolutely [happy to take a longer route], that's no issue*

*Female student D: yeah, I'd be more inclined to give it a go (laughs)*

...

*Male worker D: the case is how long would a bike take...*

*Female worker H: I've done a lot of cycling for recreation and into work and yeah, I think especially if you go on a road bike or something, you actually can go quite fast, yeah, you're always looking at, you're always thinking 'who's in that car', 'who's in that car', but yeah I mean, still enjoyed it, once you get a little bit further*

*Female worker I: but you're looking in every rear vision mirror aren't you? To see if there's a person moving in there*

*Female worker H: yeah, you are, yeah, definitely*

*Female worker F: but the cycle paths are great ... and I'm fine with that, that's great...you don't have to get anxious about traffic and doors opening and, yeah*

*Female worker G: and there's not cycle lanes everywhere, like part of the route I would go if I had more confidence in it, and I could cycle on the road, hasn't got a cycle lane and cars (vehicle going past, hard to hear)...I watch people drive up cycle lanes to get into other lanes*

*Female worker I: I really like the cycle lane that goes up Rolleston Ave, because it's off the road, it is actually a cycle lane, and pedestrian, um, it can't be called, those ones on the road where all the car doors get opened into, I can't call them cycle lanes, they're just car door opening lanes*

*F: quite often they really are,*

*Female worker H: they stop at the intersection and then start up again, and*

*Female worker G: I know*

*Female worker I: I'd really like to see the road there (sounds like she's pointing to something), cars parked there, opening their doors into the traffic nice and carefully, and then bikes going down there, that's what I'd like to see... yeah, the parked cars between the cyclist and*

....

*Female worker I: yeah, that's what I think, that to me is a cycle lane*

*Female worker F: or picking up on your point, would you consider making the footpath wider and*

*Female worker I: with a section for, mmm, yeah, it should be footpath, cyclist, parked cars, traffic cars, in my mind, because we've just got a whole bunch of lovely door opening lanes at the moment (laughs)*

*Female worker G: that could work*

*Female worker H: yeah because the roads here, quite often they're quite wide*

*Female worker G: yeah*

*Female worker H: I think the other thing then, if you start to worry about the drivers then you start to do slightly naughty things, you maybe hop up on the pavement to get around the corner on your bike, like you'd do things that might not actually be that great for pedestrians, I know I've done things like that before if I've been trying to get around a corner, and 'oh, I can't be bothered with this junction, it's going to be really hard for me to turn, I'll just wait and cross over onto the pavement and get back on the road over there', I'll do things like that maybe which I'm not sure how legal that is and how much of a danger it might be if someone else was walking around the corner,*  
*Female worker I: it's a bit more time consuming for you but it's safer for you*  
*Female worker H: yeah, you feel safer when you're doing that than trying to go on the road*

*I: who else is prepared to avoid an intersection in that way?*

*Female worker J: yep*

*Female worker G: I'd do it*

*Female worker J: I'd go on the pavement all the way if I could get away with it*

*Female worker I: yeah, I tried it once biking home and I could walk probably just a third of the way*

*Female worker I: but turning right at a big intersection, it's just scary isn't it,*

*Female worker H: sometimes if you just go the way of the traffic lights and cross over with the pedestrians and in that way you can get back on the road again*

## **Mid-block Cycle Facilities**

### **No specific cycling provision – A4**

*Female worker B: There's no space.*

*Female worker A: No room*

*Female worker B: There is no space at all, I mean there is not even parking space there, you can't even encroach into*

*Female worker A: Some times I would use it, but it depends where it was, cause I mean if it was in the middle of town, no, but if It was in a big wide rural, or residential streets, then there is a big difference isn't there?*

*Female worker B: Yeah*

*Female worker J: I suppose it depends on what sort of busy road it is though doesn't it*

*Female worker I: loads of parked cars*

*Female student A: isn't that most of the streets in Christchurch?*

*Female recreational cyclist B: um, I would be happy to cycle on that road, but, um, I would avoid times when there was heavy traffic because you're*

*basically travelling in the same path as the vehicles are travelling, um, and I would feel some level of nervousness around doing that as well, so you'd be much more aware of everything that's going on around you*

...

*Female recreational cyclist A: be very mindful, yeah*

### **Cycle lane – A1**

*Female worker C: Yeah, that's um, not too bad*

*Female worker A: Usually I don't cycle so I don't know, it looks good, but its no guarantee that cars wont swerve and hit you is it, un like a cycle path.*

*Female worker G: they're dotted from the start quite often as you were saying before*

*Female worker H: they've just repaved it and forgotten to draw it back on (laughs)*

*Female worker M: Well I like that option better than the previous one*

*Female recreational cyclist A: to me that's fine, for me that won't be a problem*

*Female recreational cyclist B: yeah*

...

*Female recreational cyclist B: yeah, you've got a designated space to cycle in, not to say that vehicles won't necessarily cross that space but*

*Female recreational cyclist A: you've got to look out for parked cars, but yeah*

*Female recreational cyclist B: yeah, I would feel more confident*

### **Cycle lane with extra highlighting – A6**

*Female student B: good, better for awareness as well*

*Female student A: yeah*

*Female student B: the colour is definitely, yeah ...*

*Female student A: they notice you more*

*Male worker B: the fact that I don't like painted roads doesn't matter I don't think ....but I like the width of the painted lines there*

...

*Male worker C: too much paint around is actually quite difficult for bikes and tyres to actually*

*Male worker B: yeah, too slick*

*Male worker C: some of them are made of that gritty stuff...*

*Male worker B: but putting some on the white line too, you know*

*Female worker A: Well that's better than having no colour, and it's not quite as good as the one with the curb on [kerbed cycle lane]*

*Female worker K: ...I'm not sure about the colours and the effect on the cars, I wouldn't feel confident*

...

*Female worker I: yeah, it's a half way there*

*Female recreational cyclist A: yeah, I think it's good, particularly the ones with the red we have here in Christchurch, it's more visible for, not the*

*cyclists, but hopefully the drivers that they see that they shouldn't be crossing or in that lane, so definitely the more people are aware that it is a cycle lane, rather than just having, you know, how it was in the beginning there*

...

*Female recreational cyclist A: and I would prefer that to the previous version, [kerbed cycle lane]*

...

*Female recreational cyclist B: yep [prefer to have it smooth]*

...

*Female recreational cyclist A: yeah, absolutely [prefer coloured paint]*

*Female recreational cyclist B: yeah I think it's more visible*

*Female recreational cyclist A: yep*

### **Kerbed cycle Lane – A7**

*Male worker B: this is just a bit narrow, you can't get two people cycling side to side having a chat*

*Female worker A: That looks safer*

*Female worker C: Looks good, looks better in reality that the mock up did, cause it was a bit sort of hard to get, but especially the one on the left looks really obvious cause of the demarcation, yeah looks good.*

*Female worker A: Cause it also reminds the drivers, if they go on to that they can feel that with their tires.*

*Female worker C: And it doesn't look like road, so you think they would be less inclined to drive on it*

*Male worker D: yeah, I think that's 10 times better than the previous way, there's an audio/tactile kind of thing going on for every driver that goes over those bumps and there's visual*

*Female student D: and cars would just, you know, drivers just inherently don't go over kerbs, it's like the edge of the road, whereas a cycle lane's just like part of the road that's been blocked off but you can still drive over it, but you shouldn't you know, this way it's really designated*

*Male worker D: yeah I think I'd feel comfortable with that*

*Female worker H: how do the cars get parked on there then?*

*I: they drive across*

*Female worker H: oh*

...

*Female worker G: I haven't seen that. ...*

...

*Female worker K: they're similar to that on Lincoln Road*

*Female worker I: oh?*

*Female worker K: slightly raised up*

*Female worker N: I suppose I'm finding it hard because I am sort of thinking, it would it encourage you to cycle isn't it? Cause the difficulty for me is still how do I carry everything*

*Male worker F: that's good... I think that's a good example, it really differentiates between the lane and the road, ... there's actually something*

*physical, you know, even if it is, a lot of people won't know, you know, 'I shouldn't be driving on this'*

*Female worker L: you've still got cars crossing over the cycle lanes*

*Male worker D: yeah, you still have cars crossing anyway*

...

*Male worker F: yeah, it's better than what we've got*

*Female worker L: yep*

*Female recreational cyclist A: to me it kind of creates, um, a bit of a hazard for cyclists actually, so although it's a designated space, because there's less flexibility and you've got to be more conscious of the surface that you're riding on if you're going out, in and out of that cycle lane*

*Female recreational cyclist B: yeah, for me it wouldn't be a problem, I'd be*

*fine*

### **Cycleway directly behind parking – A5**

*Female student A: yeah it kind of feels more like a footpath that I'm used to, but it's a cyclists' footpath*

*Male worker C: is that specifically for cycles or would you have pedestrians? I: no, the pedestrians get the space the next one over, so this is our mock-up here, you've still got your normal footpath, cyclist, and there's the parked cars, yeah*

*Male worker B: ... [doesn't]) seem to me logical really*

*Female student C: they're...big walking areas than...on cycling isn't there, I mean we're going to come to more grief*

...

*Male worker C: ... shift the trees...I like that bottom one, the American one I: the bottom right?*

*Female student C: the passengers are going to watch their doors as well aren't they that way, yeah*

*Male worker B: yeah so that's actually complete discouragement from driving on the cycle lane....*

*Female worker B: That's my favourite*

*Female worker A: Yeah that's pretty good.*

...

*Female worker B: It makes more sense because the cars don't have to cross the cycle lane to park*

*Female worker A: Yeah and the cycle lane is distinct from the pedestrians*

*Female worker B: Yeah it's much safer, no drive way issues*

*Female worker A: Yeah ... there's no problem if there is someone trying to badly parallel park next to you while you are cycling past.*

*Female student D: that's even better than the last one... it's an extra, I think if the parking area is on the right of you, yeah, people aren't going to be driving over the cycle lane to park, I don't think that would be a problem*

*Female worker D: well it's putting the cycle as an adjunct to the footpath rather than the cycle as an adjunct to the road, so there we're the scary ones and the poor old peds are the scaredies (laughs)*

Female worker I: now we're talking (laughs)

Female worker G: you've then got passengers opening their doors

Female worker I: well a percentage of most car journey's only one person, really high, a small percentage (are more?)

Female worker F: I think I'd feel safer there

Female worker I: the only trouble is crossing that side-road though and cars turning into it and they wouldn't have seen you because you're actually off the road a bit

Female worker G: yeah

Female worker F: well there's a parked, see how that van's parked, you have that car coming they might not see you

Female worker I: mmm

Female worker G: Tennyson Street has that type of thing

Female worker F: yes, that's true

...

Female worker I: I guess that puts you at the mercy of driveways a little bit more doesn't it, but the one in the photo on the left is nice

Female worker F: you get a lot of families biking on Tennyson Street, you see them cycling home

I: so you feel safe even with children along there?

Female worker G: I would

Female worker H: older children, do you mean the children are on the bike?

Female worker F: yep, they're on their own

Female worker H: yeah, older

Male worker F: you're further away from moving traffic, but you don't have the problem of cars pulling in to park either... but from a cycling point of view that's a lot safer than the road, you're further away from

I: [to Female worker L] do you feel happier at all?

Female worker L: yeah

Meg: turning right is a bit tricky on those ones

Male worker D: mmm

...

Female worker L: ok, so if you wanted to turn that way it would be really difficult, is that what you're saying, because you've got cars parked

Meg: you've got to have a car's space

Female recreational cyclist A: oh, no

Female recreational cyclist B: I think that really

Female recreational cyclist A: it's potential for an accident I think

Female recreational cyclist B: yeah, in my mind that would really only work if that was everywhere, ...consistently everywhere, because otherwise, with the other versions you are essentially on the road, so if the cycle lane stopped at some point you just naturally move into the traffic lane, um, whereas something like this you are quite removed, and then I guess pedestrians

Female recreational cyclist A: coming to that corner too looks a bit dangerous, if they're going to go straight across

Female recreational cyclist B: parked cars could actually hide you

Female recreational cyclist A: yeah, I think it's just an accident waiting to happen personally



*I: ... so you both prefer to be on the road?*

*Female recreational cyclist A: yeah, cycle lane on the road rather than on the left side*

### **Cycleway behind parking with separation – A3**

*Female student A: yep. I think I would like to go more frequently but I don't think I have an option.*

...

*Female student B: yeah, that would definitely make me feel like 100 per cent better about biking, yeah.*

...

*Female student B: between the car and the bike...Mmm*

*Female student A: I mean anything that stops the cars from knocking you over, that's the thing*

*Female student B: yeah, well it's good to have space as well...I think it's a good...*

...

*Female student A: mmm, I mean in Japan we have guard rails and things, but when you're cycling you don't want the guard rail right beside you, it's something that kind of stops you from, you know... well, those are the.... but more similar...*

*Female student B: I don't know if that's a practical option though, I mean it would make the road quite wide*

*Female worker I: oh beautiful... because it's just more concrete, there's even more separation from moving cars, and there's an area for passengers to open their doors*

*I: do you have any concerns?*

*Female worker I: yeah, crossing the side-road you'd have to be quite defensive, if you're going straight ahead, but you know it's your life you're being defensive of so you could do that easily*

*Female student C: there's some other interesting things going on*

*Male worker B: yeah I like that bottom one, the trees are a bit further out on the street*

...

*Female student C: but I like the parking, and I'm wondering whether that, because then you also get the issues ok, you've got safety from on the road, but you have to think of pedestrians as well, like...*

*Male worker C: ...cobblestones...not well designed, that one, in terms of use of surface materials...without pink....perhaps use other material.*

*I: so you think there should be a little bit more definition?*

*Male worker C: yeah*

*Male worker B: yeah*

*Female student C: because then you also get, you get ok, safer than cycling on the roads as well, but you get like 5 or 6 people walking abreast and then the cyclists are back to the pain of trying to get around them, you know down QEII driveway you end up going, on your road bike, up onto the grass and around them...*

...

*Male worker A: it's interesting, it's a pretty bland cycle track, it's not very attractive*

*Male worker B: absolutely yeah, if you've got your handlebars down and you're a road cyclist speeding along there, but if you're a commuter cyclist it's actually quite pleasant to have a look around*

*Male worker A: plant some trees (laughs)*

*Male worker B: yeah (laughs) something like that*

*Female worker B: Look at the cycle lane, its huge*

*Female worker A: I don't know, I mean that extra is great, but I don't know if it's actually quite, compared to the one before has any advantages*

*Female worker C: Well it takes up more space but I don't know if it actually adds heaps to it, the kerbing might just be sufficient without that extra barrier. I: So you are quite happy with the kerbed lane behind parking?*

*Female worker B: Yeah*

*Female worker A: Yeah I thought that was adequate, this for me is going into over kill.*

*Female worker B: And that one there on the right, I'm not sure why they just can't have separation because there is not much really.*

*...*

*Female worker B: Well in the top one I cant really see what the barrier is, because someone could just as easily drive over that as well couldn't they, I mean obviously there is cars in the way, but compared to the last one there is actually a curb so they would hit something if they went to drive over it, I mean the could probably drive over it but at least they would hit something.*

*Female worker A: Yeah and the one at the bottom the gaps between the trees are quite big anyway so it's not like people using real physical barriers*

*Male worker D: that's even safer than the last one because there's less risk of a door being opened out into the cycle lane*

*Female worker D: that's right, that gives the door room to open and it's not an issue*

*Female worker M: It looks good ... Because it is looking out for cyclists, I think it is giving them more safety and its taking um, cycling and that more seriously than I think many of the roads here take it.*

*Female worker N: It provides space*

*Female worker M: Well it increasing reduces the risk factor of being on the road*

*I: Any negatives to these?*

*Female worker M: I don't see any*

*Female worker N: Nope*

*Female worker M: The only negative I have is that it becomes a, I mean you are significantly increasing the infrastructural component of the roading network as you enlarge these sorts of activities, you know. Particularly this one here, its got a cycle lane and then a barrier and then a car park here, you know, you are enlarging the whole sort of network of infrastructure. Um, which can detract from, if you like the kiwi way of streets, which is an unfortunate by-product of making safe the activity.*

*Female worker N: I think it is a good think myself. I'm thinking at the moment our street is undergoing re-development and we are going from 13 feet wide to 9 and a half, now if the actual path way was going to need the space, because one of my issues is that as they narrow the streets I'm less likely to park there. They admitted quite openly that cars parked on either side are going to narrow it down to one way traffic. So you know if that's going to be, make that pathway side of things then the pedestrians may have concerns too, I'd like to be able to walk down, I mean I get quite pissed if a guy on a segway comes down, you know, because they are normally very quiet, so I'd want to be safe from the external side.*

*Male worker F: mmm ...the other one, probably the only thing that goes against some of those ideas, if you've been down Pages Road at all, it's a very wide road, you now have cars ...coming both ways, there's actually no room left on the road, and you think 'what's happened here?', the cars parked one side, you could make a huge [cycle way], so your roads would have to be very wide*

*Female worker L: and like I still don't get how you would get through intersections on [these facilities] like I can't visualize how that would actually work and you would get from that side over to there, like do they have separate lights for cyclists, or?*

...

*Male worker F: intersections are a drag yeah, you do away with intersections and it wouldn't be a problem ... I'd likely just avoid seeing any main intersections, because main ones are, they, you've got to be on your toes for that, too many close calls*

*Female recreational cyclist A: yeah, that's a bit more safer*

...

*Female recreational cyclist B: well, I guess because of opening the cars doors, if there's no barrier... if a passenger opened their door, whereas you've got the barrier so it's unlikely to affect the cyclists*

...

*Female recreational cyclist A: ah, the side-road too I thought, yeah*

*Female recreational cyclist B: yeah, people tend to get across the road...*

*Female recreational cyclist A: lack of visibility from the parked cars, yeah*

## **Shared path – A2**

*Female student A: I noticed by the hospital at Hagley Park there is one there and it is for cyclists or pedestrians...*

...

*Female student A: yeah, I think it [separating the space] works better, coz people just... I mean...are not looking, or not thinking (yeah)*

*Female student B: I mean I feel safe as a cyclist on the pavement, but then I also...I mean that's why I'm a cyclist, being in a straight line is the best really... but I guess I would worry about their safety (the pedestrians)...*

*Female student A: pedestrians don't think about the cyclists do they, it can be difficult...*

*Female student B: yeah, unless they walk like three abreast or something*

*Male worker B: but in some situations that's probably quite acceptable..., in high pedestrian volumes it's not acceptable, but in low pedestrian volumes it would be, I can't remember what the rule is now whether you can bike on the footpath here or not*

*Female student C: no*

*Male worker A: I mean for that to work it requires the discipline of the pedestrians and you know if there's 5 teenage schoolboys that are spread all across there...*

*Male worker C: one of the, I mean as a postie running down the footpath, to get in really quick you can't let yourself go too fast because people come flying out of their driveways all the time in cars, so people, kind of learned behaviour, the other thing, this whole thing about putting lots of markings and stuff in and making it clear, there's quite a lot of shift in parts of Europe to no markings at all, so that when you come into the sort of down town or village area, everyone just slows down and gives way, but then it works differently because pedestrians have right-of-way over cyclists who have right-of-way over cars, whereas here....competition, it's kind of an education to understand*

*Male worker B: yeah, I've heard that on certain roads...everyone just goes around and...*

*Male worker B: it's exactly the same as taking rubbish bins out of down town, you have to take your rubbish away with you*

*Male worker A: yeah*

*Male worker B: there's an element of "I'm safe when I'm biking" biking on a [shared path], both pedestrians and cyclists, but if they ignore, 'active cycling' I think they call it, and actually knowing what you're supposed to be doing*

*Male worker A: yeah, unmarked areas kind of imply that everybody knows what the rules are, it's quite true*

*Male worker C: there are so many areas though now where you never see anyone walking so you may as well use it for a cycle lane, it seems like a waste*

*Female worker A: I guess its good isn't it, because it gets you off the road, and you've still got, you've just got*

*Female worker B: I think if you wanted to get somewhere at speed it would be difficult though because there'd always be pedestrians wandering*

*Female worker A: Particularly if there were kids, they might step out,*

*Female worker B: You'd have to cycle very slowly one assumes.*

*Female worker A: And then there is drive ways as well, people pulling out of drive ways, cause at least on the road you've got that foot path space before they hit you.*

*Female worker C: Yeah they'd have to do speed limits for bikes there I mean you'd have to be, you couldn't go 30 km.*

*Female worker B: A serious cyclist wouldn't like that, would they just go in the road? Or would they be expected to go on the road in a cycle lane rather than a cycle path?*

*...*

*Female worker C: Yeah that's [the pathway] much more nice*

*Female worker A: Yeah I would*

*...*

*Female worker B: But you'd have to, I mean I'd probably slow down on that because cars coming out and kids and prams, I mean they can't hear you and they might not realize it's a, I mean there's some of these by the gardens*

*Female worker A: You see when the pedestrians are walking along and a car has to look, but they are travelling slower so cyclists will be coming along a lot faster than a pedestrian would so you are much more likely to collect a bicycle on the front of your car.*

...

*Female worker C: Yeah particularly if they were backing and they can't, you know*

*Female student D: mmm, dunno*

*Male worker D: um, I've already reached my maximum, I've circled 'frequently' all the time, but yeah that...um*

...

*Female student D: I do[have reservations] because from a pedestrian's point of view, because if you're there they could end up having to step out of the way or there could be an accident, I mean that's a really wide example, but like that one you showed just before, that one on the first slide was quite narrow, it was like a normal footpath, and you know, you see a cyclist coming and you'd just step out of the way to let them past, so if it's...*

...

*Female worker D: and arrows going both ways, do bikes go both ways on that?*

...

*Female student D: see the line's better but I still have reservations, I mean, as a cyclist frequently I would be inclined to use it because it wouldn't be me having to stop but it's as a pedestrian that I have most reservations*

*Female worker D: but as a cyclist you'd be continually on the look-out for some ignorant pedestrian person*

*Female student D: yeah, that's true, and if you had people walking along with their ipods on and stuff they wouldn't hear people coming up behind them and they might accidentally move a wee bit and you might, you know*

*Male worker D: just beside Christchurch Women's Hospital on Riccarton Ave there's a, I think, dual cyclist/pedestrian footpath, whereas, and I've biked along there quite a lot and yeah, you're more, biking slowly, slower because people are walking along with children and things like that, so I don't think there are any other ways to, yeah, you're right, you are definitely more on the look-out*

*Male worker E: so for this whole question we're talking about a path with a dividing line in it so that part of it's for pedestrians and part of it's for cyclists with a separation?*

*... that's what I'd prefer*

*I: ....does anyone have concerns?*

*Female worker H: pedestrians*

*Female worker K: yeah I think the pedestrians then are the ones here feeling vulnerable*

*Female worker H: yeah, I think so, yeah*

*Female worker F: they have that along the waterfront in Auckland too, half cyclist and half pedestrian*

*Female worker I: is that round near Mission Bay?*

*Female worker F: it goes all around yeah, pretty much from town all the way through*

*Female worker K: there's no separation with the facility going through the park, those are really areas where pedestrians feel really, like, harassed by cyclists going too fast and, you know*

*...*

*Female worker K: yeah, you need to have a dividing line*

*Female worker F: yeah, you do*

*Female worker K: especially for the bikes*

*Female worker G: yeah*

*...*

*Female worker I: it's for cyclists to move off the path I always thought*

*Female worker K: yeah, cyclists do move off the path*

*Male recreational cyclists A: That's the type of activity you just described. If you are a walker that type of activity is not that good, you've got cyclists crossing behind you or*

*Female worker M: See I'm not a walker, it's too slow for me, it's boring. I run, but yeah I'm not a walker.*

*I: So you'd be happy on that strip?*

*Female worker N: Yeah very happy*

*Female worker M: I don't know, you probably would feel uncomfortable with the cyclists overtaking you there, I'm not sure if it would make me feel more comfortable cycling*

*Male recreational cyclist: I feel the same, I mean I've never been on any of them, apart from the first one, but the other five that you have shown have quite separate cycle lanes, I'm not so worried about the division of where they are, but I wouldn't choose to use that*

*Male worker F: yeah, I've used it, ah, where there's both of those in one, and as a pedestrian you end up walking in the parked car area because there's too many cyclists on the footpath (laughs), where do people walk?*

*I: I mean you walk, how do you feel with a footpath*

*Male worker F: if it's wide enough*

*Female worker L: I don't know, I could see potentially that that could cause problems by having walkers and cyclists sharing the way*

*Female recreational cyclist A: that's at the hospital isn't it...F: people don't read it very well, there's just those arrows and you have them, it's just so frustrating*

*Female recreational cyclist B: from my experience, um, situations like this either cyclists or pedestrians tend to*

*Female recreational cyclist A: mingle on the right*

*Female recreational cyclist B: yeah, tend to get mixed up as to where they're, which side they're meant to be on, which means that as a cyclist you definitely can't travel anywhere near as fast, so, yeah, it's ok...*

*Female recreational cyclist A: yeah they don't realize and they meander*



*Female recreational cyclist B: yeah*

## **Intersections**

### **No specific cycling provision – straight through manoeuvre – B1**

*Female student B: ok, that is the worst intersection in the whole world, I'm sure of it (laughs). Every time I go there, there's like someone definitely dodgy...*

*Female student A: yeah, I just avoid it*

*Female student B: yeah, same, I never try to turn right from Ilam Road, it's just, it freaks me out*

*Female student A: yep*

*Female student C: yuck*

*Female student C: dangerous*

*Male worker A: dangerous, I mean, would you let small children cycle through there? No.*

*Female student C: no*

*Male worker B: and in terms of volume of traffic in both those examples, something needs to be done*

*Male worker A: it's a classic case of what cyclist decides he's going to be a pedestrian and ride across the pedestrian crossing, not necessarily with the lights...but actually move into the walking space*

*Female worker B: Nightmare material*

*Female worker A: No I'd be a pedestrian at that stage*

*I: Would you go out of your way to avoid this intersection?*

*Female worker A: No I wouldn't, I'd get off my bike and go on the footpath and be a pedestrian*

*Female worker C: You would avoid it if there was an alternative ... instead of going through the intersection.*

*Female student D: see this thing on the bottom right, I mean that would be a worry for me, see there's people turning left, you've got to sort of get in front of them and go sort of straight ahead, I don't know, it's just a weird situation*

*Female worker H: you'd have to be very alert under these conditions (laughs)*

*Female worker F: no, I'd be on the footpath by now with my bike*

*Female worker G: I'd be walking my bike*

*Female worker F: yeah, that's what I mean, yeah*

*...*

*Female worker J: no, I'd go with the flow of traffic*

*Female worker H: I'd still be on my bike, but*

*Female worker I: yeah, I'd be on my bike but I'd be very vigilant*

*Female worker H: concentrating*

*Female worker I: yeah, especially down on the bottom right, those cars are parked next to that little diamond, that little yellow diamond, you'd have to get close to that paint, there's not much room*

*Female worker M: It ain't hard for me to decide*

*I: So you wouldn't be doing it?*

*Female worker M: No*

*I: How would you deal with this intersection if you came up to it?*

*Female worker M: On a bike? I'd get off, I think and walk*

...

*Male recreational cyclist: I'd go through it, as I have in the past, but at peak hour time I'm not so comfortable*

...

*Female worker N: Yeah I would be a bit cautious too, I would go through it, but very carefully*

*Male recreational cyclist: Especially at peak hour you have to be worried about cars that are pushing that orange light*

*I: Would you go out of your way to avoid the intersection? Take a longer route? You would? Yeah*

*Female worker M: Yup*

*Female worker N: I would probably do an illegal activity to get through that, I would purposefully cycle up next to all the cars on the left hand side to get right to the front and keep as close to the left hand side as I could, and try and get through the intersection as soon as it goes green*

*Female worker L: the pressure's on you already...*

*Male worker F: yeah, you're work-weary of intersections*

*I: would you consider getting off the bike and walking through this?*

*Male worker F: I've done it, I've actually got off and crossed at the lights*

*Female worker L: yeah*

*Female recreational cyclist B: oh, god*

...

*Female recreational cyclist A: I would [cycle] but I'd be feeling pretty nervous*

*Female recreational cyclist B: yeah, I was going to say really, and especially*

*Female recreational cyclist A: and really kind of aware of people I think*

*Female recreational cyclist B: especially that bottom right*

*Female recreational cyclist A: because where do you go, if you're going straight through, you've got to squeeze through on the left there aren't you, I'd rarely use it*

*Female recreational cyclist B: yeah, that's exactly the type of thing that we practiced on that cycle thing, and so I would feel confident to cycle in that situation, but I would be feeling very nervous*

*I: so would you be avoiding this kind of intersection? Maybe, maybe not?*

*Female recreational cyclist B: maybe, maybe not, depends if I could think of an alternative route that wasn't miles out of my way, so, you know, if it's kind of going just one street over, then yeah, maybe, but it doesn't seem too bad*

### **Cycle lane – straight through manoeuvre – B4**

*Male worker B: you've got to use it, but it's not appealing*

*C: also getting back to that, if you want to go straight through, getting in when you've got the traffic wanting to go through....(hard to understand)*

*Male worker C: some of these cycleways where you, like the following one....*

...

*Male worker A: yeah, when you're out in the middle of the...it's like you're actually putting the cyclists out in the traffic so they can get run over, it's like,*

*it seems to be the opposite of, I mean logically you want to give them another big wide footpath with no one on it...*

*Male worker B: all of those cars*

*Male worker A: it's like what are we doing, you know, we're taking people and sticking them out, and look how many cars there are compared to cyclists (all talking)...if that was a good cycle lane, all those people in those cars would be on their bikes in that cycle lane*

*Female student C: mmm, this one at the top, if you've got a left turning car and you're sitting here where your cycle lane goes, crunch!*

*Male worker B: well, you find...it does actually come round in front of that car and line up and take off*

*Female student C: oh, so they can give you a shove as they take off (laughs)*

*Male worker B: ...in fact I wrote to the Council and said this is the most dangerous piece of marking I've ever seen on the road*

*Female worker C: Well the two top ones are quite different aren't they? Because you've got traffic turning across the cyclist.*

*K- Which one do you prefer?*

*Female worker C: Um, I guess the one where the cyclists are in the lane they should be in*

*I: Top right, where the left turning traffic is to the left of you rather than*

*Female worker C: I guess that still means left turning traffic has to cross the cycle lane first*

*Female worker A: Yeah they have to cross somewhere aye*

*Female worker D: perhaps the right car lane, the one that's got arrows pointing either straight ahead or to the side, the cycle lane's just got a cycle lane, so how do you know if you're there, what you can do, how can you tell what your options are, I mean that's*

*Female student D: yeah, because I mean we're used to, if you've got*

*Female worker D: there's nothing worse than*

*Female student D: yeah like if you want to turn where do you go? That's fine if you're going straight ahead but if you think you have to be in the cycle lane and you want to turn, then you've got issues*

*I: so part of that is that you guys, when you're out on the road you don't know where you're supposed to be in the cycle lane?*

*Female worker D: that's right, because you think, you can get to this point but then you see all these other car lanes have got carefully pointing arrows, there's nothing to say to you, if I'm here is it ok for me if I go around this corner or straight ahead, or even turn right, I mean what's to tell you?*

*...*

*Female student D: and you just blindly follow cycle lanes because they've got a wee picture of a bike and you might like think 'oh crap', unless you know where you're going, like 'oh I have to move now to go around'*

*Female worker D: it looks like they've carefully got you to this position to where you can get hit*

*Female worker H: you'd have to be quite brave to turn right across that whole road*

*Female worker I: mmm*

*I: for now you're going to go on straight ahead*  
*Female worker H: oh, right, going straight ahead, right, ok*  
*I: so you go straight ahead, yep*  
*Female worker F: and I'm assuming there's another cycle lane on the other side as well?*

*Female worker M: No*  
*I: You would still be walking?*  
*Female worker M: mmm, yup*  
*Female worker N: I'd be much happier with this because there is a clear path to the front, um but again I would still be pretty careful about it because you could potentially be knocked by a car turning left and I would be very watchful of that, because if you are up at the front the likelihood of traffic turning left is pretty high*

*Male worker F: they actually work, like I've been in the ones where you're absolutely in the middle, as long as you don't then try and do something stupid like turn right or turn left, I've seen people do that, if you're in the middle one you're going straight ahead*

...  
*Female worker L: yeah, that's fine, I still just don't get how you'd get to over the other side... yeah, but that would be fine to go straight ahead, but getting out of that lane*

*Male worker F: yeah, if you're getting, yeah like, if I had to turn right there I'd be a pedestrian, it's a busy intersection so I'm not, just not going to take chances*

*Female recreational cyclist A: I'd feel a whole lot safer than the previous example [separated path going with general traffic signals]*  
*Female recreational cyclist B: yeah, I'd feel quite confident*

...  
*Female recreational cyclist A: yep, it's a lot easier when you're in their [drivers] view too*

### **Cycle path going with general traffic signals – straight through manoeuvre – B3**

*Female student A: so long as the car sees you, that's the other thing, the cars quite often don't see, well the drivers don't*

*Male worker A: so this red car is turning left?*

...  
*Female student C: and the cyclist would be coming... [along the footpath]*

...  
*Male worker A: it's still not very appealing as a cyclist, I mean, one of the things about cycling is you want to be able keep moving, ideally you want to be away from the traffic...*

*Male worker B: yeah, this is all raised up...*

*Female worker B: The thing is would the left turning traffic give way to you or not?*

*Female worker A: They are supposed to*

...

*Female worker A: I think you are getting into those issues again of putting the cyclist with the pedestrians rather than with the traffic, you know, because you are moving away from the road*

*Female worker C: The one on the left is better because it is coloured so the cars can see where the cycle lane is ending where as the other one, its not obvious where the cycle lane ends*

*Female worker B: Ok but yeah the advantage would be that the crossing, yeah because you know how cars already know that they've gotta give way to the pedestrians*

*Female worker A: Yeah*

*Female worker C: So they should*

*Female student D: that looks like it belongs to the pedestrians*

*Female worker D: it does doesn't it, I'm trying to get my head around that one*

*Female student D: I suppose it does because pedestrians go on it as well,*

...

*Female student D: although the pedestrian signal is going at the same time*

...

*Male worker D: so you're actually with the pedestrians?*

...

*Female worker D: ... but what I'm not sure about, see that's another thing where you're left stranded, you know you're plonked here, ok, you're clearly going with pedestrians at the traffic light, but where are, it's like joining up the dots in this, I mean maybe it is ok, maybe it's just the way the photograph is taken*

*Female student D: yeah I think it would be part of the context, like that to me looks like they've come down the cycle lane, across that red bit and then they're going along the path*

*I: so the concept you like, you just want it to be clear and where you're supposed to go?*

*Female worker D: that's right*

*Male worker D: and the little cyclist picture, some of the previous ones we were looking at the real life situation, some of the cycle lanes have the bike pictures on the cycle lanes which I, for some reason I find comforting, I know that there's, that that's where I'm supposed to be, whereas if there's just a single white dotted line, it doesn't feel like a cycle lane and as a motorist I actually would prefer there to be the occasional cyclist picture in there so that I know that's a designated cycle lane, it's just the psychological thing for me, but as a cyclist*

*Female worker D: just as a reminder that 'hey, that's bikes'*

*Male worker D: yeah, stay out of there, so as a motorist I prefer that, and as a cyclist it would make me feel more comfortable, so some of them for example you could have a little, on this one here,*

*I: on the right?*

*Male worker D: you could have a little cyclist picture there, or I dunno*

*Female worker D: it's just that the dots need to be joined up one way or another*

*Male worker D: something*

*Female worker D: so that you can see if there's another bit like this somewhere, where is it and am I on the right track for it?*

*Male worker D: yeah, am I doing the right thing*

*Female worker D: so if you saw there was a bike or something there*

*Female student D: I think part of the trouble is also things have snuck in, you know, as traffic has got busier and things over the years, cycling's been around for ever but, these sort of infrastructures have been introduced but there's been no like over the cross the board education of the public, like, 'this is what this is', you know, it's just sort of gradually snuck in over the years and it wasn't even really in the road code when I did the test 10 or so years ago*

*I: so it's going back to that education you said earlier*

*Female student D: yeah, like motorists and cyclists don't always know what to do or what stuff means, you've sort of got to fumble along until you randomly find out one day by accident*

*Female worker D: it's because somebody's squashed you (laughs)*

*Female student D: yeah*

*Male worker D: by accident (laughs)*

...

*Female worker D: I think that's the thing, I mean if things are snuck in, if little sort of, addenda to the traffic rules and stuff come in or if they change something radically, just having things on television once and a while, I don't think that's sufficient, but that's what they do, I mean there does need to be really focused education*

*S: yeah*

*Female worker G: so is there a light? Sorry, I'm just thinking ... you're going straight across and you've got the lane...*

...

*Female worker I: and the other picture? The other picture we're going along that red*

...

*Female worker I: so we've got a little green one for our cycling haven't we by the looks of it?*

...

*Female worker G: you haven't got the cycle one*

*Female worker I: and the other picture? Oh, there's the pedestrian green, I almost feel less safe there because you're not (others talking)*

*Female worker G: yeah*

*Female worker I: yeah, you're not part of the drivers' consciousness and you want to go straight ahead and they want to turn left, you're not actually part of their consciousness*

*I: so you'd prefer then to be on the on-road lane*

*Female worker I: yeah*

*I: would others agree with that?*

*Female worker J: I don't know of anybody else whose family is from the UK, but I mean it took me a long time to get used to actually having, when you're turning left, to giving right of way to pedestrians going across crossings, you just, no traffic, if a pedestrian were going across the crossing no traffic would be allowed*



*Female worker G: yeah*

...

*Female worker H: you don't start walking until the traffic, there'll be no chance of a car driving in front of you*

*Female worker J: the cars are not allowed, yeah, yeah, because I nearly mowed a woman over with a bike in my first week of being here, I just went whizzing around in car and she went 'what', I thought 'what the bloody hell are you doing walking across the road', but it were green for her to go, I didn't know, and I think that's a really dangerous rule, and same with the bike*

...

*Female worker I: because pedestrians get about 4 seconds before (all talking at once)*

*Female worker K: you've got to walk faster (laughs)*

*Female worker J: but you know like old people haven't got a chance*

*Female worker H: at the moment because I can't run really, I'd wait until it was green again*

*Female worker J: before your brain's even engaged it's stopped hasn't it*

*Female worker G: mmm*

*Female worker I:: it's just really long enough to get you into the middle of the road so the cars can collect you isn't it really (laughs)*

*Female worker N: So in terms of motorists you are not actually on the road*

...

*Female worker N: And in terms of the control of the traffic signals, um, everyone gets the same signal green to go through, there is no red arrow to stop the cars turning left*

...

*Male recreational cyclist: I don't like that I would prefer to cycle on the road*

...

*Male recreational cyclist: Because I would worry that motorists didn't know I was there, because I am on the foot path*

*I: Because with the mid block, would you prefer to be slightly separated? Than be on the off side*

*Female worker N: I would prefer that in terms of, yes, but not in terms of going through the intersection*

*Female worker M: At that intersection the traffic will view you as a pedestrian as opposed to a [cyclist]*

*Female worker L: so the cars are still having to give way to you and go straight ahead?*

...

*Male worker F: sure*

...

*Male worker F: ah, but if it's red, then you should not be on the left of the cars turning left ... I tend to, you know, and you do see, one cyclist, I tend [to] I walk with pedestrians and go across if it's red and if it's green for the cars don't go, it's safer, there's no point actually waking up in a hospital bed and saying 'well I stood up for my rights' (laughs)*

...

*Male worker F: oh, several eh, just let the cars go, I'm not fighting with 1.5 tonnes*

...

*Male worker F: well in fairness, as a driver, if I'm driving in an intersection in that situation, I expect to give way to pedestrians, I would not expect a bike to come up on my left, I expect the straight through traffic to be on my right, and you would have to do, to actually get that to (be accepted? Hard to understand) would require a traffic rule change, because people would have to know about that because that's not the rules, it's only give way to pedestrians*

*I: are you thinking a similar thing?*

*Female worker L: um, yeah, I kind of think also, because as a driver, like you can see a pedestrian on the other side or when you were back crossing, but if you had a cyclist that was biking quite fast at the side of you, how would you know that they were coming, to stop?*

*Male worker F: they catch you unawares*

*Female worker L: but I guess that's more of a driver issue, because ultimately you'd think that they'd get to there*

*Female recreational cyclist A: my only concern would be, in this picture to the right, that right thing, that red car there, making sure that they are aware that they need to, presumably give way*

...

*Female recreational cyclist B: yeah, well they're meant to give way to cyclists aren't they, they're meant to wait for you to come across*

*Female recreational cyclist A: I mean presumably, so the cyclist would be moving on the green traffic light, not on a pedestrian crossing type signal?*

...

*Female recreational cyclist B: yeah, my concern would be the car on the right not giving way*

*Female recreational cyclist A: mmm, there's quite a distance away from the car*

*Female recreational cyclist B: other than that I would feel quite safe and comfortable*

## **Cycle path going with cycle or pedestrian lights – straight through manoeuvre – B2**

*Female student B: would that kind of protect you from slow cars turning?*

...

*Female student A: so the cyclists don't go with the traffic lights?*

...

*Female student A: well this particular picture I think you like more because of the bright red colouring, but the diagram itself with the cycle light, I don't trust it because I would feel that they (the cars) won't respect the signal or they won't even see it, that's how I feel, so I don't trust them in Christchurch*

*I: so you would actually trust B3 where you go with the general traffic signals (yep) more than you would trust the pedestrians. What about you?*

*Female student B: well, I'm kind of assuming that maybe the cars would be on a red light or something that gives you...a head start would be good, because presumably the car won't go over the red light....but I see what you mean, because I've seen a lot of people have started, like say with the pedestrians*

*crossing, are turning without even giving way to the pedestrians, particularly if they're not moving very quickly*

*I: like if we see there are pedestrians coming from the other side?*

*Female student B: yeah, and they just duck round*

*I: and they just turn left?*

*Female student B: yeah, I see heaps of these problems,*

*Female student A: it's just that compared to like the general mannerism (laughs).... I mean unless it is employed city-wide, country-wide in every intersection and everything, identical ways, but we are not at this stage*

*...*

*Female student A: yeah, um, well going with the traffic flow? Yeah, I would think so, it's only because, um, of the way things are in New Zealand though, I mean, if that's normal in that country, then I'd be happier to just follow the rule because people respect it, it just depends on the intersection and the drivers, so no I don't trust that one.*

*Female student C: and you're on the kerb?*

*...*

*Male worker B: these are all kind of like the same thing, how much priority should we be given*

*I: which one do you prefer though, I mean*

*Male worker B: the most priority (laughs)... I want right-of-way (laughs)*

*...*

*Male worker B: yeah, and everyone accepting that and that system would work*

*Female student C: there's got to be education always, I mean where we were at yesterday, doing some stuff for work and my boss and I were driving along and there were two cyclists side by side and we were coming out, going slow almost about to pass them, and there was another cyclist behind and they just went in front of us and he slammed his brakes on, there's got to be some education for the cyclists and car drivers, I mean he'd slowed right down...*

*Male worker B: but even when they're aware, cycling across the street, you know Armagh Street through town there's those tram rails down, Armagh Street the Tram runs down and there's a cycle lane kind of criss-crossed in the tram tracks there's intersections along there too, like Manchester Street's a good example where the people just... they'll just drive straight into the cycle lane even when there are cyclists there and knock them over, squash them up against the footpath, whatever...*

*Male worker A: they don't even know they're in the cycle lane I suppose, but some of them must know they're in the cycle lane*

*Male worker C: well, some cyclists are pretty dumb, I mean I saw a guy going down Madras Street on....and he was like out in the middle of one lane of traffic, and I thought what a dummy*

*Female student C: quite often you see them 3 or 4 abreast on the road and you can't get past, there's got to be education on both sides, I think that's the big thing, you've got to change the whole cycle scene, it's like, yes, ok, we give you more right-of-way, you've actually got to be respectful of that right-of-way, thinking about what you're doing as well, staying a bit over...*

*Male worker A: really, there are so few cyclists compared to cars, I mean why should the cyclists have to do anything, if you want to encourage cycle users, the cars – you have to restrict them*

*Female student C: yeah, but I think they should respect, they shouldn't be riding 3 or 4 abreast on a single lane but you quite often see them, that's what I mean, I'm not saying, you know, I just think that you have to educate everybody, you can't just go and educate the car drivers, I think you need both sides of it so you get more respect from both sides...*

*Male worker B: but the reality is that we keep spending millions and millions more on roads for cars than we do on anything else, so no matter how much you try and even up the education and the rights and everything, it's all still getting in the way of a car*

*Female student C: you're not going to change it that quickly are you, it's going to be small steps*

*Male worker B: well, there's a lot of evidence that we may not be changing it at all, no matter how many cycle lanes we're putting in the shift is definitely still in the direction of vehicles, I mean that's one of questions at the end of this, I mean even if you determine what priority people prefer, how's is that really going to make a difference if the trend is still so much greatly in the other direction, that's a hard one*

*Female worker A: Yeah that's fine*

*I: So that is better than going with the general traffic signals?*

*Female worker A: Yeah, you can trust the cars more... Because they are on a red light, you would presume it's all co-ordinated so that if you are going they are not, mind you they are all going in this example.*

...

*Female worker B: But if the cyclists have got a green light to go ahead, then we are thinking that the cars have not got a turn across that their not aloud to turn across that because, yeah same direction only*

*Female worker A: But I think I like having the cycle lights as well because drivers will see that as well*

*I: So again you like the markings across the intersection?*

*Female worker B: Oh yeah, yup, definitely*

*Female student D: what if you're travelling with kids, man I'd be too scared, I'd think 'oh my god' what if a car turns*

*Female worker I: so would the traffic be stopped or would it just be like Nicola was just talking about now where they'd be actually still coming around?*

...

*Female worker J: so they won't have right, they won't, they, they*

...

*Female worker I: the only example of this I know in Christchurch is the traffic stops when the cycle light comes on... and, yes it is crossing the road, that would be why it has stopped*

...

*Female worker J: it's what I'm used to, I think that's the*

*I: so straight ahead traffic might be going at the same time as you*

*Female worker J: yeah, but nobody would be allowed to turn right and run over you, yeah*

*I: so as long as turning traffic stops you're happy on this?*

*Female worker I: yeah*

*Female worker N: Yeah it's great*

*Female worker M: I'd be more comfortable because I'd feel I'd got the right of way signalled by lights so I'm not reliant on*

*Male worker F: that's fine because in that instance you've got the same rights as pedestrians, yeah, they've got to give way*

*Female worker L: yes [I'd be happy on this]*

*Female recreational cyclist A: yeah I think that's fine, they're free to cross*

*...*

*Female recreational cyclist B: yeah, I think that's, yeah*

*Female recreational cyclist A: yeah, they've got them round the park as well, at a couple of different spots around Hagley Park, yeah and it's good*

### **No specific traffic provision – right hand turn manoeuvre – C1**

*Female student A: I hate it*

*Female student B: ok, I'm freaked out turning right in a car, so (laughs) turning right as a cyclist is just not even...*

*Female student A: I even use the pedestrian crossing, hop off the bike, go on the pedestrian crossing*

*Male worker B: so the truck's about to run that other cyclist over...if the truck doesn't get him, the car over there will (laughs)*

*Female worker G: no*

*Female worker H: less secure*

*Female worker J: I'd be pushing it across with the pedestrians*

*I: how many people would be off their bike and walking through the intersection?*

*Female worker F: yep*

*Female worker G: yep*

*Female worker I: possibly*

*Female worker H: yeah, probably*

*I: at least 5 people, ok, how many people would go out of their way to avoid the intersection entirely on their route?*

*Female worker G: yeah*

*Female worker I: yep*

*Female worker K: yeah*

*Female worker H: yeah*

*I: and you'd take a longer route to avoid it?*

*Female worker G: yep*

*Female worker I: yeah*

*...*

*Female worker I: because especially with that lane going straight ahead or right, so do you get on the right-hand side of that lane or do you get on the left-hand side of the lane?*

*Female worker H: because you have to keep back to see what's coming up don't you*  
*Female worker I: yeah, because either way you're going to be in somebody's way*  
*Female worker H: I'd probably go on the right-hand side of the lane*  
*Female worker I: I'd probably go right in the middle actually and just own it (laughs)*  
  
*Female worker B: Oh scary*  
*Female worker C: Accident waiting to happen*  
*Female worker A: Yup*  
*Female worker C: Yeah I'd do that one but only if there wasn't an alternative*  
*I: You'd do it? You wouldn't avoid it?*  
*Female worker B: No I have to do a right turn onto Riccarton Road at some stage*  
*Female worker C: You just have to be careful don't you?*  
*Female worker B: I have one of these on my way to work if I was biking, and you have to pull across here if you want to do it and then you have to go across two sets of traffic lights walking your bike if you want to get round that corner with out biking through the intersection*  
*Female worker A: Yeah, turning right is difficult because you always have two crossings*  
*I: You wouldn't do the pedestrian?*  
*Female worker B: Yeah*  
*I: So you would tackle the intersection on a bike rather than*  
*Female worker B: Sometimes, yeah*  
*I: Ok, Ill just show you an example there*  
*Female worker A: So but, if you were turning right here then you've got to get over to the left hand side of the road, the car behind you has to wait or*  
*Female worker C: That's scary*  
  
*Female student D: I'd just avoid that one*  
 ...  
*Female worker D: I would see it coming, head to the footpath, wait for the traffic light, walk across and start again*  
*Male worker D: yeah, that's almost what I would, yeah*  
 ...  
*Female worker D: well by that stage I'm already on that route, you know,*  
*Female student D: yeah, if you get stuck at it, you're stuck at it you know*  
*Female worker D: yeah, that's right*  
*Female student D: but if I knew it was coming I'd avoid it, like if I'd driven those roads, I'd be like, yes I won't go into that*  
*Male worker D: you're so vulnerable out in the middle of an intersection with cars all facing you (laughs)*  
*Female worker D: yes*  
  
*Female worker M: Well if I won't even go straight ahead I surely wont go right*  
  
*Female worker N: I would do it, but it depends how traffic is that gets me, if it was during normal off peak hours*

...

*Male recreational cyclist: I'm the same I would do it, I have to take this turn in my car to come home, and if I get worried about doing it in my car*

*I: Ok, [Female worker M] you would be walking?*

*Female worker M: Oh yeah*

*Male worker F: no, well it depends, if you had to go that way, but when the bike is behind the truck, um, he can't be seen by the truck driver, and they do sit there and that scares you, driving a truck and you weren't looking 'where did they come from?'*

*Female recreational cyclist A: obviously more practical is there's a cycle lane in the middle there*

*Female recreational cyclist B: is the traffic turning right turning on an arrow or just turning on a green light?*

...

*Female recreational cyclist B: I do have to do it to get home but it's a lot easier if there's a cycle lane in the middle to get into*

*Female recreational cyclist A: I would do it but I would feel nervous and I would try, it would depend on whether the intersection had a green arrow to turn right or whether it was just a green light and you just had to judge the traffic coming through on a green light*

...

*Female recreational cyclist A: I would prefer the arrow, yeah, because it's judging how fast that car coming in the opposite direction is going and being able to get round in time, and also bearing in mind any vehicles who are coming from behind also turning right*

### **Right turning traffic lane – right hand turn manoeuvre – C6**

*Female student A: I still don't like it, because you'd be cycling on the left and then you have to change the lane... and that part is the worst as well because all the traffic going past you*

...

*Female student A: oh, no, I don't feel that [safer], it's terrible. It's more that I don't like getting to the right lane*

*I: it's getting across the traffic*

*Female student A: yeah*

*Female student B: yeah*

*Female worker A: How does the bike get across there though?*

*Female worker B: You go across two lanes of traffic you see*

...

*Female worker B: You plan it 300m up the road*

*Female worker C: Oh no no*

...

*Female worker A: Especially at 8 o'clock in the morning*

...

*Female worker C: Yup probably [walk the bike around]*

*I: Would you go so far as to avoid the intersection completely?*

*Female worker B: I'd do one of those two, yeah I've got a right turning and a left turning lane onto Riccarton road and you have to get into the middle and*



*drive down the middle of two lanes of traffic to get to that point there where you are turning*

*I: But you would tackle this intersection on a bike?*

*Female worker B: Not if I could avoid it*

...

*Female worker B: I guess it depends what time it is and how busy it is*

*I: But if it was busy*

*Female worker A: I'd be walking*

*Female worker B: I'd be quite worried*

*Female worker C: Yeah I'd walk*

*I: So would you still avoid the intersection?*

*Male worker D: mmm, probably*

*Female student D: I would, because I still don't know where you're supposed to, like do you go on the left of that right hand turning lane and go around, or? Because the other people turning right would be out a bit more.*

*Female worker J: it's not that, it's getting across from the left-hand lane when you've been on the cycle lane, right across that traffic so that you have to turn right, that's the problem*

*I: how many people would still be off their bikes walking?*

*Female worker G: I would*

*Female worker I: possibly*

*Female worker H: there's sort of three lanes not two*

*I: would people still be avoiding the intersection entirely?*

*Female worker G: yep*

*Female worker K: yep*

*Female worker N: I'd be much happier with that, although you've not got a dedicated cycling place, the fact that you are out of the way of the traffic as its trying to go through, to me makes a difference, if you kind of park yourself there and wait. The risk is though that you will sit there and wait, you will wait for the lights to turn orange and try and get through there at the last minute, it is a risk.*

*I: You are not comfortable, you'd attempt it, but you are not happy*

*Female worker N: Yip, and particularly because you are going across*

*Male worker F: that's just the current way it is*

*I: would you attempt this on a bike or would you walk across?*

*Male worker F: if it's not too busy I would, but if it's a really busy intersection, no. Too many close calls, again I'd be...in other words, you're best to go the long route.*

...

*Female worker L: um, if it wasn't a busy intersection, but if it's busy you're worried*

...

*Male worker F: but if it's, the rule was really ground in when we learned to drive, I don't know if people still learn it, but you know you give way to your right, but a lot of people still don't know what to do when they come to an*

*uncontrolled intersection, um, busy intersections are always, well it's just the way it is, but I think there are options if we want them*

*Female recreational cyclist A: yeah, I don't like that much*

*Female recreational cyclist B: it's trying to get across to that lane for a start isn't it, if you're on the left and you want to turn right, essentially you've got to cross there too*

*Female recreational cyclist A: yeah, I don't like it as much as the previous, um, example, ah, but I would be ok with doing that, but once again it depends on the volume of traffic, because presumably you're actually starting off on this far left-hand side so you actually have to move, because I've done that down Memorial Ave, you have to move right across*

### **Right turning cycle lane – right hand turn manoeuvre – C5**

*Female student A: yeah, but again, you still have to cross... a tiny little bit, it depends on how busy the road is though, if it's a busy road, it just doesn't seem to matter*

*Female worker L: oh, but how do you still get into that cycle lane?*

...

*Male worker F: correct, so you'd say no, I'm technically a 'no' ...which you are when you're turning right on a bike anyway, ...the previous option, so 'no'... well you would do it, you would use it because it's there but you know that you could actually, you risk exactly the same as if it wasn't there, of course it doesn't give you width*

*Female worker C: That's good*

*Female worker A: That's nice*

*Female worker B: You still have to get across there*

*Female worker A: You still have to move into it, but at least there is room for you.*

*Male worker D: is it that dotted line?*

*I: that's sort of a path you'd take*

*Male worker D: yeah, um, there's a cycle lane beginning there, is that what you're saying?*

*I: yeah, you're most likely to be there*

...

*Female worker D: so, perhaps ok, passing that truck thing that's moving out there and I'm moving out there, those things can come quite fast behind*

*Female worker J: well for getting there, again it's getting across that is*

*I: some of you walking, some of you cycling?*

*Female worker I: mmm, depending on the busyness of it*

*Female worker K: yep*

*Female worker I: it's nice to kind of claim us our validity of being there, our right to be there a little bit, but it depends on the busyness*

*I: [Female worker M] would you attempt this intersection?*

*Female worker M: No*

*K- You are still walking? Yup. ...*

*Female worker M: Well yeah its this crossing, you know, I'd do it if I had to, but it is crossing that stream, I'd be trying to look, hoping they could see me and leave a gap for me*

*Female worker N: I'm more happy about that than the previous ones, mainly because that lane to sit in, whether there is a cycle way or not, is a reasonably static point where the cars are not going to be going through there very quickly, you can kind of sit there to one side slightly. So having this here and a cycle lane there would make no difference at all to me actually.*

### **Advanced stop box – right hand turn manoeuvre– C3**

*Female student A: um, I also noticed that a lot of the drivers in the cars behind, you know, they're hardly kind, it's really awkward because they are impatient... that can scare you a little bit*

*Female student B: the issue would also be if there are none that, like that they would actually be blocking the car going straight, and people get quite antsy to go on green, and you kind of feel that they're creeping up behind you which is not very nice.*

*Female student A: and they don't necessarily respect that, the left turning traffic, at the corner there, they don't necessarily get more aware of the cyclists either*

*I: so you think you get that from the drivers? The concept is good, but you're worried that the drivers won't respect it?*

*Female student A: yeah, that's right, yeah, the concept is a little bit better, but ...*

*Female student B: much prefer the hook-turn*

*Female student A: yeah*

*Female worker B: Ok, I just never knew what those were for, so the cyclists get in the way of the cars and go first*

*...*

*Female worker B: Ok so the cars behind you are going straight ahead or to the left? So you can only move across when they are stopped, so you come up and if the light is red you can shuffle across*

*Female worker C: Otherwise you wait*

*Female worker A: Otherwise you just dodge across at some point.*

*Female worker B: So is that person turning right?*

*Female worker C: I guess it's an advantage of not having to cross the traffic without any provisions*

*I: You still seem uncertain*

*Female worker C: Um yes but I don't cycle so often, I don't know how people would normally do things*

*Male worker D: for me, this is kind of like, this is what I would call a bad compromise, it's like trying to adapt, how can we make sure the cyclist can use this stretch of road, like let's fit them in this way, and it's like, it's not, to me it's a very, it's not a good compromise at all, it's something that I think if the Councils or cities are depending on people for votes, you've got to avoid confusing things like this, frankly I would find this confusing, I wouldn't feel particularly safe sitting there*

*Female student D: no*

*Female worker D: what are you aiming for too, I mean, ok you've [moved across the stop box] mean that you want to turn right, is that why you've moved over there, if that's so, why not have an arrow pointing that way to tell you that, the same as that one up there, it's not clear what, why would you, what is it you're supposed to do and what are you wanting if you do it?*

*Female student D: see that's what I was talking about earlier when I was talking about the one on Clyde Road, between Ilam road, off Clyde road just down the end, and you never see people in it, they're either on the left to go straight ahead or they're on the right to go right, you never see people in, I don't fully understand those myself, that's why I was asking about it before*

*Female worker D: if the intention is to provide the cyclist with the option of going in one direction or another because that's where you're placing them, well what is it? They seem to have set these places [and forget] to put the arrows in cycle lanes or cycle paths or whatever*

*Male worker D: that would, an arrow there would confuse the motorists who were behind them and want to go straight ahead*

*Female worker D: that's true, that's true, that's not a good idea, that's why they haven't*

*Female student D: but you see they need to divide that really, because, I mean there's the people who want to go straight ahead or left and they need to be on the left, then there's the people who need to be on the right which need to be on the left of the traffic right, you know, the right-hand traffic lane as opposed to just randomly in the middle of the, in front of the straight ahead traffic*

*Female worker D: yeah, see, and what are they going to do,*

*Female student D: and it's not like they can sit there with their indicators on, they put their arm out but, you know they're not going to do that to tell you*

*Male worker D: see there's a perfectly nice piece of lawn over there they could pave for cyclists, please! (laughs)*

*Female worker J: you're just setting off and all the traffic's waiting, you'd have to get your arse into gear (laughs) to go around*

*Female worker I: sometimes I think I must need a circular line painted on because I think I'm going to be cycling out to the middle of the intersection, sitting there until I can actually turn right, but you don't actually know where the other cars are going to be going until you*

*Female worker H: well you're acting like a car there aren't you, you're kind of thinking like a car to turn right aren't you?*

*I: ... you probably prefer the hook-turn to this?*

*Female worker G: yeah*

*Female worker I: yeah*

*Female worker H: because just to get momentum sometimes to get going*

*I: would you prefer the right-turn cycle lanes to this, where you do have cross the traffic to get into the right-hand cycle lane?*

*Female worker I: no*

*Female worker F: no I prefer that one, at least you're in front of the car*

*Female worker I: and this changes the culture of the car drivers*

*Female worker G: mmm*

*Female worker F: they just have to wait, you get out of their path pretty quickly actually, you could always do a wide curve*

*Female worker I: but it's cycling forward before I turn right, I cycle forward and wait for all the cars to go straight ahead, so they've all gone and then I turn right, it's hard to know where to go, if I go here is the person behind me going to clip me or is the person in front going to drive into me*

*Female worker H: and how fast is that person coming towards you that you, because he might, you know, think you've got to turn somewhere*

*Female worker N: I just don't know if that, that people have a very good understanding of how that works*

...

*Female worker M: No I wouldn't use it*

*I: You are walking again?*

*Female worker M: Yeah*

*Male recreational cyclist: I like the concept, the only problem is if you end up with cyclists in some streets sitting in front of cars that creates a bit of a safety issue for me. You are entirely reliant on people getting round moving cars to be out of the way. Um, I wouldn't let my children do that*

*I: Mm, would you let your children do any of the others?*

*Male recreational cyclist: Um, the one you just showed previously*

*I: The hook-turn?*

*Male recreational cyclist: Mm, they would need more education on it*

*Male worker F: yeah, I've seen them around...so when you drive you try and avoid those roads like the plague, ...no I don't like the idea of sitting on a bike, sitting in front of a car that has a right to going, because I don't expect them to wait and I know who's got more oomf (laughs), no because, you know, when you see a lot of previous ones, those light ones, crossing like that is safer than that, a lot safer*

*Female worker L: I think that's fine if the traffic is stationary, but like if you, if the cars were actually going and then you were still biking and then went into that box, that would be a problem*

...

*Female worker L: no [haven't seen them] I think I must drive around blind because I haven't seen hardly any of these cycle lanes, either that or I'm just driving home [not paying attention]*

*Male worker F: no they don't, they do them on one or two roads ...*

*Female worker L: I guess they need, like it would be helpful for them to decide, um, what way our cycling infrastructure was going to be in Christchurch ...ok, these are how some new lanes will work, I've only seen half of these lanes but they're obviously out there, but I either drive over them or*

...

*Male worker F: you'll find them, you'll find them*

*Female worker L: I know but it's just being made aware of them*

...

*Male worker F: yeah, that's true, those type of areas would work, um, quiet traffic, quieter traffic areas where there are a lot of people, like schools, university, but it wouldn't work then on main roads where you've got a lot of trucks and things, you've got to do something different, but that could actually*

*work better in a quiet area and that's quite fine, be quite happy ...because they're all going off because they had to go there*

...

*Male worker F: it's almost like jumping the queue, you can be there first in the car but you're not first off at the lights, and I mean that can be a real male thing, you know this is 'hey, we're first here, we should be first off' (laughs), but that's where you get some of the agro too, next minute you find yourself shunted, they just nudge because they want to make a point, you know, and some people do this silly thing*

*Female recreational cyclist B: yeah there's a few of them around, it's quite good*

### **Hook turn – right hand turn manoeuvre – C4**

*Female student A: ah, that's kind of what I do already, yeah*

*I: how does the time thing sort of factor in, because you have to take the two phases of lights to go through as opposed to...*

*Female student A: to me safety is more important*

...

*Female student B: yeah, I'm, definitely*

*Female student A: you're crossing a busy road as well, it's...*

*Female student B: in a car I would go around the block rather than turn right onto some roads, so (laughs)...*

*I: so you're more than happy to take the time?*

*Female student B: yeah (laughs)*

*Female worker A: So that would be similar to some of the pedestrian things we've got around the area*

...

*Female worker B: Yeah*

...

*Female worker A: I guess it's pretty slow, but it's easier than getting off your bike I suppose*

*Female student D: it's an unfamiliar thing, but in [Australian city], yeah, they're there*

*Male worker D: it looks a bit scary... I don't think I get it*

...

*Female student D: oh, ok, so this is the safest*

...

*Male worker D: a lot of this comes down to being familiar with your intention, if I was familiar I'd probably do it, but if I just got there I'd think 'what the heck goes on here?' you know*

*Female worker D: yeah, how can you say 'rarely' if you've never met it, you know,*

*Male worker D: yeah*

...

*Female worker D: no, not particularly [feel safe]*

...

*Female student D: I wouldn't worry, probably no worse than, well it's infinitely better than hanging out in the middle of the traffic and then turning right*

*Female worker D: well, I'd be conscious that traffic was whizzing around me while I was trying to figure out what it meant, is what it is... if I knew what it meant beforehand and if I was familiar with it, that wouldn't be the issue, but*

*Male worker D: but if you did know, and if these were common, you'd feel safe*

*Female worker D: a lot safer yeah, but if you hit it out of the blue*

*Female student D: I think signage has a lot to do with it too*

*Female worker D: and at the moment I'm in the situation where most things I hit are out of the blue, so talking about 'sometimes' and 'frequently' kind of doesn't really cover it,*

*Female worker H: is that kind of like what you were saying?*

*Female worker G: yep, it is*

*Female worker H: oh, probably is actually, you walk across that road and then you cycle*

...

*Female worker H: yeah that's what I do*

...

*Female worker G: yes, if you're coming down Brougham you can't turn through two lanes of traffic, you just go straight ahead and sit there and wait until you get a green light*

...

*Female worker I: it doesn't, it's curvy but it's got this – the trick is the box, the trick is the box isn't it?*

...

*Female worker G: oh yeah*

*Female worker H: that's kind of what I've done anyway, sometimes, yeah*

*I: so everyone's happy with this, I mean the time factor?*

*Female worker G: mmm*

*Female worker I: yep*

*Male recreational cyclist: So how do you get on with the traffic that has come, I understand where you have come from but usually the traffic is shooting straight through there*

...

*Female worker N: So where has that been advertised? Has it been advertised?*

...

*Female worker N: So this is a bit personal and I don't want to detract, but I'm interested that we have the wheel of fortune, and big nasty impact ads on TV, but we don't seem to get education in terms of problems, its something that is a real bug bear of mine*

*I: [Female worker M]would you attempt the intersection there?*

*Female worker M: Probably, I would feel better to do that*

*I: But it is the understanding of what to do*

*Female worker N: As a cyclist*



*Female worker L: in terms of, um, if you were on a busy road like waiting, you'd be waiting for a long to get across that road if you're having to stop at two boxes*

...

*Male worker F: that's quite often at a really busy intersection, because one of the worst things that happens at intersections, now, people go 'yeah, lights changed, oh, the right turners are still going', so you can't get across sometimes until well into your phase, so it's not something you can do on a pedestrian crossing, but that would actually work*

...

*Female worker L: oh, I wouldn't be worried about it [the time], but I just thought that it would be longer than those other options*

...

*Male worker F: yeah, [consistency of rules] and that's what will, it's just actually knowing that there are a lot of, um, a lot of people who are ignorant and driving, and a lot of people, you know, and with changes like that you stop and think 'what's that?'*

...

*Female worker L: well I don't even see them, I'm sure I must drive around blind, I don't even see any of these*

...

*Female worker L: but even that one that Meg was talking about, I go down that street all the time and I've never seen that, so either I'm just like [not looking]*

...

*Male worker F: I think that's a safe way of getting a group across, um, you'd feel confident if you had children, crossing at a busy intersection rather than just going diagonally across, because if they got caught, went so far and got caught they panic and don't know what to do, just get across, whereas that, get to there, yes the light's still green and you wait, but you know at least they make it to a safety point, and if it's too busy you just get off the road, so I mean, you've got options*

*I: you'd be happy to let a child do this on their own perhaps?*

*Male worker F: yeah, and I think around schools that's all very good*

*Female recreational cyclist A: I saw one when I just got in actually*

...

*Female recreational cyclist A: at least it makes it safe doesn't it*

*Female recreational cyclist B: mmm*

...

*Female recreational cyclist B: I think it's a great idea for those really busy intersections, I wouldn't want them on every intersection though, because presumably if that facility is there then you would have to use it, whereas if it wasn't a complete*

...

*Female recreational cyclist A: yeah, because if it wasn't at like a busy time of day then I'd rather actually just be out in the main lane with the traffic, yeah, but at, you know, your intersections which are busy the majority of the time, yep*

## **Head start cycle lights – right hand turn manoeuvre – C2**

*Female student A: I'm kind of not sure how practical it is...the last one seems more practical to me because I don't believe, I don't feel that people, pedestrians or the cars are going to like having to wait that extra time, so I don't feel that, you know, it's going to be respected the same*

*Female student B: that's right, it looks really safe to me, but adding a small time onto it...*

...

*Female student B: I like the concept but... the hook just seems like a compromise, this phase, but it's not a compromise for everyone else on the road*

*Female student A: when you're going, the kerb across, I find that sometimes some cars seem keep driving, they don't seem to notice the red light and they go straight past*

...

*Female student A: yeah, so that angle even is a little bit longer exposure to the danger than going straight*

*Female student B: and you have to be sure that the head-start was timed enough so that there are, it would be timed to make sure that you are pretty much over so that the cars on the other side would see that you're there*

...

*Female student B: yeah, it seems like its not efficient, yeah for the time maybe*

*Female worker A: Everyone stops for you*

*Female worker B: So is that time controlled or sensor controlled?*

*Female worker A: You've got to press the button*

...

*Female worker C: On Hagley Park, there is one of those by the park that you have to push to go across; I mean that's quite good isn't it? Because um, you don't have to worry about crossing lanes, um, with traffic moving in them, I: Anything bad that you think about this facility?*

*Female worker B: Having to push the button*

...

*Female worker B: I guess you would know it was push*

*Female worker A: Cars might not like that, especially if the cyclists come in dribs and drabs. I'm thinking of it as a driver; especially think of like a busy morning on your way to work*

*Female worker C: It would be like a pedestrian crossing wouldn't it, I mean they'd still have to wait a certain amount of time before they'd be allowed to go again*

*Female worker A: Yeah that's true*

*Female worker C: Unlike the zebra crossings where the kids just trickle*

*Female worker B: Yeah I'm thinking of the cycle paths that go across um, at the moment next to the railway lines, um,*

*Female worker A: By Glandovey?*

*Female worker B: Yeah and you know, you are going along there and there is not a lights thing for the cars, but you know bike comes along and they press the button and they go across and blow me down immediately after them another one comes along and then you are stuck again, instead of them sort of waiting up a little bit and having a batch of them go across*

*Female worker A: The one by the park's not bad, the one that goes up to, is it Harper Ave there? If you come off Fendalton road*

...

*Female worker B: And you've got Millbrook reserve on that side, by the golf part of Hagley. That's quite a good one, you know, because its, you know, they have to stop and wait until they get their turn*

*Female worker A: So it's linked in with the lights*

*Female student D: see it's all quite complicated isn't it, like once you're out there, like I wouldn't know to press a button at all*

...

*Female student D: oh, right, yeah*

*Female worker D: that would be fine*

*Female student D: that sets it out doesn't it? See that's the thing, signage is good*

*I: so the general concept, if the signage is good the concept is good?*

*Female student D: yep*

*Female worker D: yeah*

*Female student D: uh huh*

...

*Male worker D: this definitely needs a cycle lane doesn't it, because there's not a way you can get to that thing without the cycle lane*

...

*Female worker D: you certainly get the feeling that someone has actually thought it through rather than just sort of picking some random...*

*Female student D: yeah, see Christchurch has got away with a lot over the years and all the roads were built before, you know, things got....and now they're just squishing up the car roads to put the cycle lanes in and they just peeter out every now and again*

*Female worker D: and I think there's an assumption that you already know a lot more than I do, just about the lie of the roads and about what you are supposed to do*

*Female worker I: so would we be all the way across before the car, like potentially, before the cars can go straight ahead?*

*Female worker K: depends how fast you are (laughs)*

*Male worker E: better be (laughs)*

*Female worker I: it wouldn't be like the pedestrian ones that say 'start walking now' and 'oh' four seconds later a car comes*

...

*Female worker H: I don't know if anyone else has ever been in a car and thought 'oh, green' and started*

*Female worker J: yeah when you're on auto-pilot*

*Female worker H: I have*

*Female worker G: have we got those in Christchurch?*

...

*I: do you like the infrastructure?*

*Male worker E: not as much*

*Female worker I: I kind of like it*

*Female worker F: I think that I like it*

*Female worker H: just because I've been a driver and I've thought 'oh, green' and that*

*Female worker I: but that's just learning, getting your awareness up to date isn't it, changing the culture of*

*Female worker F: yeah, if you're not used to it, because it seems like Christchurch has a hodge-podge of things for cyclists*

*Female worker J: you need*

*Female worker F: like the tram, you know like the tram goes 'ding ding' and off it goes and then you know it's on the road*

*Female worker I: that green light there, that's in a funny place isn't it, you're sitting behind and you have to be looking up*

*Female worker J: yeah*

*Female worker I: and all those motorists can see it, if it was, if the light was in a different place it might be better, a light for cyclists*

*Female worker F: if it was just down lower*

*Female worker I: yeah*

*Female worker H: and maybe a 'ding ding' or a large beacon going off loudly*

*Female worker I: yeah, rather than a light that just motorists can see*

*Female worker M: Yeah, yup*

*I: [Male recreational cyclist], are the children allowed to go?*

*Male recreational cyclists: Yeah absolutely*

*...*

*Female worker N: ... that's seeing cyclists as having a right to be on the road and that they are kept safe, I like that.*

*Male worker F: yeah, because that's a bit like doing your barn dance with pedestrians, as long as it doesn't get you half-way across and change (laughs)*

*I: you want specific time to get through the intersection before the cars are allowed to go, ok, [Female worker L], would you be happy to...*

*Male worker F: yeah because that gets you past that traffic, yeah*

*[Female worker L agrees non-verbally]*

*Female recreational cyclist A: oh, I was going to say 'whereabouts is this?', I think it's an excellent idea*

*Female recreational cyclist B: yeah*

*Female recreational cyclist A: yeah, I think it's a good idea, but I imagine motorists would get a bit annoyed, I mean I'd be annoyed at that kind of thing*

*Female recreational cyclist B: so presumably the signal green light for bikes only goes if there is, like how does it know there are cyclists in the lane*

*...*

*Female recreational cyclist A: yeah, that's cool, because I was thinking if every phase of lights there was this stopped and there was the green light for the bikes then motorists would get really annoyed especially if there were no bikes sitting there, 'well I'm waiting to go', so people could just push it by (laughs)*

*I: it is supposedly triggered by cyclists not passers by*

*Female recreational cyclist B: yeah, then, yes it's a good idea (laughs)*

## **Roundabouts**

### **No specific cycling provision – D2**

*Female student A: the double-lane, I totally avoid it with my life*

*...*

*Female student A: the single, if it's not too, if the lines are not too wide, then I'm ok about it*

*Female worker C: Oh I was knocked off at a roundabout so I don't like them very much*

*Female worker A: Roundabouts are bad enough for people in cars, let alone on a bike*

*Female worker C: They are worse if they have lanes though, if there is two lanes like the Sockburn one, it's a nightmare even for cars.*

*Female worker A: And I haven't seen anyone do 30km on that roundabout, mind you it is a big roundabout, these ones are a lot tighter.*

*Male worker D: I try to get through roundabouts as quickly as possible, which I since reflected on as could be a dangerous thing as well, because you're not as visible, so if you go quickly through a round-a-bout a car might just come through*

*Female student D: yeah, that's the thing with roundabouts, is that the drivers are distracted by what they need to do to steer around the round-a-bout and sometimes it can be quite narrow and*

*Male worker D: and the other thing is, indicating as well, and that's a big thing on bikes, if I want to go, I mean strictly speaking I'm supposed to indicate when I turn left, sorry when I exit the round-a-bout, so if I was this car here and wanting to go straight ahead I'm supposed to indicate left, right? Correct? So, I'm on my bike, perhaps changing gears and I'm doing this as well making that sure people know I'm turning off the... (laughs) can you all see this?*

*Female worker D: this would be another of the ones where I would keep to the footpath and cheat (laughs) and cross over roads to get to where I'm going (laughs)*

*Male worker D: yeah, I know, that's, because you have to sit here sometimes, at a give way, and then you have to make sure you're in the right gear, sometimes you have to stop reasonably quickly and you're in the wrong, ah, a very high gear, have you ever been in that situation? You know, and so you have to leave quickly, you have to make sure that people understand you're turning left quickly to get off the round-a-bout in case they cut you off and as you said, [Female student D] they're already distracted ... I personally don't feel safe on roundabouts at all  
[other participants agree]*

*Female worker J: no I'm not mad about that*

*Female worker I: I'd take a car space, I wouldn't try to be a normal cyclist, I'd be a car on my bike*

*...*

*Female worker H: ... I'd be on my bike ... because it's fine going straight through... turning right is a little bit [difficult]*

*Female worker I: if you're a car and you put your hand out, your arm out turning left or right now, I'd probably do that on those, because you just put your arm out don't you, I'm in front of you and I'm turning right*

*Female worker N: Its that peak time thing*

*I:[Female worker M] are you walking or cycling?*

*Female worker M: Oh I'm doing nothing, I'm in my car*

...

*Male recreational cyclist: I'd go through there but I'm less happy about that than the basic traffic lights scenario and mainly because it is the experience of, you don't get a solid spot, if you are that cyclist at the bottom where all the cars are going, you don't know if the car coming up on the right hand side will slow down, they might actually just go straight through, so there is greater risk involved in that than at a intersection. At least you know when the lights are right you go*

*Female worker N: And its hit and miss with our roundabouts, if it is low then I don't think so many people are concerned. We have a lot of roundabouts where the planting is quite high, and there are trees and you can't see even in a car, until you are almost round, so as a cyclist I'd worried they couldn't see me*

*Male worker F: the cyclist is hesitant, a typical one, he has right of way, the car exiting or the bike going around, and that typically comes up and everybody will say 'oh the car exiting' and you say 'well it's actually a round-a-bout, and it's going to be the bike going straight round', they're going straight through, you can't expect them to change their direction, and people don't know that*

*Female worker L: the car should give way to the cyclist as the cyclist is going round, but because cars go fast, yeah*

...

*Female worker L: um, I probably wouldn't feel comfortable with those*

*Male worker F: I actually feel worse at roundabouts than at lights ... an intersection you can actually see, that (the round-a-bout) you have, sometimes the way we cleverly do planting now you can't actually see what's coming around*

*Female recreational cyclist B: ah, it's ok, depends if it's single lane or double lane, um, and volume of traffic, but, yeah, ok*

*Female recreational cyclist A: what I find frustrating at the round-a-bout is when they're not using (hard to hear)...indicating, that's what I find frustrating, coming off or if they're going straight through, or they don't and you're waiting for them, that's what I find really frustrating, when they're not doing the right thing*

...

*Female recreational cyclist: yeah, you need to know where they're going to go, but apart from that*

*Female recreational cyclist: actually I have to say, I almost prefer traffic lights to roundabouts*

### **Cycle lane – D5**

*Female student A: colour is included, ok, I like that... yeah, I like that [on-road lane] very much*

*Male worker B: (laughs) it looks like a target, can we get 'em (laughs)*

*Female student C: and a pinball going on there*  
*Male worker A: in fact the green car's just scored*

...  
*Male worker B: the beauty of the Dutch one is that you get an island of safety on every corner,*

*M: mmm, that's where the British, the other example you've got is what they do in Britain and there is no island of safety, the bikes and the traffic are competing all the way around, everyone turning off...I suppose you can get a little bit of an island beside the actual island, the traffic island in the middle of the road, but really it's not, you don't feel safe*

*Female worker B: So if they are trying to leave the roundabout and you are there, they have to stop or run you over*

...  
*Female worker A: So it's like a normal roundabout*

...  
*Female worker C: Looks ok*

...  
*Female worker A: Yeah because you've got your designated space, but I still wouldn't think it would solve any of those issues with people behind you*

*Female worker B: Or knowing where people were going because they hadn't indicated*

*Male worker D: that would be good*

...  
*Female student D: but you see, that also comes round to look like, it's all well and good but if you're going to just do what they tend to do in New Zealand and chop off some of the car lane, I don't think it would help at all*

*Male worker D: yeah and if you get, um, many of the buses really take wide, they have to, they take a wide birth and if a bus passes you they're really coming quite close to you*

*Female worker D: their wheels are close to the edge, but the body of the bus is way outside the wheel*

*Male worker D: exactly*

*Female worker D: and so it sort of wobbles*

*Male worker D: and they're heavy, so cars are one thing but trucks and buses, um, on roundabouts with little old cyclists*

*Female worker D: its better isn't it*

*Male worker D: it's better, yeah*

*Female worker I: token gesture*

...  
*Female worker J: I think as a motorist you've just got too many lines going around*

*Female worker H: they still have to cross the line*

*Female worker F: yeah, that's right*

*I: how many people would be avoiding the intersection entirely?*

*Female worker I: depends on the hour, the time*

*Male recreational cyclist: Yeah makes me feel better*



...

*Female worker N: I'd prefer it if there were colour... Well just the idea of there being colour in the lane*

*I: [Female worker M] are you cycling?*

*Female worker M: Nope*

*Male worker F: I would think that's, you're exactly the same as actually cycling the round-a-bout, no.*

*Female worker L: I think I'd feel safer on that one, because drivers would be more aware that that's actually a lane*

...

*Female worker L: and you'd have colours*

*Male worker F: that's where the colour does make a difference doesn't it*

*Female worker L: mmm, these coloured ones*

*Female recreational cyclist: mmm, it's not a bad idea, but presumably you still have to, when you're entering the round-a-bout, you still have to give way to the traffic*

### **Directional cycle lanes – D6**

*Female student A: yeah, I like that one if it's big intersections, especially the double-lane...*

...

*Female student A: yeah, I would be quite prepared to do it, yeah. Anything with this sort of red line, it's good, yeah*

*Female student B: it's quite good because it separates bikes as well, like I just thought a lot of...where there's not a lot of cyclists as well, do you know what I mean? That's good, but*

*Female student C: it's a bit confusing isn't it really*

...

*Female student C: yeah, too much and you've got to be watching that and everything else as well*

*Male worker B: although most British intersections would have a lot more signage too all over the place, to add to the fun...*

*Male worker C: ...for all the money they put into...they could have put the underpass underneath...*

*Female worker A: Yeah if you are going off they know that*

...

*Female worker B: Confusing*

*Female worker A: Yeah because you have lines all over the place, but, um, I guess its an improvement on the last one in terms of making people aware of what is happening*

*Female worker B: You'd still be expected to use hand signals anyway, and I mean hand signals would give the cars the same kind of advice as to when you were leaving the roundabout and continuing, so I don't know whether its actually any better*

*Female worker C: How many cyclists would actually use those?*

*Female worker A: I do*

*Female worker B: Well if you are turning right you can only signal for a certain amount of time, but left is not too bad*  
*Female worker A: But I mean it's the same as cars isn't it, they don't necessarily signal*  
*Female worker B: It's hard to sit there with your arm out*  
*Female worker A: The right one is the real pig I reckon, cause the left hand one you are usually travelling as you are doing it, you know, if you are already going, you can signal left and go, you don't have to stop and give way.*

*Female student D: it's very pretty isn't it, the colours*  
*Female worker D: it's good because, the more specific it is for the cyclist, the more specific it also is for the rest of the traffic, so they're not getting angry because they're surprised by something, and we're peddling faster and so anything that they're not expecting, which you think is perfectly alright, is going to get them upset*  
*Male worker D: yeah that's true*  
*Female student D: yeah, and it makes it much more simple because if we can see where the cycle lane is, you can stay in it, being a cyclist, and they're being a motorist, you know, where to give way to, like it's not some cyclist popping out in front of you and you're not sure what they're doing,*  
*Male worker D: yeah, it's good to have that sense of ownership as well, as a cyclist to know this actually belongs to me, you know, and so I'm quite happy to be here and I can't go fast today, I don't feel like going fast today, so I'm just cycling at my speed and sort of*

*Female worker F: better than the other ones*  
*I: how many people are still avoiding the intersection?*  
*Female worker K: I would*  
*Female worker J: I'd give it a whirl, but probably not*  
*Female worker F: I'd give it a try...*  
*Female worker I: it depends on how...they are, its working up to it (laughs)... not at this stage I wouldn't feel safe, no*

*Female worker N: I must admit the colour is something that is coming to me more, I mean if you go back to that graphic, I'm just thinking of streets that we have cycle lanes now that don't last the whole way, and then all of a sudden it comes to an intersection I do think that I prefer colour the whole way*  
*I: Ok, do you like this? Yeah?*  
*Female worker N: Yeah I like it better*

*Female worker L: yep*  
*Male worker F: yeah, if you have to go through, it's a better way*  
*...*  
*Female worker L: yep, colour makes a difference to me, those coloured lanes*  
*Male worker F: yeah, because one of those shots, back there, there was no colour in it, and that's a bit bland, you do need that colour definition*

*Female recreational cyclist: oh, ok, yeah that's a good idea, yeah*

## **Cycle path without cyclist priority – D4**

Female student A: so it's a footpath grade, it's a footpath isn't it?  
 ...  
 Female student A: it looks almost like an intersection to me  
 ...  
 Female student A: mmm, I don't like that as much  
 ...  
 Female student A: absolutely, [prefer cycle lanes] yeah, well it's just that I noticed that at Sockburn round-a-bout it has islands that kind of work in a similar way, but I noticed that the cars just bowl up at you  
 ...  
 Female student B: but it could take forever, it's like no one's going to stop really  
 I: so you prefer to be in a lane, because you're at least getting to go?  
 Female student B: yeah, I put 'safe', but time consuming  
 I: a little bit too time consuming?  
 Female student B: a little bit yeah, possibly,  
 ...  
 Female student B: well a hook-turn you have a prospect of going, whereas this if it's too busy....  
 ...  
 Female student A: if it's a really quiet road though  
 Female student B: yeah, not a problem yeah, and the round-a-bout near my house is like this, yeah on Ilam and Clyde, but the road is quite, so it's one way  
 ...  
 Male worker B: who thought of that?  
 Male worker C: yeah, very unmarked  
 Male worker B: yeah, the cars should have to stop for the cyclists  
 ...  
 Female worker A: For cyclists on a busy day you'd have to stop at each point to get the pedal ready again  
 Female worker B: You'd have to cross 8 lanes of traffic  
 ...  
 Female worker A: I mean I think it's an improvement on the last one, you'd be unlucky to get killed, but you'd be there for half an hour  
 Female worker B: In an ideal world people would stop and give you a space, but then you'd be half way across and someone would come through and not look, but um I mean its definitely safer, but it could be a lot slower.  
 ...  
 Female student D: it would be probably the safest option but, well, I'd be happy with it, but then if you don't want to wait it would be a bit of a pain in the butt to be waiting  
 Male worker D: still it seems to be a bit better than the other two though, for me  
 Female student D: yeah, for me, I'd use that over the other two  
 Male worker D: because you're coming off a designated cycle, off-road cycle lane aren't you?  
 ...  
 Female worker I: and you've got lights (or lines?)  
 I: no, not necessarily, but you'd have give-way space in this area

*Female worker G: yep, good*

...

*Female worker I: so that's a busy one, that could be quite dangerous too couldn't it, if it's really busy*

*Female worker H: it could take you a long time to get across or if you're going right, if you wanted to go right around there*

*Female worker I: or it could take you a long time*

*Female worker G: if there's a cycle facility you're legally required to use it aren't you? So people who are confident on roundabouts, that would be a real problem, 'oh I've got to use this little stop/start, stop/start kind of procedure'*

*Female worker H: oh, is it actually illegal for you to be on the road there?*

*Female worker G: well that's what I understand, if there's a cycle facility you're required to use it, you're not supposed to go on the road at that stage*

*Female worker I: oh but there's never a Policeman when you need one, so you'd just get on with it wouldn't you (laughs)*

*Female worker G: yeah, I guess*

...

*Female worker I: if it's really busy, I might be thinking 'dash across now'*

*Male recreational cyclist: No I don't like this one*

*I: Don't like that? So you prefer the on road cycle lanes?*

*Male recreational cyclist: Yip, it's the same issue that we were talking about before with the separation, also the fact that you are then having to try and cross the road as a pedestrian is a significant issue with cars that have a right of way, you could get stranded there*

*Female worker N: Yeah I agree, could be there for ages*

*Male worker F: that's better than actually going through the round-a-bout*

*Female worker L: do you think you would ever get across on a busy road though?*

...

*Male worker F: I like the English one (laughs), I can't see how you'd get across that*

*Female worker L: no idea*

...

*Male worker F: sometimes now I think we've got too many roundabouts at intersections that should have lights, lights make traffic stop, these don't, and you see how one like that, that is not going to, that does not slow you down to 30km, you can go through that at 80km*

*I: this is probably higher speeds to start with*

*Male worker F: and that's fine, but a round-a-bout should really slow people down, and if it does, people have a chance to get into them, because even when you're waiting at high-speed roundabouts you can't get in, even in a car you struggle*

*Female recreational cyclist: I mean definitely at a round-a-bout like that, yeah, I feel much more comfortable, I'd probably be avoiding that otherwise, um, but on a single lane round-a-bout it seems a little unnecessary I guess*

*Female recreational cyclist: I'm probably more inclined to use this and I'd go across the road*

...

*Female recreational cyclist: no I'd use the other way I mean, I think of that, well looking at that one I would, well in peak traffic anyway to feel a bit safer*

### **Cycle path with cyclist priority – D3**

*Female student A: and that's still a round-a-bout?*

...

*Female student A: I still don't like that, I just don't feel the cars respect you as much... because it's not part of the road, as soon as you get on like a footpath, I feel the cars are just ignoring it*

*Female student B: because there is sometimes, you hear people say "oh, cyclists just do what they want, they're on the road, they're on the footpath, they're anywhere", that respect, kind of...and that would be a problem, that red car*

...

*Female student B: yeah, you've got to have enough room that not stopping in the middle of it...*

...

*Female student A: but in that picture I feel a little bit more easy than the other diagram...yeah, it's quite different, I don't know why, maybe because it looks more like the cycle lanes are obvious, whereas in that picture, or in the other one, the diagram, I felt like the size factor, I think it's the size...*

*Female student B: I think it's the size, when you look at the actual real life example it seems the road part is quite narrow and quite small and it sort of achieves what this does*

*Female student A: yeah*

*I: so you like the reality a little bit better?*

*Female student A: well, that particular reality yes, I don't mind that near as much, but the other...*

...

*Female student B: yeah, I think it helps for everyone if it's consistent, it helps you on a bike and it helps drivers know, you know, what's going on*

*Female student A: consistency is very important I think*

...

*Female student B: and perhaps they're more likely to see you as another vehicle on the road, and apply road rules to you rather than saying "oh, you're just, you know, you're doing whatever you want, you're all over the place"*

*Female student A: the other point is that as soon as you're cycling, I don't want to have to watch out for the pedestrians at the same time if I can help it, if you're only with the car lane, part of it, then all you have to worry about is the cars, whereas those ones I'd be looking out for the pedestrians at the same time*

...

*Female student B: it's quite interesting, it's like bridging the gap between you being a vehicle and road rules and you being a pedestrian, I guess that's something that maybe people would have a problem with, the safety of...*

*Female student A: well, that lady has got a lady bike and then no helmet, you know,*

*Female student B: she's got bags, she's got baskets*

*Female student A: well (laughs)*

*Female student B: imagine how in Christchurch... (laughs)*

...

*Female student B: I think it's investing in the future, I think more people, as petrol gets more expensive, it's a cost thing, and environmental thing, so, and a lot of these options would also be infrastructure for pedestrians as well to a certain extent, making them safer, like I know that round-a-bout near my house, people, there's like no pedestrian crossings, traffic light things, they just walk out into the, or they have to wait cars, you know to zoom past them, this would help them also.*

*Female student A: I think from a, well, in Christchurch I'm interested that most cyclists are the racing bike cyclists that I notice here, those people may not like that*

*Male worker B: when I first saw this in Holland with all the lanes and lines and things I just, initially I was confused, but as soon as I got used to using it, very easy*

...

*Male worker C: well that's the other weird thing, you show so many examples from Christchurch where they're doing all these different things, and you think "what the hell are they trying to do"*

*Male worker B: it's called 'getting the new traffic commission'...*

*Male worker C: give them some work (laughs)*

*Male worker B: yeah, give them a new job every few months and give them a project to do*

...

*Male worker B: one thing that's a bit funny with it is as a pedestrian you forget about the cycle lanes if you're not used to them*

*Female student C: oh, so you end up watching for them*

*Male worker B: you have to learn, yeah, and if you're a passenger in a parked car, bike lane on the inside of you, you've got the same issue as drivers opening the door of the car, but it's far less frequent...*

*Female worker A: That looks like a good idea*

...

*Female worker B: It would be quite a big job to change to this from a normal sized lane because there wouldn't be enough room would there? You'd have to be travelling very slow to bike through that because the cars, you know, have to see you and stop, and if you were travelling fast it would be like, slamming your brakes.*

*Female worker A: Oh I was thinking it looked alright, I guess you would have to be paying a lot of attention because someone might stop and wait, and they enter at one side of the roundabout and then they go round and getting ready to leave and then they come upon this car that's stopped waiting and they go right into the back of it, but I guess that's the thing people would get used to isn't it?*

....

*Female worker C: Well I don't cycle so I don't mind, but it looks good and it promotes cycling doesn't it?*

*Female worker B: Yeah its looks pretty good but its quite elaborate um, I mean the real problem is if you are turning right, I mean if you are turning left or straight ahead its usually not to much hassle.*

...

*Female worker A: For a cyclist it looks pretty good for us commenting as car drivers, we are thinking oh this looks a bit*

...

*Female worker B: Yup, you'd need a lot of room to make it work well; you'd need a lot of space*

*Female student D: it's really good for cyclists*

...

*Female student D: although it would be a bit disturbing if more than one car happened to pop up because wouldn't it be stuck out in the middle of the round-a-bout if there were two waiting?*

...

*Female student D: the ones coming off the round-a-bout, that might not have enough space to wait...*

*Female student D: yeah, but that's the only problem if you've got 5 cyclists coming through and 3 cars waiting*

*Female worker J: oh, no*

*Female worker G: no*

...

*Female worker H: the round-a-bout would just get absolutely gridlocked*

*Female worker G: yeah, just one car?*

*Female worker J: yeah when you're on a round-a-bout you put your foot down sometimes as a motorist to get in and out*

*Female worker I: yeah, you do*

...

*Female worker I: and the round-a-bout's designed to keep the flow of traffic going and then it sort of completely wrecks that ...*

*Female worker I: as a driver you'd be looking for an alternative route wouldn't you*

*I: how would you feel as a cyclist?*

*Female worker J: well I wouldn't want to do it*

*Female worker I: I wouldn't trust it*

*Female worker F: yeah, I wouldn't trust it*

...

*F: I'd feel quite confident about it, that's with the assumption that the driver would stop*

*Female worker I: yeah*

*Female worker F: it gets complicated*

*Female worker I: you know what they say about assumptions*

*Female worker G: true*

...

*Female worker F: I think given the whole nature of roundabouts...*

*Female worker J...I'd rather walk*

*Female worker I: no I don't like that*



*Female worker N: Again it's about the educational thing, for motorists, so that they give you right of way*

*Male recreational cyclist: But as long as you had confidence as a cyclist that the motorists could see you and that they would stop*

...

*Female worker M: In theory I am happy with it, but um, I am not sure*

*Female worker N: Its better than the previous one, the previous one pedestrians and cyclists would get stuck*

*Male worker F: I mean for cycling, fine, not with the traffic, you're going to have tail-end*

*Female worker L: would they ever have a mixture of those ones? Like you give way to the cyclist before you enter, but you don't give way to the cyclist if you're exiting?*

...

*Male worker F: traffic's become number one, you know, um, that's why people just drive because it's the fastest*

...

*Female worker L: um, I think it's really good for cyclists but I think it would anger motorists, particularly like what Meg was saying, like I think it would be better to give way to cyclists on the entry, but on the exit on the round-a-bout, because if you're having to stop then potentially you'd get a lot of traffic backing up through the round-a-bout*

*Male worker F: the round-a-bout, yeah*

*I: so you'd be happy as a cyclist to give way to the traffic coming out, and then walk round, you'd like the mix?*

*Male worker F: yeah, mmm, I think also, you get into a state where some are, depends on the traffic flow, that might work in a medium area, medium slow, but it wouldn't work in a very busy area*

*Female recreational cyclist: it's a good idea*

*Female recreational cyclist: yeah, I'd say definitely on the big round-a-bout,*

yep

...

*Female recreational cyclist: oh, no I don't think it's necessary [raised crossings], I think because with the coloured surface, I think that's probably enough, I'm just thinking if I was a motorist I really don't think that would make any difference*

*Female recreational cyclist: no, where it is, definitely because they're coming across the other way anyway so you can't*

*Female student B: I don't know how much, I mean they're visible, but I don't know how much, once the car hits the bump it's sort of a bit late if they haven't noticed that it's sort of, yeah*

...

*Female student A: I'm presuming there would be warning signs saying that the crossing...*

*Female student B: yeah, I mean in conjunction with signs, presumably there's a stop sign up there and a give way on the bottom picture*

*Female student A: I like the right picture better than the left one, maybe because of the continuous line, but, if it was totally flat, the question is do we want it raised or not, or is that a crossing priority, I don't know*

...

*Female student A: it's a bit raised, maybe a tiny little bit*

*Female worker A: Yeah no they are good because they are sign posted as give ways or stops, um and the cycle lane is coloured*

*I: Ok, so you'd be happy that cars would see those cycle signs as priority*

*Female worker C: It would depend on how busy it is, because there it is really easy and it's obvious, but if you take Sockburn roundabout*

*Female worker B: There's a give way sign there*

*Female worker C: And its quite relaxed, but if it was a big roundabout with lots of cars and lots of queues of traffic and people are honking and trying to make a move and things might not work so well then.*

*Female student D: raised up is more, um*

*Female worker D: a bit more visible*

*Male worker D: there's a visual cue for the motorist too because that section where the painting is just before the raised bit, this section here, you can see that from a distance so it's a signal to slow down anyway because there's a hump*

*Female student D: and it's not just a piece of painted road that doesn't have much impact on you, so it's more clear*

*Male worker F: well, it slows them down, the only problem you get is the mentality in Nelson that is there where all those, they've got those all the way through, yeah, they've got that all the way through the township, everybody thinks they're pedestrian crossings, and you say 'I can't see any markings where a crossing is', but everybody crosses them, the traffic's expected to stop, but no, it slows the traffic down*

## **Underpasses – D1**

*Female student A: but you've got quite a big gap, like a railway sort of thing, it's a huge bridge thing and then you have to go quite a bit down and then you go up again*

...

*Female student A: yeah, I think if it's, I have a mixed feeling about that, if I was living in Auckland I think that would make me feel a bit better, because of more traffic and stuff, but I don't like the idea of going in the dark*

*Female student B: yeah, I wouldn't feel very comfortable with that at all, particularly at night, like you're safe from the cars, but the sense of security, I guess as a girl, you kind of*

*Female student A: I mean people can be hiding in there to trip you over*

*Female student B: yeah, a weird situation*

*Female student A: like a tunnel with all the lighting and everything I might feel a little bit better, because you can see other cyclists in the dark*

...

*Female student A: it does actually create spaces for taggers you know, more people hanging about, it doesn't feel like a safe place*

*Female student B: yeah, they always turn into kind of seedy*

...

*Female student B: that last one was quite interesting from a personal safety, coz that brings in a whole...new thing, yeah, like it's totally safe from cars but*

*Male worker A: yeah, we'll have that*

*Female student C: we'll have that, yep*

*Male worker B: ...build 4 bridges....*

*Male worker A: people don't like going into a dark tunnel though, you know, what's in there*

*I: would that concern you?*

*Male worker B: I think we could fix that*

*Male worker C: lights in there or something*

*I: [Female student C], would you at all be concerned about going into the dark tunnel*

*Female student C: no*

*Male worker B: you could have light wells going up to the surface*

*I: so if it was designed properly then tunnels are mostly safe*

*Male worker B: well there's a whole lot of issues, it depends where it is, depends on whether there are homeless people sleeping in there or urinating in there, or broken bottles in there or, you know, near a school, but if you get all the other things out of the way, all those other problems have gone, then yeah, essentially you want to be away from the traffic as much as possible*

...

*Male worker C: it's a pretty expensive way of doing it, but if you're starting from scratch*

*Male worker B: I think building...(hard to understand)...a couple of them go through where there's streams as well, so you get that little bridge anyway, so...*

*Male worker A: it would be nice to cycle along the road where you have some way of getting across the road without having to...*

*Male worker B: ....the traffic lights take ages to turn, the sensors are about 30metres back so that if you go right under the sensors and you time it right the lights will go green for you*

*Female worker A: Oh my goodness*

...

*Female worker A: Well it looks good*

*Female worker C: Yeah it looks great for cyclists, I'd be a bit worried about going there and what might be waiting for you in the tunnel*

*Female worker B: Yeah night time might be a bit more*

*Female worker C: Its not even then, you know, 7.30 in the morning you don't know who might be around*

...

*Female worker A: Yeah it's a good point, because its completely enclosed isn't it? And then even if you are down um, even if you are coming out cars wont see you if you are standing next to that*

...

*Female worker B: I mean I think it's a great idea, I'd just be worried about how some people hang around that kind of thing, maybe they could put cameras in.*

*Female student D: pretty good, as long as you don't run over pedestrians*

*Male worker D: yeah*

*Female worker D: yes*

*I: any other concerns?*

*Female student D: is it dark in there?*

*Female worker D: well, that's the other thing isn't it you know*

...

*Female student D: I don't know, then you can actually see what you're doing under there because it looks like quite a long way from (others talking)*

...

*Male worker D: yeah I think it's good*

*Female worker I: oh beautiful...*

*Female worker K: is that for cyclists? (laughs)*

...

*Female worker F: I think it's kind of safe*

*Female worker H: I like it*

*Female worker F: ...unless its night, night-time, I mean it's safe from a car point of view, but I mean physical safety, I'd be nervous going through that at night*

*Female worker I: oh at night, what I'd do is...*

...

*Female worker F: I think from a keeping traffic flowing [perspective]...it's just that there's an added personal safety aspect*

...

*Female worker I: the daytime when there's lots of cars on the road, that would be great, and if you didn't like it during night time there wouldn't be so many cars anyway...*

*I: so which do you most prefer the infrastructure on roundabouts then? Underpasses?*

*Female worker F: underpasses*

*Female worker G: me too*

*I: but reservations about using them at night?*

*Female worker G: yep*

*Female worker F: they need to be well lit*

*Female worker I: if there's no cars on the road you just*

*Female worker H: if they're short like that it's probably alright because you could, at night time you could still see right through and see, check that there's no one there before you use it*

*Female worker I: mmm, they're great*

*I: ok*

*Female worker I: and just a tad expensive*

*Female worker H: yeah*

*Female worker F: they're probably the most expensive ones of all*

*Female worker M: I really like that*

*Male recreational cyclist: They have that in Palmerton North*

...

*Female worker N: It's a great idea*

*Male recreational cyclist: I really like cycle ways they've got along the railway lines*

*Female worker N: Its out of my way to get to there, but I would choose to go there, and use that cycle way*

*Female worker M: Yeah I'd use that, it looks good*

*I: Any reservations?*

*Female worker N: Lighting I think, and that you could keep the place free of litter, it seems to be Increasing, like broken glass that is something that would put me off biking through*

*Male worker F: there would be an associated cost though, under busy or very busy intersections, that concept taking people right away from that type of intersection is good, because you can literally go around it without actually going through, yeah*

*...*

*Female worker L: mmm, that's quite good*

*Female recreational cyclist A: yeah, definitely for busy, really busy intersections*

*Female recreational cyclist B: yeah, I mean, I guess I would be thinking of really, really busy intersections like, you know, kind of motorway-type situations, um, I always get a bit nervous with underpasses from the security point of view, like cycling at night I would almost rather*

*...*

*Female recreational cyclist B: be up on the road than in an underpass like that, so I'd probably just cycle on a different route*

*Female recreational cyclist A: that's true, well I wouldn't go under, I wouldn't go through there in the dark*

*Female recreational cyclist B: even with good lighting, I still wouldn't*

*I: but I think in the daytime if it's designed correctly it's all fully lit, so would you be happy?*

*Female recreational cyclist A: yeah, during the day*

### **Overall favourite infrastructure**

*I: so in general you decided with roundabouts you're happiest with on-road lanes,*

*Female student B: yeah*

*I: hook-turns for right-hand turns*

*Female student A: yep*

*I: but divided whether we wanted to go with pedestrian lights or traffic lights with straight through intersections*

*Female student A: yeah*

*Female student B: yeah*

*I: and it we liked the kerbed lane when you came on you had a bit of separation from the cars*

*Female student B: yeah*

*I: ok, so out of all the right-hand turn facilities, what would you most prefer?*

*Female worker G: the hook*

*Female worker J: the hook*

*Female worker I: the hook one*

*Female worker H: the hook, yeah*

*I: Out of interest, if the mid block of the road was sort of fantastic and at the level that you really liked, but the intersections were, how big a barrier are the intersections if they are not well managed?*

*Female worker M: It's a big barrier for me*

*I: So you would stop cycling or you would sort of*

*Female worker M: Yeah I might not even go and get on my bike until they'd done them, how long would it take, I'd love to get on my bike*

*Male recreational cyclist: I'm just worried about that one*

*Male worker F: I actually like, I can see like the hook-turns actually really working particularly for school, and dominantly kids can be cycling those, and I think, this is the first thing, but if you're putting one in you don't want to put in about six ideas, you probably want to put one or two for one of them, like the idea perhaps, and I mean there is an associated cost, but where you get really busy intersections, thinking 'ok, how do we make the cyclist completely avoid that intersection' is the ultimate one, but if not, rank the options down and actually look 'ok, well this is better than what we've got', but cost-effective do the ultimate one, that type of thing, but for me, [at] lights, hook-turns definitely.*

*... I think too, the traffic engineers also need to wake up and some of that, there's some areas where we have roundabouts they do need to put lights in, or morally, um, Marshlands' Road, now that's an example of a high-speed one but it's not big enough to allow cars to get in, so if one line is still going through it stops, the idea is all the roads should feed in, but they haven't got it the right size to do that*

*I: [Female worker L], have you found any sort of level of infrastructure that would help you get your confidence?*

*Female worker L: yeah, I think that right-hand, separate cycle lane was quite good, rather than*

*I: cycle light, or lane?*

*Female worker L: a lane one, painted lane, yeah, um I thought that was quite good, and the round-a-bout one with the two-directional (fades off)*

*Male worker F: mmm*

*I: so out of these, what would be your favourite sort of facility, the mid-block, right-hand turns and roundabouts?*

*Female recreational cyclist A: I like the ones where there's a separate cycle lane*

*Female recreational cyclist B: yep*

*Female recreational cyclist A: whether it be the one where you're turning right, or the cycle lane also to the right or wherever you're going within the round-a-bout where there's one direction*

*...*

*Female recreational cyclist: yeah, but also probably on the road rather than on [off road paths], like there was one ... I was concerned when it went across the side-road, I prefer to cycle on the road and on the [path].*

*Female recreational cyclist B: I think it's important that the motorists do get used to cyclists being on the road, because otherwise when you're out on the*

*open road they're just not accustomed to having cyclists around, so if you move them off the road essentially on the other, by the kerb, then you could*  
*Female recreational cyclist A: you're accommodating then I guess aren't you*  
*Female recreational cyclist B: yeah, and making it seem like cyclists aren't a vehicle and that they shouldn't be on the road, they should be essentially on the footpath with the pedestrians*

*Female recreational cyclist A: which is, my flatmate said it's the most dangerous place for a cyclist to be, passing over driveways for a start anyway, but I'm I think [Female recreational cyclist B]'s made a good point there*

*Female recreational cyclist A: I think, yeah, having a distinct part of the road is great if that can be accommodated, but probably it's more of an educational thing*

*Female recreational cyclist B: I think it should be consistent too, to be the same across, well nationally, but at least for the city, the same everywhere, but you get on a cycle lane and it's only a patch and the next minute you're back on the road again, it's run out of paint or something (laughs) it's just so frustrating, like they've half done the job, yeah it needs to be consistent and I think it needs to be the same everywhere so that, you know, yeah*