



Waiopahu College

Geo Cycleways Assessment

Waiopahu College Year 13 Geography
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Introduction:

As a class we were given the opportunity by NZTA to collect data for the Otaki to North of Levin cycleway. The data collected will help NZTA understand the types of facilities some of the Horowhenua residents want along the cycleway. If people think it's a good idea to have a cycleway built and what people will use it for e.g work, leisure, fitness. Along with other information this will also tell NZTA what the Horowhenua Community will use the cycleway for, how often they will use it and which landscape our community members will prefer the cycleway to go through.

Hypothesis:

The proposed cycleway will need to cater for a variety of types of cyclists. Supplementary questions that will be useful for my hypothesis are; Facilities people want, reason for use, types of cyclists.

Methodology:

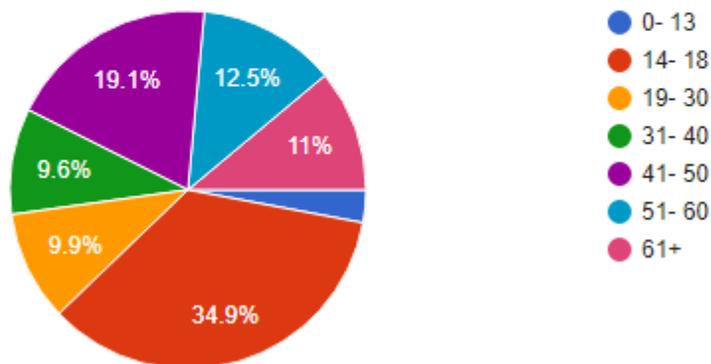
As a class we decided to create a survey using google forms. This survey was sent out to the students of Waiopahu College. The purpose of this was to capture the youth voice, by doing this we were able to collect data for our assessment and also understand how our peers felt about the cycleway.

We also collected data by paper. Our class went uptown to key pedestrian areas in town and got members from the community to complete our survey. By doing this we were able to collect data from older age groups.

Analysing Findings:

Please select your age group.

272 responses



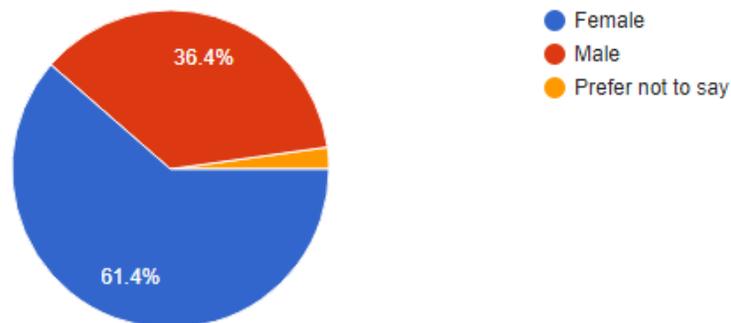
Please select your age group

By looking at the data provided it is clear to see that the largest age group that completed the survey is 14 - 18 with 34.7%. This is because the survey was emailed to Waiopahu College student.

A recommendation for this is to do further surveys on other age groups, eg. 31 - 40 as this age group on only makes up 9.6%. This giving more data about what the different age groups think about the cycleway. Also a smaller number of surveys could have been emailed to a variety of students. This would have made the 14 - 18 age group smaller.

Which sex are you?

272 responses



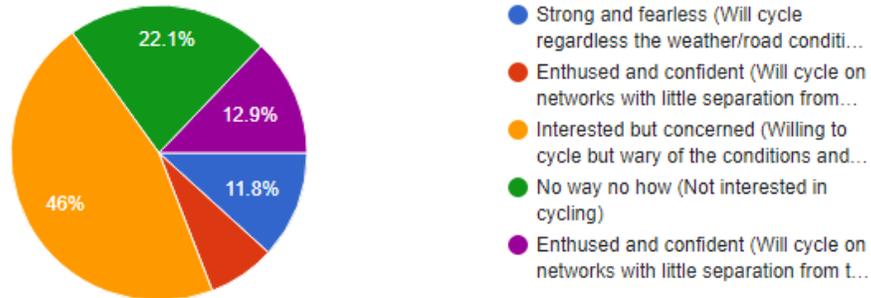
Which sex are you?

The graph above shows that the majority of people surveyed were female with 61.6%. Males being 36.5%, 1.5% preferred not to say. Combining this data with the data from the previous question "Please select your age group" will show that the majority of the respondents are females aged between 14 - 18.

Surveying males will help to further determine the thoughts males have on the cycleway.

Which type of cyclist do you identify as?

272 responses



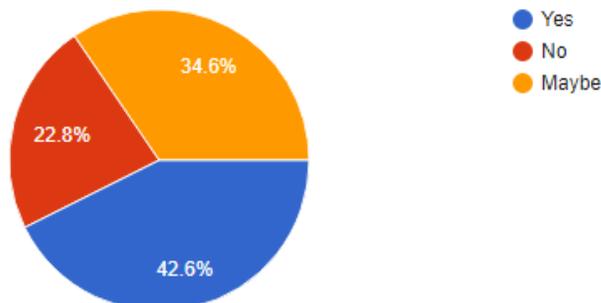
Which type of cyclist do you identify with?

The data shows that 46.1% of respondents identified with being interested but concerned (Willing to cycle but wary of the conditions and the environment). The second largest percent 22.1% identifying with No way no how (Not interested in cycling).

This could suggest that when the cycleway is built and can be accessed by the public that people who are interested and concerned by not so concerned. After seeing the the cycle way they may feel less concerned and more confident. The cycleway will need to be a safe easy track in order to cater for all cyclist types.

Would you use the new cycleway?

272 responses



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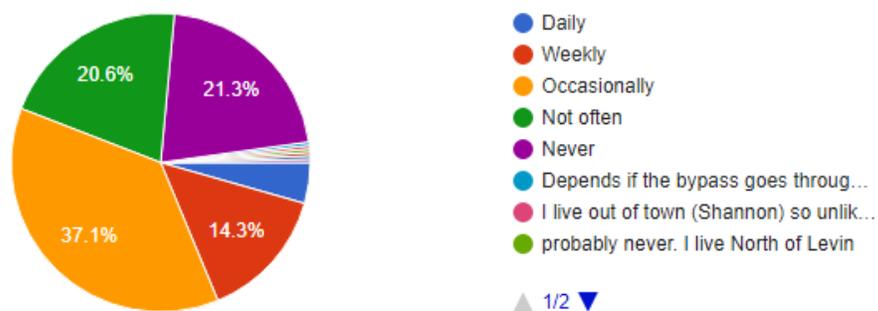
The largest percent 42.4% answered this question with a yes. 34.7% said maybe and 22.9% said no.

People may not want to use the cycleway because they may have a gym membership.

Therefore they will want to go to the gym instead of using the cycleway as they are paying to use the gym equipment. Another reason for not using the cycleway is having no interest in physical activity. Also some of the 22.9% who said no may just not like cycling and would not use the cycleway because of that. Those who do not want the cycleway to be built would probably not use it, they may feel that by using it they are showing their support. This may be why some people will not use the cycleway. Also people may not like the environment that the cycleway is going through. For example their farm, their house may have been demolished because of the cycleway.

How often would you use the cycleway?

272 responses



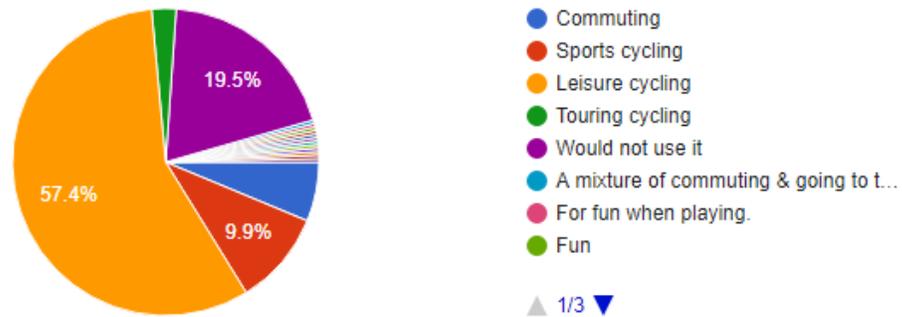
How often would you use the cycleway?

The graph shows that 37.3% of respondents would use the cycleway occasionally. Only 4.1% would use it daily, 21.4% would never use it.

People may only use the cycleway occasionally as they may have commitments which restrict when they are able to use the cycleway e.g work, school, family. 21.4% who will not use it may not want the cycleway to be built and therefore will not use it. Or they could have no use personally for the cycleway.

What would be your main reason for using the cycleway?

272 responses

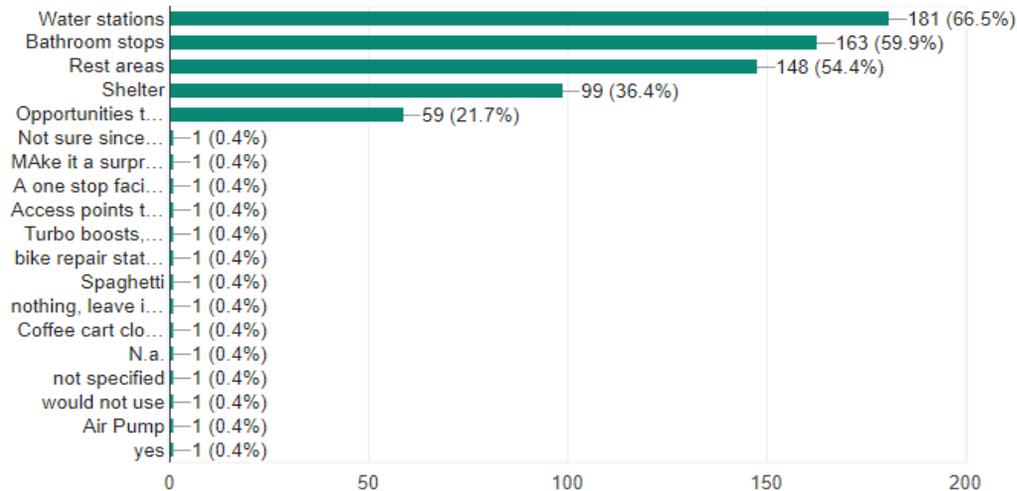


What would be your main reason for using the cycleway?

Over half of the respondents (57.6%) said they would use the cycleway for leisure cycling, a further 19.6% said they would not use it. The third largest percent was for sports cycling (9.9%) For those using the cycleway for commuting 6.3% the length of the cycleway will need to not be too long. Routes S8, N6 and S6, N8 both are located on the outside of Levin. This causing the route to appear longer which may be an issue for those wanting to use the cycleway for commuting to and from work. Route S2, N3 is located through Levin. This route may be the best option for commuting as it goes straight through Levin and appears to be the shortest route.

Please select the types of facilities you would like to see on the cycleway.

272 responses



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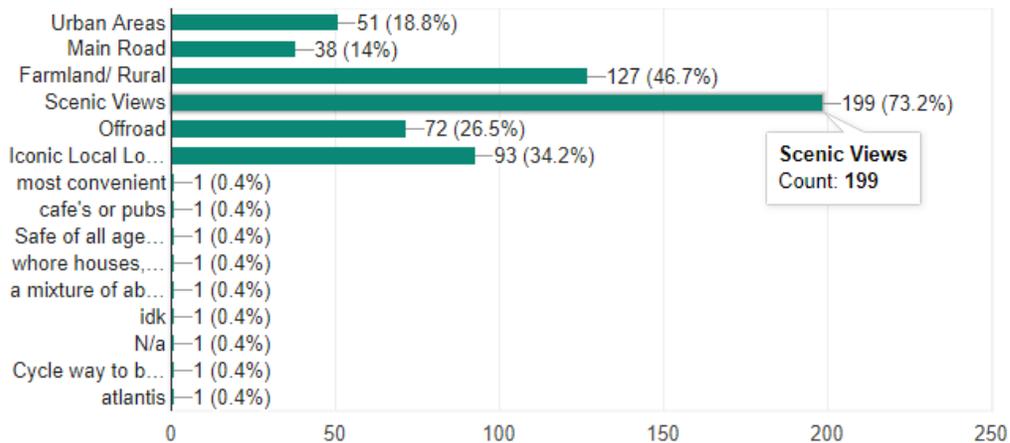
Water stations was the most popular choice, 66.5% of respondents choose this option. Water stations would benefit everyone who used the cycleway. Forgetting to bring a drink bottle would not be an issue as there would be water stations to use when needed and also would allow people to refill empty bottles.

The second most popular answer was bathroom stops 163 (59.9%).

By having an “other” option and allowing people to add their own thoughts of facilities they would like to see we have answers that are not hopeful with our investigation. Answers such as “yes”, “Make it a surprise” and “spaghetti” will not help us show NZTA which facilities our community prefer. In the future it may be wise to possibly not include the “other” option. However, there were some helpful responses that gave great ideas of different facilities such as “Air pumps” and a “bike repair station”.

What landscapes would you prefer the cycleway to go through?

272 responses



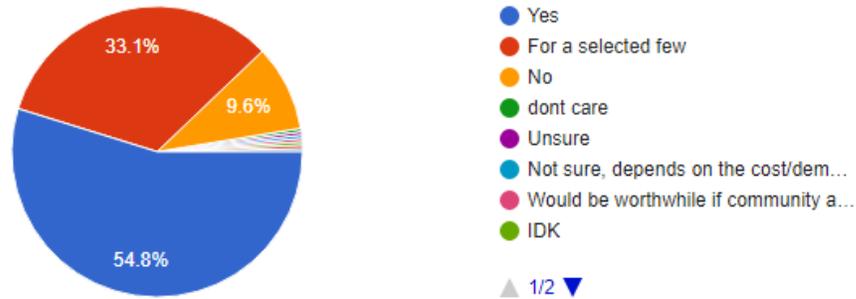
What landscape would you prefer the cycleway to go through?

Scenic views was the most popular answer, 199 people (73.4%) choose this option.

The second most popular answer was Farmland/Rural 127 people choosing this answer. The option with the least amount of votes (apart from the option "other" where people put their own ideas) was main roads. This is showing us people are wanting a change in scenery and not just the usual main road scenery. Iconic local locations was also a popular answer (34.2%). By referring to the possible routes map, the route S6, N8 will take traffic past trig, a location attraction. The route S8, N6 will allow traffic to drive past Lake Horowhenua. In relation to the data above these two route options will accommodate for those wanting a view of the iconic local locations Horowhenua has. Lake Horowhenua is also a scenic location.

Developing a cycleway will incur an added cost. Do you think this is a worthwhile cause?

272 responses



Developing a cycleway will incur an added cost. Do you think this is a worthwhile cause?

54.6% said yes, it is a good cause. "For a selected few" was the second most popular answer with 90 people (33.2%) choosing this option.

Some people may not have a bike to use on the cycleway or may have no interest at all in the cycleway. So to them there will be no point in having a cycleway as they will not be using it. This could be the reason why 33.2% selected the answer "For a selected few" as only those who are interested in using the cycleway and have the equipment will use it.

Conclusion

As seen in the data above the majority of respondents said they were interested but concerned when asked which type of cyclist they identify as. In order to attract people to use the cycleway the cycleway will need to be in an accessible location. Also the scenery which the cycleway will go through will need to appeal to the members of the community. 73.2% of respondents said they wanted the cycleway to go through scenic landscapes. This links to my hypothesis "The proposed cycleway will need to cater for a variety of types of cyclists." as the cycleway will need to cater for the cyclists who are strong and fearless (11.8%), Enthused and confident (20.3%), and interested but concerned (46%). The facilities along the cycleway will need to benefit the cyclists. Water stations was the most popular facility (66.5%). All types of cyclists will benefit from having water stations along the cycleway. In conclusion the proposed cycleway will need to cater for a variety of types of cyclists. This will allow everyone to be able to use the Otaki to north of Levin cycleway.

Critical Evaluation

Strengths and weaknesses:

During this assessment there were both strengths and weaknesses that occurred. The first strength was that we were able send the survey through email to the students of Waiiopehu College. By doing this we were able to collect a lot of data for males and females aged 14 - 18. This helping us to understand what our school peers thought of the cycleway.

The second strength from this assessment is that google forms put all the data together for us. This meant we did not need to spend time creating the graphs to use in our assessment as it was already done. This also meant that the time that would have been spent on creating the graphs was used to do our assessment and evaluate our findings.

The third strength is we were able to work together. When going up town to get the public to complete our surveys we were split into small groups. In these groups we were able to work together complete the task at hand.

The weakness that occurred during this assessment was that the majority of the responses from the survey were aged between 14 - 18. This being because we sent the email out the school students. We needed to have had more people complete surveys from different age groups so that we would be able to understand their thoughts and opinions on the cycle way. If we were to do this again we could email the survey to a smaller number of students. This will stop the 14 - 18 age group being so large. Furthermore we could spend more time uptown getting surveys filled out in order to have a larger age range. The second weakness was the length of the survey. The survey looked long, therefore people did not want to stop and take the time to fill out the survey. If they were to complete the survey they would have then seen that it did not take long at all. The third weakness was we did not know the route of the cycleway. This would have made the survey more challenging to fill out as some people may only want to use the cycleway if it was easily accessible from their house. For those who thought the cycleway was not a worthwhile cause, knowing the location of the cycleway may have changed their minds.

The fourth weakness is that we did not share the survey on social media. If we were to do this we may have got more completed surveys from other age groups other than 14 - 18.

Alternative Methods

There are different options we could have used in order to collect the data we needed. Focus groups, telephone groups and an identified numbers of age groups and genders are all possible options. Focus groups would have allowed us to have conversations with people. Which will then show different viewpoints that may not have been able to be expressed through a survey. The viewpoints may have about culture and how the location of the cycleway may disturb Maori Urua. Another viewpoint could have been about the facilities on the cycleway and whether or not they will cater for disabled people. In order to do this we could have organised to hold a meeting at school, open to the public. By doing this we would have been able to hear different viewpoints and also have a survey completed. Telephone groups would have allowed us to survey people over the phone and also have conversations with them about the cycleway. Through doing this we would have been able to get different points of view from a variety of people. Identifies numbers of age groups and genders would have allowed us to find out viewpoints from different age groups. If we had done this our data for age groups would have been more evenly spread. But this would have taken longer and may have not allowed us to have enough time to complete the assessment.

