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Waiopahu College

Otaki to North of Levin Project Cycleway

Waiopahu College Year 13 Geography



Purpose Statement

Cycling is an activity that a large proportion of our national population enjoys and participates in, with an overall 25 million hours spent cycling each year, covering a total of 313 million kilometers and 71 million trip legs (NZTA Cycling New Zealand Household Travel Survey 2011-2014).

As part of the implementation of the Otaki to north of Levin Expressway, as a class, we have been tasked to determine whether implementing a cycleway alongside the bypass will be convenient, appropriate and an overall good decision for our region.



“The ideal cycleway in the Horowhenua region connected to the Otaki to north of Levin Expressway should cater for a wide range of the local population.”

This hypothesis for the proposed cycleway allows us to determine:

- Which people would regularly use the cycleway
- How often the cycleway would be used if implemented
- How it can cater for a wide range of people

Data Collection

Google Forms.

- easiest and most convenient method,
- automatically puts our data into easily accessible graphs
- links our data directly to a spreadsheet
- analyse specific aspects responses.

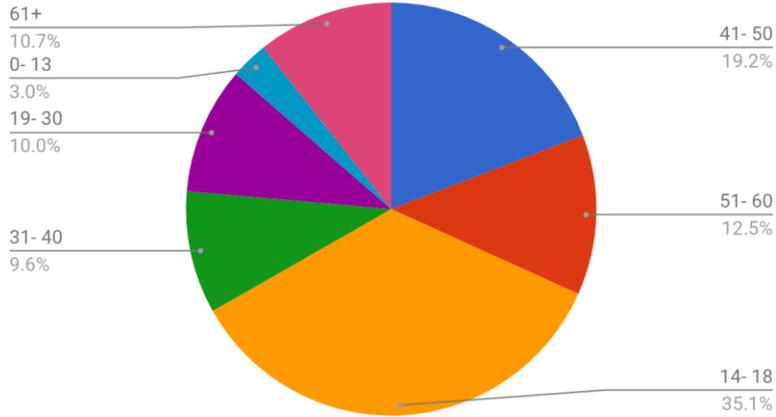
Paper survey:

- for those who are not technologically capable of filling in our survey online.
- 85 of the 270 responses by paper

Graphs, Charts and Analysis



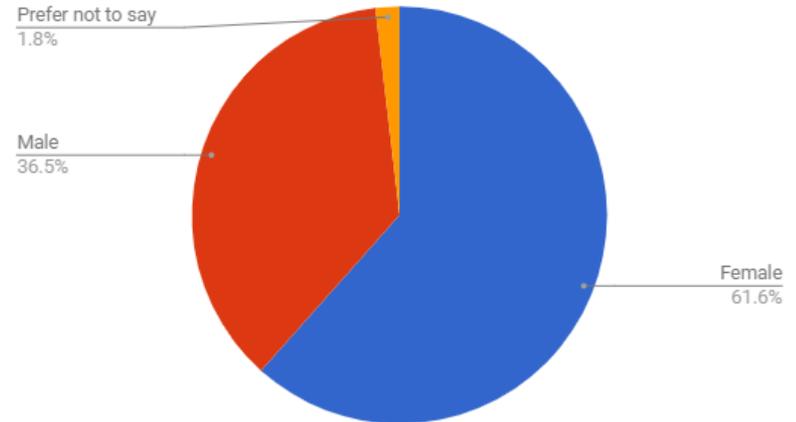
Which age group are you apart of?



14-18 age group was largest bracket, 35.1% of participants.

Majority of participants female, uneven split of 61.6% to 36.5%

Which sex are you?



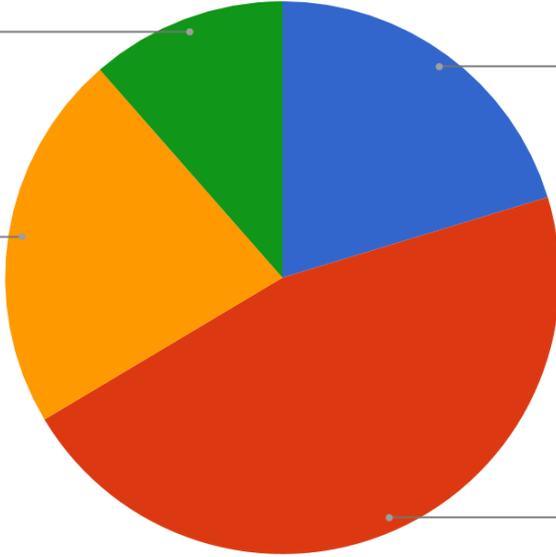
Which type of cyclist do you identify as?

Strong and fearless (Will)
11.4%

Enthusied and confident
20.3%

No way no how (Not)
22.1%

Interested but concerned
46.1%



- 'interested but concerned' at 46.1%,
- 'No way no how' at 22.1%,
- 'Enthusied and confident' at 20.3%
- 'Strong and fearless' at 11.4%.

When comparing our results to the classification of transportation cyclists based on the values for the city of Portland, even in completely different regions of the world, we can see the same pattern and general trends.

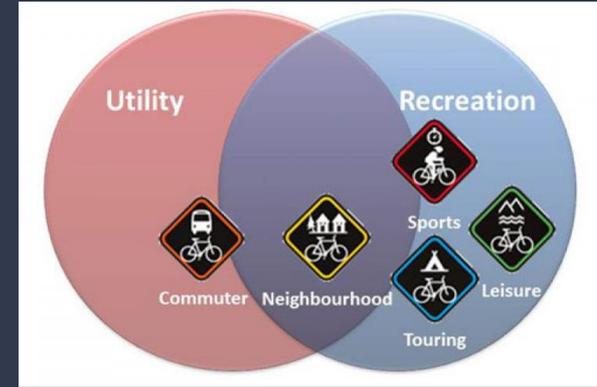


Classification of transportation cyclists, adaptation of Geller (2009), based on values for the City of Portland from Dill and McNeil (2012).

leisure cycling = 58.3%.

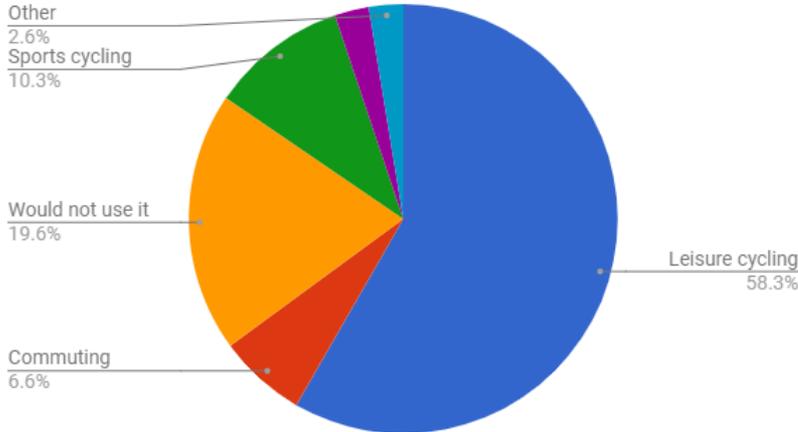
'how often would you use the cycleway' given that they are a leisure cyclist = 49.4%

Leisure cyclists are the most likely to use the cycleway casually compared to any of the other types of cyclists.



Cycling trip purposes and type, people who cycle, New Zealand Transport Agency

What would be your main reason for using the cycleway?



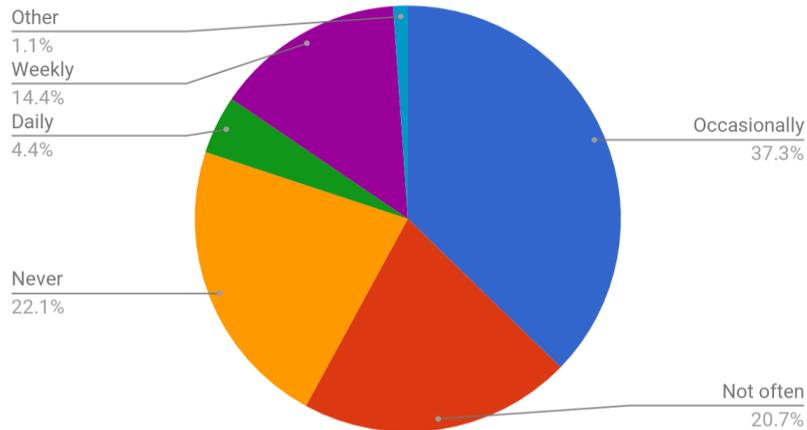
sports cycling = 10.3%.

'how often would you use the cycleway' given that they are a sports cyclist = 39.3%

Sports cyclists are most likely to use the cycleway more often than any of our other types of cyclists for practice and training for their competitive races.

occasionally use the cycleway - 37.4%..

How often would you use the cycleway?



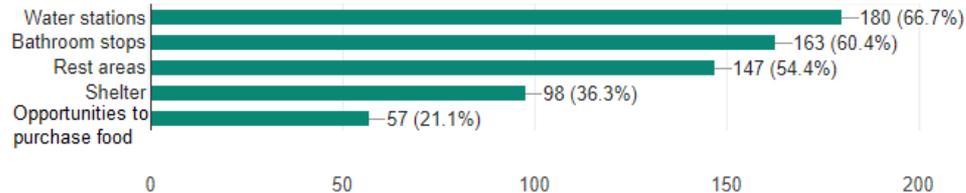
‘never’ - 22.2%

‘not often’ - 20.7%



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

270 responses



Multiple responses allowed:

- 66.7% - water stations along the cycleway.
- 60.4% - bathroom stops
- 54.4% - rest areas

Less popular choices

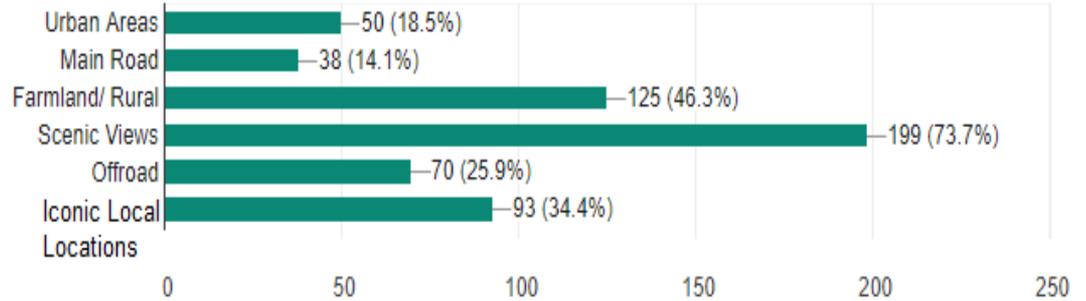
- 36.3% - shelter
- 21.1% opportunities to purchase food



- scenic views - 73.7%
- farmland/rural - 46.3%
- iconic local locations - 34.4%
- off-road - 25.9%
- urban areas - 18.5%
- main roads - 14.1%

What landscapes would you prefer the cycleway to go through?

270 responses



46.5% of participants preferred a track which went through rural areas compared to urban areas at 18.5% of people, which all of our possible cycleway tracks allow.

73.4% of participants preferred scenic views. All of the tracks will provide such for these people.

34.3% of participants preferred iconic local Horowhenua locations. N3 and N6 provide tracks around Lake Horowhenua and N8 goes towards/around trig.

14.1% of people preferred main road options. The S2 and N3 tracks come close to urban areas and main roads.

Possible Cycleway positions For the Horowhenua Region

