

## Introduction

### Hypothesis

People use the cycle lanes more during weekdays than over the weekends.

The following is a fieldwork project looking at the cycle lanes in Broadstone. A cycle lane is a section of the road, which is only allowed to be used by cyclists it can also be a specifically marked path running through the woods. The lanes on the road are divided from the road using a white line; signs usually indicate the beginning and the end of the lanes.

The part of the cycle paths that I am concentrating my survey on is part of the Castleman railway (see map on page 1).

All around the world people are aware of the fact that pollution from cars, factories and other such man-made machinery, is causing permanent to the planet. Something has to be done to cut down the number of cars and to improve the environment. People nowadays are conscious of the fact tat that as a human race in total, we are becoming much lazier and lacking fitness due to the modern technology that we possess. The growing congestion of vehicles is beginning to become a major dilemma. Organisations, such as Sustrans, are trying to solve these problems by promoting and creating cycle lanes. Sustrans plans to complete a National Cycle Network that will be 7,000 miles long by the year 2005. It will create "safer routes and a healthier environment". But not enough people are moving to this type of transport, as it is less effective in the sense that it is much slower, and bicycles do not yet have the right of way in Britain, unlike Holland.

Broadstone is a rapidly growing town, with a large population of inhabitants, but also tourists. Situated near the south coast of England, it is a popular resort for British holidaymakers and foreign students alike. Students have had a big influence on cycling in Broadstone, because so many of them cycle around, as it is cheaper than using a car. In most circumstances they only need to travel a small distance to such places; like the Broadstone spots centre or the local pub. They are mostly situated in the western part of

Broadstone and this is why it was a good area to study cycle lanes, as all the lanes seem to converge with these students bases to give good access to them for students and other people.

## AIM

My aim for this project is to see if people use the cycle lanes more during workdays than during the weekend.

Here is another map of the area I am studying in more detail and a ring around the area I will be handing out questionnaires and counting the amount of cyclists from.

## Data Collection

To acquire enough data to draw a firm conclusion from I had to wait by a major junction in the cycle lanes and hand out as many questionnaires as possible over the span of four days Saturday, Sunday, Monday and Tuesday by handing out the questionnaires on these days I can get a rough idea if people use the cycle lanes more on weekends for leisure or more on weekdays for transportation purposes. The questionnaires were handed out on two and 6 pm on the weekdays, this is so because I thought I would meet the most people during these times, on weekdays I went out at seven in the morning and seven at night this is for the same reason as the last. To get the most results I went out during rush hour on the weekdays and the same time on the weekends to make it a fair test.

To get the data that I need I handed out the questionnaire on the next page. By handing out this questionnaire it will give more than enough information to draw a firm conclusion if they use them more during the weekends than during weekdays, if they used them for recreation or work purposes and where they came from.

I handed out the questionnaire two weeks after the summer holidays had begun, because it was during the summer holidays it does not affect my results because workers do not have holidays during set times of the year like the schools do.

As you have seen in the map that I showed earlier I handed out the questionnaires on a major cycle way junction, which leads to Bournemouth, Poole, Broadstone and Wimborne. I did this so that I could hand out more questionnaires and get the most accurate results as possible. I managed to hand out and complete one hundred questionnaires.

## Data Interpretation

From the pie charts that I have created from the information collected you can clearly see that the majority of people used the cycle lanes during the weekdays and less during the weekends they used them also mainly for work purpose and less for recreational purpose yet they said that if more cycle lanes were provided they would use them for recreation and most probably take their families on them and use them to keep in shape.

As you can see I put the question “How often do you use cycle lanes?” on pie charts separately for each day and then showed them as if they had their results for each day all merged into one to give a complete over view of all the results.

As you can see the results for Mondays and Tuesdays were very similar this is so because it is a work day and people will use them on a regular basis and not surprisingly I met some people more than once and on one occasion I met one man every day because he uses the lanes for exercise purpose and for transportation to and from work, he was a very nice man.

So from these results I can draw a firm conclusion that the lanes are used more on Mondays, mainly for work purpose and that most of the people are going to Poole and from Wimborne or Broadstone.

As you can see chart one shows that most of the cyclists would cycle every day, chart two shows that most people use the cycle lanes 2 or three times a week, chart three shows that the cycle lanes are used mainly for work, chart four shows that most people would use cycle lanes if more were provided.

## Evaluation

From the data that I have collected it is easy to see that most cyclists use the cycle lanes on weekdays rather than weekends the most common reason for this according to the pie charts is due to work then school then recreation then college. From the pie charts you can also see that most of the people who answered the questionnaires would cycle every day. When these results are compared to my hypothesis it is clear that I hypothesised correctly and that the cycles lanes are used more on weekdays than on weekends.

## Limitations

To improve my results I could hand out the questionnaires more times a day and in several different places such as in Bournemouth, Poole and Wimborne. Things that could have affected my results were the weather luckily when I handed mine out it was unusually and fortunately sunny which meant there were a lot of people cycling which meant my results would more accurate and more reliable.