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Alps 2 Ocean Cycle Trail Visitor Survey 2020

Lena Mkwara
David Simmons
Geoffrey Kerr

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Abstract

This report presents the findings from a 2020 survey of Alps 2 Ocean Cycle Trail (A2O) cyclists. COVID-19 cancelled fieldwork before data collection was complete. The limited data indicate that cyclists are extremely satisfied with the A2O and associated services, and make substantial expenditures associated with their ride. The A2O was a strong attractant to cyclists, the large majority of whom would not have visited the districts in the absence of the trail.

Keywords

A2O Cycle Trail, tourist attractions, tourism spending, economic attribution model, Mackenzie District, Waitaki District

Acknowledgements

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Executive Summary

This report presents the results of a survey of A2O cyclists carried out from January to March 2020. The main objective was to describe cyclists' use, and to estimate spending attributable to the A2O, and its economic significance to the local economies. This research was part of a broader project aimed at assessing the impact and effectiveness of different forms of public investment in visitor attractions on local and regional economic development involving four key tourist attractions in the Waitaki and Mackenzie Districts. COVID-19 cancelled fieldwork before data collection was complete.

Findings indicate that the A2O is a very important regional attraction for cyclists; with 56% of respondents would not have visited without the A2O. Cyclists are extremely satisfied with the A2O and associated services, and make substantial expenditures associated with their ride.

Three related measures of spending are assessed. **(i) A2O associated spending:** All spending by cyclists over the time spent in the area of A2O. **(ii) A2O attributed spending,** which is closely dependent on the A2O. **(iii) A2O substitutable spending:** This is all spending by a subset of cyclists who would not have travelled to the Waitaki/Mackenzie area if the opportunity to visit the A2O was not available.

The average A2O associated spending per cyclist per visit was \$2,723 for fully supported cyclists, \$1,766 for partly supported cyclists, and \$594 for independent cyclists. Differences are statistically significant. Assuming 20,000 annual A2O cyclists, A2O annual associated spending is about \$27.0m, which is about 6% of total tourism spending for the Waitaki and Mackenzie districts combined.

The only group with sufficient data to analyse attributed spending was partly supported cyclists. Per-capita A2O attributed spending is very similar to A2O associated spending and A2O substitutable spending. Nearly all partly supported cyclists (96%) were members of the A2O attributed spending category, demonstrating that the A2O is a very important attraction for this group. Two thirds of cyclists were in the A2O substitutable spending group. The absence of the trail, could lead to substantial loss in spending to the A2O area for this group.

Our results support further investigation of tourist spending attributable to different attractions. This kind of research would help in generating new knowledge for guiding councils and central government in identifying the right mix of tourist projects and initiatives to promote, support and invest in.

1 Introduction

The Alps 2 Ocean Cycle Trail (A2O) is New Zealand's longest continuous cycle trail. It stretches over 300 km from Aoraki/Mt Cook Village, passes through the Mackenzie Basin and down the Waitaki Valley, and ends by the Pacific Ocean in Oamaru¹. The trail passes through a variety of landscapes including the Southern Alps, hydro lakes and dams, high country sheep stations, cattle and dairy farms and wineries. It crosses both public and private land. The A2O is owned jointly by Waitaki District Council and Mackenzie District Council. Tourism Waitaki is responsible for its management, marketing and operations. A project team made up of members from both councils, Tourism Waitaki and the Department of Conservation (DOC) is responsible for trail construction (Wilson, 2016).

The trail is divided into 9 sections with two starting points, at Aoraki/Mount Cook and an alternative at Lake Tekapo (Figure 1). The riding options for a full trail ride (typically 8 sections) include relaxed (8 days), classic (6 days), or fast (4 days) itineraries². Settlements located along the trail, including Tekapo, Twizel, Omarama, Otematata, Kurow, Dunroon and Oamaru, offer a range of visitor services, including accommodation and food.

The A2O was one of the first of the 23 trails funded as part of Nga Haerenga, the New Zealand Cycle Trail (NZCT) project that funded the establishment of a series of "Great Rides" across the country. "The NZCT was one of a number of initiatives established to stimulate jobs to cushion the effects of the global financial crisis in 2009, and to create conditions for businesses to prosper" (MBIE, 2016, p.12). The A2O was officially opened in December 2013.

Bicycle tourism and trail tourism contribute significantly to local, regional and national economies, as well as internationally. A 2016 evaluation study found that around 1.3 million people used the Great Rides of Nga Haerenga, the New Zealand Cycle Trail in 2015, generating an estimated \$37.4 million for local communities (MBIE, 2016). In the United States of America (USA), bicycle tourism is estimated to contribute \$83 billion annually to the economy. Studies carried out in the United Kingdom and Canada seem to suggest that bicycle tourists tend to spend more per head per trip than other types of tourists (Adventure Cycling Association, 2020).

There is anecdotal evidence that many communities along the A2O route have benefitted from a number of new businesses and existing business revitalisation. A previous research project, investigating change in Otematata, found that the A2O is perceived to be a welcome initiative to a small community struggling with both population and economic decline (Wilson & Mackay, 2015). During the 2015/16 season, it was estimated that the A2O users' (cyclist and non-cyclists) guest nights exceeded 1 million. With an estimated average spend of \$260 per night per guest, this equates to over \$260 million annual spending for Waitaki and Mackenzie districts combined (Waitaki District Council, 2017).

However, there are data gaps related to use and spending by A2O cyclists. Counters are available on some sections of the trail and provide crude estimates of use. However, the accuracy of the data is questionable due to the possibility of double counting, particularly for single day users who might pass sections of the trail twice during their ride. Spending by A2O cyclists is unknown. A need for more data on trail spending and reliable trail count data was highlighted in the 2016 New Zealand Cycle Trail evaluation reports (MBIE, 2016).

¹ <https://www.alps2ocean.com/>

² <https://www.alps2ocean.com/choose-your-itinerary>

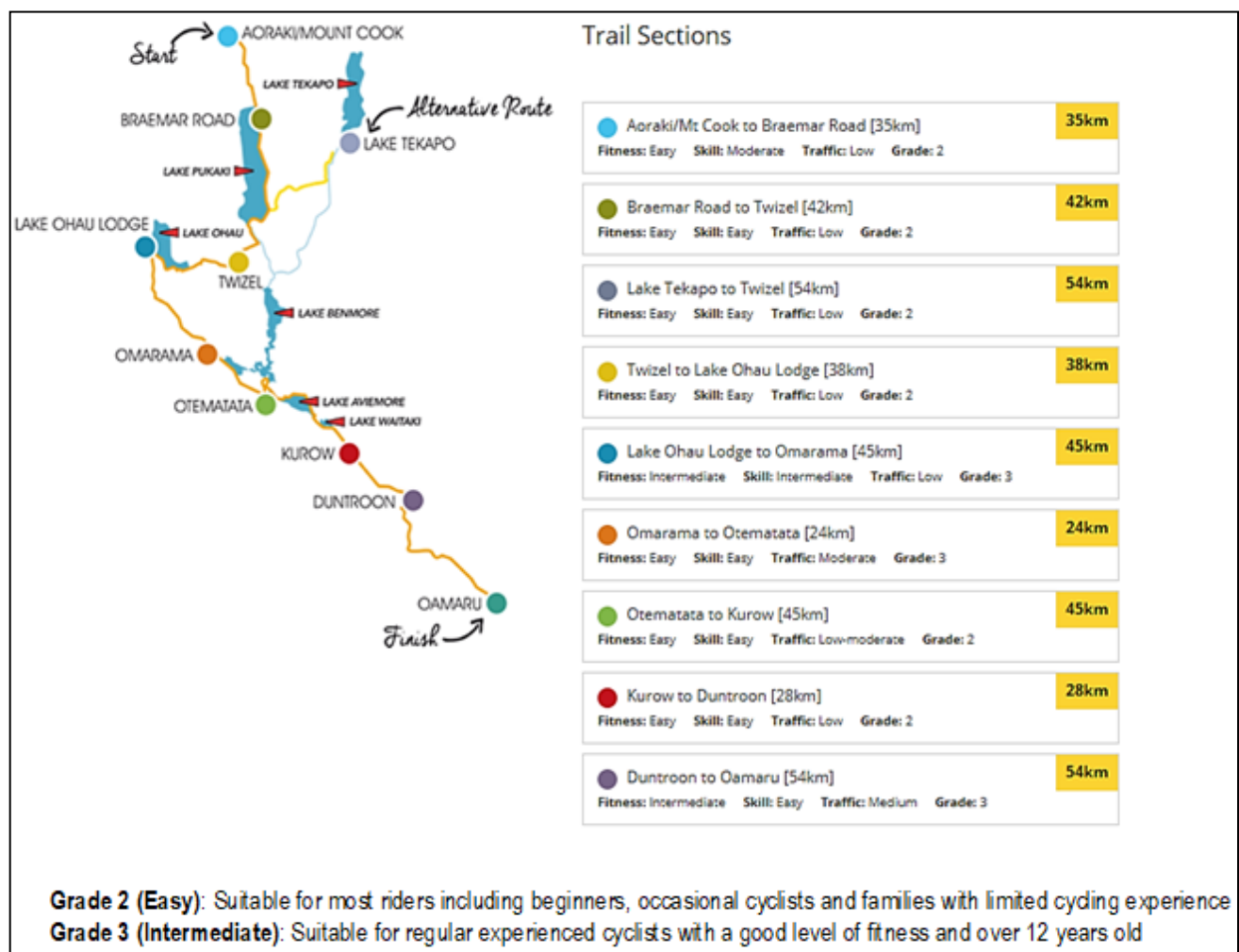
The 2015/2016 A2O user survey by Wilson (2016), targeting cyclists and all other users, provides a useful start into this investigation. However, Wilson did not collect detailed spending data, and use may have changed over time. The Waitaki District Council undertakes some regular spot sampling of A2O users and provides some data on trail use. However, extrapolating these data to annual use is limited by the small samples.

This report presents the results of a survey of A2O cyclists carried out from January to March 2020. It was designed to capture the level of A2O use by different types of cyclists and detailed information on spending in the area.

This survey was part of a broader project aimed at assessing the impact and effectiveness of different forms of public investment in visitor attractions on local and regional economic development involving four key tourist attractions in the Waitaki and Mackenzie Districts. These are:

- Alps 2 Ocean Cycle Trail
- The Waitaki Whitestone Geopark
- The Oamaru Blue Penguin Colony
- The Dark Sky Project (Tekapo)

Figure 1: The A2O Cycle Trail



Source: <https://www.alps2ocean.com/trail-map>

2 Objectives

The aims of this research were three-fold.

- (i) To assess spatial use patterns and flows of A2O cyclists.
- (ii) To assess spending attributable to the A2O and its economic significance to the local economies.
- (iii) To collect reliable information on use by different groups of cyclists to help interpret data from the A2O trail counters.

3 Methodology

This section outlines methods used, including survey design, data collection and data analysis.

3.1 Survey design

An online survey was adopted to enable collection of data from a large number of A2O users. It also allowed more in-depth questioning than field intercepts and was considered more cost-effective. The survey was developed based on previous practice, including:

- an on-going A2O survey undertaken as part of the wider New Zealand Cycle Trail (NZCT) surveys,
- the 2015/2016 A2O user survey by Wilson (2016),
- a cycle trail user survey by the Central Otago District Council (2015), and
- the Queensland national park tourist expenditure survey by Driml, Brown, Ballantyne, Pegg, and Scott (2011).

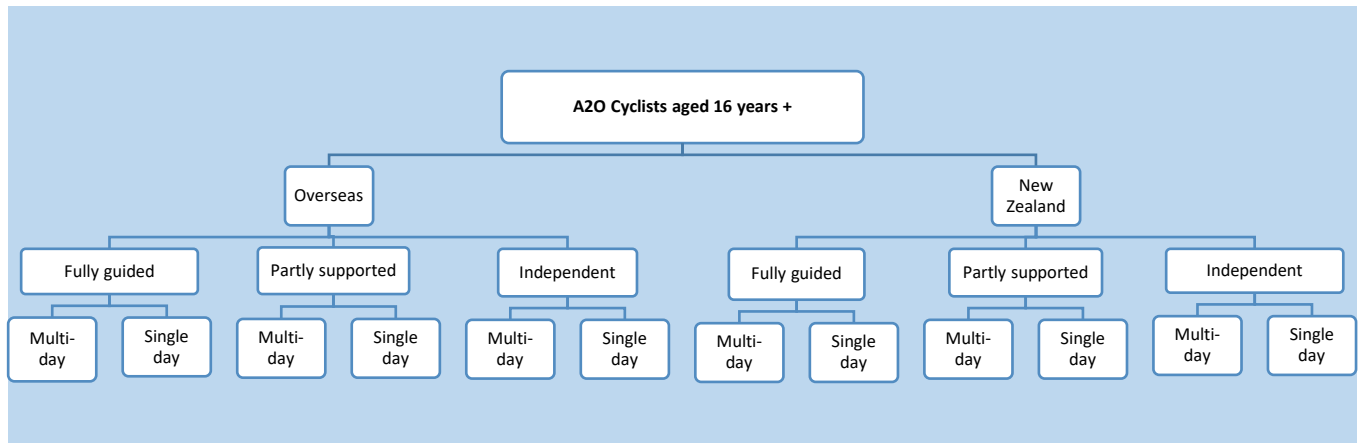
The online survey included questions on user profiles, A2O use and experiences, and the importance of the trail to travel decisions, logistics and spending. The economic component of the questionnaire included a request for respondents to indicate how much money they had spent on package holidays as well as their spending in the area (delineated by a map) on: travel; accommodation; food and drinks; activities and trips; other (equipment, souvenirs etc.). Respondents were asked to specify whether their answers were for themselves or their group, and the time period they applied to. Questions mirrored the classification of tourism characteristic industries and tourism related industries defined in the New Zealand Tourism Satellite Account (TSA)³. The online questionnaire used Qualtrics software. The full survey appears in Appendix 1. The Lincoln University Human Subjects Ethics Committee approved the survey.

³ <https://www.stats.govt.nz/information-releases/tourism-satellite-account-2018>

3.2 Sampling design

It was anticipated that trail use and spending by cyclists might vary for sub-groups e.g. overseas versus New Zealand residents, fully/partly supported by an operator versus independent and multi-day/single day users (Figure 2).

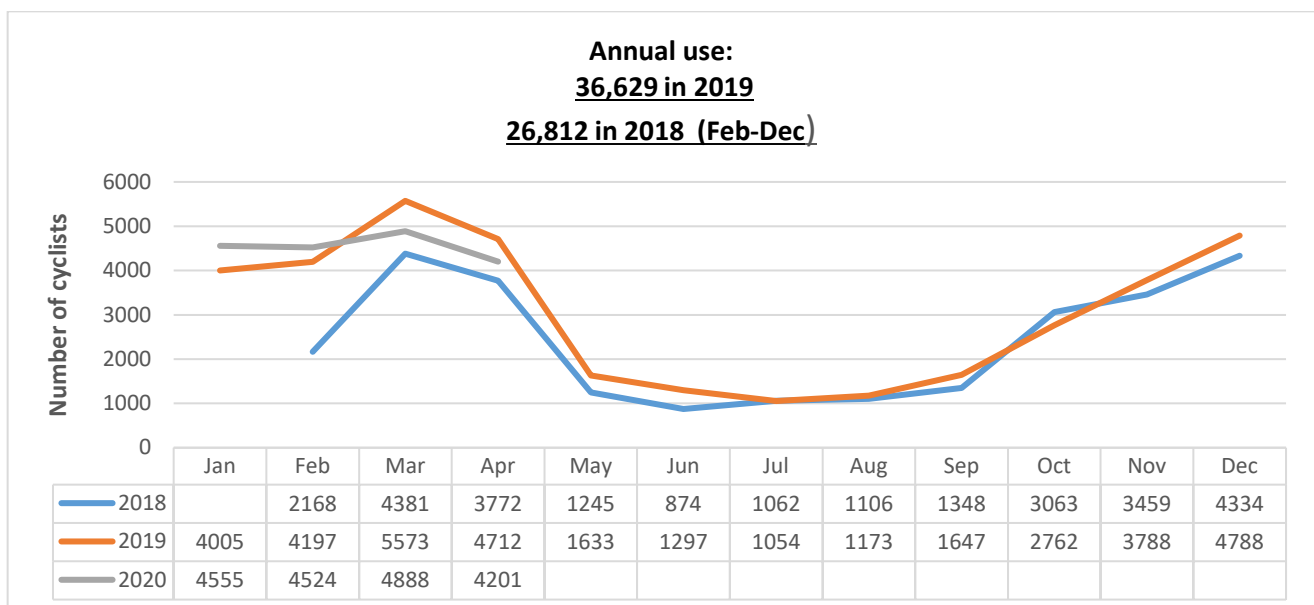
Figure 2: A2O cyclists’ sub-groups



Previous research on tourism expenditure suggests that random sampling with minimum samples of 30 to 40 participants for each subgroup of interest may meet the criteria for within-group representativeness (e.g. Driml et al., 2011). This would require a minimum sample of 480 cyclists if cyclists were evenly distributed across sub-groups. Estimates of the proportion of A2O cyclists falling within each group are unavailable. Due to these limitations, it was difficult to design an appropriate sampling frame. Therefore, we aimed at inviting as many cyclists as possible to complete the survey.

The A2O trail counter data show daily numbers for cyclists, which are aggregated to estimate monthly/annual use (Figure 3).

Figure 3: A2O monthly use by cyclists



Data source: Waitaki District Council

Estimates of use were 36,629 in 2019 and 26,812 in 2018 (February to December), but there are limitations in using these numbers as benchmarks.

- One caveat is the possibility of double counting of users who pass trail counters two or more times.
- Trail counters do not provide details on the proportion of cyclists who fall within each subgroup.

3.3 Data collection

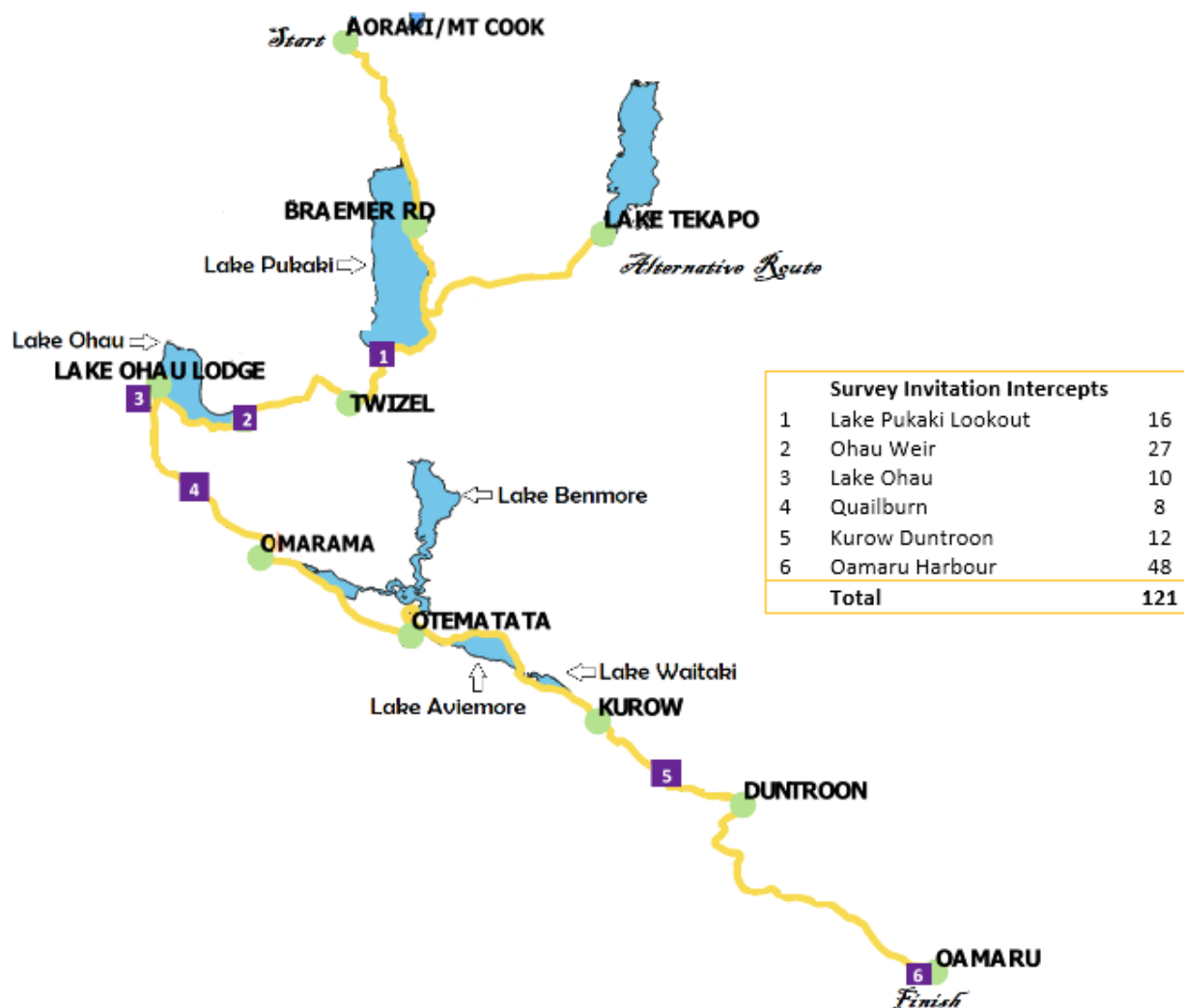
Respondents were invited to participate in the online survey through (i) trail intercepts and (ii) survey invitation cards distributed by selected accommodation providers and visitor centres along the trail. The primary purpose of the intercept approach was to capture riders who did not stay at commercial accommodation.

Survey invitation through intercepts

A2O cyclists were intercepted at selected sites and briefed about the online survey prior to a request to provide their email address for online survey distribution. Assurance was given that participation in both the intercept survey and the subsequent online survey was voluntary, and that completing the survey and providing an email address did not in any way obligate them to complete the online survey.

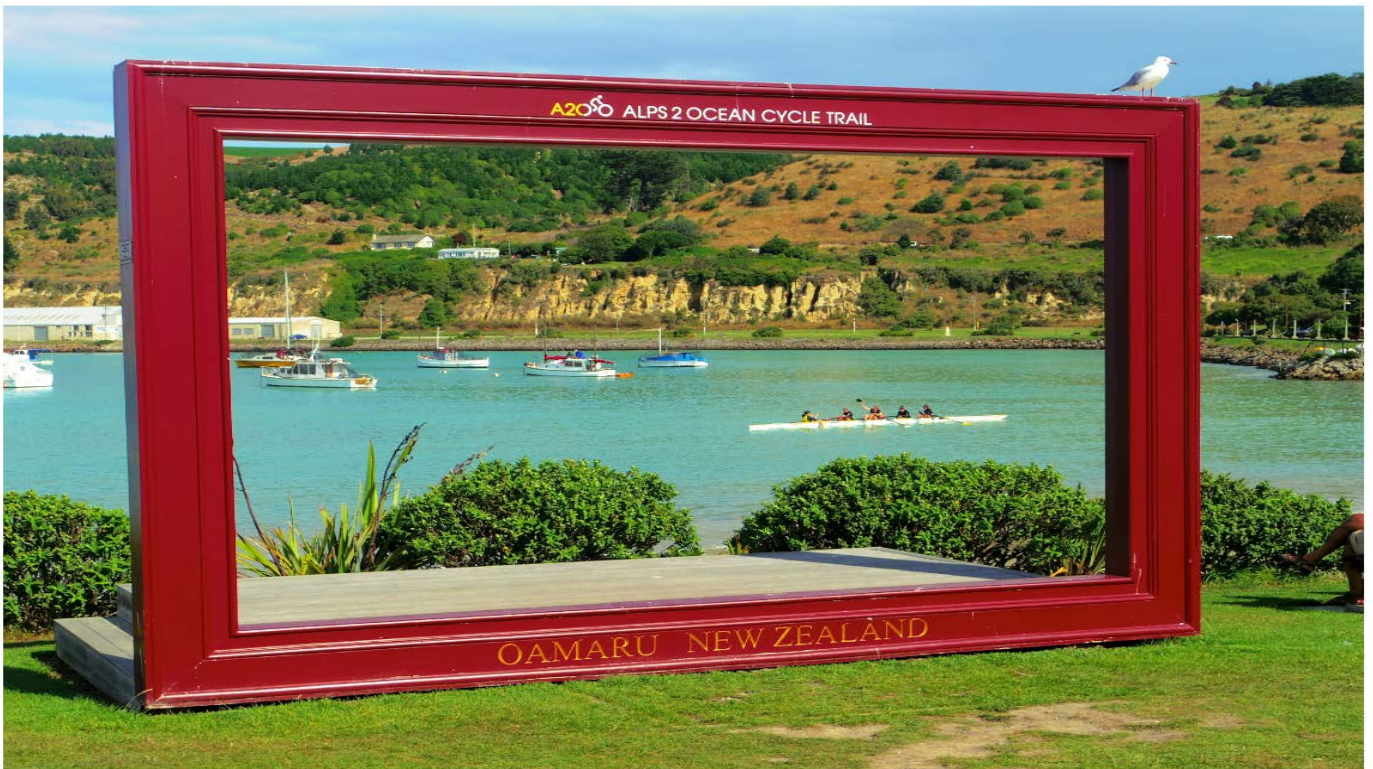
The survey invitations were distributed for a total of seven days (2 days in January and 5 days between February and March). Three more survey invitation days were planned for March and April (over Easter holiday), but were not carried out due to COVID-19. Selection of survey invitation intercept sites was informed by stakeholder consultation, trail counter data, and preliminary field observations. The sites were selected for convenience of access, and at points where cyclists were expected to stop (i.e., near toilets and picnic tables, at significant barriers/gates and at scenic viewpoints). The majority of survey invitations were distributed at Oamaru Harbour (at the end of the A2O), Lake Ohau, Ohau Weir, Lake Pukaki, Quailburn (enroute to Clay Cliffs), and the Kurow-Duntroon area (Figure 4). Field experience showed that it was not always possible to predict the times when a particular site might be busy. The length of time survey distributors spent at each site varied considerably. In-field adjustments were made continuously, conditioned on the number of cyclists encountered. Figure 4 shows the survey invitation intercept sites and the number of intercepts at each site.

Figure 4: Survey invitation intercept sites





Intercepts at Lake Ohau (with our sign saying “free chocolate fish”)



Finishing point – Oamaru Harbour: This is a place where A2O users take a finishing selfie. It also a chance to increase marketing of the ride on social media

Survey invitation card distribution by accommodation providers

Personal communication from Cycle Journeys indicated that about 90% of multi-day cyclists in the upper part of the A2O spent their first night at Lake Ohau Lodge. In the lower part of the A2O, about 90% of A2O cyclists spent a night in the Kurow-Duntroon area. To target these cyclists, 17 accommodation providers, 2 visitor centres and a winery agreed to distribute the survey invitation cards to their customers (Table 1).

Table 1: Accommodation providers and visitor centres

Accommodation providers	Location
Duntroon Hotel	Duntroon
Kowhai Cottage	Duntroon
Duntroon Domain Camping	Duntroon
Dansey's Pass Motor Camp	Duntroon
Constable's Cottage B&B	Duntroon
Father Ted's/Duntroon Railway B&B	Duntroon
Kurow Holiday Park	Kurow
Kurow Motels	Kurow
Settlement View Apartment	Kurow
Riverside B&B	Kurow
Western House	Kurow
Waitaki Braids Lodge	Kurow
Valley View Glamping	Kurow
Good Life Apartment	Kurow
Sublime B&B	Kurow
Lake Ohau Lodge	Ohau
The Lakes Motel	Twizel
Visitor centres and winery	
Vanished World Centre	Duntroon
Kurow Museum & Information Centre	Kurow
River-T Winery	Kurow

Briefing accommodation providers and visitor centres about the survey occurred in December 2019 to mid-January 2020. Initially, to avoid disruptions to business operations, survey invitation cards were to be distributed to customers for only eight days across the summer season over selected sampling times and days (Appendix 2). Experience showed that this approach was restrictive because some accommodation providers did not have customers on their sampling days. By the end of January, providers agreed to distribute survey invitation cards any time they had customers.

To incentivise participation, accommodation providers received bottles of wine, one lucky survey respondent got e-gift vouchers, and confectionery was supplied to cyclists.



Alps 2 Ocean Cycle Trail Visitor Survey 2020

For more information, contact
 Dr Lena Mkwara
 Lincoln University
 E: lena.mkwara@lincoln.ac.nz

Tell us about your visit and be in the draw to win a \$250 e-gift card for Kathmandu.

This survey is anonymous and voluntary, and will take about 15-20 minutes of your time. To find out more and complete the survey, visit this link: www.lincoln.ac.nz/A2O-Survey

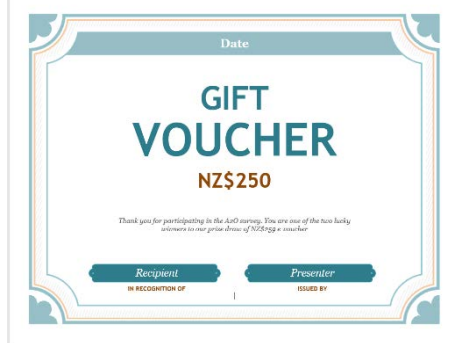
This research is funded by the Lincoln University Centre of Excellence in Sustainable Tourism with the support of the Waitaki District Council and Cycle Journeys.

Incentives:

Bottles of wine for accommodation providers



Prize draws of \$250 e-gift voucher at Kathmandu for respondents



Chocolate fish & rainbow sweets for cyclists

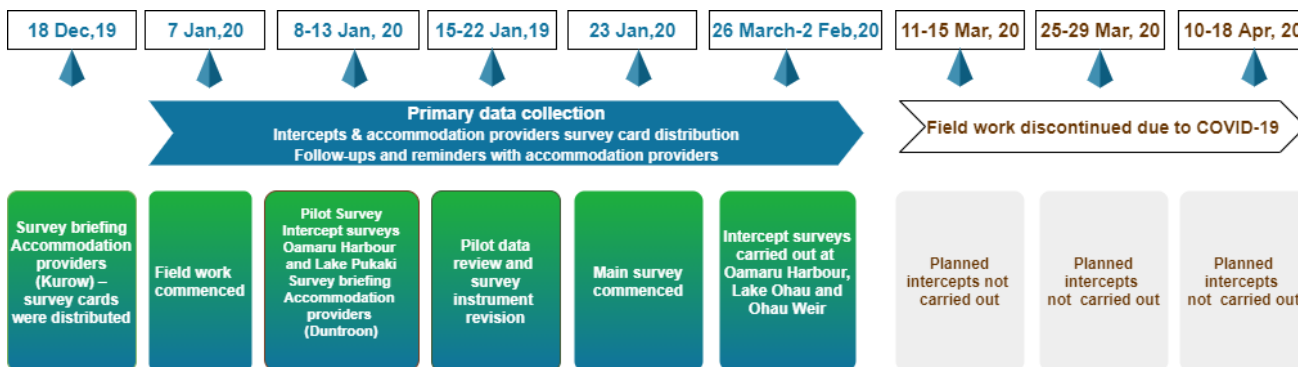


Further follow-up showed that Airbnb personally gave out survey cards to their customers. For many other types of accommodation providers, survey cards were left in the rooms or counter and cyclists could pick one if they were willing to assist with the survey. At visitor centres, cyclist willing to take part in the survey were invited to pick survey cards at the information desk.

Fieldwork key milestones

Fieldwork commenced in January 2020 and was expected to conclude in April 2020. However, it was discontinued on 2nd March 2020 due to COVID-19. Fieldwork key milestones are presented in Figure 5.

Figure 5: Fieldwork key milestones



3.4 Methods of data analysis

Descriptive statistics report means, deviations, frequencies and percentages. For categorical data, Chi-squared tests of the hypothesis of differences between various groups of cyclists were carried out. For continuous or ordinal data, normality tests were carried out objectively using a Shapiro-Wilk test, as well as subjectively by observing histograms and box plot outputs in Stata and R console. T-tests evaluated the significance of differences between group means. Where the assumption of normality was not met, the Kolmogorov–Smirnov (K-S) test was applied instead of the t-test. Mapping of cyclists' home origins, sections completed, start and ends of their A2O ride was carried out using Geographic Information System (GIS). Sensitivity analysis of estimates of tourist expenditure was carried out using Monte Carlo simulation in R console.

3.4.1 Economic attribution model

In cases where there is more than one key tourist attraction, it can be valuable to assess the level of tourist spending that is directly attributable to specific tourist attractions. An economic attribution model gauged the importance of the A2O as a tourist attraction and the level of spending that is attributable to it. There are limited studies in this subject area. This project adapted the attribution model applied by Driml et al. (2011) to assess the economic significance of National Park tourism in Queensland, Australia.

Tourist attraction associated expenditure: The approach taken here recognises spending by all A2O cyclists as a starting point, which we term “tourist attraction associated expenditure”. This measure does not gauge the impact on expenditure of the importance of an attraction to visitors (Driml et al., 2011), which is addressed by attribution and substitution expenditure estimates (e.g. Carlsen & Wood, 2004; Driml et al., 2011; Stoeckl, Smith, Newsome, & Lee, 2005).

Attribution expenditure: This is the proportion of all direct spending by tourists to a region/state/country that can be attributed to a specific attraction (Carlsen & Wood, 2004; Jones & Wood, 2008). Typically, researchers use a range of motivational, behavioural and importance measures from surveys to estimate the proportion of spending that is directly attributable to a specific

tourist attraction. For instance, Carlsen and Wood (2004) report the following findings from the Southern Forest region in Australia, which they used to estimate attribution:

- 80% of respondents reported that 'natural environments' were the number one reason for visiting the region;
- 90% of activities undertaken were nature-based;
- 95% of visitors ranked forests as 'important' in attracting them to the region.

They conclude that 88% (an average of the three variables) of visitor expenditure is attributable to the national parks and forests in the study area.

However, a concern with this approach is that while a visitor's choice of a particular tourist activity and spending could be highly motivated by the existence of a tourist attraction, it does not always follow that that visitor would not have undertaken some other activity (and its associated spending) in that same region, in the absence of an attraction (Carlsen & Wood, 2004). For example, in the absence of the A2O, some cyclists may still opt for other cycle trails in the Waitaki/Mackenzie area.

Substitution expenditure: Some studies have focused on identifying additional expenditure in a region due to an attraction. That is, the expenditure that would not have occurred in the study area if the opportunity to visit the attraction did not exist. This component has been termed the "substitution" effect (Carlsen & Wood, 2004). Substitution expenditure is identified using information from visitors on whether they would have made their visit to the region if the attraction did not exist

Our approach recognises all spending by cyclists over the time spent in the area of A2O, which we term "A2O associated spending". We also define and estimate variations of the attribution and substitution effects, which we term "A2O attributed spending" and "A2O substitutable spending", respectively.

A2O attributed spending: This component of spending is defined as all spending by cyclists who stated that the A2O was "very important" to their travel and spending decisions. It captures spending that is closely dependent on the A2O as an attraction to the region. We asked several questions about the significance of the A2O to cyclists' travel decisions and preferences and used this information to define A2O attributed spending by respondents who met at least one of the criteria below:

Inclusion criterion 1

Cyclists for whom the A2O was the only or main reason for visiting the Waitaki /Mackenzie area (Appendix 1, question 9)

Inclusion criterion 2

Cyclists who indicated that the importance of the A2O to their trip was 70% or greater (Appendix 1, question 10)

A2O substitutable spending: This is all spending by a subset of cyclists who answered that they would not have travelled to the Waitaki or Mackenzie area if the opportunity to visit the A2O was not available. A2O substitutable spending is unambiguously due to the A2O. This component of expenditure is based on a hypothetical scenario of the A2O not being open to cyclists at the time of their travel to the area (Appendix 1; questions 11 and 12). Respondents in this category stated that they would have:

- (i) Stayed at home;
- (ii) Cycled/walked other cycle trails outside the Waitaki/Mackenzie area;
- (iii) Travelled outside the Waitaki/Mackenzie area for other activities/attractions or
- (iv) Travelled to another country

Steps used in this analysis

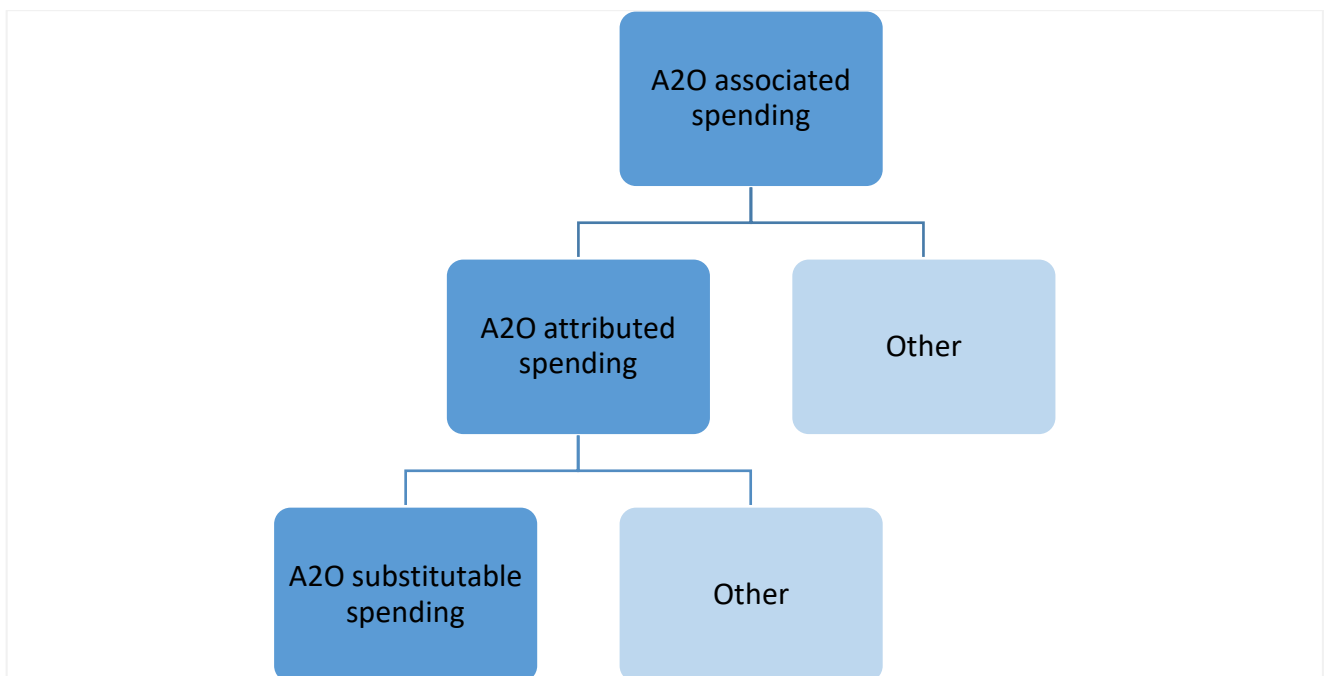
Our approach takes into account differences in spending by individuals in each category. The steps followed are outlined in Steps 1 to 4 below.

Step 1: Identify spend for each individual

Step 2: Identify each individual's spending-generation category

All respondents' fall within A2O associated spending category. A subset of respondents who meet the criteria for A2O attributed spending category are identified. Likewise, a subset of A2O attributed cyclists who meet the criteria for A2O substitutable spending category are identified, as illustrated in Figure 6.

Figure 6: Spending categories



Step 3: Calculate the mean and variance of spend for relevant groups

Average A2O associated spending is;

$$A2O \text{ associated spending/cyclist/visit} = \frac{\left(\sum_{i=1}^n \frac{\text{Total spending per visit}_i}{\text{Group Size}_i}\right)}{n} = A \quad (1)$$

where, *Group Size* is the number of people in respondent *i*'s travel party (aged at least 16 years) with whom expenses were shared and *n* is the number of cyclists who provided information on money spend in the area

$$A2O \text{ attributed spending/cyclist/visit} = \frac{\left(\sum_{j=1}^J \frac{\text{Total spending per visit}_j}{\text{Group Size}_j}\right)}{J} = B \quad (2)$$

Where, *J* includes only cyclists in the A2O attributed spending category

$$A2O \text{ substitutable spending/cyclist/visit} = \frac{\left(\sum_{k=1}^K \frac{\text{Total spending per visit}_k}{\text{Group Size}_k}\right)}{K} = C \quad (3)$$

Where, *K* includes only cyclists in the A2O substitutable spending category and $K \leq J \leq n$

Step 4: Aggregate over groups to find total expenditure in each category

(i) Annual estimates of A2O associated spending

$$A2O \text{ associated spending} = A \times N \quad (4)$$

Where *N* is the annual number of users.

(ii) Annual estimates of A2O attributed spending

$$A2O \text{ attributed spending} = B \times P_j \times N \quad (5)$$

Where *P_j* is the proportion of cyclists in the attributed spending category.

(iii) Annual estimates of A2O substitutable spending

$$A2O \text{ substitutable} = C \times P_K \times N \quad (6)$$

Where *P_K* is the proportion of cyclists in the substitutable spending category.

3.1 A2O tourist attraction associated spending

The interactive mapping feature (Figure 7) enabled respondents to provide detailed information on spending along their travel route by placing markers of their purchases. Those on a tour package were asked how much they paid for their package and what this package constituted. Package tourists were also asked if they had spent any money additional to the tour package, which they recorded on the map.

Feedback showed that the interactive map was too demanding for respondents, so it was removed. Instead, respondents were asked to report their expenditures on named categories at each major town along the trail (Appendix 1, questions 39 and 40). Fifteen respondents provided detailed expenditure using the interactive maps and the rest used the latter approach. The expenditure data reported here combine information from both approaches.

Figure 7: Spending in the area of A2O









Your travel route is shown on the map below.

Step 1: Please select the marker type for each expenditure that apply to you/your travel party or additional expenditure if on a tour package.

Step 2: Click on the map to place the marker at each location of goods or services you purchased.

Step 3: Type your best estimate of the amount spent in NZ\$.

Step 4. Click and drag a marker if you want to move it, or double-click on a marker to delete it.

-  Accommodation
-  Cafes/restaurants/bars/takeaways
-  Groceries at supermarkets or stores
-  Fuel
-  Activities (paid or free)
-  Other shopping (excluding food)
-  Other local transport
-  Other (e.g. conference fees, medical, vehicle maintenance)

To search for a location, type it here and select from the list

The image shows a Google Maps interface with a route highlighted in black. The route starts in Christchurch, goes west to Timaru, then south to Omatarama, and finally west to Wanaka. A pop-up dialog box is open over the Timaru area, containing the following text and input fields:

How many nights did you stay here?

What was the total cost? \$NZ

Ok Cancel

The map includes standard Google Maps controls: 'Map' and 'Satellite' tabs, a search bar at the top, a zoom in (+) and zoom out (-) button on the right, and a 'Map data ©2020 Terms of Use' footer. The Google logo is visible in the bottom left corner.

4 Results

4.1 Responses and data preparation

In total, 121 cyclists were intercepted over two collection periods:

- Two days of sampling in January (8 and 13 January) (n=21)
- Five days (26 February to 2 March) (n=100)

Out of these, 62 respondents completed the survey, a response rate of 51%. This response rate is slightly lower than previous surveys using a similar approach. Wilson (2016) obtained a response rate of 61% (95% were A2O riders and 5% were non-riders), and Angus & Associates (2013) reported response rates in the range of 60 -71% for surveys on four other cycle trails.

A total of 88 usable responses came from people recruited through survey invitation cards distributed through accommodation providers and visitor centres. It was not possible to ascertain the response rate from survey invitation cards since the total number of cards distributed is unknown. Accommodation providers and visitor centres were not asked to record the total number of cards distributed to their customers to avoid overburdening them. Altogether, 150 usable responses were obtained from the online survey (Table 2).

Table 2: Survey response

Group	Invitations	Response	Response rate	As % of total responses
Intercepted cyclists	121 emails	62	51%	41%
Accommodation users	Unknown number of survey invitation cards	88	Not known	59%
Total		150		100%

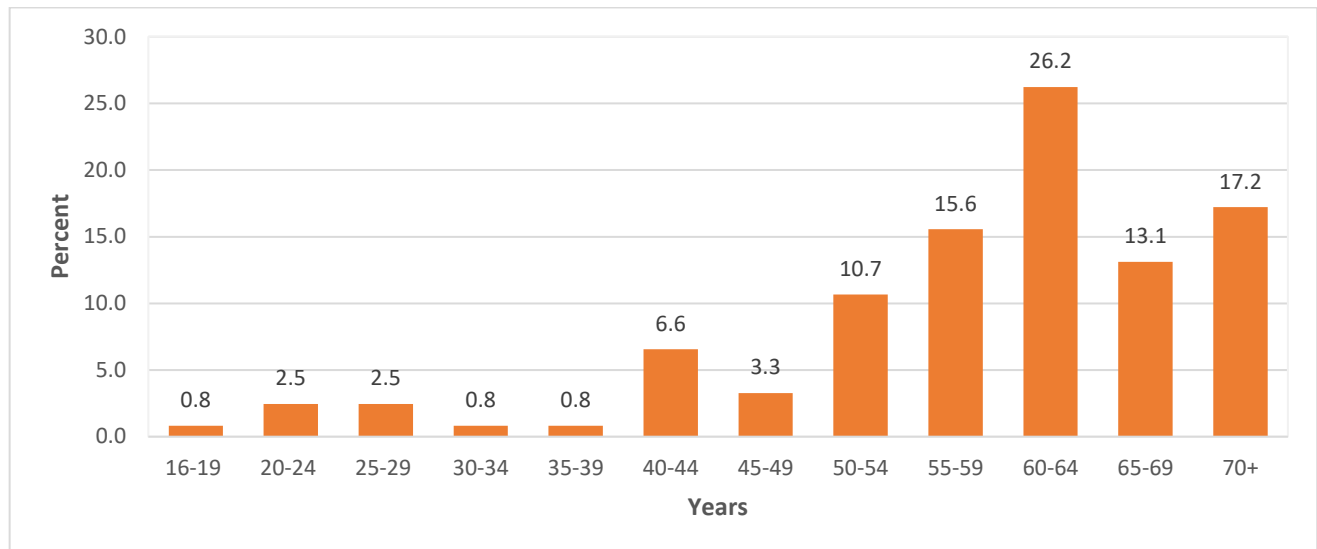
Survey data for the two groups were combined, checked for irregularities, coded for analysis, and uploaded into Stata Version 14.2, R console and Microsoft Excel for quantitative analysis.

4.2 User profiles

Age

Overall, 82.8% (n=101) of respondents were aged at least 50 years (Figure 8). A similar A2O survey by Wilson (2016), reported 68.1% of respondents aged between 50 and 69 years, very similar to the 65.6% in this group in our survey (n=80).

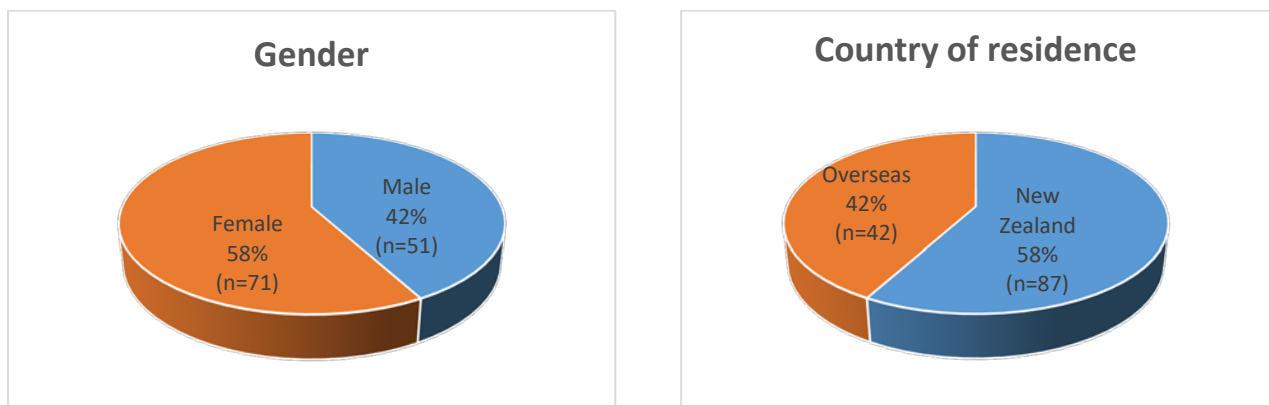
Figure 8: Age (n=122)



Gender and country of residence

A slightly higher percentage of females (58%, n=71) than males (42%, n=51) completed the survey (Figure 9). Wilson (2016) reports similar findings at 52% females and 48% males.

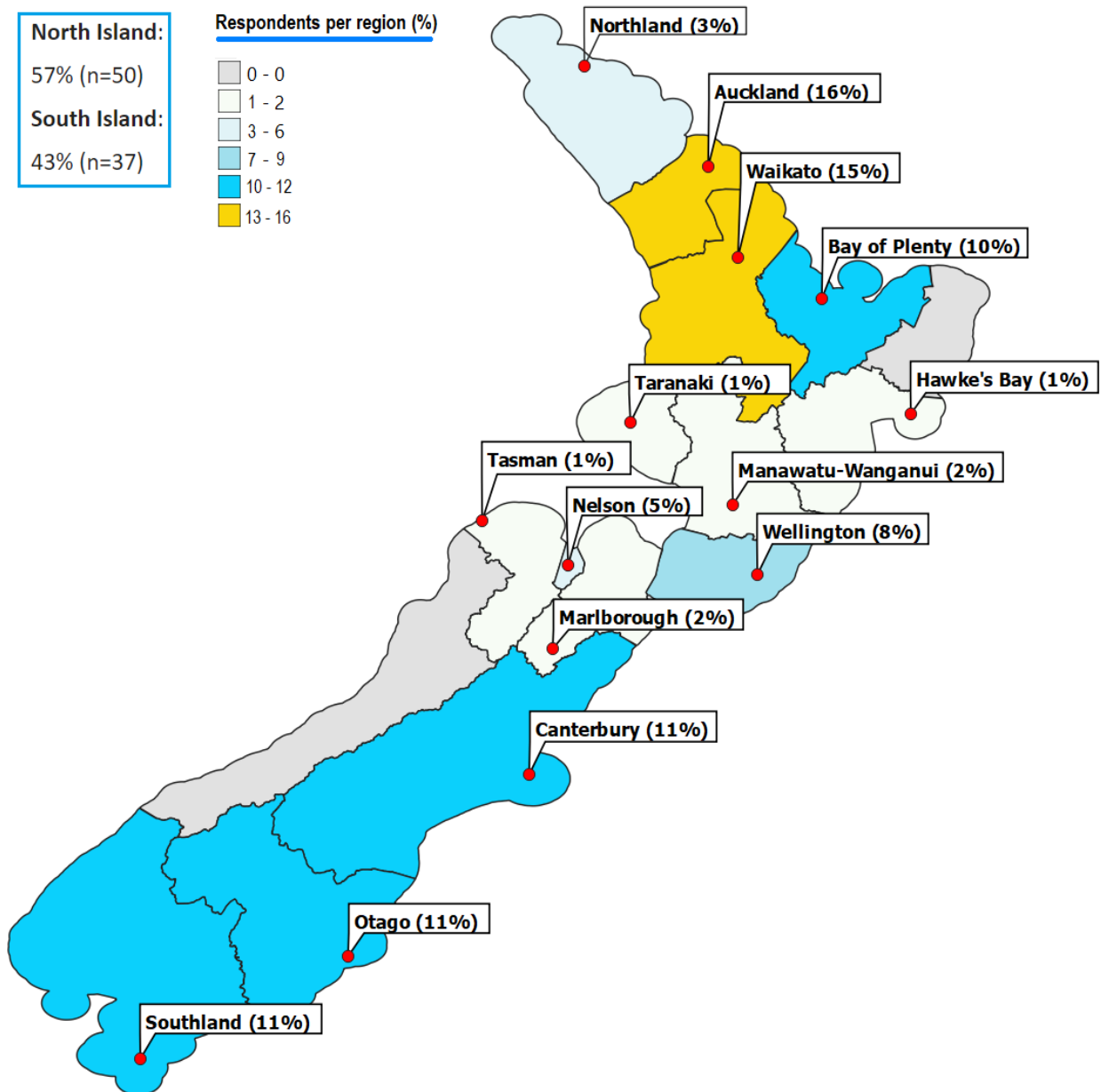
Figure 9: Gender and country of residence



58% of respondents were New Zealanders (n=87) and 42% were overseas (n=63).

Of the 87 New Zealand respondents, 57% (n=50) came from the North Island and 43% (n=37) from the South Island (Figure 10). The largest numbers of respondents were from the Auckland (16%) and Waikato regions (15%), followed by Canterbury, Otago and Southland with 11% each.

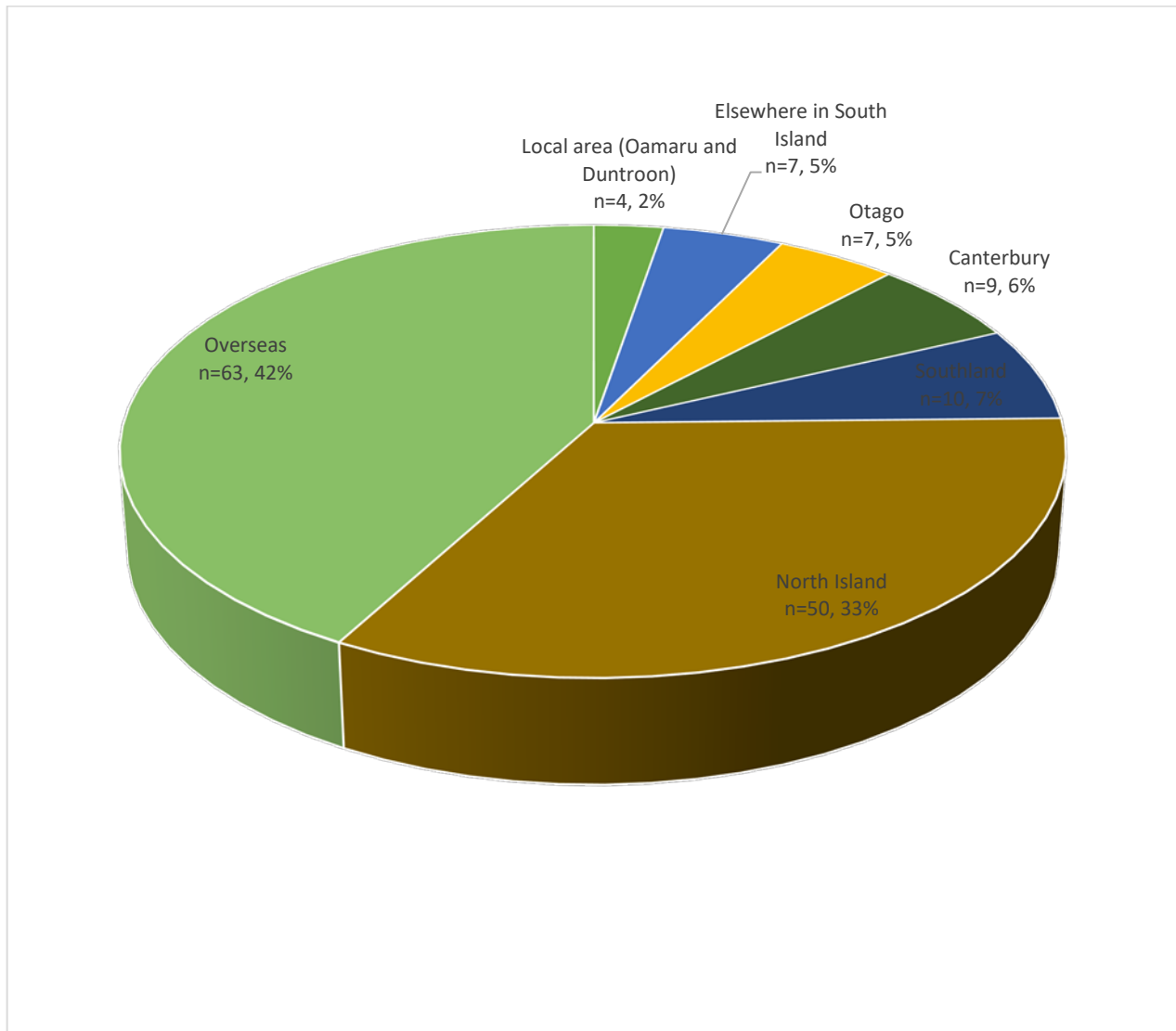
Figure 10: New Zealand cyclists' home locations



Home locations

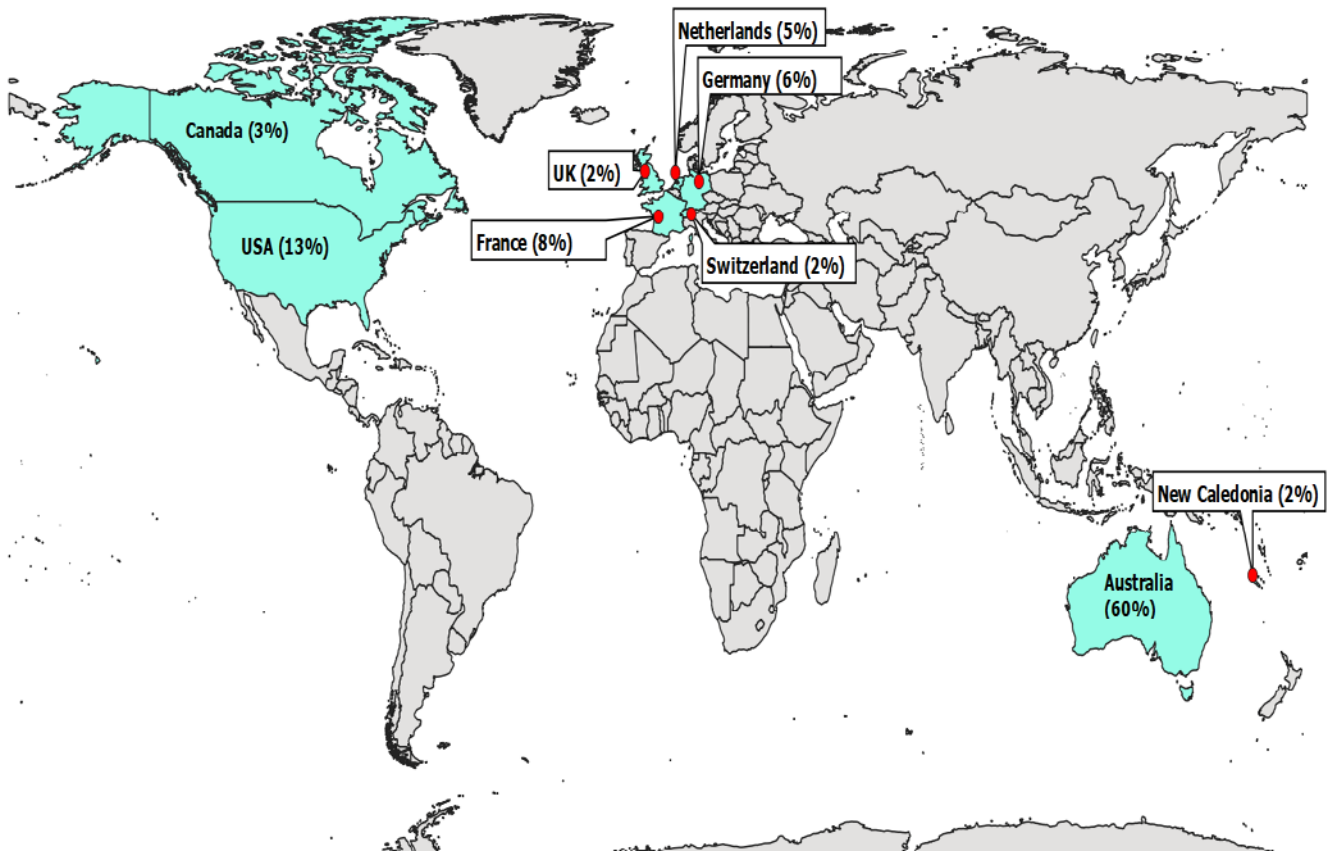
Only 4 respondents (2% of the total sample) lived locally, 3 were from Oamaru and 1 from Duntroon (Figure 11).

Figure 11: Home locations



Out of 63 non-New Zealand respondents, 60% came from Australia, 13% from the United States of America (USA) and 8% from France (Figure 12).

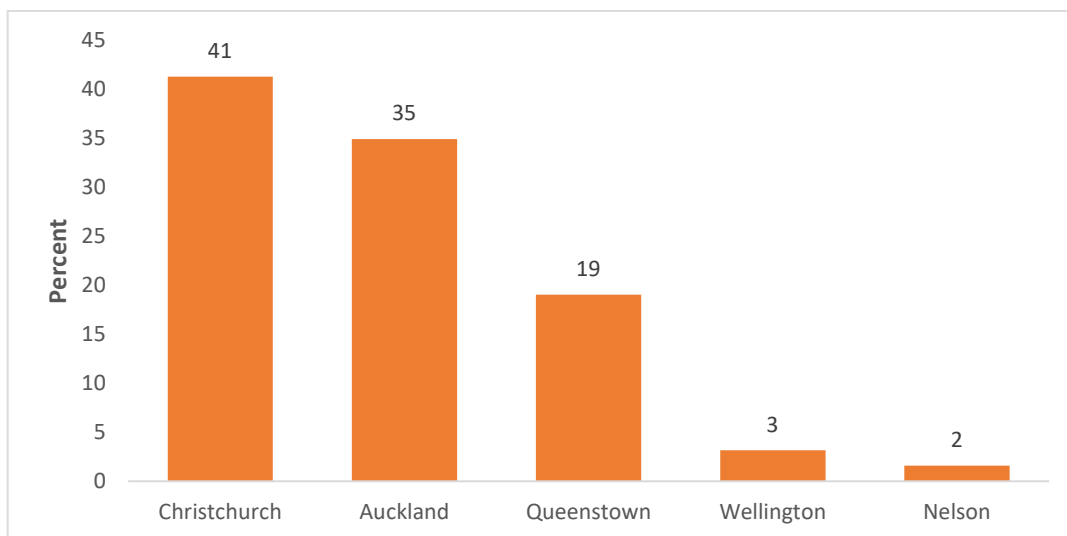
Figure 12: Overseas A2O cyclists (n=63)



Where overseas respondents started their trip in New Zealand

Most overseas respondents started their trip from Christchurch (41%, n=26), followed by Auckland (35%, n=22) and Queenstown (19%, n=12) (Figure 13).

Figure 13: Where overseas respondents started their trip in New Zealand (n=63)



4.3 A2O activity

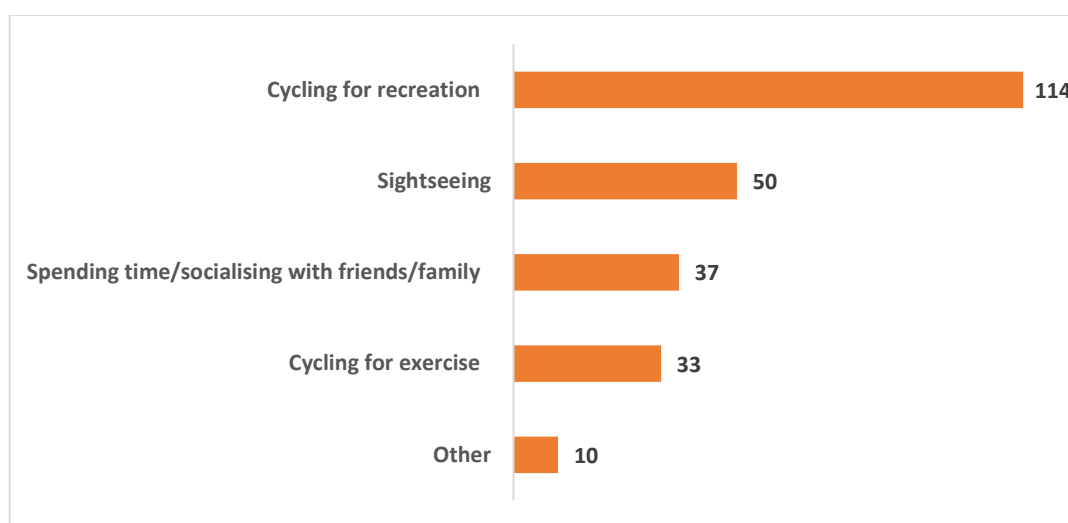
Type of trip

About 97% (n=146) of respondents were on overnight trips, and only 3% were on a day trip (two local area residents, one from Christchurch and one from overseas). However, these figures are not representative because we distributed survey invitation cards only to cyclists staying at least one night in the area. Hence, the sample is biased towards cyclists spending at least one night in the area.

Reasons for using the A2O

Most respondents indicated that they were cycling for recreation (n=114), followed by sightseeing (n=50) and spending time with friends and family (n=37) (Figure 14). These figures are not additive due to multiple responses per respondent.

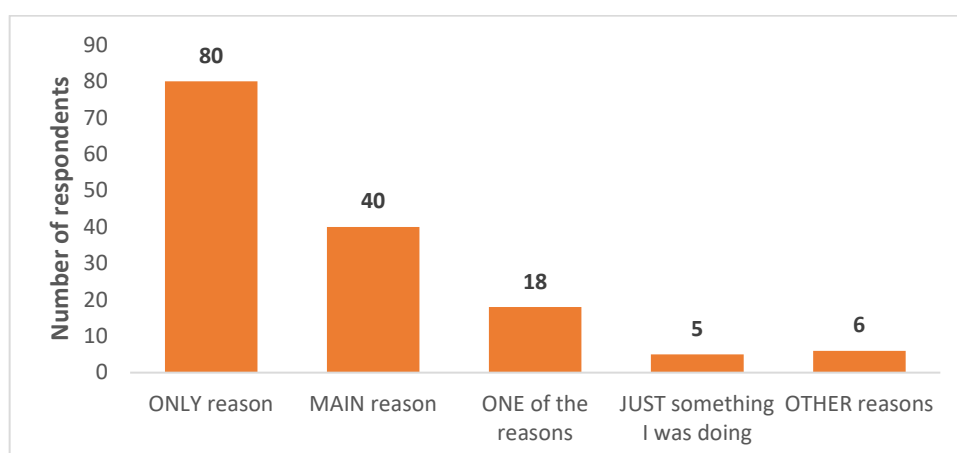
Figure 14: Reasons for using A2O (n=150)



The importance of the A2O in the visit to the Mackenzie/Waitaki area

As shown in Figure 15, the A2O visit was the only reason (n=80, 54%) or main reason (n=40, 27%) to visit for most respondents.

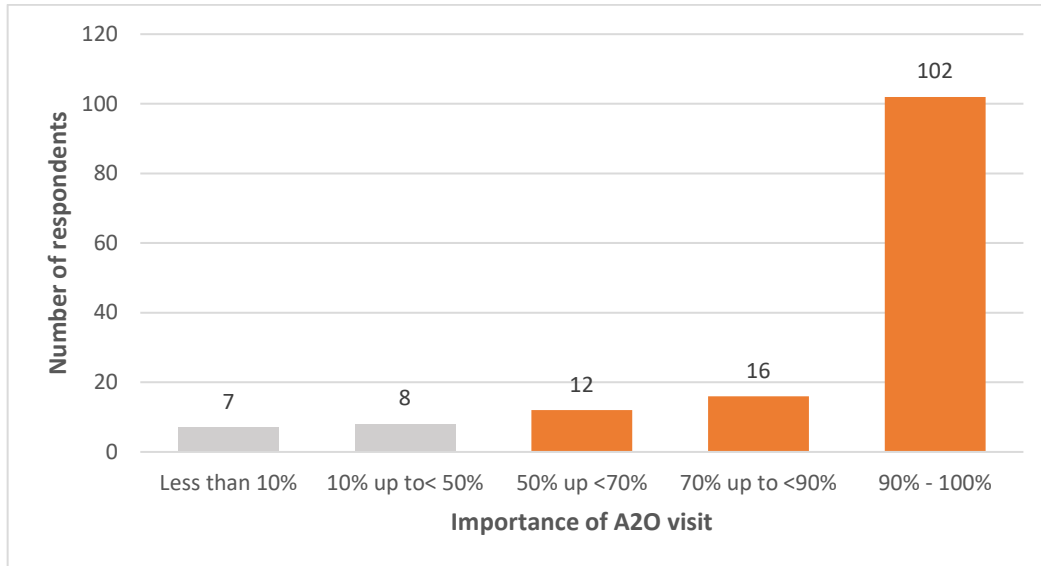
Figure 15: Importance of A2O for visit (n=149)



The importance of the A2O visit

The importance of the A2O for making the trip was rated 90% -100% by 70% of respondents (Figure 16). Altogether, 90% of respondents rated the importance of their A2O visit to be at least 50%. Ten percent indicated that their A2O visit was not important; but they would have made the trip anyway.

Figure 16: The importance of the A2O visit (n=145)



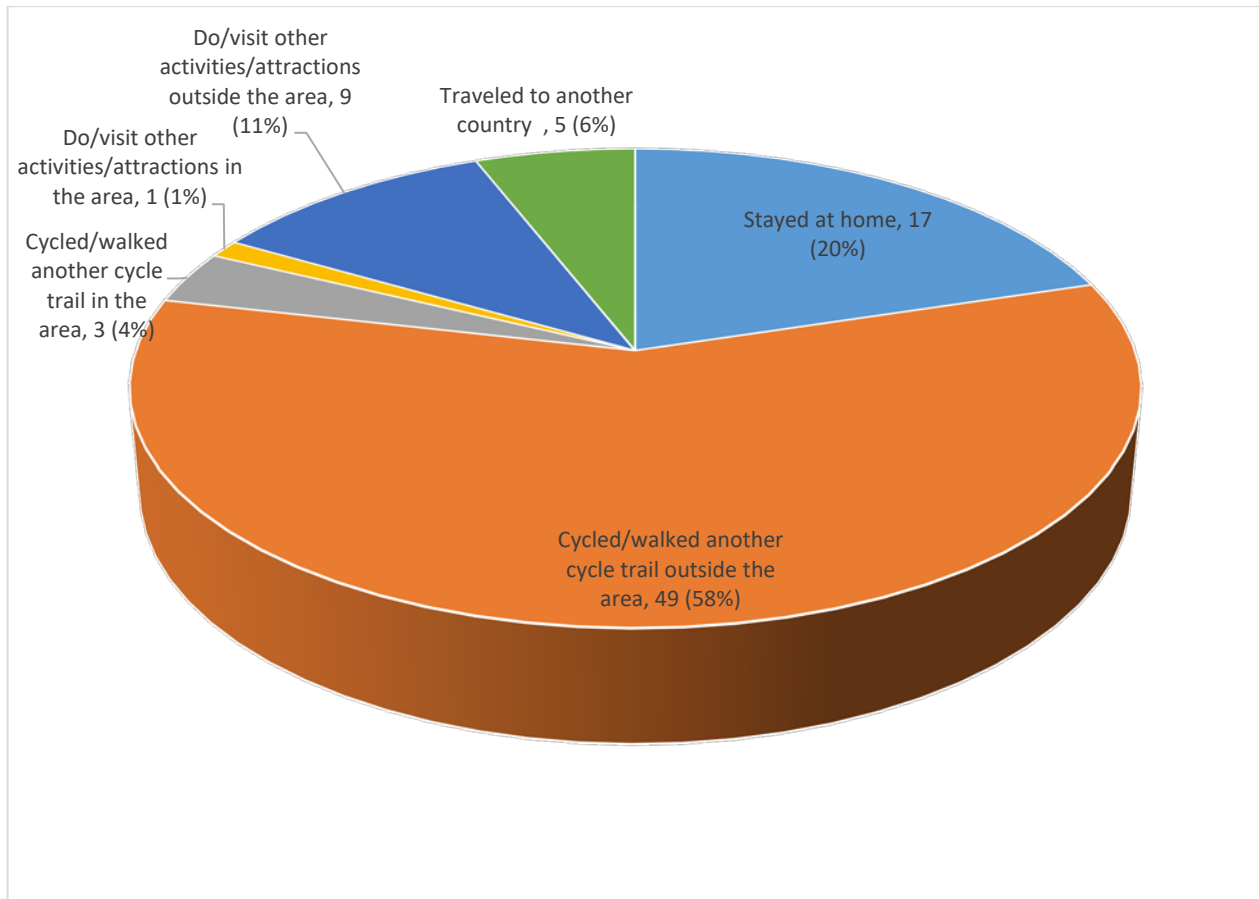
Visiting the area if the A2O did not exist

Respondents were asked if they would still visit the Waitaki/Mackenzie area if the A2O did not exist, with 56% out of 149 who provided responses stating they would not have visited without the A2O.

What they would have done instead

Those who answered that they would not have visited the Waitaki/Mackenzie area if the A2O did not exist were asked to state what they would have done instead (Figure 17). Only four (5%) stated that they would have cycled another trail in the area, or would have visited other attractions in the area. Fifty-eight percent (n=49) stated that they would have cycled/walked another cycle trail outside the area, 20% would have stayed at home, 11% would have visited other attractions outside the Waitaki/Mackenzie area, and 6% would have travelled to another country.

Figure 17: What they would have done instead (n=84)



Respondents who stated that they would have cycled a trail outside the Waitaki/Mackenzie area were asked which cycle trails they would you have cycled if the A2O did not exist (Table 3).

Table 3: Cycle trails that respondents would have cycled if the A2O did not exist

New Zealand Cycle Trail	Number of respondents
South Island	
West Coast Wilderness Trail	24
Otago Central Rail Trail	20
Clutha Gold Trail	14
Around the Mountains	14
Queenstown Trail	12
Roxburgh Gorge Trail	12
Queen Charlotte Track	10
Tasman's Great Taste Trail	10
The Old Ghost Road	10
St James Cycle Trail	8
Coppermine Trail	2
North Island	
Mountains to Sea	10
Hawke's Bay Trails	8
Waikato River Trails	7
The Timber Trail	7
Rimutaka Cycle Trail	7
Twin Coast Cycle Trail	6
Great Lake Trail	5
Hauraki Rail Trail	3
Motu Trails	3
Te Ara Ahi	2

**The number of respondents is not additive because of multiple responses per respondent

The West Coast Wilderness Trail, Otago Central Rail Trail, Clutha Gold Trail, and Around the Mountains, which are all in the South Island, were the most favoured alternatives.

Other activities and sites visited in the area

Other sites visited and activities undertaken were divided into (i) commercial activities, (ii) cultural or historic sites, and (iii) leisure and recreation sites or activities.

The most popular commercial activities were winery visits, Hot Tubs Omarama, and Scenic flights (Table 4). The numbers are not additive since some respondents were involved in more than one activity.

Table 4: Commercial activities

Activities	Number of respondents
Winery Visit	37
Hot Tubs Omarama	21
Scenic flight (e.g., fixed wing, helicopter, glider)	15
Sir Edmund Hillary Alpine Centre	6
Heli-hike	2
Glacier Explorers	2
Earth & Sky (Lake Tekapo)	2
Big Sky Stargazing (Aoraki/Mt Cook)	0
N/A	0

Kurow Museum was the most popular cultural or historic site, followed by Aoraki / Mt Cook DOC Visitor Centre and Steampunk HQ (Table 5).

Table 5: Cultural or historic sites

Cultural or historic sites	Number of respondents
Kurow Museum	31
Aoraki / Mt Cook DOC Visitor Centre	27
Steampunk HQ	24
Vanished World Visitor Centre	21
The Benmore Visitor Centre	5
N/A	0

The most visited leisure and recreation site/activity was Elephant Rocks, which received 50% more visits than Quailburn Historic Woolshed (Table 6).

Table 6: Leisure and recreation sites or activities





Leisure and recreation sites or activities	Number of respondents
Elephant Rocks	90
Quailburn Historic Woolshed	60
Clay Cliffs	41
Swimming	29
Walking tracks	29
Oamaru Blue Penguin Colony	23
Fishing	8
N/A	0

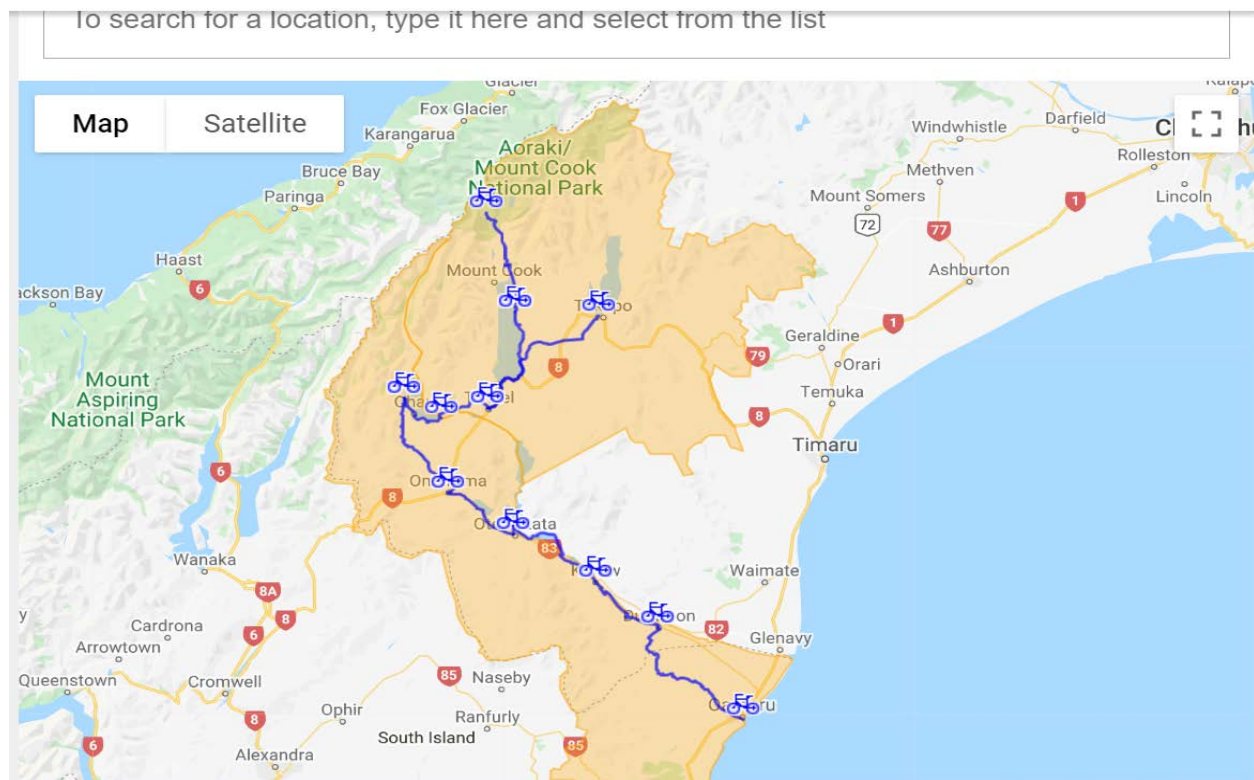
4.4 A2O ride

Respondents were asked to provide detailed information about their travel while on the A2O using the interactive mapping features in Figure 18. Information collected included where they started the A2O ride, where they stopped for at least 10 minutes and where they ended the A2O ride.

Figure 18: Your travel route on the A2O

1. Select the "start" marker and then click on the map to place it
2. Select the "places I stopped" marker and click on the map at every place you stopped longer than 10 minutes, in travel order
3. Select the "places I'm planning to stop" marker and click on the map at places you are planning to stop
4. You can drag any marker on the map to move it, or double-click to delete it.

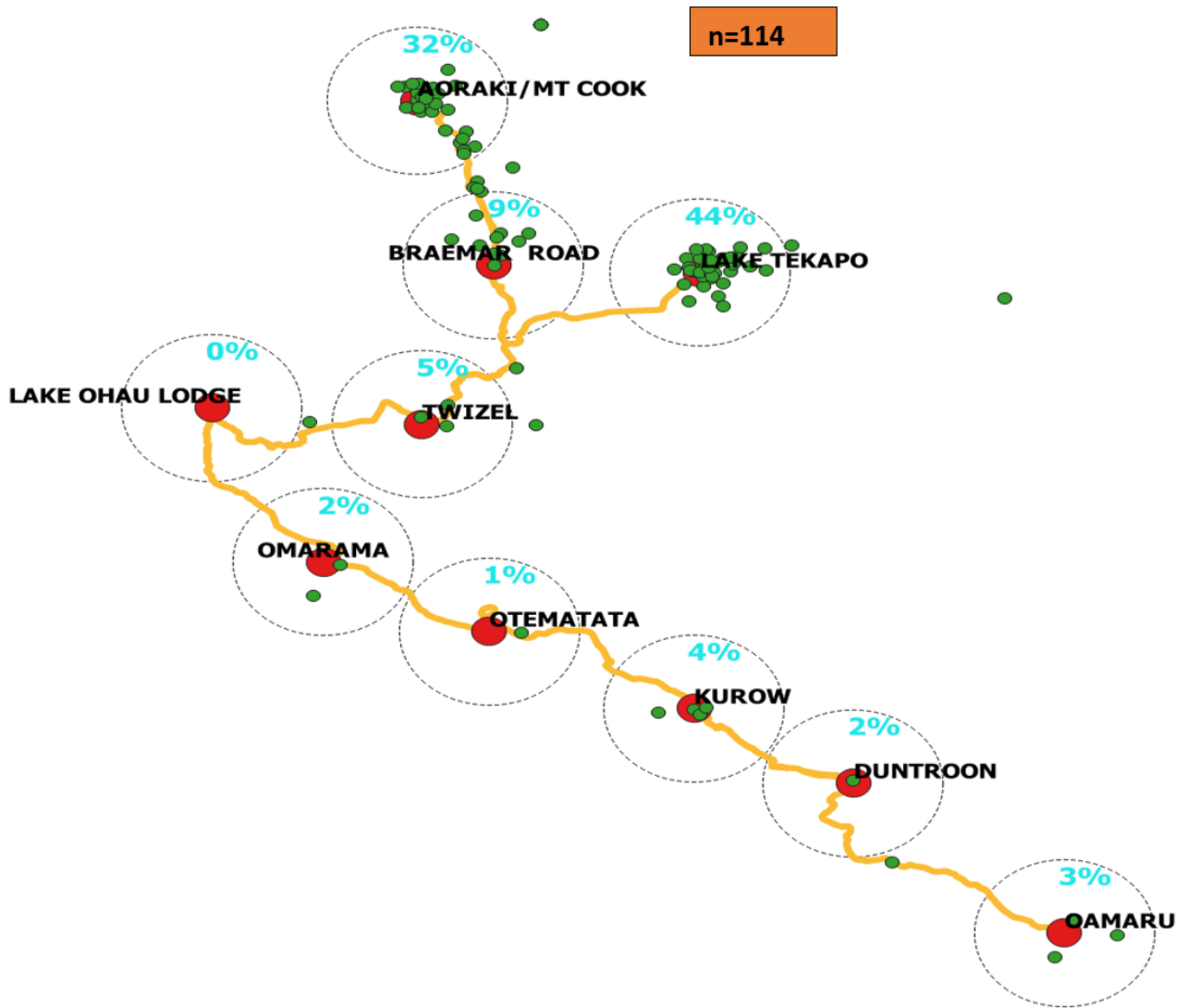
-  Where I started the A2O Cycle Trail ride
-  Places I stopped
-  Places I'm planning to stop
-  Where I plan to end/ended the A2O Cycle Trail ride



A2O start points

In all, 127 respondents provided latitude/longitude information on where they started the A2O ride, but 13 of these were not near the trail, leaving 114 usable responses (Figure 19). Even with points near the trail, there is a potential for errors, given the 10% of known errors.

Figure 19: Where cyclists started the A2O ride

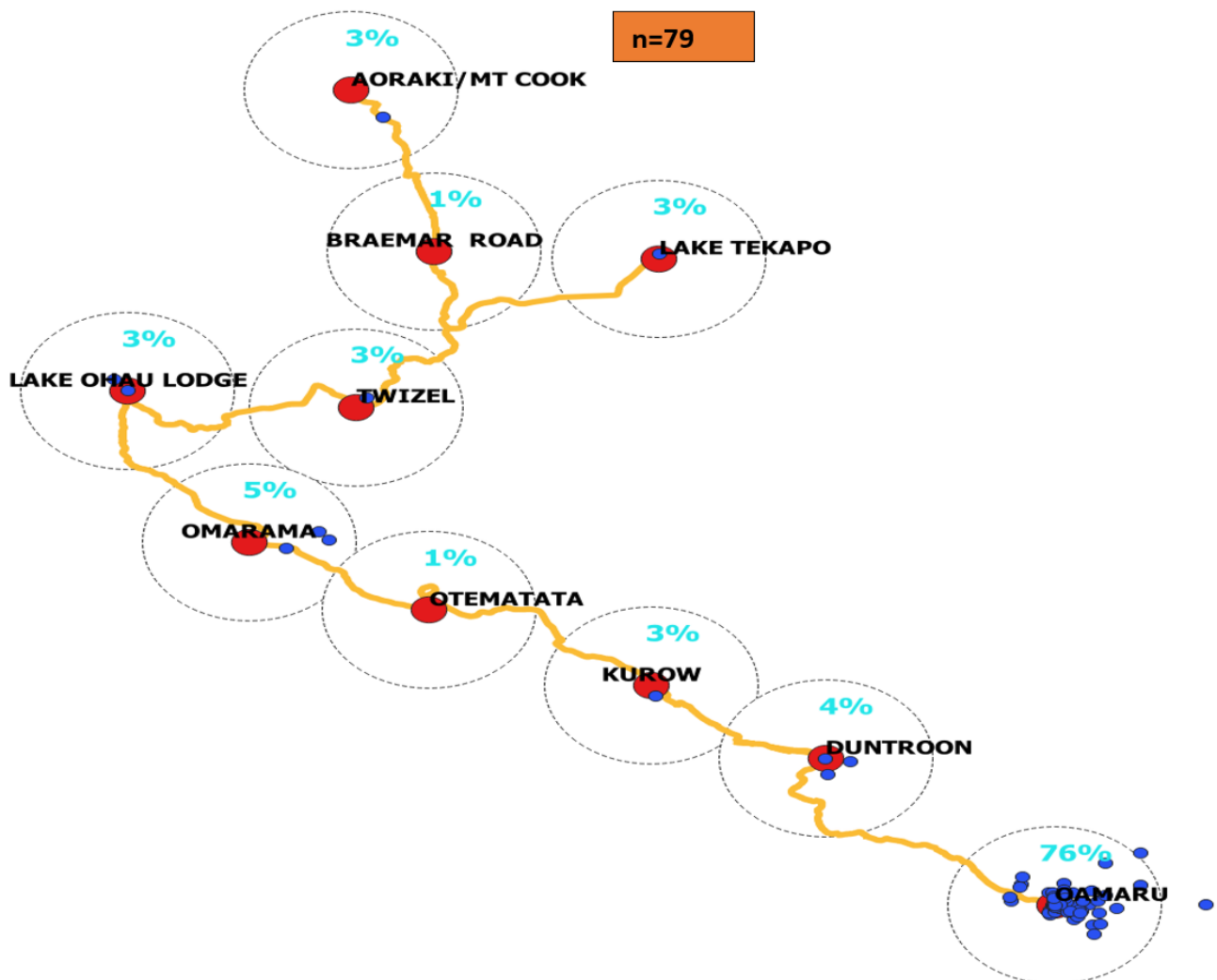


Cyclists who commenced their ride part way between section start points have been assigned to the section start point. Most cyclists started their ride from the upper part of the trail. About 44% (n=50) started from the alternative start at Lake Tekapo, followed by 32% on the Aoraki /Mt Cook to Braemar Road section, and 9% on the Braemar Road to Twizel section. This is not surprising given that survey invitations by intercepts were mostly in the upper part of the trail.

A2O finish points

Out of 127 cyclists who provided information on where they started the A2O ride, only 79 gave detailed information on where they finished their ride (Figure 20). Most cyclists finished their ride in Oamaru (76%, n= 60). This is not surprising since most cyclists (n=106) were riding the full trail.

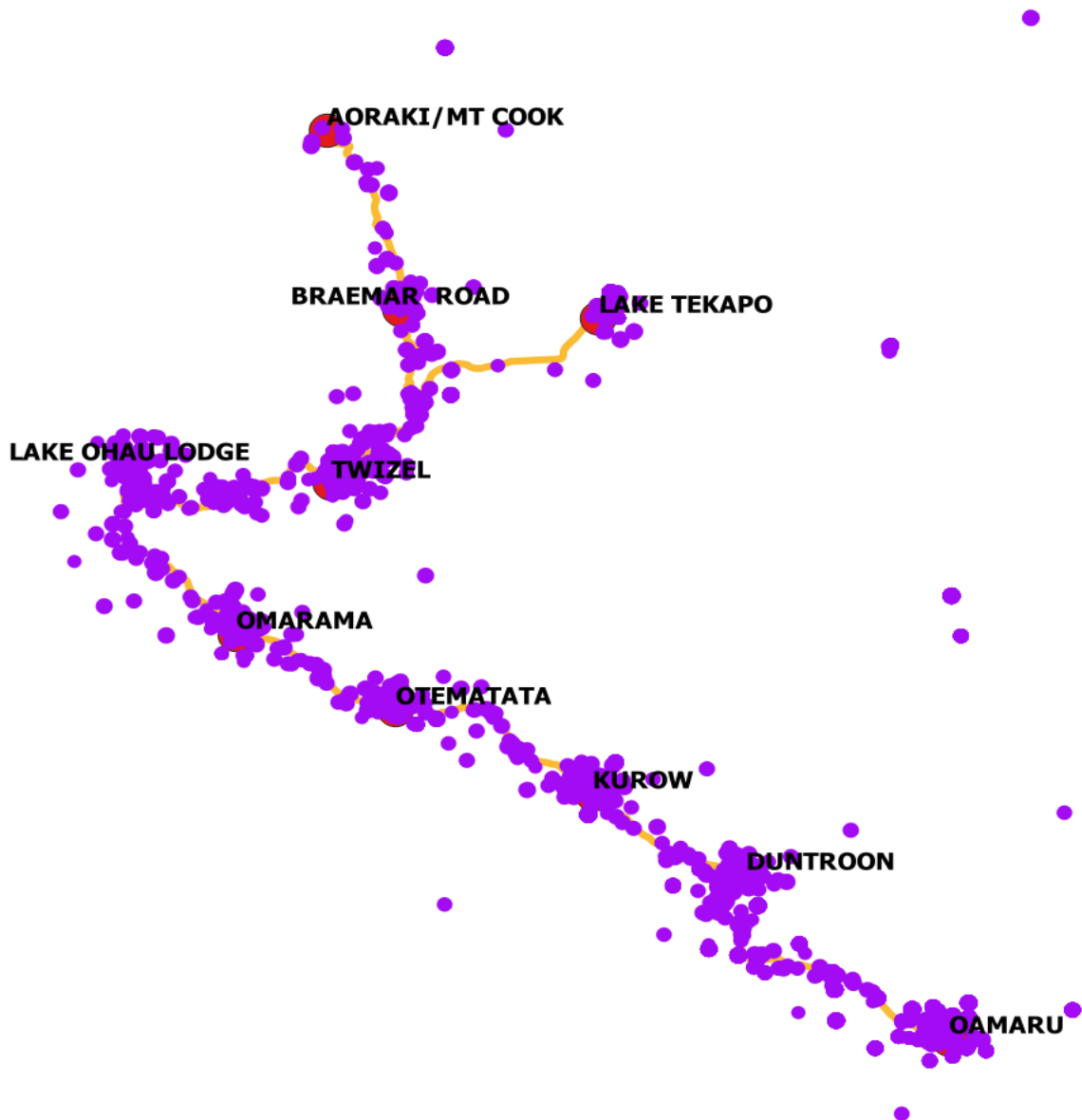
Figure 20: Where cyclists finished the A2O ride



Where cyclists stopped

About 2,000 stopping points were provided by 125 cyclists. Figure 21 shows the places where cyclists stopped for at least 10 minutes. Reasons for stopping are unknown. There are higher concentrations of cyclists stopping at or near section end-points. The outliers in Figure 21 suggest either that some cyclists did not know where they were, or that they had difficulty manipulating the mapping tool.

Figure 21: Cyclists' stop points



A2O sections ridden

As shown in Table 7, the number of cyclists completing each section varied from 52 for Section 1 to 126 for section 7. Differences in the total number of responses for each section occur because some respondents did not provide information on the sections they did not ride.

Table 7: Number of respondents riding each A2O Section

A2O Sections	Completed each section	Did part of the section	Did not do this section	Total responses
SECTION 1: Aoraki /Mt Cook to Braemar Road	52	14	25	91
ALTERNATIVE START: Lake Tekapo to Twizel	54	6	33	93
SECTION 2: Braemar Road to Twizel	88	9	8	105
SECTION 3: Twizel to Lake Ohau Lodge	119	6	8	133
SECTION 4: Lake Ohau Lodge to Omarama	117	7	8	132
SECTION 5: Omarama to Otematata	121	5	8	134
SECTION 6: Otematata to Kurow	119	8	4	131
SECTION 7: Kurow to Duntroon	126	4	7	137
SECTION 8: Duntroon to Oamaru	118	8	7	133

The Kurow to Duntroon section was the most ridden with 92% of respondents completing all of this section (Figure 22). This was followed by; Otematata to Kurow (91%), Omarama to Otematata (90%), and Twizel to Lake Ohau Lodge (89%), Lake Ohau Lodge to Omarama (89%), and Duntroon to Oamaru (89%). Fewer people completed Sections 1 and 2.

Figure 22: Percentage of respondents completing each section

Completed (%)

- 57 - 58
- 59 - 84
- 85 - 89
- 90 - 91
- 92 - 94



Figure 23 illustrates the percentage of respondents riding part sections of the A2O. Section 1: Aoraki /Mt Cook to Braemar Road had the highest partial completion rate, followed by section 2: Braemar Road to Twizel and the alternative start: Lake Tekapo to Twizel and section 6: Otematata to Kurow and section 8: Duntroon to Oamaru.

Figure 23: Partly completed sections and percentage of respondents

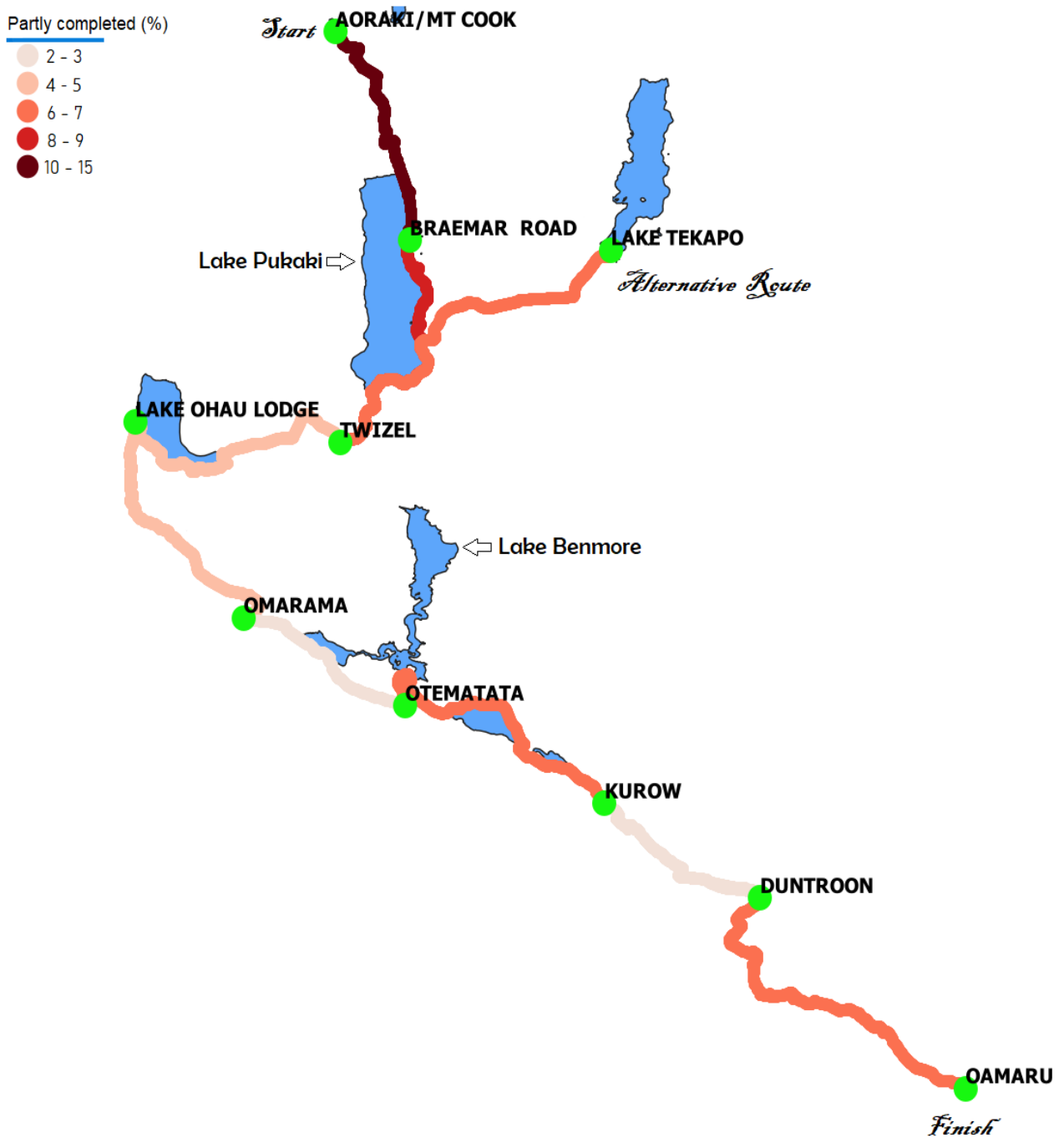
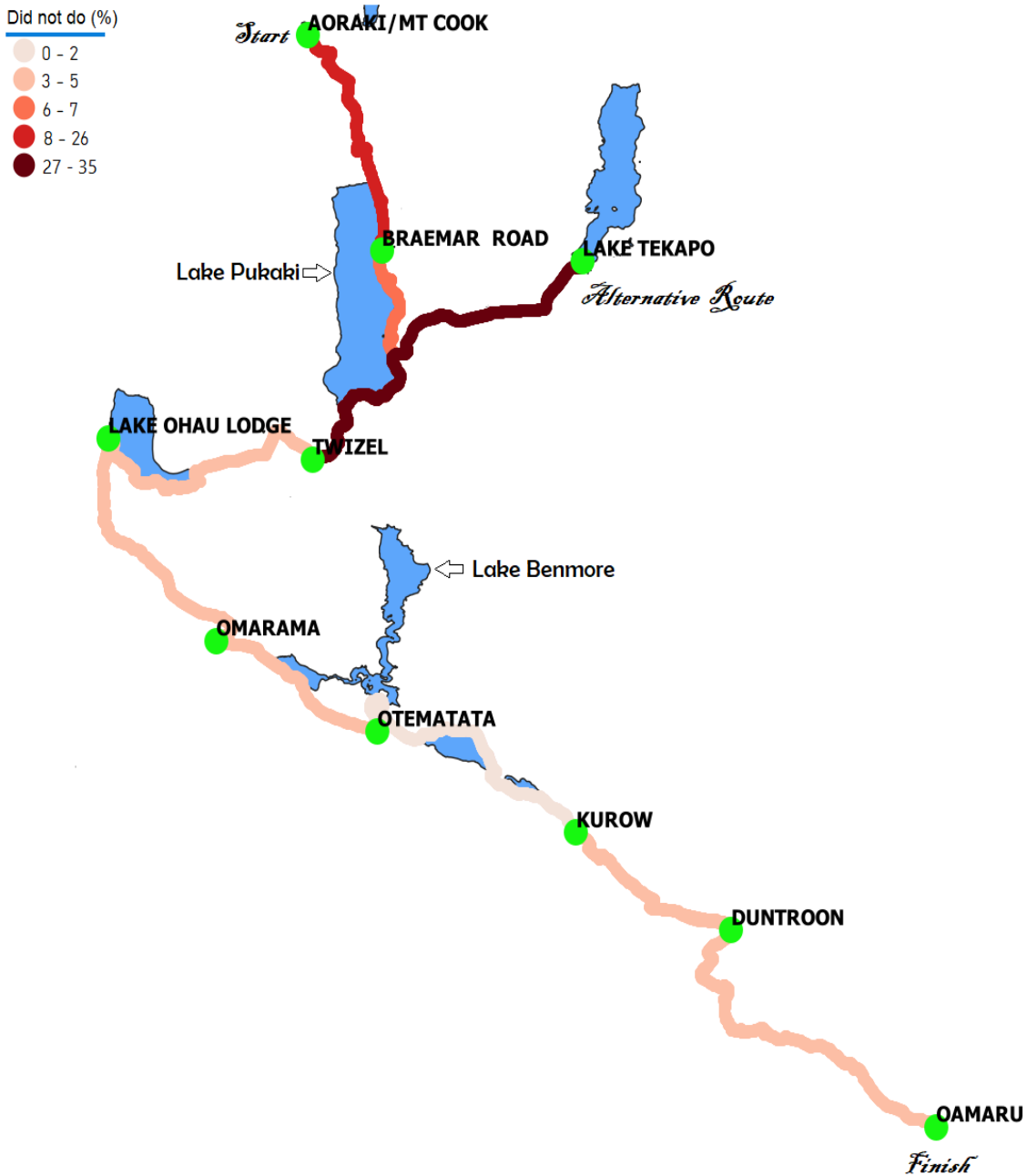


Figure 24 shows the percentage of cyclists who indicated that they did not ride certain sections of the A2O. The alternative start: Lake Tekapo to Twizel, section 1: Aoraki /Mt Cook to Braemar Road and section 2: Braemar Road to Twizel had higher percentages of cyclists indicating they did not ride these sections.

Figure 24: Did not do this section(s)



Number of sections completed

The number of A2O sections completed is shown in Figure 25 and Table 8, with 69% riding the entire trail. Most of those doing 7 sections either completed section 1: Aoraki /Mt Cook to Braemar Road or section 2: Braemar Road to Twizel and 6 other sections down the trail. Only 4% did not complete an entire trail section.

Figure 25: Number of A2O Sections completed (n=140)

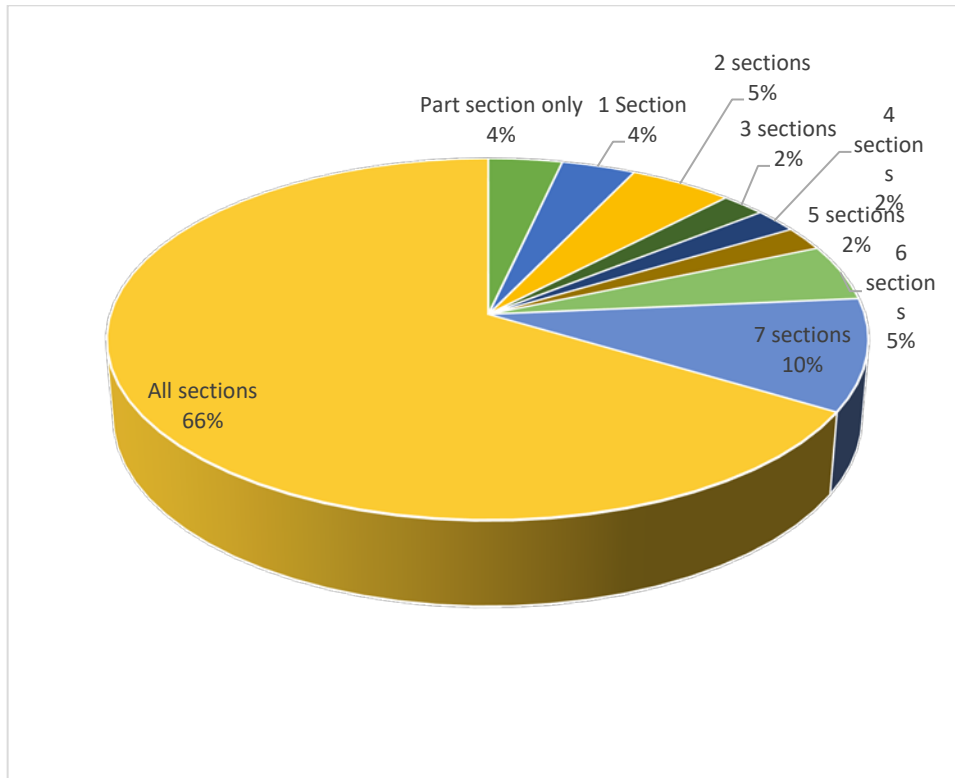


Table 8: Number of sections completed

Sections completed	Number of sections completed
Part section only	5
1 Section	5
2 sections	7
3 sections	3
4 sections	3
5 sections	3
6 sections	7
7 sections	14
All sections	93
Total	140

Time on the trail

The amount of time spent on the trail varied, with 43% spending 6 days on the trail (Table 9). Altogether, 81% spent 4 to 7 days on the trail. The average time on the trail for those cyclists who spent at least a day on the trail was 5.1 days.

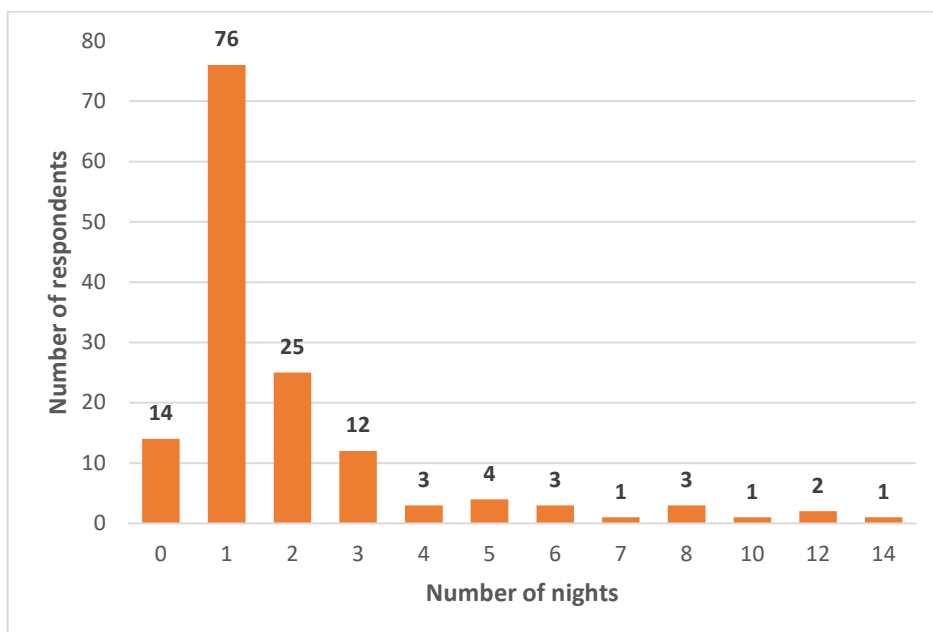
Table 9: Time on the trail

Time on the trail	Number of respondents	Percent
Less than 1 hour	2	1.4
1-4 hours (half a day)	7	4.7
1 day (more than 4 hours)	3	2.0
2 days	5	3.4
3 days	7	4.7
4 days	15	10.1
5 days	27	18.2
6 days	63	42.6
7 days	15	10.1
8 days	3	2.0
9 days	1	0.7
Total	148	100.0

Nights in the area prior to riding the A2O

Figure 26 shows the number of nights stayed in the area prior to riding the A2O. Most respondents indicated they stayed one night before the ride (n=76, 52%), followed by 2 nights (25, 17%). Only 14 (10%) did not stay in the area before the ride. Only 18 respondents (13%) stayed more than 3 nights before the ride. The average stay in the area before the ride was 2.0 nights.

Figure 26: Number of nights in the area before riding the A2O (n=145)

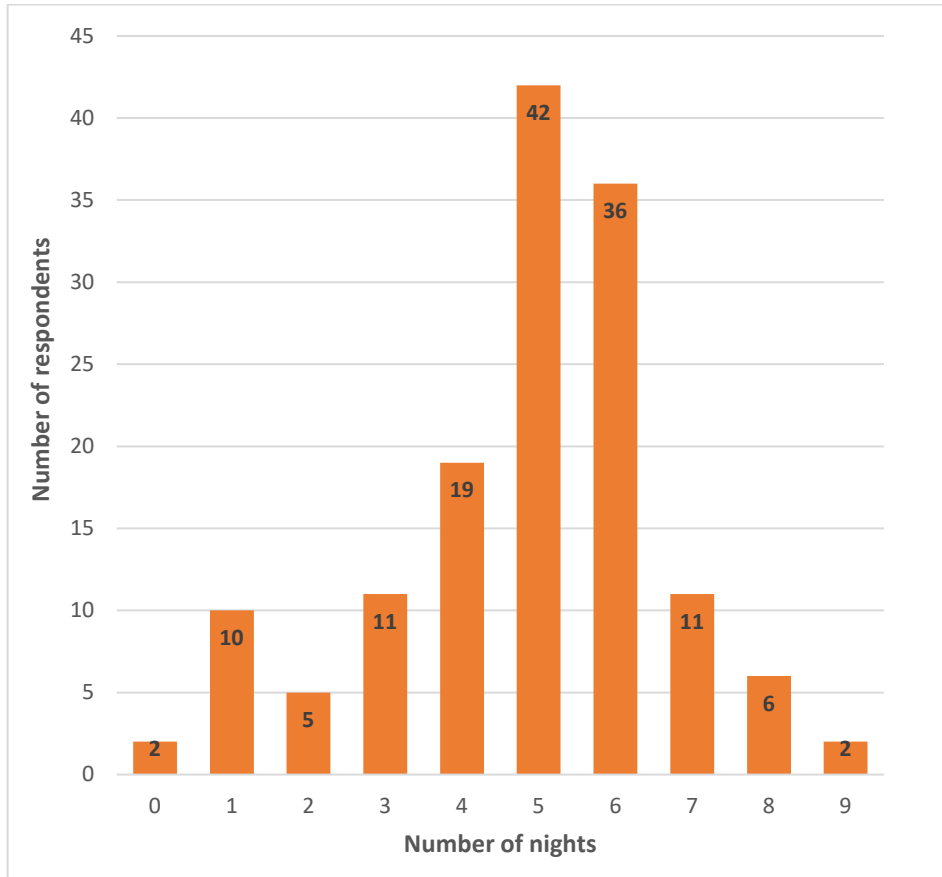


Average = 2.0 nights

Nights in the area during the A2O ride

The modal stay was 5 nights (n=42, 29%), followed by 6 nights (n=36, 25%) and 4 nights (n=19, 13%). The average stay in the area during the ride was 4.8 nights (Figure 27)

Figure 27: Nights in the area during A2O ride (n=144)

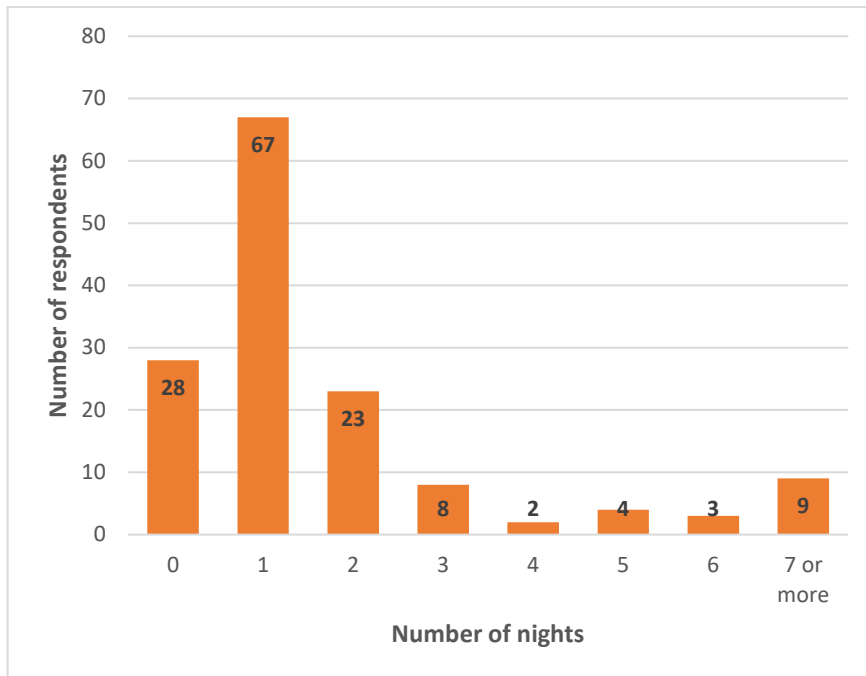


Average=4.8 nights

Nights in the area after the A2O ride

Most respondents stayed a single night after the A2O ride (n=67, 47%), with 18% staying at least three nights after the ride (Figure 28 and Table 10). The average stay in the area of A2O after the ride was 2.4 nights.

Figure 28: Nights in the area after A2O ride (n=144)



Average=2.4 nights

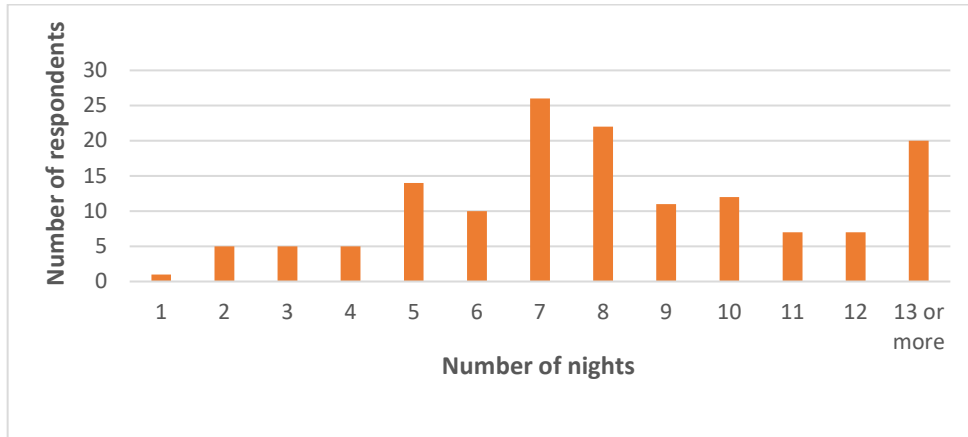
Table 10: Nights after ride

Nights after ride	Frequency
0	28
1	67
2	23
3	8
4	2
5	4
6	3
7	1
8	1
12	1
14	1
15	1
19	1
25	1
32	2
Total	144

Total nights in the A2O area

The modal number of total nights in the area was 7 (17%), followed by 8 (15%) nights. (Figure 29 and Table 11). The average total stay in the area of A2O was 9.2 nights.

Figure 29: Total nights in the area of A2O (n=145)



Average=9.2 nights

Table 11: Total nights in the A2O area

Total nights	Frequency
1	1
2	5
3	5
4	5
5	14
6	10
7	26
8	22
9	11
10	12
11	7
12	7
13	3
14	1
15	2
16	3
17	2
19	1
20	1
22	1
24	1
25	1
30	1
38	2
41	1

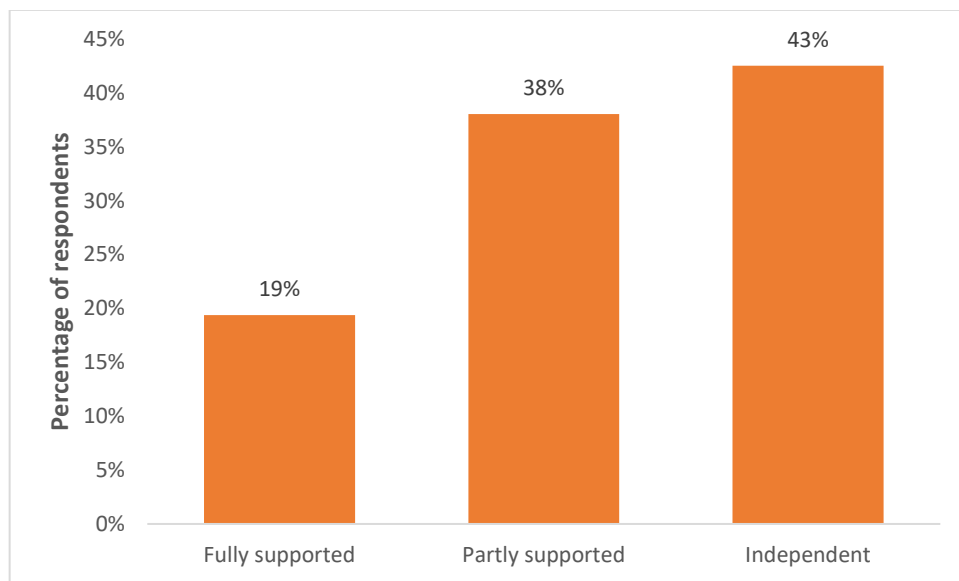
Total	145
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4.5 A2O logistics

Support from A2O tour operators

One hundred and thirty four cyclists gave responses on their A2O travel logistics, 19% (n=26) were on a fully supported trip, 38% (n=51) were partly supported, and 43% (n=57) were independent (Figure 30).

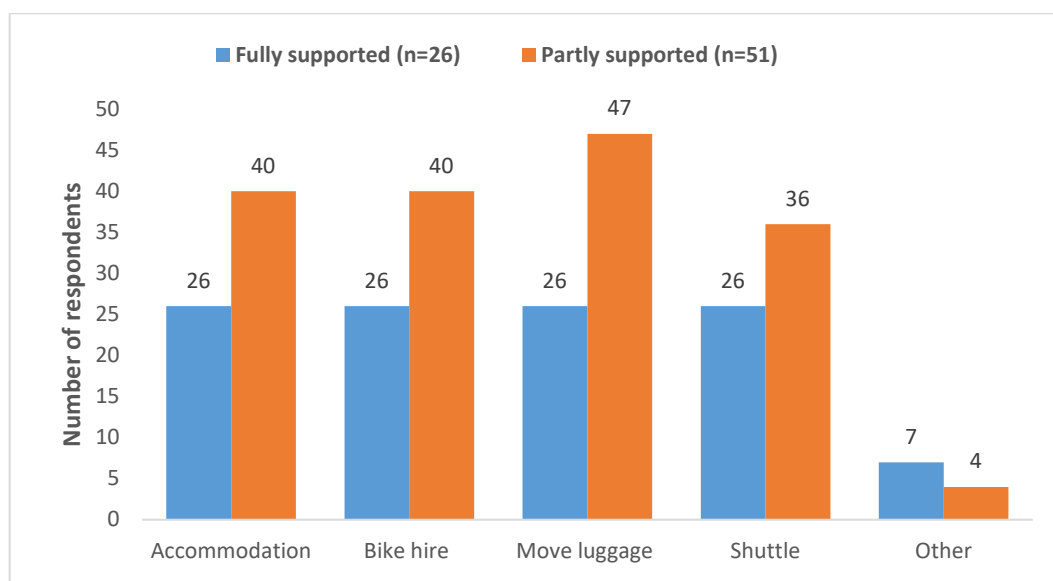
Figure 30: Type of support from tour operators (n=134)



Level of support

The 77 respondents who were on a fully or partly supported trip were asked about the type of support they got from tour operators (Figure 31).

Figure 31: Type of support by level of support

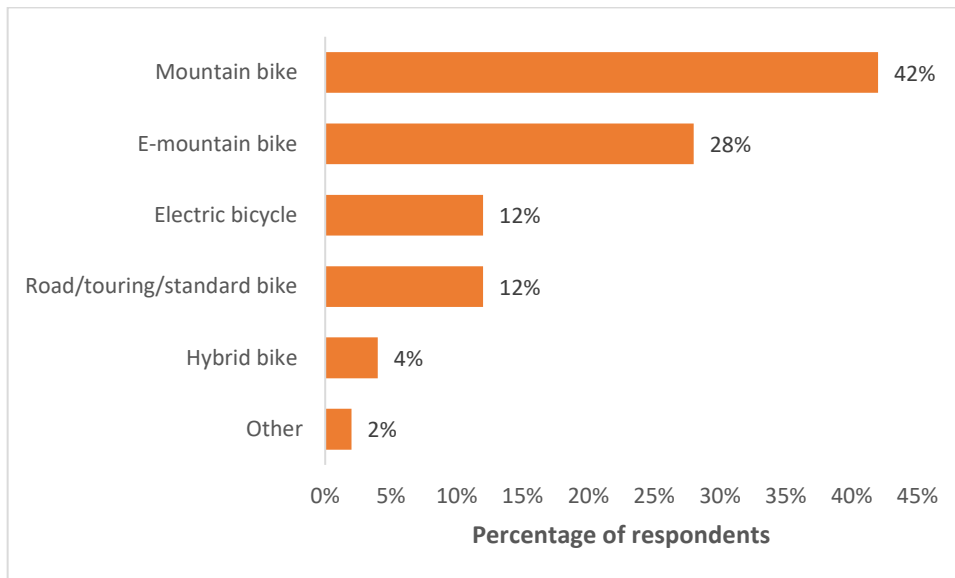


Moving luggage is the most popular service for partly supported cyclists, with almost 92% using this type of support.

Type of bike

The most common type of bike used by respondents was a mountain bike (42%, n=58), followed by an e-mountain bike (28%, n=38) (Figure 32).

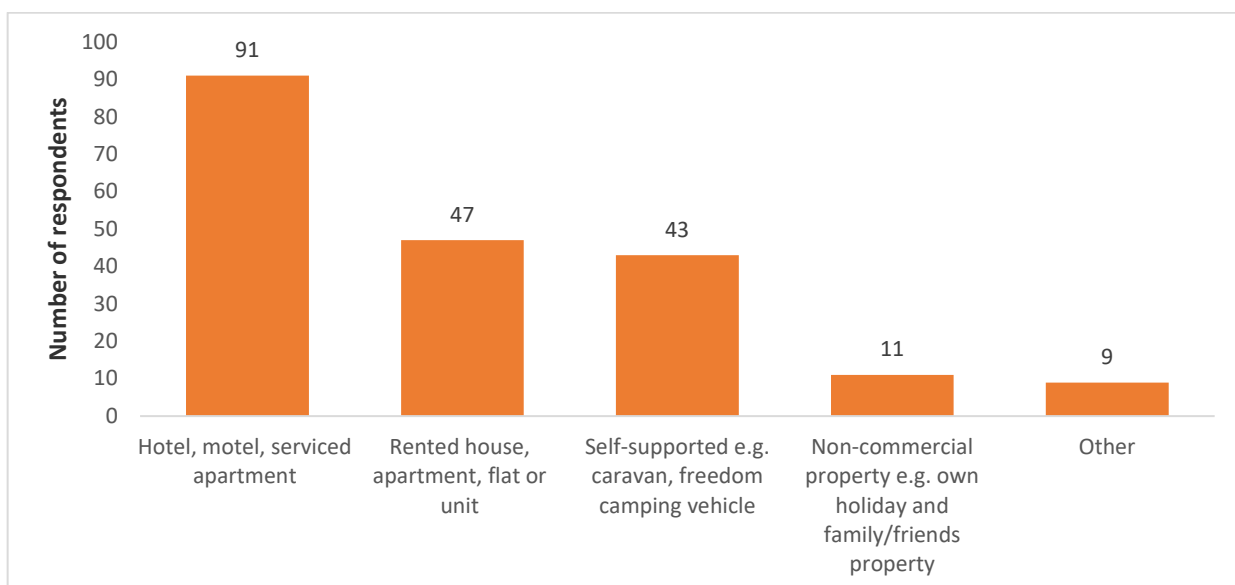
Figure 32: Type of bike (n=137)



Type of accommodation

The type of accommodation used most frequently was hotel/motel/serviced apartment. Rented house/apartment/flat or unit and self-supported (e.g. caravan, freedom camping vehicle) were also common (Figure 33). It was common for respondents to use multiple types of accommodation, so these responses are not additive

Figure 33: Type of accommodation



Travel party

The average party size was 5.6 people, with 81% of 134 respondents reporting travelling as a group

4.6 Satisfaction with perceived quality of the A2O experience

Satisfaction with trail information

One hundred and thirty five cyclists provided detailed information about their satisfaction with A2O information (Figure 34, Table 12). Of those who rated each of the sources (i.e. excluding Don't know/NA) 95-97% rated each source as either good or very good.

Figure 34: Satisfaction with trail information

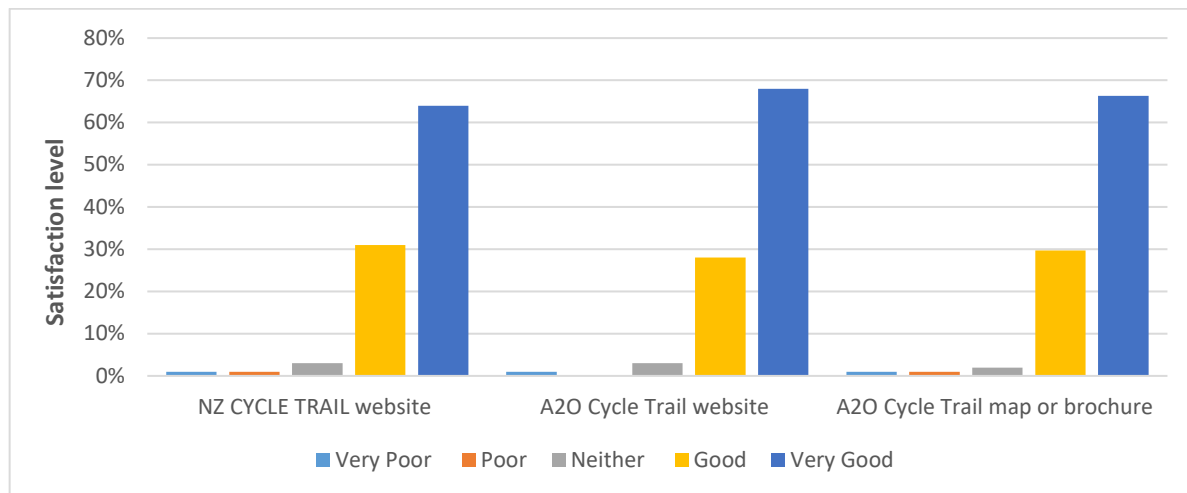


Table 12: Respondents' rating of A2O information

Trail Information	Very Poor	Poor	Neither	Good	Very Good	Total respondents
NZ CYCLE TRAIL website	1	1	2	24	49	77
A2O website	1	0	3	29	70	103
A2O map or brochure	1	1	2	37	82	123

Satisfaction with A2O services

One hundred and thirty five cyclists provided detailed information about what they thought of A2O services (Figure 35 and Table 13).

Figure 35: Satisfaction with A2O services

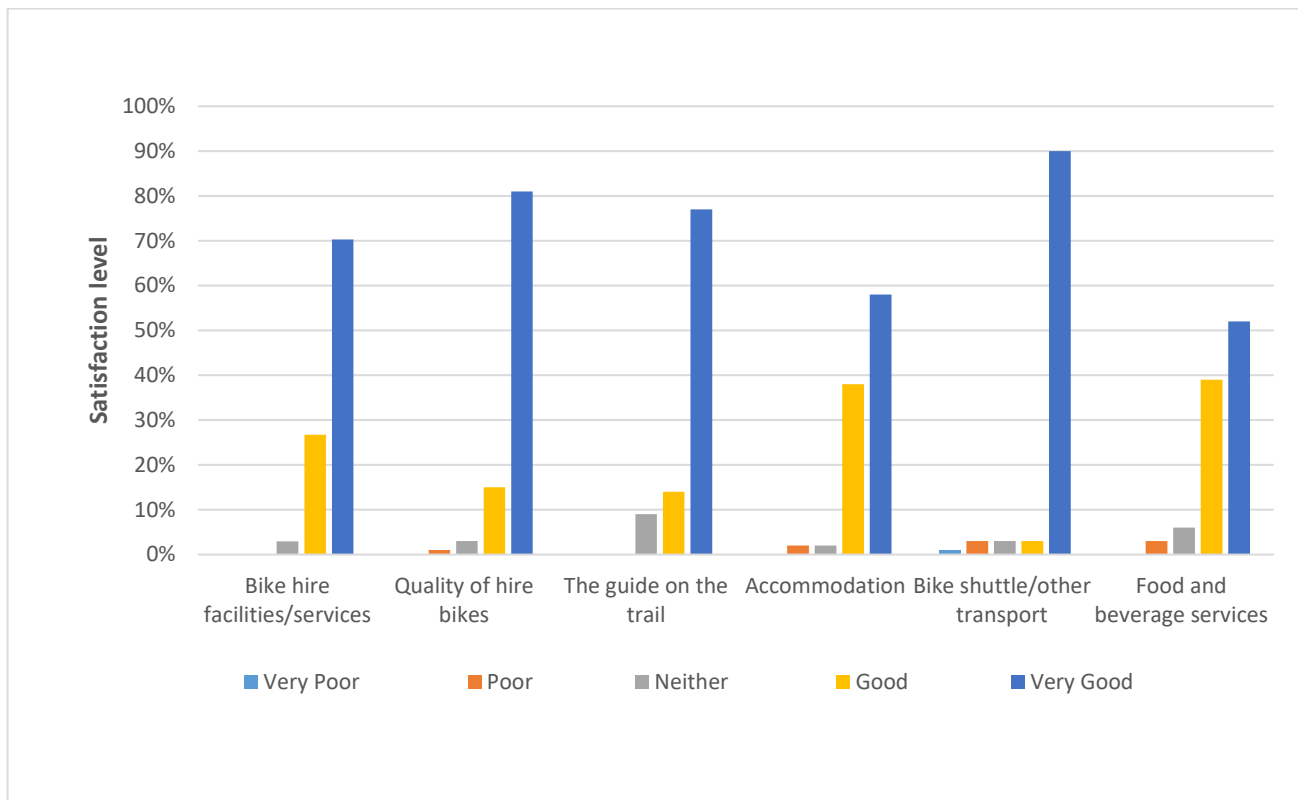


Table 13: Respondents’ satisfaction with A2O services

A2O services	Very Poor	Poor	Neither	Good	Very Good	Total number of respondents
Bike hire facilities/services	0	0	2	20	53	75
Quality of hire bikes	0	1	2	11	60	74
The guide on the trail	0	0	3	5	27	35
Accommodation	0	3	3	48	73	127
Bike shuttle/other transport	1	2	2	2	66	73
Food and beverage services	0	4	8	51	69	132

The modal response was “very good”, which is extremely impressive because it exceeded 50% for all services. The second most common response was “good”, except for bike shuttle/other transport, which received the highest “very good” rating at 90%. Only eleven of 515 ratings were either “poor” or “very poor”.

Satisfaction with conditions of the A2O

One hundred and thirty four cyclists provided detailed information about what they thought of A2O conditions (Figure 36 and Table 14).

Figure 36: Satisfaction with A2O conditions

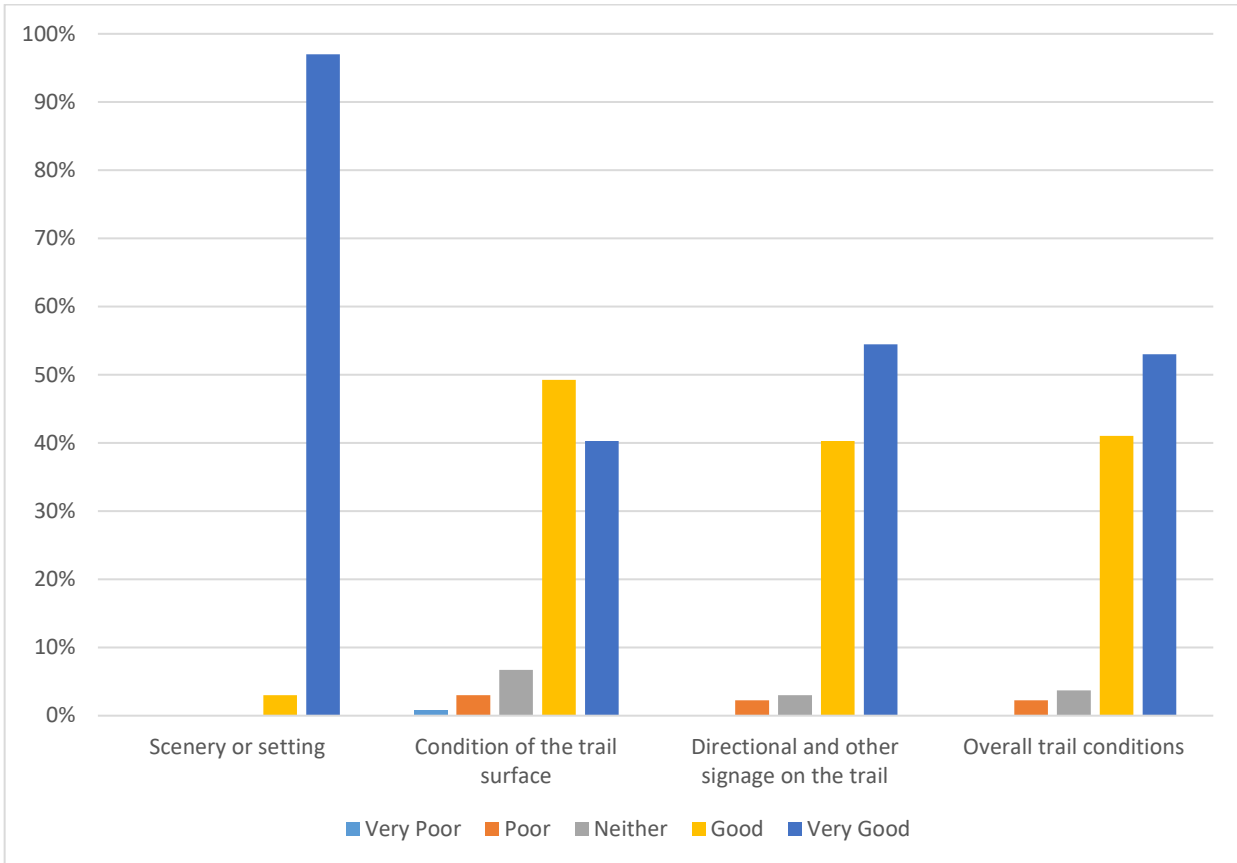


Table 14: Respondents’ rating of the A2O conditions

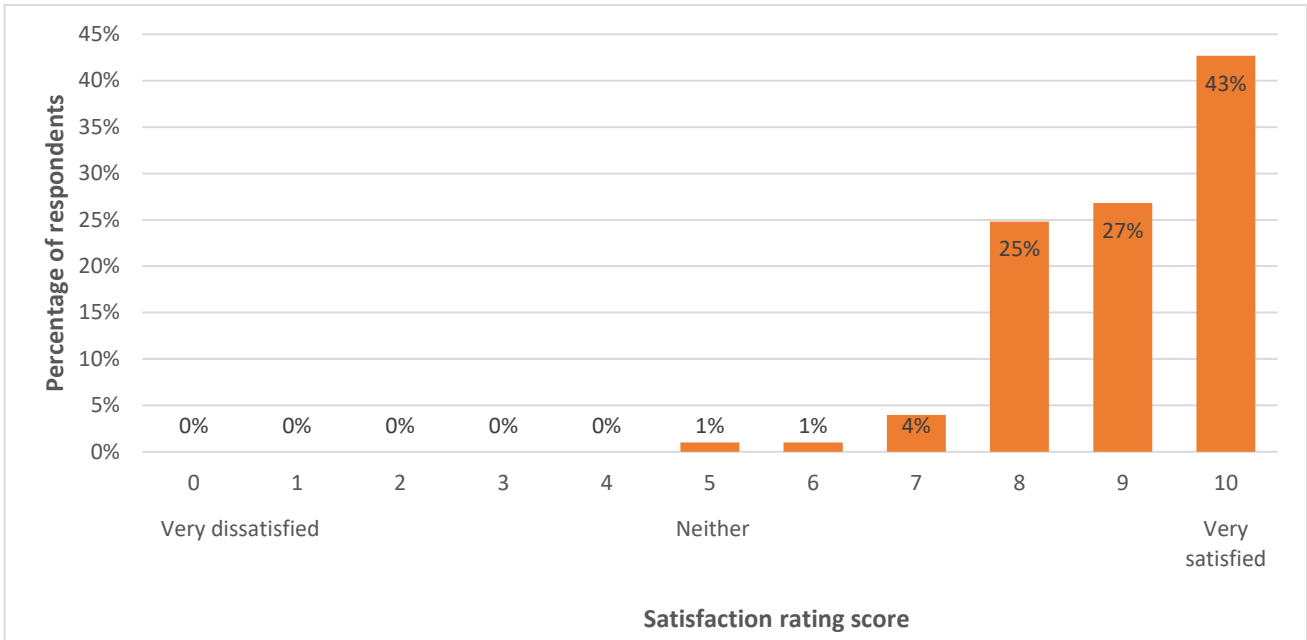
A2O conditions	Very Poor	Poor	Neither	Good	Very Good	Total number of respondents
Scenery or setting	0	0	0	4	130	134
Condition of the trail surface	1	4	9	66	54	134
Directional and other signage on the trail	0	3	4	54	73	134
Overall trail conditions	0	3	5	55	71	134

Scenery got outstanding evaluations. There were very few “poor” evaluations, with the vast majority of cyclists rating trail conditions as “good” or “very good”. “Very good” was the modal response for all items except condition of the trail surface, which 90% rated as “good” or “very good”.

Overall satisfaction with the A2O experience

One hundred and thirty five cyclists provided information on their overall rating of their experience of the A2O on an eleven-point Likert scale (0=very dissatisfied; 10=very satisfied) (Figure 37). Responses indicate a high level of satisfaction with the trail, with no-one expressing dissatisfaction.

Figure 37: Satisfaction with your experience of the A2O (n=135)

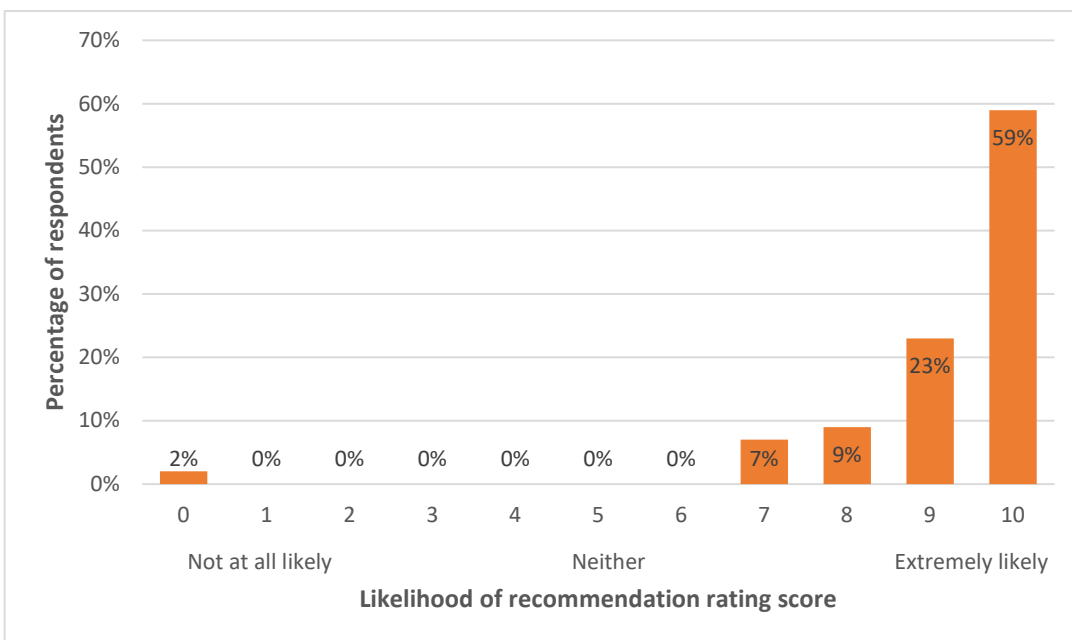


Average rating score =9.0

Likelihood of recommending the A2O to a friend or colleagues

Nearly all respondents would recommend the A2O to others, with 59% extremely likely to do so (Figure 38).

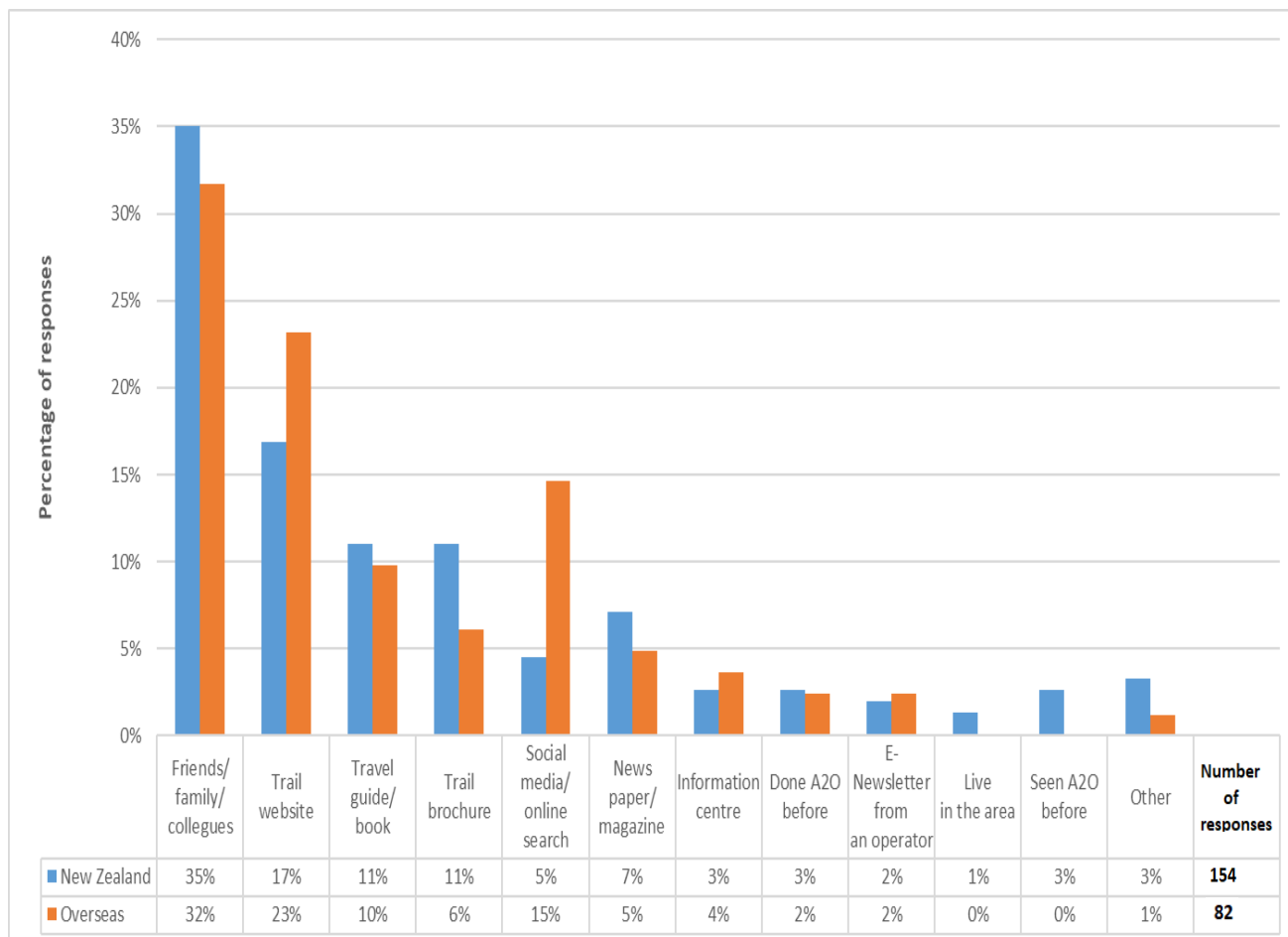
Figure 38: Likelihood of recommending the A2O (n=135)



How respondents heard about the A2O

The largest number of respondents (New Zealand and overseas) heard about the A2O from friends, family or work colleagues, followed by the trail website. Travel guide/book and trail brochure were the third source of information for New Zealand respondents, while social media or online search was the third for overseas respondents (Figure 39). The total number of responses is greater than the sample size since some respondents indicated more than one source of information.

Figure 39: How cyclists heard about A2O



Other sources of information used to a lesser extent are shown in Table 15.

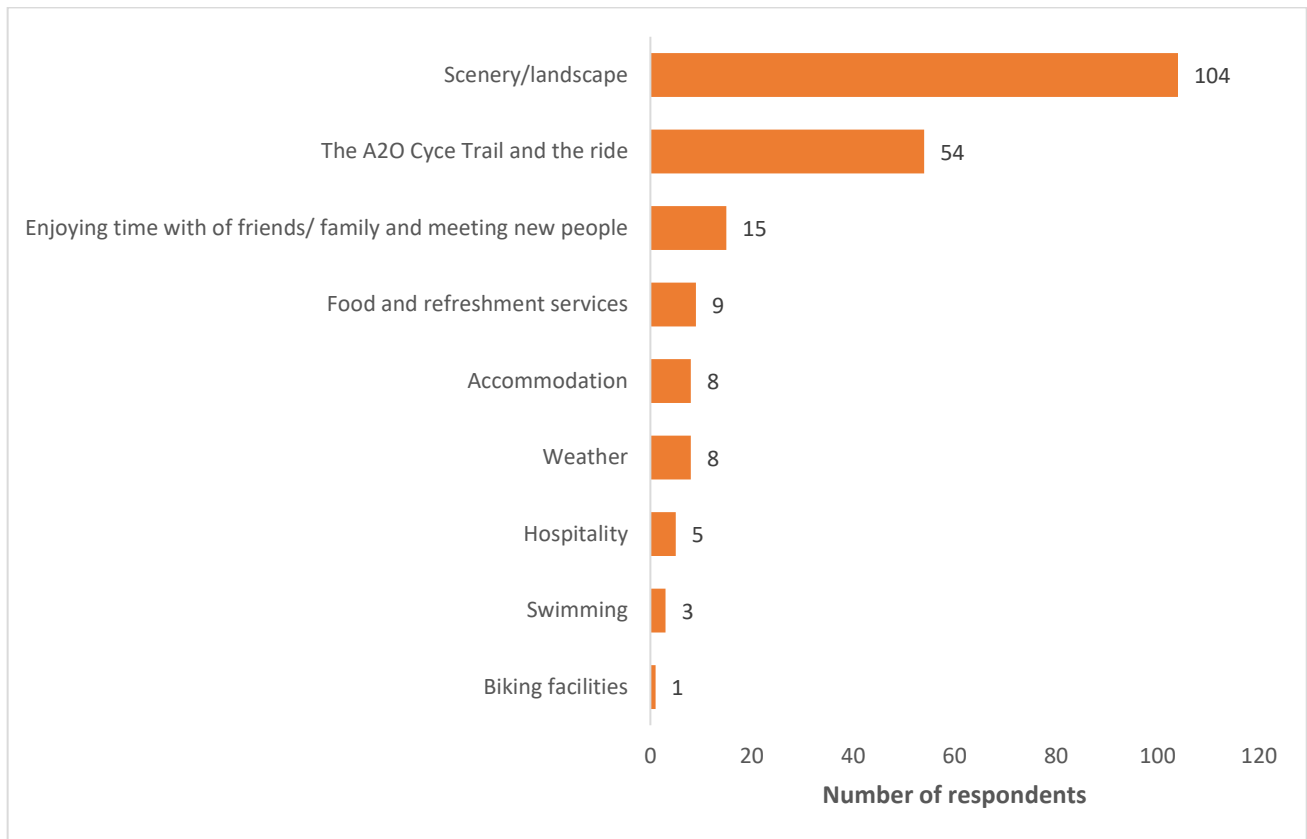
Table 15: Other sources of information about the A2O

<p>TVNZ Breakfast (1 respondent); NZCT website (2 respondents); Seeing the A2Owhile driving past (2 respondents); Seeing the A2Owhile on holiday in Twizel (1 respondent); I just know about the A2O(1 respondent) and Not sure (1 respondent).</p>
--

What cyclists enjoyed most about the A2O experience

One hundred and twenty nine respondents provided open-ended responses about what they enjoyed the most about the A2O. Their responses were classified into 10 categories (Figure 40).

Figure 40: What cyclists enjoyed the most

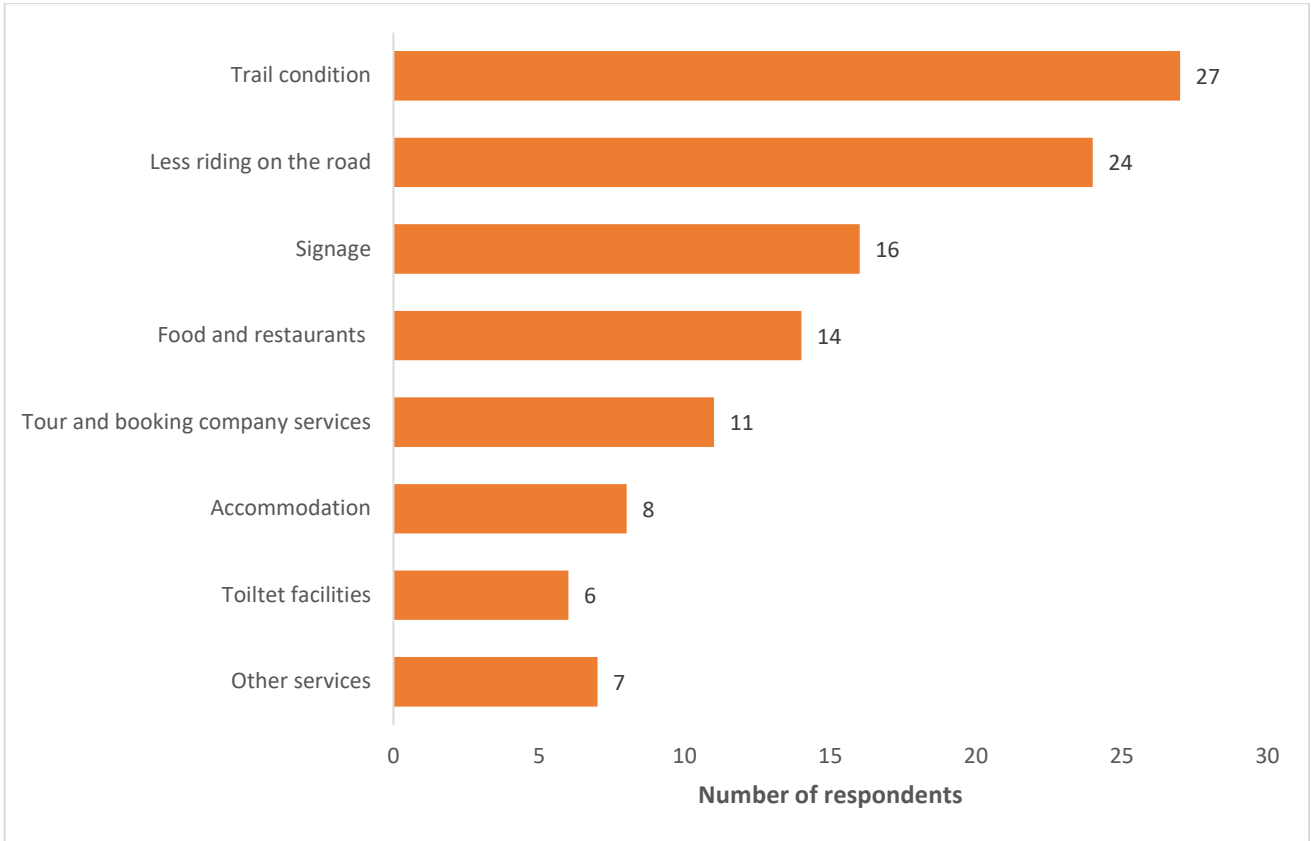


By far the most mentioned item was scenery/landscape, raised by 104 of the 129 respondents. Fifty four respondents reported enjoying many aspects of the A2O itself, including variety of trails, variety of terrain, the trail being-off road and personal excitement from succeeding in the challenge. Fewer people mentioned social and other factors, including enjoying time with friends/family and meeting new people (n=15), accommodation (n=8), food and refreshments (n=9) and hospitality services (n=5). Feedback related to these categories, as reported by respondents, is shown in Appendix 3.

Suggested areas of improvement

One hundred and twenty three respondents provided open-ended feedback on areas that could be improved to make the A2O experience more enjoyable. The most frequent recommendation (n=27) was improvements in the trail condition (Figure 41), most commonly a better trail surface and removal of overgrown weeds and trees in some sections of the trail.

Figure 41: Suggested areas of improvement



The other aspects of the trail that could be improved include having more off-road sections (n=24), better and more frequent signage (n=16), more food shopping areas and refreshment facilities, particularly coffee stops (n=14). Other items included better services and communication with tour and booking companies (n=11), better accommodation and cheaper camping options (n=8) and more toilet facilities (n=6). Feedback is reported in Appendix 3.

4.7 Cyclist expenditure attributable to the A2O

Only 84 respondents provided data on their expenditures (Table 16). Of these, 21 were fully supported, 45 were partly supported and 18 were independents. Those who were fully and partly supported commonly provided information only on how much they paid for their tour package, with very few supported riders providing information on additional expenditures.

Out of 57 independent cyclist respondents to the survey, only 18 provided some information on their expenditures.

A2O associated spending

A2O associated spending per cyclist per visit is provided in Table 16.

Table 16: Total spending/cyclist/visit (NZ\$)

Type of support	Number of respondents	Average spending/cyclist/visit	Std. Dev.	95% Confidence Interval (CI)
Fully supported	21	\$2,723	\$ 625	[\$2,438 \$3,007]
Partly supported	45	\$1,766	\$1,242	[\$1,393 \$2,139]
Independent	18	\$ 594	\$ 451	[\$369 \$818]

The average A2O associated spending per cyclist per visit is \$2,723 for fully supported cyclists, \$1,766 for partly supported cyclists, and \$594 for independent cyclists. Due to small sample sizes and potential sample biases, these levels of expenditure are indicative only. However, the non-overlapping confidence intervals indicate significant expenditure differences between these groups.

Further tests compared the average A2O associated spending of overseas and New Zealand partly supported cyclists (Table 17).

Table 17: Average A2O associated spending for partly supported sub-samples (NZ\$)

Partly supported sub-samples	Number of respondents	Average spending/cyclist/visit	Std. Dev.	95% CI
Overseas	21	\$1,537	\$1,075	[\$1,047 \$2,026]
New Zealand	24	\$1,966	\$1,362	[\$1,391 \$ 2,541]
Combined	45	\$1,766	\$1,242	[\$1,393 \$2,139]

Each sub-sample passed a normality test, so means were compared with a t-test. The difference in means is not statistically significant ($p= 0.25$). Small sample sizes precluded similar tests for fully supported and independent cyclists.

A2O attributed spending and A2O substitutable spending

The only group with sufficient data to analyse A2O attributed spending was partly supported cyclists. Out of 45 partly supported respondents, 43 (96%) met the criteria for membership of the A2O attributed spending category. Thirty (67%) were in the A2O substitutable spending category (Table 18).

Table 18: Partly supported cyclists spending/cyclist/visit (NZ\$)

Spending category	Number of respondents	Average spending/cyclist/visit	Std. Dev.	95% CI
A2O associated	45 (100%)	\$1,766	\$1,242	[\$1,393 \$2,139]
A2O attributed	43 (96%)	\$1,826	\$1,236	[\$1,446 \$2,207]
A2O substitutable	30 (67%)	\$1,824	\$1,253	[\$1,356 \$2,292]

Per-capita A2O attributed spending is very similar to A2O associated spending and A2O substitutable spending. Nearly all partly supported cyclists (96%) were members of the A2O attributed spending category, demonstrating that the A2O is a very important attraction for this group. Two thirds of cyclists were in the A2O substitutable spending group. The proportions in each spending group and the insignificant differences in mean spending across spending categories might be different if the sample was more representative, particularly if it included more day users.

A2O tourism spend as a proportion of total tourism spend for Waitaki and Mackenzie districts

The importance of the A2O as a tourist attraction is illustrated by comparing its share of tourism spending to total tourism spending for the Waitaki and Mackenzie districts. We first estimate the weighted average of mean spending per cyclist per visit.

The proportion of annual A2O cyclists within each group is unknown. We transfer estimates from the Otago Central Trail with a caveat that these proportions might not be applicable to the A2O. Due to this limitation, coupled with constrained data on spending and uncertainty in the annual use of the A2O, the estimates provided are indicative only and should be treated with caution.

An estimate of the proportion of cyclists in different categories for the Otago Central Trail are applied (Geoff Gabites, pers. comm.);

- Fully supported: 10%—15%
- Partly Supported: 40%—50%
- Independent: 40%—50%

A2O weighted-average spending and confidence intervals are based on simulated spending using weights of 10% for fully supported, 45% for partly supported and 45% for independent cyclists.

Monte Carlo simulation using 10,000 random draws with mean spending and standard deviations from Table 16 provided the sampling distribution of spending for each group of cyclists. The top and bottom 2.5% of the simulated values were dropped to provide a 95% confidence interval for the mean (Table 19).

Table 19: Weighted average spending/cyclist/visit (NZ\$) (95% CI)

Type of support	Lower CI	Mean	Upper CI	Weights
Weighted average spending	\$1,332	\$1,348	\$1,364	10% fully supported, 45% partly supported and 45% Independent

Assuming 20,000 annual A2O cyclists, and multiplying by the weighted average spending in Table 19, the 95% CI of A2O annual spending ranges from \$26.6m to \$27.3m, with a mean of \$27.0m. Annual tourism spending for Waitaki and Mackenzie Districts for the year ended June 2020 is estimated at \$163m and \$286m, respectively (MBIE, 2020), a total of \$449m.

This result suggests the A2O may contribute about 6% of annual tourism spend for the two districts. It is not possible to disentangle A2O estimates of annual tourism spending for each district. Doing so would require detailed information on where cyclists spend their money while on the trail, an approach that was abandoned because it was found to be too difficult for respondents.

5 Conclusions and recommendation

The main objective of this research was to describe cyclists' use and estimate spending attributable to the A2O and its economic significance to the local economies.

COVID-19 constraints halted data collection, resulting in sparse data. However, results suggest a significant amount of spending would not occur if the trail did not exist, and indicate that the A2O is a very important regional attraction for cyclists. The economic attribution model results are tentative due to limited expenditure data and uncertainties in the estimates of annual trail use by cyclists. More comprehensive sampling would enrich economic attribution model results, enabling application of input-output (I-O) models to identify the economic significance of the A2O to the local economies in terms of value added and employment.

Cost-benefit analysis could compare benefits to local costs (e.g. trail maintenance costs) to assess whether public sector investments in the A2O generate a net benefit to local economies.

Future research would benefit from adopting a sampling scheme that (1) ensures adequate representative responses from each group, and (2) allows identification of the proportions of users in each group.

Our results support further investigation of tourist spending that is attributable to different attractions. Efficient public sector investments in tourist attractions requires good data on where the costs and benefits arise and fall. Our study provides a useful start towards this investigation. This kind of research would help in generating new knowledge for guiding councils and central government in identifying the right mix of tourist projects and initiatives to promote, support and invest in. It would also help for identifying interventions to facilitate broader private sector investment in tourist attraction.

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Appendix 1: The A2O questionnaire

Research Information Sheet
Lincoln University,
Faculty of Environment, Society and Design



Alps 2 Ocean (A2O) Cycle Trail Visitor Survey 2020

Welcome to the Alps 2 Ocean (A2O) Cycle Trail visitor survey. The aim of this survey is to find out how cyclists utilise the A2O Cycle Trail in the Waitaki/Mackenzie District.

This research is being undertaken by Dr Lena Mkwara. It is funded by Lincoln University Centre of Excellence, Sustainable Tourism for Regions Landscapes and Communities, and supported by the Waitaki District Council and Cycle Journeys.

This survey will focus on your travel in the region. You will be asked some questions regarding your travel and spending in the region, your visits to attractions and yourself. The results of this survey may be used to inform management of tourist attractions in the region and elsewhere in New Zealand. The results may also directly contribute to preparation of future funding proposals.

The results of this survey may be published in journals and conference papers. However, you may be assured of your anonymity in this investigation. There is no connection between the email addresses and the survey responses.

This survey will take approximately 15 - 20 minutes.

This project has been approved by the Lincoln University Human Ethics Committee. If you have any questions about your participation in this survey, please feel free to contact us. Your assistance in participating in this survey is greatly appreciated.

Thank you.
Researcher:
Dr Lena Mkwara,
Postdoctoral Fellow,
Lena.Mkwara@lincoln.ac.nz
Ph 03 4230504

Head of Centre:
Prof. David Simmons,
David.Simmons@lincoln.ac.nz
Ph 03 4230498

I confirm that I understand the nature of this project and on that basis agree to participate.

- Yes
- NO [TAKEN TO THE END OF THE SURVEY]

First, we would like to find out a little bit about cyclists using the A2O Cycle Trail shown below



Trail Sections

<p>Aoraki/Mt Cook to Braemar Road [35km]</p> <p>Fitness: Easy Skill: Moderate Traffic: Low Grade: 2</p>	35km
<p>Braemar Road to Twizel [42km]</p> <p>Fitness: Easy Skill: Easy Traffic: Low Grade: 2</p>	42km
<p>Twizel to Lake Ohau Lodge [38km]</p> <p>Fitness: Easy Skill: Easy Traffic: Low Grade: 2</p>	38km
<p>Lake Ohau Lodge to Omarama [45km]</p> <p>Fitness: Intermediate Skill: Intermediate Traffic: Low Grade: 3</p>	45km
<p>Omarama to Otematata [24km]</p> <p>Fitness: Easy Skill: Easy Traffic: Moderate Grade: 3</p>	24km
<p>Otematata to Kurow [44km]</p> <p>Fitness: Easy Skill: Easy Traffic: High Grade: 3</p>	44km
<p>Kurow to Duntroon [28km]</p> <p>Fitness: Easy Skill: Easy Traffic: Low Grade: 2</p>	28km
<p>Duntroon to Oamaru [54km]</p> <p>Fitness: Intermediate Skill: Easy Traffic: Medium Grade: 3</p>	54km
<p>Lake Tekapo to Twizel [54km]</p> <p>Fitness: Easy Skill: Easy Traffic: Low Grade: 2</p>	54km

Q1 Are you aged 16 or over?

- Yes
- No [TAKEN TO THE END OF THE SURVEY]

Q2 What is / was the **main** purpose of your trip in this region?

- Holiday or leisure
- Visit friends or relatives
- Business
- Other. Please specify _____

Q3 Where is your normal place of residence?

- New Zealand
- Overseas

Q4 Please give postcode [ONLY ASKED OF THOSE PEOPLE WHO ANSWERED OPTION 1 TO Q3]

Q5 Please give country [ONLY ASKED OF THOSE PEOPLE WHO ANSWERED OPTION 2 TO Q3]

Q6 Where did you start your trip in New Zealand? [ONLY ASKED OF THOSE PEOPLE WHO ANSWERED OPTION 2 TO Q3]

- Auckland
- Christchurch
- Wellington
- Other. Please specify _____

Q7 On this trip, are you / were you in the region

- On a trip lasting 1 day or less [TAKEN TO Q9]
- On a trip with overnight stays

Q8 How many nights did you stay / intend to stay in the area of the A2O Cycle Trail before, during or after the ride? Please specify

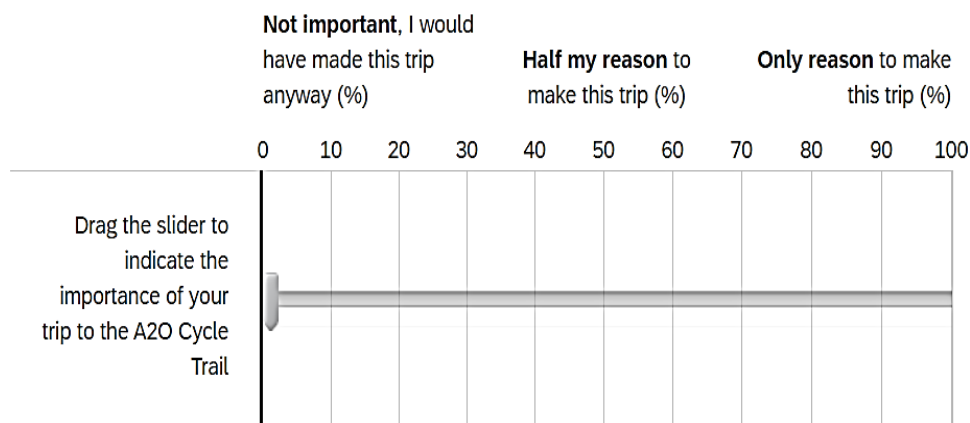
	Nights stayed	Nights intended to stay
Number of nights stayed before the ride	<input type="text"/>	<input type="text"/>
Number of nights stayed during the ride	<input type="text"/>	<input type="text"/>
Number of nights stayed after the ride	<input type="text"/>	<input type="text"/>

Q9 Which of the following most closely describes your visit to the A2O Cycle Trail on the day you were approached to do this survey?

The A2O Cycle Trail was...

- The **ONLY** reason I came to the Waitaki /Mackenzie area
- The **MAIN** reason I decided to visit the Waitaki/Mackenzie area
- **ONE** of the reasons I came to the Waitaki/Mackenzie area
- Just something I was doing because I was visiting the area anyway
- Other reason. Please specify _____

Q10 How important is / was your visit to the A2O Cycle Trail on the day you were approached to do this survey? **Please drag the slider** to indicate the importance of your visit ranging from 0% to 100%



Q11 If the A2O Cycle Trail did not exist, would you have chosen to visit this region anyway?

- Yes *[TAKEN TO Q 14]*
- No

Q12 What would you have done instead of visiting this region?

- Stayed at home
- Cycled/walked another cycle trail **in** the Waitaki/Mackenzie area
- Would have cycled/walked other cycle trails **outside** the Waitaki/Mackenzie area
- Travelled within the Waitaki/Mackenzie area to do/visit other activities/attractions.
Please specify as many as apply _____
- Travelled outside the Waitaki/Mackenzie area for other activities/attractions. **Please specify** where _____
- Travelled to another country

Q13 Thinking about other cycle trails that you may know, which ones would you have cycled/walked if the A2O Cycle Trail did not exist? *[ONLY ASKED OF THOSE PEOPLE WHO ANSWERED OPTION 3 TO Q12]*

- Twin Coast Cycle Trail
- Hauraki Rail Trail
- Waikato River Trails
- Motu Trails
- Te Ara Ahi
- The Timber Trail
- Great Lake Trail
- Mountains to Sea
- Hawke's Bay Trails
- Rimutaka Cycle Trail
- Queen Charlotte Track
- Coppermine Trail
- Tasman's Great Taste Trail
- The Old Ghost Road
- St James Cycle Trail
- West Coast Wilderness Trail
- Queenstown Trail
- Otago Central Rail Trail
- Roxburgh Gorge Trail
- Clutha Gold Trail
- Around the Mountains
- None of the above

Q14 Why are / were you using the trail on this occasion?

- Cycling/walking for exercise
- Cycling/walking for recreation
- Training for an event
- Sightseeing
- Spending time/socialising with friends/family
- Other. Please specify _____

Q15 How long in total, did/will you spend on the trail?

- Less than 1 hour
- 1-4 hours (half a day)
- 1 day (more than 4 hours)
- 2 days
- 3 days
- 4 days
- 5 days
- 6 days or more. Please specify _____

Q16 The A2O Cycle Trail has 8 trail sections and an alternate Tekapo start. On each section, indicate whether you did / will do none, part or all of the trail.

	Did/will do ALL of this section(s)	Did/will do PART of this section(s)	I did not/will not do this section
SECTION 1: Aoraki /Mt Cook to Braemar Road			
SECTION 2: Braemar Road to Twizel			
SECTION 3: Twizel to Lake Ohau Lodge			
SECTION 4: Lake Ohau Lodge to Omarama			
SECTION 5: Omarama to Otematata			
SECTION 6: Otematata to Kurow			
SECTION 7: Kurow to Duntroon			
SECTION 8: Duntroon to Oamaru			
ALTERNATIVE START: Lake Tekapo to Twizel			

Travel route

Q17 Please use the interactive map below to show what route you took through the area.





Select the "start" marker and then click on the map to place it

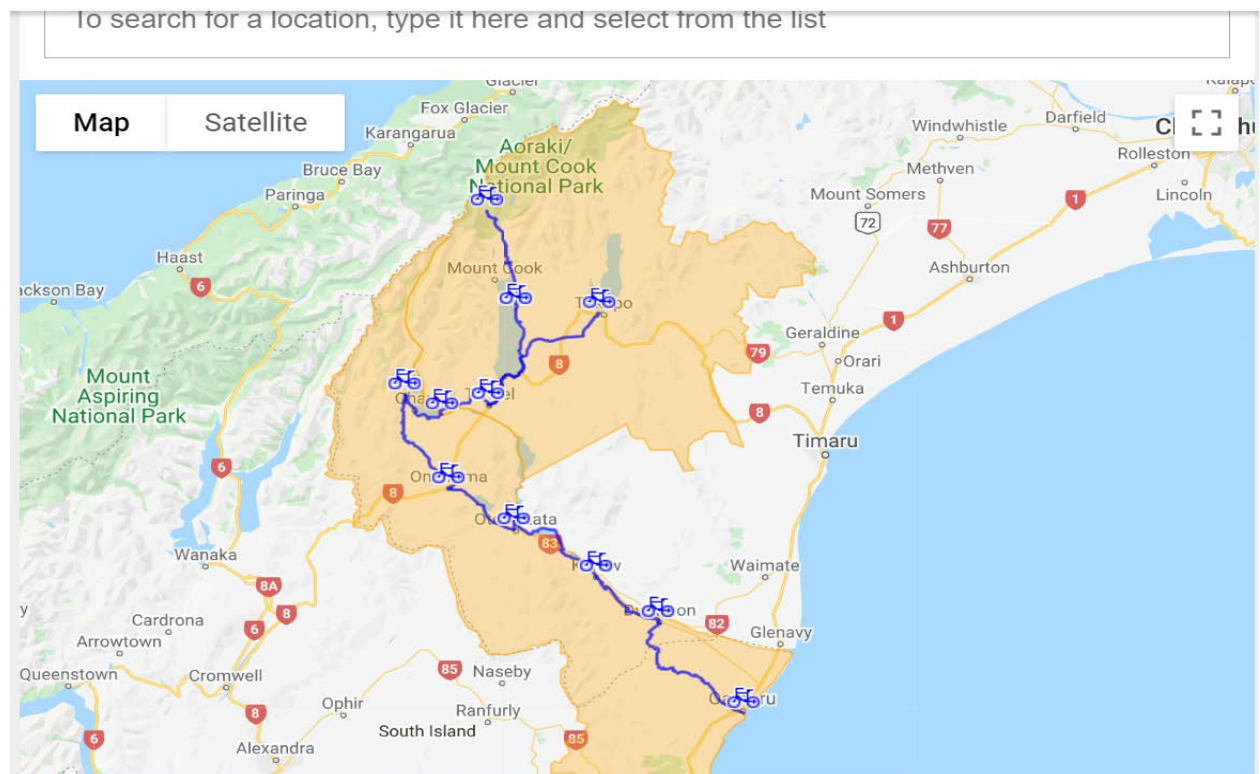
Select the "places I stopped" marker and click on the map at every place you stopped longer than 10 minutes, in travel order

Select the "places I'm planning to stop" marker and click on the map at places you are planning to stop 4

You can drag any marker on the map to move it, or double-click to delete it.

You can drag any marker on the map to move it, or double-click to delete it.

-  Where I started the A2O Cycle Trail ride
-  Places I stopped
-  Places I'm planning to stop
-  Where I plan to end/ended the A2O Cycle Trail ride



Q18 Are you sure you have included all your travel /places you plan to stop and exit the area in the map in the previous question?

- Yes
- No. Please list the other places you visited _____
- Not sure

Your cycling and recent experience of the A2O Cycle Trail

Q19 On this trip, are you or were you mainly

- Cycling on a road/touring/standard bike
- Cycling on a mountain bike
- Cycling on an electric bicycle
- Cycling on an e-mountain bike
- Cycling on a hybrid bike
- Cycling on a bike modified for someone with a disability
- Walking/hiking
- Running/jogging
- Other (please specify) e.g. tandem/folding bike/mobility scooter etc.

Q20 Thinking about your recent experience of the A2O Cycle Trail, how would you rate the following forms of trail information...?

	Very Poor	Poor	Neither	Good	Very Good	Don't know/ Not applicable
NZ CYCLE TRAIL website						
A2O Cycle Trail website						
A2O Cycle Trail map or brochure						

Q21 Thinking about your recent experience of the A2O Cycle Trail, how would you rate the facilities on the trail...?

	Very Poor	Poor	Neither	Good	Very Good	Don't know/ Not applicable
Bike hire facilities/services in the area of the trail						
Quality of hire bikes						
The guide on the trail (if on a guided trip)						
Accommodation available in the area of the trail						
Bike shuttle/other transport available to the trail						
Food and beverage services available along the trail						

Q22 Thinking about your recent experience of the A2O Cycle Trail, how would you rate the following aspects of the trail...?

	Very Poor	Poor	Neither	Good	Very Good	Don't know/ Not applicable
Scenery or setting						
Condition of the trail surface						
Directional and other signage on the trail						
Overall trail conditions						

Q23 Overall, how satisfied were you with your experience of the A2O Cycle Trail?

Very unsatisfied					Neutral					Very satisfied
0	1	2	3	4	5	6	7	8	9	10
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q24 What, if anything, did you enjoy the most about your experience? Please enter comments below

Q25 What, if anything, might have made your experience more enjoyable? Please enter comments below

Q26 How likely is it that you would recommend the A2O Cycle Trail to a friend or colleagues?

Not at all likely					Neutral					Extremely likely
0	1	2	3	4	5	6	7	8	9	10
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q27 How did you hear about the A2O Cycle Trail? **Please select as many options as apply**

- From friends, family or work colleagues
- From an information centre (including i-SITEs, Department of Conservation Visitor Centres, or other)
- E-Newsletter from an operator
- From an accommodation provider (e.g. hotel, motel, backpackers/youth hostel)
- News paper or Magazine
- Travel guide/book
- Trail brochure
- Trail website
- Social media (e.g. Facebook, Twitter, blog)
- Other. Please specify _____

Transport and accommodation in the area of A2O Cycle Trail

- Q28 What form of transport did you use to get to the region?
 - Private vehicle
 - Hired vehicle
 - Bus
 - Bicycle
 - Other

- Q29 During your trip, what form of accommodation did/will you use during your A2O Cycle Trail visit? **Please select all that apply.** [ONLY DISPLAYED TO THOSE PEOPLE WHO ANSWERED OPTION 1 TO Q7]
 - Hotel, motel, serviced apartment
 - Rented house, apartment, flat or unit (e.g. Airbnb, Board A Bach etc.)
 - Own holiday property
 - Property of family or friend
 - Caravan or motor home
 - Freedom camping vehicle
 - Tent or campground cabin
 - Back-country hut (e.g. DOC hut, hiking hut etc.)
 - Other, please specify _____

The next section is about money you or your travel party spent (or intend to spend if you are still in the area) during the A2O Cycle Trail ride.

Q30 Today or on the occasion you were approached to do this survey were you on

- a **fully guided trip organised** by an operator
- a trip **supported or partly organized** by an operator
- a trip not organised by an operator [TAKEN TO Q32]

Q31 What level of support did you get from an operator? **Please select as many options as apply.** [ONLY DISPLAYED TO THOSE PEOPLE WHO ANSWERED OPTIONS 1 OR 2 TO Q30]

- Accommodation
- Bike hire
- Move luggage
- Shuttle
- Other. Please specify _____

Q32 Are you or were you:

- Travelling by yourself
- Travelling as a group

Q33 **Not including yourself**, with how many adults over 16 were/are you traveling? *[ONLY DISPLAYED TO THOSE PEOPLE WHO ANSWERED OPTION 2 TO Q32]*

- 0
- 1
- 2
- 3
- 4
- More than 4. Please specify _____

Q34 With, how many children 15 and under were/are you traveling? *[ONLY DISPLAYED TO THOSE PEOPLE WHO ANSWERED OPTION 2 TO Q32]*

- 0
- 1
- 2
- 3
- 4
- More than 4. Please specify _____

Q35 Which of these options would you prefer? *[ONLY DISPLAYED TO THOSE PEOPLE WHO ANSWERED OPTION 2 TO Q32]*

- To answer about your group's expenditure
- To answer about your personal expenditure only

Q36 **Including yourself**, how many people did you pay for on this trip for your group? *[ONLY DISPLAYED TO THOSE PEOPLE WHO ANSWERED OPTION 2 TO Q32]*

- 2
- 3
- 4
- More than 4. Please specify _____

Q37 How much did you pay for your personal/group package? *[ONLY DISPLAYED TO THOSE PEOPLE WHO ANSWERED OPTIONS 1 OR 2 TO Q30]*

Please specify \$NZ _____

Q38 Did you/your travel party spend any money (*additional money if on a tour package*) on each of the following? Please select as many as apply.

- Accommodation [ONLY DISPLAYED TO THOSE PEOPLE WHO ANSWERED OPTION 2 TO Q7]
- Cafes/restaurants/bars/takeaways
- Groceries at supermarkets or stores
- Fuel
- Activities
- Other shopping (excluding food)
- Other local transport
- Other (e.g. conference fees, medical, vehicle maintenance)
- Did not spend any money/additional money

Q39 How much money (*additional money if on a tour package*) did you/your travel party spend/intend to spend on **accommodation** on each location? [ONLY DISPLAYED TO THOSE PEOPLE WHO ANSWERED OPTION 2 TO Q7]

	Accommodation in NZ\$	Number of nights
Tekapo	<input type="text"/>	<input type="text"/>
Twizel	<input type="text"/>	<input type="text"/>
Ohau	<input type="text"/>	<input type="text"/>
Omarama	<input type="text"/>	<input type="text"/>
Otematata	<input type="text"/>	<input type="text"/>
Kurow	<input type="text"/>	<input type="text"/>
Duntroon	<input type="text"/>	<input type="text"/>
Oamaru	<input type="text"/>	<input type="text"/>
Other. Please specify _____	<input type="text"/>	<input type="text"/>

Q40 How much money (*additional money if on a tour package*) did you/your travel party spend/intend to spend on each of the items below on each location?

	Cafes or restaurants or bars and takeaways	Groceries at supermarkets or stores	Fuel	Activities	Other shopping (excluding food)	Other local transport	Other expenditures . Please specify____ –
Tekapo	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Twizel	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Ohau	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Omarama	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Otematata	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Kurow	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Duntroon	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Oamaru	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other. Please specify____	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

The next questions are about other activities you did or attractions you visited in the Waitaki/Mackenzie District during this A2O visit.

These are grouped as:

- **Commercial**
- **Cultural or historical**
- **Leisure or recreational**

Q41 On this trip, which commercial activities have you undertaken or do you intend to undertake? **Please select all that apply.**

- Scenic flight (e.g., fixed wing, helicopter, glider)
- Heli-hike
- Glacier Explorers
- Sir Edmund Hillary Alpine Centre
- Hot Tubs Omarama
- Earth & Sky (Lake Tekapo)
- Big Sky Stargazing (Aoraki/Mt Cook)
- None of the above

Q42 On this trip, did you visit or are you intending to visit any of the following cultural or historic sites? **Please select all that apply.**

- Steampunk HQ
- Vanished World Visitor Centre
- Kurow Museum
- Aoraki / Mt Cook DOC Visitor Centre
- The Benmore Visitor Centre
- Winery
- None of the above

Q43 On this trip did you visit or are you intending to visit any of these leisure and recreation sites or activities? **Please select all that apply.**

- Elephant Rocks
- Oamaru Blue Penguin Colony
- Clay Cliffs
- Quailburn Historic Woolshed
- Swimming
- Fishing
- Walking tracks
- None of the above

Q44 Are there any other activities you did in the Waitaki/Mackenzie area during your A2O Cycle Trail visit that are not included in the activities listed in the previous questions?

- No
- Yes, please specify _____

Lastly, there are a few questions about you.

Q45 Are you?

- Male
- Female
- Non-binary
- Prefer not to say

Q46 What is the highest level of education you have achieved?

- No formal qualification
- High School qualification
- Trade qualification
- Degree
- Higher degree
- Other tertiary
- Prefer not to say

Q47 Which of the following categories matches your age?

- 16-19 years
- 20-24 years
- 25-29 years
- 30-34 years
- 35-39 years
- 40-44 years
- 44-49 years
- 50-54 years
- 55-59 years
- 60-64 years
- 65-69 years
- 70+ years
- Prefer not to say

Q48 What is your annual household income before tax?

- Less than NZ\$30,000
- NZ\$30,001 - NZ\$50,000
- NZ\$50,001- NZ\$70,000
- NZ\$70,001 - NZ\$100,000
- Over NZ\$100,000
- Prefer not to say

Prize draw

Q49 In appreciation for your involvement, we invite you to enter a prize draw to win a NZ\$ 250 e-gift card at Kathmandu. Would you like to enter into this draw?

- Yes
- No *[TAKEN TO THE END OF SURVEY]*

Q50 So that your details from this survey remain confidential, you need to click on this [link](#) to take you to another site to enter the draw. *[ONLY DISPLAYED TO THOSE PEOPLE WHO ANSWERED OPTION 1 TO Q49]*

End of Survey

We thank you for your time spent taking this survey. Your response has been recorded



Appendix 2: Accommodation

Lincoln University, Faculty of Environment, Society and Design

Alps 2 Ocean (A2O) Cycle Trail Visitor Survey 2020

The aim of this survey is to find out how cyclists utilize the A2O Cycle Trail and the amount of money they spend during their visit to the Waitaki/Mackenzie District. The survey focuses on A2O Cycle Trail use, trail users' perceptions and their spending in the region. The results may be used to inform management of the A2O Cycle Trail in the region and elsewhere in New Zealand. The results may also help assess how the A2O Cycle Trail is contributing to the region's economic development.

This research is being undertaken by Dr Lena Mkwara (a tourism researcher at Lincoln University). It is funded by Lincoln University Centre of Excellence in Sustainable Tourism for Regions Landscapes and Communities, and supported by the Waitaki District Council and Cycle Journeys.

This project has been approved by the Lincoln University Human Ethics Committee. If you have any questions about this survey, please feel free to contact me or the Head of the Centre.

Please give one survey invitation card to customers for only eight days across the summer season. A copy of suggested sampling times and days is attached. The survey invitation cards has on-line link to the survey to allow A2O Cycle Trail users complete the survey at their own free time. The survey commences from 7 January to 31 March 2020.

Your assistance with this survey is greatly appreciated.

In appreciation, a copy of the report will be provided at the end of the research and your contributions to the project will be duly acknowledged.

Thank you very much.

Researcher:

Dr Lena Mkwara, Postdoctoral Fellow,

Lena.Mkwara@lincoln.ac.nz

Phone: 03 4230504

Mobile: 021 047 6299

Head of Centre:

Prof. David Simmons,

David.Simmons@lincoln.ac.nz

Phone: 03 4230498



Appendix 3: What cyclist enjoyed the most and suggested areas of improvement

Respondents provided open-ended feedback on what they enjoyed most about the A2O ride and suggested areas of improvement that would have made their experience more enjoyable. Feedback was categorised into key themes as reported in the boxes below.

What cyclist enjoyed the most

Scenery and landscape

Altogether, there were 104 comments made which related to scenery and landscape as shown below, although, as the examples in the box below show, many of these overlapped into other categories.

Scenery and landscape (n=104)

<p>Everything! The varying and dramatic alpine scenery. Seeing the peak of Mt Cook. A test day at Lake Ohau ... tramping in Temple Valley. The descent after leaving Ohau Lodge. The feat accomplished. But mostly the journey! Making new friends. Wonderful Kiwi hospitality. Staying in tired old workers' camps with dodgy beds. The acoustics (thunder) associated with an electrical storm at midnight in Kurow! This must surely be the world's loudest thunder! The swimming after rides or as early morning to nights! Hearing and seeing so much fresh water. Kurow Museum. The last day ... 83km from Kurow to Oamaru almost entirely shrouded in mist. Cycling 3/4 mornings in the dawn twilight. And a whole lot more!</p> <p style="padding-left: 40px;">Awesome scenery</p> <p style="padding-left: 40px;">Riding by the water on trails</p> <p style="padding-left: 40px;">Wilderness, few other people</p> <p style="padding-left: 40px;">The route was beautiful, and it was well matched to my ability level.</p> <p style="padding-left: 40px;">Beautiful landscape</p> <p style="padding-left: 40px;">Amazing scenery and great accommodation. Well-built trails - the trail from Kurow to Oamaru.</p> <p style="padding-left: 40px;">Fantastic scenery and variety of trail and scenery.</p> <p style="padding-left: 40px;">The country and people on the way</p> <p style="padding-left: 40px;">Scenery, food, accommodation</p> <p style="padding-left: 40px;">Spectacular views and warm hospitality</p> <p style="padding-left: 40px;">The scenery</p> <p style="padding-left: 40px;">Different areas</p> <p style="padding-left: 40px;">The diverse variation of spectacular scenery as we moved from Alps 2 ocean</p>	<p style="padding-left: 40px;">Breath-taking scenery</p> <p style="padding-left: 40px;">Track quality and scenery</p> <p style="padding-left: 40px;">The trail, the views, the weather</p> <p style="padding-left: 40px;">The scenery</p> <p style="padding-left: 40px;">Lake Tekapo</p> <p style="padding-left: 40px;">The scenery and experience it offered</p> <p style="padding-left: 40px;">The power stations spilling water</p> <p style="padding-left: 40px;">Scenery, range of trails, everything</p> <p style="padding-left: 40px;">The scenery & general e bike riding facilities/tracks</p> <p style="padding-left: 40px;">Scenery and Challenge</p> <p style="padding-left: 40px;">The way the ride was mostly off the road or on quiet roads and the tracks were scenic and well designed for bikes</p> <p style="padding-left: 40px;">The lakes and mountains</p> <p style="padding-left: 40px;">The variation in scenery, the challenge, the company</p> <p style="padding-left: 40px;">The remoteness</p> <p style="padding-left: 40px;">I just enjoyed the scenery and the trail, and camaraderie with other cyclists</p> <p style="padding-left: 40px;">Scenery especially when off road</p> <p style="padding-left: 40px;">Wonderful trail through an ever-changing landscape...</p> <p style="padding-left: 40px;">Great Scenery varied scenery great weather great group of people</p> <p style="padding-left: 40px;">The beautiful scenery and diversity of landscape</p> <p style="padding-left: 40px;">Riding the whole trail and scenery was amazing</p> <p style="padding-left: 40px;">Scenery and weather</p> <p style="padding-left: 40px;">Good weather and the scenery</p> <p style="padding-left: 40px;">Scenery and off-road sections</p> <p style="padding-left: 40px;">Scenery, accommodation and food. Talking to local people and seeing towns, riding</p> <p style="padding-left: 40px;">Scenery, quietness, personal challenge</p>
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gaining knowledge of the power project along the way	Scenery positive hospitality
Beautiful scenery	Scenery & achievement
The challenge, the scenery	Scenery on this section we chose this day along with a great ride.
Scenery, trail slope	Scenery
Variance of scenery, scale of area.	Scenery
The scenery	Scenery
Amazing scenery and being out in the countryside.	Scenery
Scenery, accommodation, meals	Scenery
The rides through the beautiful countryside	Scenery
The scenery, quietness, hospitality	Scenery
Friendship, challenge, scenery	Scenery
Variety of scenery Braemar & Ohau lodges	Scenery
Accommodation, scenery, food	Scenery
Excitement, the company, fabulous scenery, hospitality of kiwis, great food, lots of fun	Scenery
Scenery & support	Scenery
Variety of landscape and kind of trail	Scenery
The scenery	Scenery
We had excellent weather so the scenery was amazing	Scenery
Variety of trail and scenery	Scenery
The diverse variation of spectacular scenery as we moved from Alps 2 ocean gaining knowledge of the power project along the way	
The access to country away from the roadside	
The remoteness	
Scenery, quietness, personal challenge	
Amazing scenery and being out in the countryside	
The rides through the beautiful countryside	
The scenery, quietness, hospitality	
Riding with friends on trails designed for riding through the backcountry	

The A2O

There were 36 comments about what respondents enjoyed most about the A2O itself, including those relating to variety of trails, the trail being off road, the freedom of doing the way one wants, the trail variety of terrain. Some made mention of specific trail sections they enjoyed the most, for example, the Trail from Tekapo to Lake Pukaki and the routes on the lakeshores of Ohau and Pukaki.

The A2O (n=36)

Amazing scenery and great accommodation. Well-built trails - the trail from Kurow to Oamaru.

Fantastic scenery and variety of trail and scenery.

Scenery, trail slope

That the majority of the trail was off the road. The routes on the lakeshores of Ohau and Pukaki were amazing!

Exciting track, scenery, people

Scenery and ease of cycling.

It was an amazing location, the scenery, the outdoor adventure

Smaller trails away from roads

Everything! The varying and dramatic alpine scenery. Seeing the peak of Mt Cook. A test day at Lake Ohau ... tramping in Temple Valley. The descent after leaving Ohau Lodge. The feat accomplished. But mostly the journey! Making new friends. Wonderful Kiwi hospitality. Staying in tired old workers' camps with dodgy beds. The acoustics (thunder) associated with an electrical storm at midnight in Kurow! This must surely be the world's loudest thunder! The swimming after rides or as early morning to nights!

Hearing and seeing so much fresh water. Kurow Museum. The last day ... 83km from Kurow to Oamaru almost entirely shrouded in mist. Cycling 3/4 mornings in the dawn twilight. And a whole lot more!

The freedom of doing the trail however I wanted to do it

The way the ride was mostly off the road or on quiet roads and the tracks were scenic and well designed for bikes

The variety of the terrain we rode through Wonderful trail through an ever-changing landscape...

Trail from Tekapo to Lake Pukaki

Challenging in parts, other days quite easy, but scenery fantastic

Scenery, trail condition

Fantastic scenery and the excellently maintained trail

The section from Tekapo to Pukaki was lovely

Excitement, the company, fabulous scenery, hospitality of kiwis, great food, lots of fun

Riding with friends on trails designed for riding through the backcountry

Variety of landscape and kind of trail

Variety of trail and scenery

It was an amazing location, the scenery, the outdoor adventure

Track quality and scenery

The trail, the views, the weather

Section between Omarama and Ohau Lake

An alternative to walking

Scenery, range of trails, everything

The scenery & general e bike riding facilities/tracks Space, freedom, coffee stops

The A2O ride

There were 18 comments relating to what respondents enjoyed most about the A2O ride as shown in the box below. Most respondents (n=11) enjoyed the challenge of doing it and a sense of accomplishment after doing it.

The A2O ride (n=18)

The challenge, the scenery
The challenge of doing it
Scenery and Challenge
The variation in scenery, the challenge, the company
Scenery
Riding the whole trail and scenery was amazing
Scenery, personally succeeding in the challenge
Scenery, accommodation and food. Talking to local people and seeing towns, riding
Scenery, quietness, personal challenge
Scenery & achievement
Scenery on this section we chose this day along with a great ride.
Friendship, challenge, scenery
Excitement, the company, fabulous scenery, hospitality of kiwis, great food, lots of fun
Last day Kurow to Oamaru
Getting close to nature and enjoying the outdoors and company of friends who came
along in a group of 14
The scenery and active recreation with a great group of friends
It was an amazing location, the scenery, the outdoor adventure
Everything! The varying and dramatic alpine scenery. Seeing the peak of Mt Cook. A test
day at Lake Ohau ... tramping in Temple Valley. The descent after leaving Ohau Lodge.
The feat accomplished. But mostly the journey! Making new friends. Wonderful Kiwi
hospitality. Staying in tired old workers camps with dodgy beds. The acoustics (thunder)
associated with an electrical storm at midnight in Kurow! This must surely be the world's
loudest thunder! The swimming after rides or as early morning to nights! Hearing and
seeing so much fresh water. Kurow Museum. The last day ... 83km from Kurow to Oamaru
almost entirely shrouded in mist. Cycling 3/4 mornings in the dawn twilight. And a whole
lot more!

Social, A2O services and hospitality

Respondents also made mention of a range of overlapping social factors including enjoying time with family and friends and meeting other cyclists (n=15), the culture of the local area was also mentioned along with accommodation (n=8), food and refreshment (n=9) and hospitality services (n=5).

Enjoying time with of friends/ family and meeting new people (n=15)

Everything! The varying and dramatic alpine scenery. Seeing the peak of Mt Cook. A test day at Lake Ohau ... tramping in Temple Valley. The descent after leaving Ohau Lodge. The feat accomplished. But mostly the journey! Making new friends. Wonderful Kiwi hospitality. Staying in tired old workers camps with dodgy beds. The acoustics (thunder) associated with an electrical storm at midnight in Kurow! This must surely be the world's loudest thunder! The swimming after rides or as early morning to nights! Hearing and seeing so much fresh water. Kurow Museum. The last day ... 83km from Kurow to Oamaru almost entirely shrouded in mist. Cycling 3/4 mornings in the dawn twilight. And a whole lot more!

Being in the outdoors with friends

Being with my friends - swimming lots

The variation in scenery, the challenge, the company

I just enjoyed the scenery and the trail, and camaraderie with other cyclists

Great Scenery varied scenery great weather great group of people

Scenery, local hospitality, meeting people from all over the world, wonderful locally produced food.

Getting close to nature and enjoying the outdoors and company of friends who came along in a group of 14

The scenery and active recreation with a great group of friends

Good company, beautiful scenery and good weather.

Exciting track ,scenery, people

Cycling, views, meals, pubs, locals (breaking ribs after Ohau not so hot but grin & bear it!)

Scenery, accommodation and food. Talking to local people and seeing towns, riding

Friendship, challenge, scenery

Excitement, the company, fabulous scenery, hospitality of kiwis, great food, lots of fun

Food and refreshment services (n=9)

Scenery, food, accommodation

Hospitality, friendliness, generosity, exceptional standard of accommodation & food from locals

Scenery, local hospitality, meeting people from all over the world, wonderful locally produced food.

Cycling, views, meals, pubs, locals (breaking ribs after Ohau not so hot but grin & bear it!)

Scenery, accommodation and food. Talking to local people and seeing towns, riding

Scenery, accommodation, meals

Accommodation, scenery, food

Excitement, the company, fabulous scenery, hospitality of kiwis, great food, lots of fun

Space, freedom, coffee stops

Accommodation (n=8)

Scenery, accommodation and food. Talking to local people and seeing towns, riding

Scenery, accommodation, meals

Variety of scenery, accommodation

Accommodation, scenery, food

Everything! The varying and dramatic alpine scenery. Seeing the peak of Mt Cook. A test day at Lake Ohau ... tramping in Temple Valley. The descent after leaving Ohau Lodge. The feat accomplished. But mostly the journey! Making new friends. Wonderful Kiwi hospitality. Staying in tired old workers camps with dodgy beds. The acoustics (thunder) associated with an electrical storm at midnight in Kurow! This must surely be the world's loudest thunder! The swimming after rides or as early morning to nights! Hearing and seeing so much fresh water. Kurow Museum. The last day ... 83km from Kurow to Oamaru almost entirely shrouded in mist. Cycling 3/4 mornings in the dawn twilight. And a whole lot more!

Scenery, food, accommodation

Hospitality, friendliness, generosity, exceptional standard of accommodation & food from locals

Scenery, accommodation, meals

Hospitality (n=5)

Everything! The varying and dramatic alpine scenery. Seeing the peak of Mt Cook. A test day at Lake Ohau ... tramping in Temple Valley. The descent after leaving Ohau Lodge. The feat accomplished. But mostly the journey! Making new friends. Wonderful Kiwi hospitality. Staying in tired old workers camps with dodgy beds. The acoustics (thunder) associated with an electrical storm at midnight in Kurow! This must surely be the world's loudest thunder! The swimming after rides or as early morning to nights! Hearing and seeing so much fresh water. Kurow Museum. The last day ... 83km from Kurow to Oamaru almost entirely shrouded in mist. Cycling 3/4 mornings in the dawn twilight. And a whole lot more!

Hospitality, friendliness, generosity, exceptional standard of accommodation & food from locals
Scenery, local hospitality, meeting people from all over the world, wonderful locally produced food.

Scenery, positive hospitality

The scenery, quietness, hospitality

There were 8 comments related to enjoying weather as shown below.

Weather (n=8)

Everything! The varying and dramatic alpine scenery. Seeing the peak of Mt Cook. A test day at Lake Ohau ... tramping in Temple Valley. The descent after leaving Ohau Lodge. The feat accomplished. But mostly the journey! Making new friends. Wonderful Kiwi hospitality. Staying in tired old workers camps with dodgy beds. The acoustics (thunder) associated with an electrical storm at midnight in Kurow! This must surely be the world's loudest thunder! The swimming after rides or as early morning to nights! Hearing and seeing so much fresh water. Kurow Museum. The last day ... 83km from Kurow to Oamaru almost entirely shrouded in mist. Cycling 3/4 mornings in the dawn twilight. And a whole lot more!

The trail, the views, the weather

The weather

Great Scenery varied scenery great weather great group of people

Scenery and weather

Good company, beautiful scenery and good weather

Good weather and the scenery

We had excellent weather so the scenery was amazing

Three respondents mentioned that they enjoyed swimming with friends after the rides.

Swimming (n=3)

Being with my friends - swimming lots

Swimming in the beautiful lakes and rivers

Everything! The varying and dramatic alpine scenery. Seeing the peak of Mt Cook. A test day at Lake Ohau ... tramping in Temple Valley. The descent after leaving Ohau Lodge. The feat accomplished. But mostly the journey! Making new friends. Wonderful Kiwi hospitality. Staying in tired old workers camps with dodgy beds. The acoustics (thunder) associated with an electrical storm at midnight in Kurow! This must surely be the world's loudest thunder! The swimming after rides or as early morning to nights! Hearing and seeing so much fresh water. Kurow Museum. The last day ... 83km from Kurow to Oamaru almost entirely shrouded in mist. Cycling 3/4 mornings in the dawn twilight. And a whole lot more!

Suggested areas of improvement

A total of 106 respondents gave comments about areas of improvement that would have made their A2O experience more enjoyable.

A2O condition

There were 27 comments related to A2O condition, although some of these overlap with other categories. Better trail surface and better trail condition in general (n=18) was the most cited, followed by overgrown weeds and trees (n=9). Comments about A2O condition are shown in the box below.

A2O condition (n=18)

(i) Better trail surface and better trail condition (n=18)

Better Trail condition

The quality of the trail in the Lake Ohau to Quailburn section, poor in places.

Better trail surfaces

Improving Twizel

Would do more of trail

Track condition

Ohau Pass section of trail very rocky - could be improved.

better trail condition Omarama to Lake Ohau

Better trail conditions. Very rough in places. A lot of accidents along trail.

More consistent track conditions, consistent adequate accommodation

Less gravel sections

Gravel could have been more solid, was too loose

Better track condition from Lake Ohau lodge to Quailburn Woolshed

Suspension, better trail surface

The route between Lake Ohau and Omarama needs URGENT attention. The rocks on the track need to be removed. Also same for coming into Twizel from Tekapo. Get rid of the sudden route changes and large stones, put in signs that say Caution, Slow Down, and Keep Your Distance. One of our party had a significant accident just five minutes from Twizel. Signs and no big stones would have prevented this. Better support including daily recommendations re weather. The intermediate level from Lake Ohau to Omarama was too hard for our older US couple. Weather set in, temperature dropped; he chilled and could not keep going. Thank goodness for our survival blankets because there wasn't any cellphone coverage. We had two emergencies, and both could have been prevented
Improved surface on the Ohau to Omarama

The trail from Lake Ohau Lodge climbing up to the highest point is horrible. The large boulders would put me off doing this section again
A better track surface down from the top
Less roads, better surfaces
Better roads/tracks, better access to clay cliffs - ideally off the roads

(ii) Trail weeds (n=9)

Trim the weeds near island cliffs
Better trail weed control
We noted that some of the trail looked very overgrown and uncared for. Looked like no maintenance had been done on sections. Track overgrown and weedy for example
Some areas on the trail getting overgrown with weeds. Need a maintenance plan or community maintenance of their section of the track
Some of tree trail overgrown Duntroon to Oamaru
Trees hanging in the trail
Better maintenance at lower end of trail e.g. thistles
Some parts of the trail were rougher than others, and some bits need trimming back on the sides needs to be consistent for riders
Trail weeds

Less riding on the road

There are 24 comments about how more off-road riding would have made the A2O experience more enjoyable. Comments varied from making the trail all off road, reducing off road sections and providing shelters on exposed sections.

Less riding on the road (n=24)

Some sections of the trail were closed so had to ride on busy highway. a couple intersections where route was unclear needed signage.

Although I rated the surface poor, that was for the gravel road by the lake, it was severely corrugated and dangerous as we had to ride in the middle of the road. The cars drove very close to us.

Less riding on road (particularly Otematata Saddle)

Didn't enjoy the sections that require riding on the main roads.

Less riding on the roads

Less roads, better surfaces

Better roads/tracks, better access to clay cliffs - ideally off the roads

Less road riding, more off-road riding.

Cycle track on road before otematata

More off road sections, more food and drink options, particularly for coffee mid-section

The few parts on roads were not so good

Less road travel - all available on bike trails

May be shelters on exposed sections

Removal off road sections

Replace the on-road section over the Otemata Saddle, more trail markers.

More off road formed cycle trail

Getting the whole trail off the road

Less sections on the road with other traffic; other fences on the starts and ends of paths because we had bags on or bikes that didn't fit through!

More sections of the trail off road

Make it all off road. Road sections scary. One episode of unprovoked road rage from a car driver

Less time on main roads. As a minimum, a marked bike lane on main roads

I did not enjoy riding on the roads when the trail did not continue through the farmland. I felt rather exposed and unsafe, especially with the large stock trucks racing past

More off-road would be good

Less road cycling (except for the trail which goes from Lake Tekapo to Lake Ohau which were ok because there was no circulation). The trail is too many times near the road which makes a lot of noise.

A2O signage

Trail signage (n=16)

Better signs

Signage was very good but not perfect. I got lost once or twice. More frequent markers would help.

The directions from Otematata to Duntroon were great coming backwards to Otematata signage not great at all, obviously signs are for only one way which is from Mount Cook to Oamaru. I stayed in Kurow camping ground and rode from Kurow to Duntroon and back to Kurow, same rode from Kurow 2nd day to Otematata and back to Kurow

More toilet, better marking during maintenance work on the route, cleaning station for bikes after the trail

Signage could be improved through the farmland from Duntroon

Sign with distance to next town

Detail around signage e.g. Jollie Carpark is a start point if not using the helicopter, but the carpark is not signed nor is the adjacent Jollie River. We had to find a local resident to ask.

More signage detail of road distances between places

No signs every 1km (makes it feel like you are not moving)

Old guy, couldn't pick up signs due to colour and or positioning of some, went off trail by missing turns, was given some awards for this.

Distance markers on trail. Better accommodation in Duntroon

More signs doing ocean to alps. The opposite direction has more signs. Perhaps better visible ones too. Black fades away in the shadow, especially when wearing sunglasses. Also, when using the great rides app, seeing where picnic places are. There aren't many to start with and sometimes I was eating just 2 km away from that in the grass/gravel.

More benches along the way would be pleasant for those with their own lunch boxes.

If the route didn't make you loop in on yourself just to go over a dam

The route between Lake Ohau and Omarama needs URGENT attention. The rocks on the track need to be removed. Also same for coming into Twizel from Tekapo. Get rid of the sudden route changes and large stones, put in signs that say Caution, Slow Down, Keep Your Distance. One of our party had a significant accident just five minutes from Twizel. Signs and no big stones would have prevented this. Better support including daily recommendations re weather. The intermediate level from Lake Ohau to Omarama was too hard for our older US couple. Weather set in, temp dropped, he chilled and couldn't keep going. Thank goodness for our survival blankets because there wasn't any cellphone coverage. We had two emergencies, and both could have been prevented.

some sections of the trail were closed so had to ride on busy highway. a couple intersections where route was unclear needed signage.

More information along the trail, perhaps via a gps based phone app with local history etc.

About A2O Services

Respondents also gave comment related to the social factors that would have made their A2O ride experience better (n=46). Social factors were grouped into 5 categories including food and refreshments (n=14), Tour and booking company (n=11), accommodation (n=8), toilet facilities (n=6) and other services (n=7).

Food and refreshment services (n=14)

More off road sections, more food and drink options, particularly for coffee mid-section
More toilets, shelters on trail, coffee stops

More food shopping areas

Taking it slower ... doing the trail over more days. A baggage shuttle service for independent cyclists. More optimally nutritious whole-food plant-based options. I would have been happy to have paid a premium for a bowl of lentils or a morning juice - beetroot, apple, lemon & ginger.

More vegetarian options at the different establishments

More refreshment services

May be more coffee stop facilities

Accommodation and food options in some towns could be better

Only thing possibly is being able to fill up on water in some places but can't think of anything else.

Someone is missing an opportunity with mobile coffee caravan /food outlet most of small-town outlets didn't open until 9 am

Access to refreshments enroute

More roving hot coffee vans on the trail. Some more shelter sheds with seats perhaps.

Possibly more food venues

More availability of good drinking water. Received FAQ's earlier. Being fitted to bikes at beginning.

Tour and booking company services

There were 11 comments related to A2O tour and booking companies. Almost all comments suggested an improvement in services. Some comments were general and some more specific to shuttle services, better bikes and an opportunity for business e.g. baggage shuttle service for independent cyclists. Detailed comments are shown in the box below.

Tour and booking company services (n=11)

Better shuttle vehicles and honest pricing

Taking it slower ... doing the trail over more days. A baggage shuttle service for independent cyclists. More optimally nutritious whole-food plant-based options. I would have been happy to have paid a premium for a bowl of lentils or a morning juice - beetroot, apple, lemon & ginger.

A decent quality mountain bike

More availability of good drinking water. Received FAQ's earlier. Being fitted to bikes at beginning.

Better service at start and finish. In Twizel we were left in the shuttle not knowing where to go to reception or what was happening with our bikes and bags. In Oamaru our drivers needed to retrieve our cars and we were asked to move away from the building to the road with 4 bikes/helmets/backpacks and bags for 9 people. we were hot, tired, and definitely felt shunted out of the way. It was a disappointing end

Better communication with booking company for bikes and accommodation

Arrival in Oamaru was in rain. No facilities available for changing or showering. On one occasion, our bags went to Oamaru not Omarama, however that was remedied within a few hours.

A better seat on my bike

An earlier shuttle back from Oamaru

More toilet, better marking during maintenance work on the route, cleaning station for bikes after the trail

Suspension, better trail surface

Accommodation services

Respondents gave 8 comments on accommodation along the A2O. Most comments suggestions having better accommodation and cheaper camping options. Detailed comments are shown in the box below.

Accommodation services (n=8)

More consistent track conditions, consistent adequate accommodation

Distance markers on trail. Better accommodation in Duntroon

Some camping were expensive for the services.

Better communication with booking company for bikes and accommodation

Cheaper camping options

Cheaper camping

Accommodation and food options in some towns could be better

Having privacy locks on the toilet/showers in shared bedrooms

Toilet facilities

There were 5 comments on toilet facilities along the A2O and 4 of these related to more toilet facilities on the trail. There was a suggestion for toilet at Clay Cliffs and keeping the toilet clean near the tunnel. Detailed comments are shown in the box below.

Toilet facilities (n=5)

More toilet, better marking during maintenance work on the route, cleaning station for bikes after the trail

More toilets, shelters on trail, coffee stops

At the clay cliffs there needs to be a toilet as we had to go but we had gloves, loo paper and a plastic bag to put the paper in but there was loo paper all through the bushes. Not a great look

More toilets along the way.

Toilet near tunnel should be kept clean & with paper & sanitiser

Other services

There were 7 other comments classified broadly as other services including seeing where picnic places are when using the great rides app, more benches, better power in Omarama, better support including daily recommendations in weather and cleaning station for bikes. Detailed comments are shown in the box below.

Other Services (n=7)

More signs doing ocean to alps. The opposite direction has more signs. Perhaps better visible ones too. Black fades away in the shadow, especially when wearing sunglasses. Also, when using the great rides app, seeing where picnic places are. There aren't many to start with and sometimes I was eating just 2 km away from that in the grass/gravel.

More benches along the way would be pleasant for those with their own lunch boxes.

Better power in Omarama. We had trouble powering our devices.

A nurse to (gently!) rub ribs would have been nice

More roving hot coffee vans on the trail. Some more shelter sheds with seats perhaps

More toilet, better marking during maintenance work on the route, cleaning station for bikes after the trail

The route between Lake Ohau and Omarama needs URGENT attention. The rocks on the track need to be removed. Also same for coming into Twizel from Tekapo. Get rid of the sudden route changes and large stones, put in signs that say Caution, Slow Down, Keep Your Distance. One of our party had a significant accident just five minutes from Twizel. Signs and no big stones would have prevented this. Better support including daily recommendations re weather. The intermediate level from Lake Ohau to Omarama was too hard for our older US couple. Weather set in, temp dropped, he chilled and couldn't keep going. Thank goodness for our survival blankets because there wasn't any cellphone coverage. We had two emergencies, and both could have been prevented.

Helicopter ride

There were 2 comments on the helicopter ride.

Helicopter ride (n=2)

I did the alternative start, but would have liked to do the main start but the helicopter ride made the cost prohibitive

Alternative route from Mt Cook start that doesn't involve a helicopter ride

Weather

There were 7 other comments related to weather that made the A2O experience less enjoyable for some respondents as shown in the box below.

Weather (n=7)

No rain on the first day. Can you make sure this doesn't happen?

The wind

Shower at the end of the trip as we rode in rain from Duntroon to Oamaru we were extremely cold/wet with no chance to refresh ourselves before taking our various travel options back home.

Cycling south from Tekepo to Ohau was always a strong head wind!

No rain

Weather

Arrival in Oamaru was in rain