

APRIL 2023

F O L K L

Hutt City Council.

Maru – Streets for People.

Benchmark Report.

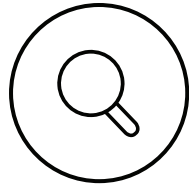
Phase one: Pre-change.

HUTT CITY
TE AWA KAIRANGI



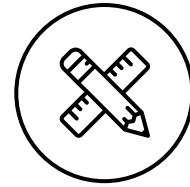
FOLKL: PROPRIETARY AND CONFIDENTIAL

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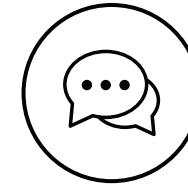
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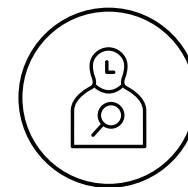
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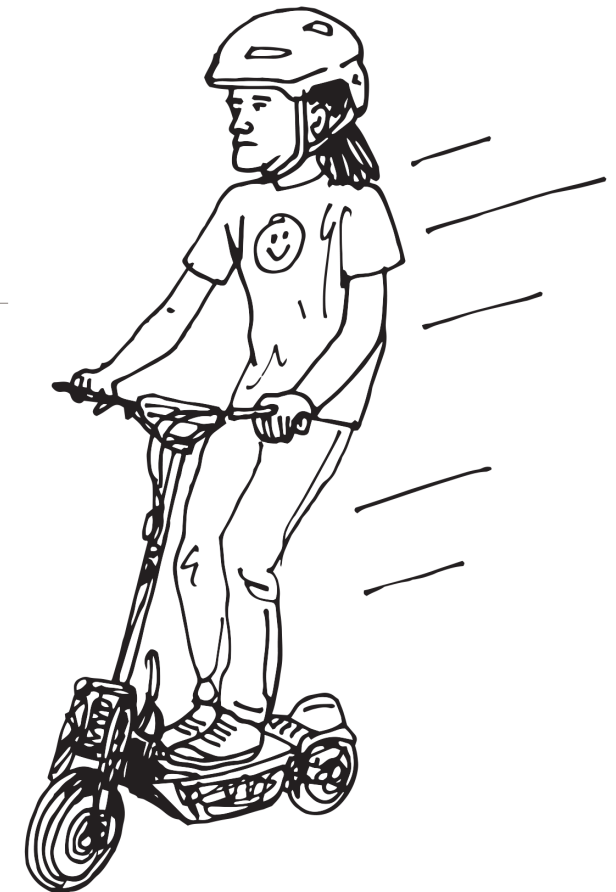
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Objective.

The Streets for People Maru | Wainuiomata Schools Connections project aims to deliver a safer and better-connected low-carbon travel network between the town centre, local schools and Te Hikoi Ararewa (Wainuiomata Hill Shared Path).

It aims to make it feel safer and more accessible for people to walk, skate, scooter or bike to school, work and the town centre, and to spend time in public spaces.

Streets for People Maru fits within the goals of Hutt City Council's Integrated Transport Strategy. Key goals of this include:

1

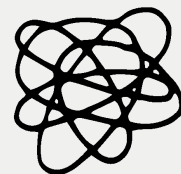
Creating a connected and safe travel network that makes it more attractive for people to cycle, walk, or use the bus.

2

Create people-focussed, livable streets around key hubs and local centres.

3

Encouraging people to rethink how and when they travel.



This report presents a summary of findings, in order to provide guidance for the next steps in Hutt City Council's Maru School Connections project. This data was gathered during the benchmarking and initial engagement phase of the project, from November 2022 to March 2023.

This is the first monitoring and evaluation report which seeks to provide a pre-change benchmark for the area. Information from this report will support co-design initiatives and enable Hutt City Council to understand the impact of changes to the area.

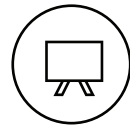
Methodology.

The key mechanisms for collecting benchmarking data were:



School Data

School worksheets completed by students at three local Wainuiomata schools in November and December 2022. Data was collected by Hutt City Council and analysed by FOLKL. A full summary of this data is available in the appendix, on page 26.



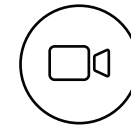
Workshop

Stakeholder and community workshop run by FOLKL and Hutt City Council, with 17 participants, held on February 23 2023.



Survey

A survey which was shared on the Maru project page, which received 249 responses, collected between February 5–March 7 2023. This was promoted through letters and brochures, social media, and key community groups. As an incentive, participants could enter the draw to win one of five \$100 supermarket vouchers. Participant demographics can be found in the appendix, on pages 24 and 25.



Tube counts

To provide an understanding of motor vehicle behaviour tube counters were placed on Totara street, Konini street and Rata street between between March 1–7 2023.



Laneway counts

To benchmark laneway use, manual counts were conducted by SPAC on February 21 2023 in the following areas:

- Parkway - Between Mohaka and Meremere Streets
- Parkway north of roundabout
- Parkway - NE of Wainuiomata High School
- Konini Street to Karamu Crescent
- Hinau Grove to Wainuiomata Road
- Grovedale Square



Community Perceptions towards Safety and Change.

This section covers key safety issues identified by the community, how they feel about change, and the ideas they had to improve the area.



Perceptions of Safety.

School zones, driver behaviour and road safety.

1

It is well-recognised that the sudden influx of traffic at school drop-off and pick-up times creates a very chaotic environment. This is a key reason that people would like to see an **improvement in the safety of rangatahi travelling to and from school.**

Key areas of concern were the difficulty of crossing busy roads, unsafe driver behaviour, and a lack of designated space for those who cycle. Several people said they had seen or heard of near misses in school zones.

It was felt that improvements in these areas would encourage students and parents to use active modes of transport, which could help to reduce vehicle traffic. People would also like to see students involved in further road safety education.

2

People noted that they drove carefully through the project area as there were many potential hazards. These included a lack of visibility, people parking illegally, and students trying to cross the road.

Some cars were said to drive onto the curb, speed, make unpredictable manoeuvres such as U-turns, park in places that impede visibility, and turn quickly around 'sharp' corners.

This made it a difficult environment for those using active modes, and many people suggested there needed to be traffic calming measures to address these issues. The most popular ideas were speed bumps, signage, school drop-zones and raised crossings.

3

Some people said they felt safe while travelling through the project area, but this was mainly because they were in a motor vehicle.

As mentioned, it was widely acknowledged there were issues for those using active modes of travel or scooters. As one respondent explained, "I wouldn't want to walk/not be in a car". Many caregivers said they did not feel comfortable letting their children travel to school on their own.

Accessibility for bikes, prams, mobility aids, and elderly residents were frequently mentioned in both the student workshops and survey. As well as safe crossing points, people thought there could be additional benches and shade for people to rest.

Perceptions of Safety.

Walkways, vibrancy and connectivity.

1

Key issues within walkways included access for prams and wheelchairs, due to the bars at the entrance being too close together.

Broken glass, mud, potholes and puddles were frequently noted among students' least favourite things about the walkways. They felt there was a risk of popping their bike tyres or slipping over. Students also noted there was often rubbish or cigarettes on the ground.

People have been enthusiastic about recent art projects carried out within the alleyways as part of Maru, and these initiatives are strongly supported by feedback collected within the research. Further ideas for highlighting the area's culture and history are discussed on page 10.

2

Some respondents associated safety with people's behaviour, noting they wouldn't walk through the area or use the alleyways after dark.

They explained there was a lack of lighting and visibility or that they felt isolated, or intimidated by anti-social behaviour. Many people found the use of dirt bikes within alleyways and footpaths to be disruptive and unsafe at times.

Several students felt that routes through the alleyways were not safe to travel, making associations such as 'people fighting' or swearing, a need for more lighting, and a lack of privacy from houses nearby.

Stray dogs were also identified as an issue, and discouraged people from walking through the project area.

3

Students' positive perceptions of an area were influenced by its connectivity as a route to school or local amenities.

Nature and social elements also played a strong role, for example walking to school with friends and family, or having trees to look at. People were also interested in more detailed signage and wayfinding information as a way to increase connectivity.

Further understanding of students' perceptions of the project area could help to inform how best to encourage them to use active modes of transport. More specific information on students' perceptions of the project area are available in the appendix.

Sound bites. Safety perceptions.

“Cars – even parents – seem oblivious to children walking or crossing roads.”

“Having a dedicated bike lane down the side of Parkway would be amazing since “kids shouldn’t ride on the footpath”. Parkway is absolutely wide enough to accommodate such a need.”

“It depends on the traffic flow and whether it is during school hours. I personally wouldn’t let my 12 y/o scooter ‘cause cars reversing out of driveways, and people in a hurry, they forget their vehicle is a bullet.”

“People speed around these areas. Kids don’t always pay attention when crossing the road. They also don’t always practice safe riding of bikes (helmets, road rules).”

“Main concern is drivers that do not ‘obey’ roads rules regarding pedestrian crossings, yellow lines and no parking on centre island (outside Wainuiomata High School). They put children and other drivers at risk.”

“Drivers are distracted, trying to get best parking spots. Drivers drive fast down Karamu St, with the congestion of buses and cars, bad weather it’s even worse.”

“Cars - even a parent’s car seem oblivious to children walking or crossing roads.”

“In peak hour traffic people can drive a little erratically.”

“Providing traffic is flowing at the speed limit and everyone keeps their distance and an eye out for children, crossings, merging traffic then I feel reasonably safe.”

“The parkway roundabout is hard to walk through during peak traffic. I am reluctant to allow my son to bike or scooter to school (Wainui High) because the route is not as safe as it could be. Walking seems ok.”

Suggested changes.

Improving safety, vibrancy, accessibility and encouraging active transport.

A range of ideas for potential changes were raised by workshop participants, survey respondents, and students. Many of these fall within the scope of **Maru**, while some could be factored into future projects.



Specific Ideas

Accessibility improvements for elderly, young people and parents with prams by focussing on footpaths and crossing points. For example, adding zebra or raised crossings, adding signage to shared paths, widening them, smoothing kerb cut outs, or adding markings to stop vehicles parking over them.

Surface improvements to the pathways connecting streets. This included fixing broken pavements, potholes, and clearing broken glass, rubbish, and other debris. These were most often noted as getting in the way of prams and scooter wheels, being dangerous for children in bare feet, and adding to the sense the area is not well-looked after.

Additional seating and shade, so people travelling have places to rest.

It was noted that shared pathways could be more clearly signposted to reduce conflict between different users.



There were mixed ideas around the addition of a designated cycleway. Some respondents (many of whom were cyclists themselves) felt it would make the area much safer, while others believed it was not necessary. There an opportunity to help educate the community about the benefits of cycling to support inclusivity and improve public perception of this mode.

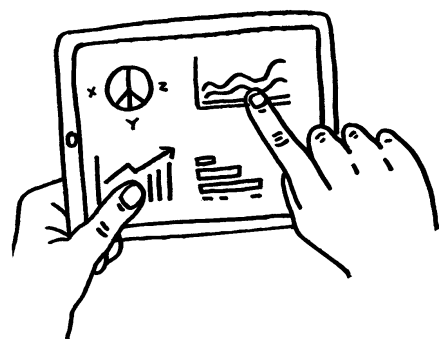
Some were not in the project scope, but tied to broader goals for vibrancy, connectivity and safety within Wainuiomata. These included:

- A pedestrian crossing for the marae
- More public toilets in the CBD
- More activities and events for young people to increase vibrancy and reduce anti-social behaviour
- An improved bus service
- More retail and hospitality outlets to increase vibrancy
- More lighting

Suggested changes.

Ideas for Highlighting Culture and History.

People have been enthusiastic about the project's potential to highlight aspects of Wainuiomata's culture and history, suggesting ideas for local artwork, signage, sculptures and events. People are very keen to see initiatives which will increase the area's vibrancy and sense of community, showcase the positive things about the area, and help residents feel a sense of pride. There is a particular interest in seeing things for young people, such as play areas, pop-up events for families, and artwork displays.



Popular ideas also included highlighting areas of significance to mana whenua, art by local artists, educational walks where people can learn about local history and the environment. People were also interested in seeing native plantings, and fruit trees to feed the community. If artwork or other elements were added, people hoped they would be well-looked after and help to increase the community's sense of pride.

Several people referred to community events and initiatives that they believed had been successful in the past, as well as ideas that they thought had been in the pipeline for some time. A range of suggestions are provided to the right, representing the more prevalent ideas.

Examples of community feedback:

"Open play areas for kids"

"We were always told there would be a carved signage on the hill denoting who we are as a community. I'd love to see cultural pathways around the community that we could use an app on our phones to learn more about the cultural history of our beautiful community."

"I'd like to see local artists featured in more places. I also wish we had more places for people to come together, like restaurants and cafes."

"I like native plants and bird life along walkways."

"Community - expressing matauranga Māori as well as other cultures through art."

"More colour... sculptures... give people inspiration and interesting things."

"Concrete art/games that encourage kids to walk to school."

"Signs explaining historical places and events of mana whenua."

"The council had a great scheme called adopt a spot which relied on the local residents to look after an area which gets a lot of graffiti. This worked really well in our area and meant we always had someone looking out for graffiti in the area."

"More artwork from the locals would be perfect! More colour, more vibrant."

"Encourage more businesses into our community."

"Festivals that only happen in Wainui e.g. concerts or art shows."



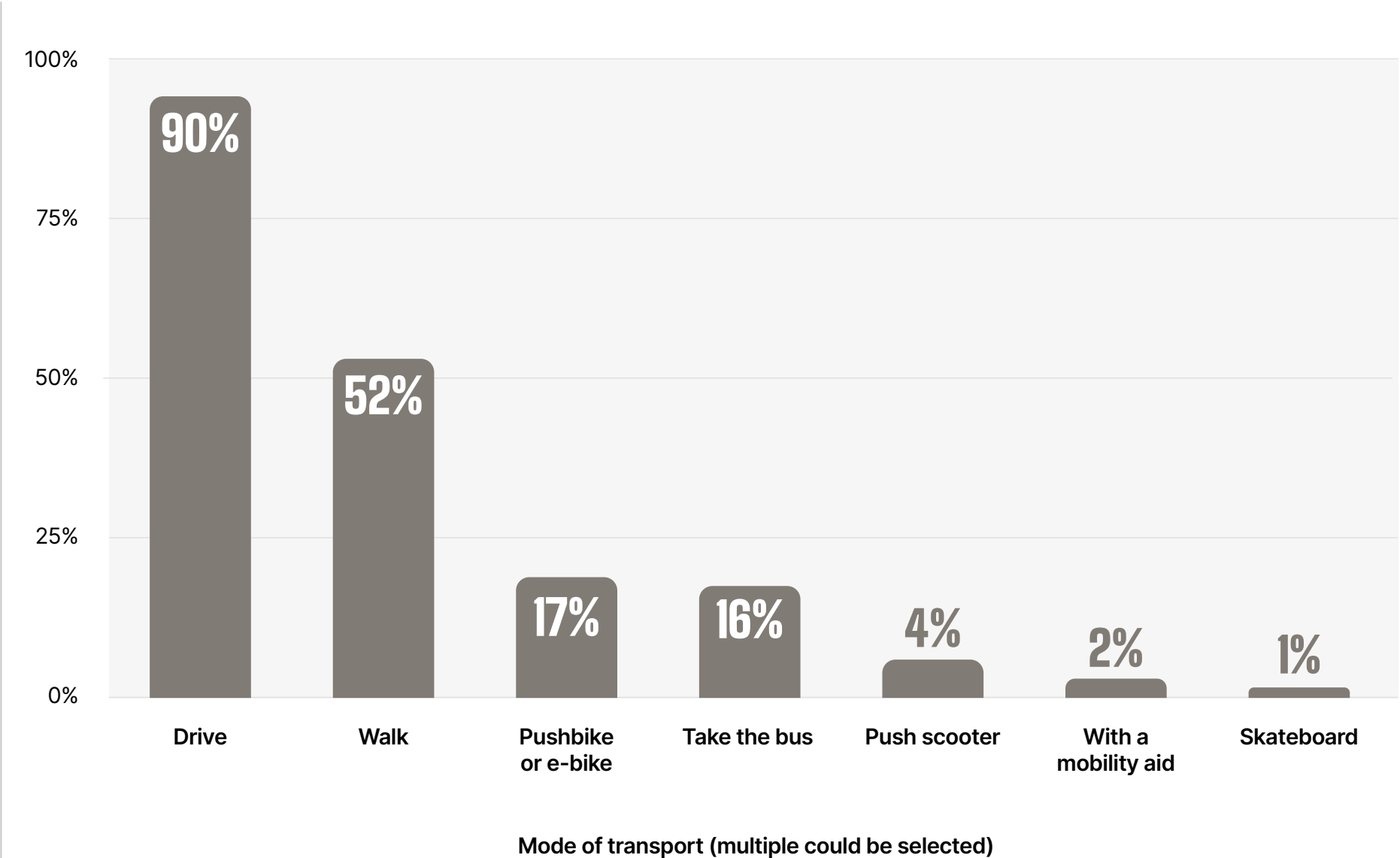
Benchmark scores.

Mode of transport, safety, and school connections.



Benchmark scores.

How do you typically travel through the project area?

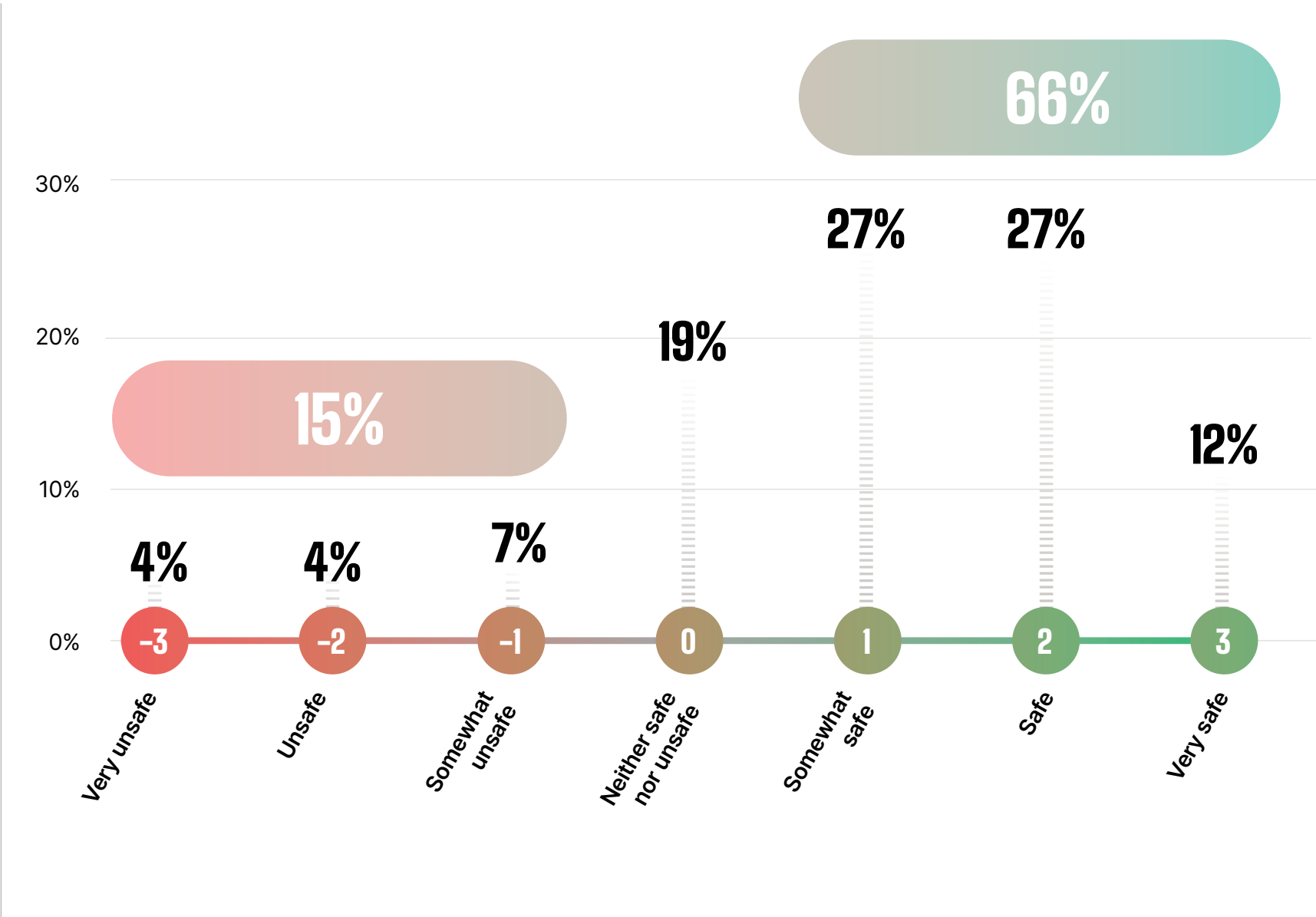


- Driving was by far the most common mode of transport and this was also the case in the student workshops conducted with schools.
- Just over half of people also walk through the project area, showing people use a range of modes in their daily life.
- The survey was distributed in a local community page for people with e-bikes, which is reflected in the relatively high percentage of people who cycle.
- Four percent of people use a push scooter. This is a more popular mode among school students, who were underrepresented within the survey.
- Two percent of people use a mobility aid, while 1 percent skateboard.

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Benchmark scores.

How safe or unsafe do you feel when you travel through the project area?



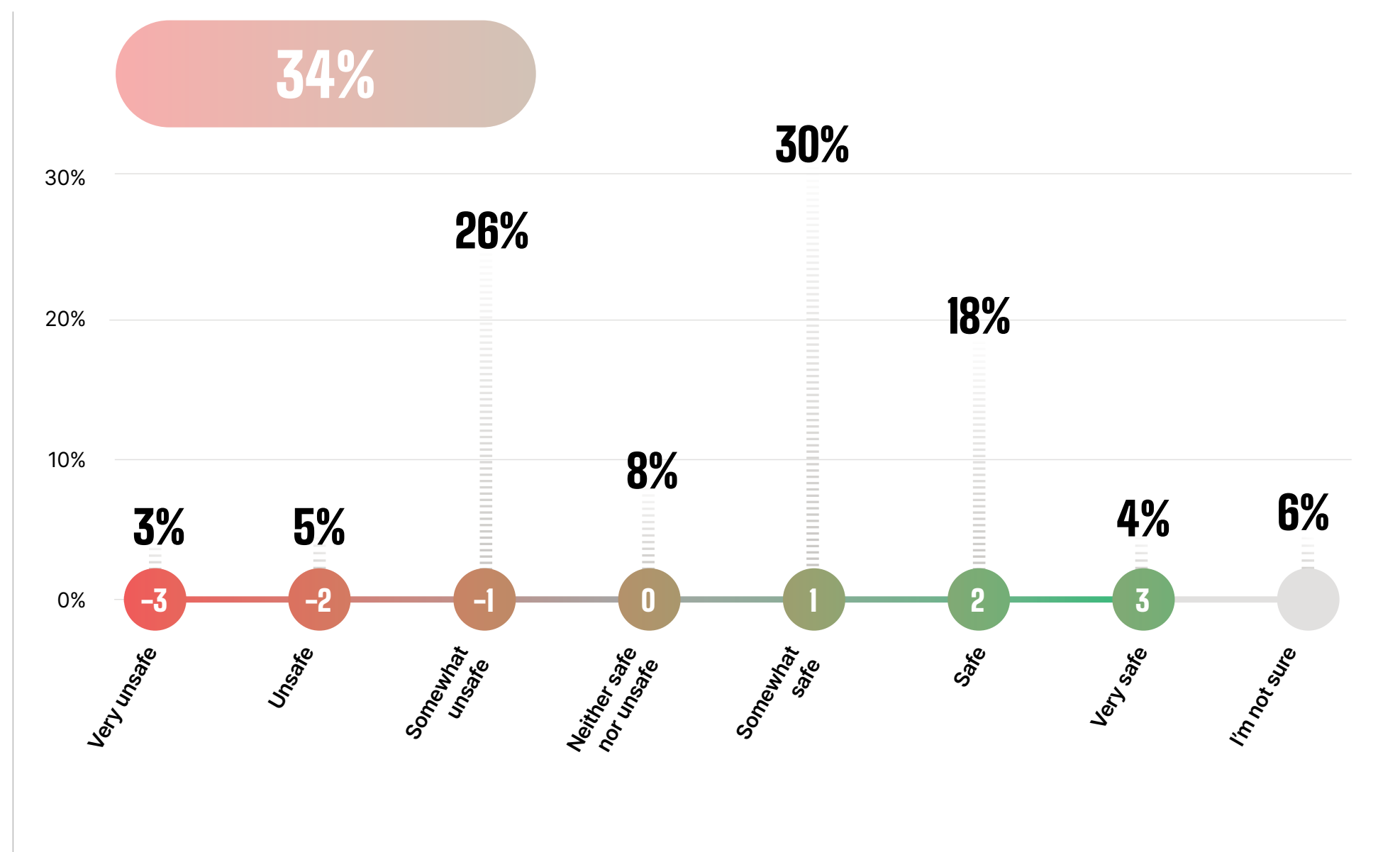
Key themes:

- 66 percent of people said they felt 'Somewhat safe', 'Safe', or 'Very safe' while travelling through the project area. This was said to be dependent on whether people were driving through the area, and the amount of traffic at the time.
- 15 percent of people said they felt 'Very unsafe', 'Unsafe' or 'Somewhat unsafe' in the area. As mentioned, many people stated this was mainly because they were in a motor vehicle, rather than using active modes.
- Among those who selected 'Neither safe nor unsafe' or 'Safe', many said they were always alert while travelling through the area, for example, acknowledging they needed to drive slowly when it was busy.

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Benchmark scores.

There are several schools in this area – how safe do you feel this area is for schoolchildren to walk, bike, or scoot through?

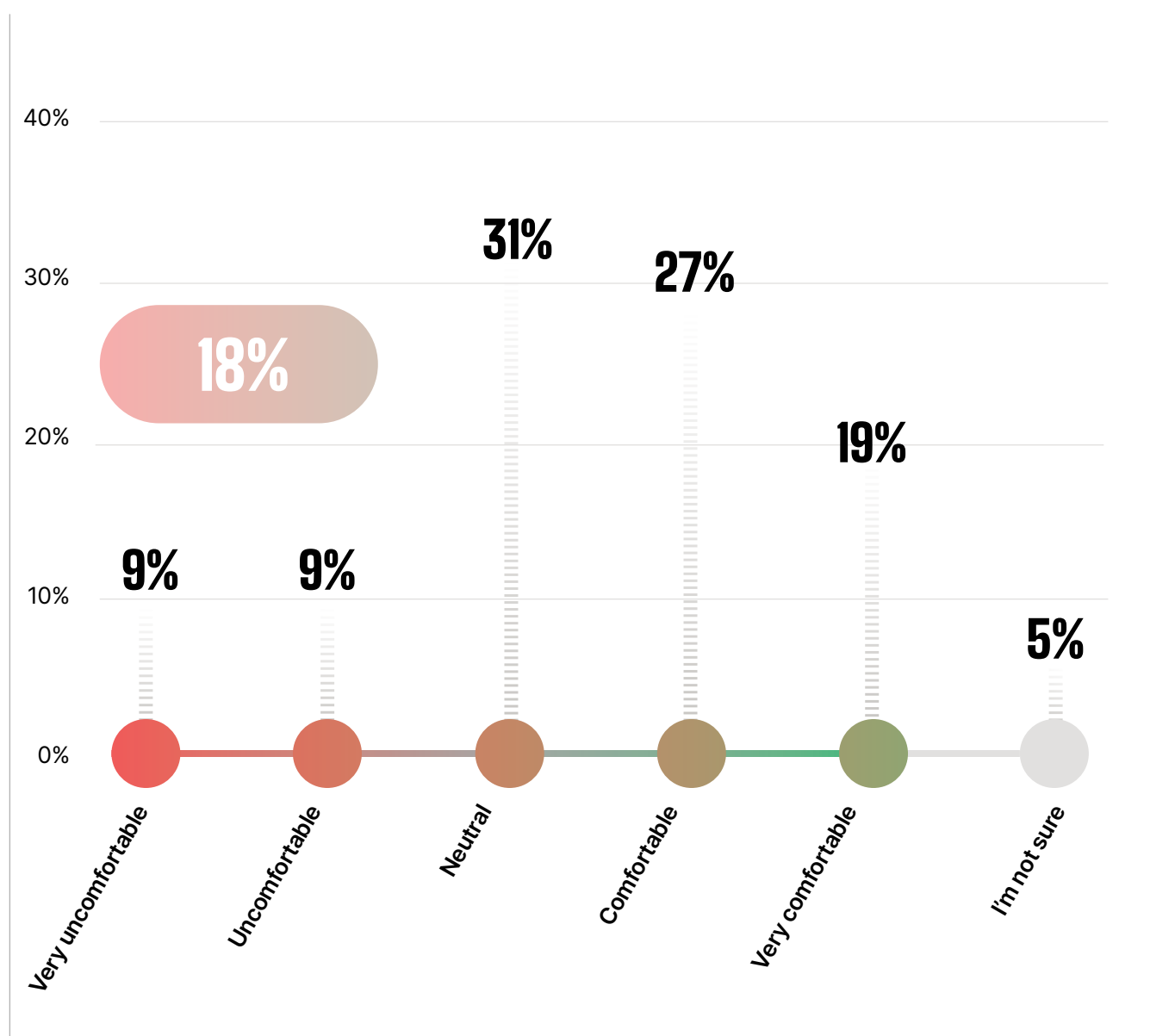


Key themes:

- 34 percent of people thought students using active modes were 'Very unsafe', 'Unsafe', or 'Somewhat unsafe' while travelling through the project area. People mentioned this would depend on age, the time of day, whether students were supervised, and how educated they were about road safety.
- As discussed, the main concerns were around the high levels of traffic, impatient and unpredictable drivers, a lack of safe crossing points, and students being unaware of potential hazards. People mentioned that younger students were difficult to see among the large number of vehicles.
- People were also concerned about anti-social or intimidating behaviour such as bullying affecting students travelling to school, as well as uncontrolled dogs.

Attitudes toward change.

How comfortable or uncomfortable are you with changes being made to the project area?



Key themes from survey and workshop:

- Both workshop and survey participants were interested in changes that would help to make Wainuiomata a safer and more accessible place to live. Almost half of respondents were 'Comfortable' or 'Very comfortable' with changes being made, while 31 percent were neutral.
- Workshop participants were interested in seeing temporary changes trialled so they could offer their feedback. People had a strong understanding of the project's goals and were quick to begin discussing ideas and issues with the public space in Wainuiomata.
- Community input was also seen as important part of any changes that were made. One participant explained: "As long as you are including the community's feedback and considering people with disabilities, young people, kaumatua, cyclists, cultural considerations, I feel comfortable."
- 18 percent were 'Uncomfortable' or 'Very uncomfortable', with the changes, often believing the area functioned well as it was. Some people were also wary of disruptions to their daily travel while work is being completed.
- 31 percent of people had a neutral position to change and felt they needed more information before they could describe how they felt. This aligns well with the iterative approach of the project, which will help to build context as feedback is invited.



Benchmark data. Quantitative measures.

This section covers motor vehicle
volumes and speeds, and laneway use.



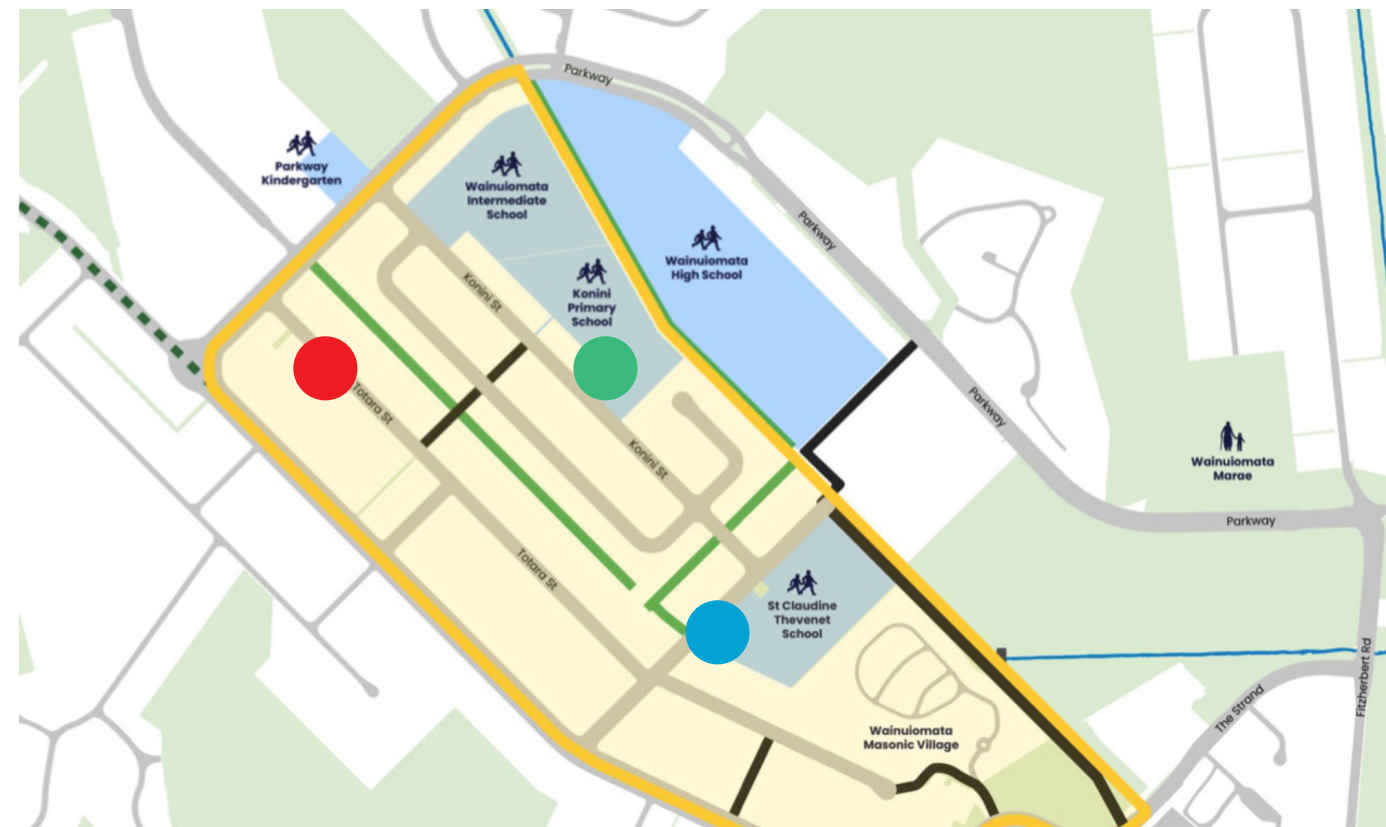
Benchmark data. Motor vehicles.



The following four pages summarise the data that has been gathered to date. This will be analysed and compared with data collected once physical changes have been made. This will help to measure the impact the interventions have had on key metrics such as volume, speed and direction.

Two of the sites, Rata Street and Konini Street, were in close proximity to St Claudine Thevenet School and Konini Primary School respectively. These sites experienced far higher traffic volumes when compared to Totara Street, and a more significant percentage change between average weekday and weekend day traffic volumes. This data supports the comments regarding congestion at these school zones.

Average Daily Traffic Volume			
	Totara Street	Rata Street	Konini Street
Weekday	568	1421	1104
Weekend day	434	763	575
Percentage change	-24%	-46%	-48%



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Benchmark data.

Motor vehicles (detailed).

The highest motor vehicle volumes were recorded at Rata Street, specifically the southbound direction with a daily average of 669 vehicles.

Totara Street recorded the lowest vehicle volumes and the highest vehicle speeds by a large margin. The highest speed recorded at all sites was at Totara Street, and was between 100 and 110 km/h.

Vehicle speeds at Konini Street and Rata Street were lower than at Totara Street, supporting the comments around congestion in the school zones.



Totara Street



Direction	Volume (daily average)	Mean speed	85th percentile speed	Highest recorded speed range
Eastbound (towards Rata St)	273 (51.6%)	43.1 km/h	52.7 km/h	90-100 km/h
Westbound (towards Parkway)	256 (48.4%)	42.5 km/h	51.5 km/h	100-110 km/h

Konini Street



Direction	Volume (daily average)	Mean speed	85th percentile speed	Highest recorded speed range
Eastbound (towards Rata St)	539 (56.6%)	30.4 km/h	37.1 km/h	60-70 km/h
Westbound (towards Parkway)	413 (43.4%)	32.5 km/h	39.4 km/h	80-90 km/h

Rata Street



Direction	Volume (daily average)	Mean speed	85th percentile speed	Highest recorded speed range
Northbound (towards Konini St)	563 (45.7%)	33.1 km/h	40.3 km/h	80-90 km/h
Southbound (towards Wainuiomata Rd)	669 (54.3%)	31.4 km/h	38.0 km/h	70-80 km/h

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Laneway use.

The informal crossing point on Parkway was the busiest crossing point of all six sites (127), despite a complete lack of any pedestrian focussed infrastructure.

The Parkway (between Mohaka & Meremere Streets) location had the highest ratio of adult users (96%) and the lowest number of total users (27).



Parkway - Between Mohaka and Meremere Streets

Direction	Volume	Student Adult split	Mode split
Southbound (towards schools)	14 (48%)	Student: 4% Adult: 96%	Walking: 24 (89%)
Northbound (away from schools)	13 (52%)		Scooter: 0 (0%) Bicycle: 3 (11%)



Parkway - NE of Wainuiomata High School

Direction	Volume	Student Adult split	Mode split
Formal Crossing - Southbound (towards High School)	12 (57%)	Student: 90% Adult: 10%	Walking: 21 (100%) Scooter: 0 (0%) Bicycle: 0 (0%)
Formal Crossing - Northbound (away from High School)	9 (43%)		
Informal Crossing - Southbound (towards High School)	61 (48%)	Student: 87% Adult: 13%	Walking: 127 (100%) Scooter: 0 (0%) Bicycle: 0 (0%)
Informal Crossing - Northbound (away from High School)	66 (52%)		



Parkway - NE of roundabout

Direction	Volume	Student Adult split	Mode split
Southbound (towards Totara St)	65 (63%)	Student: 90% Adult: 10%	Walking: 101 (98%) Scooter: 1 (1%) Bicycle: 1 (1%)
Northbound (towards Wainuiomata Hill)	38 (37%)		



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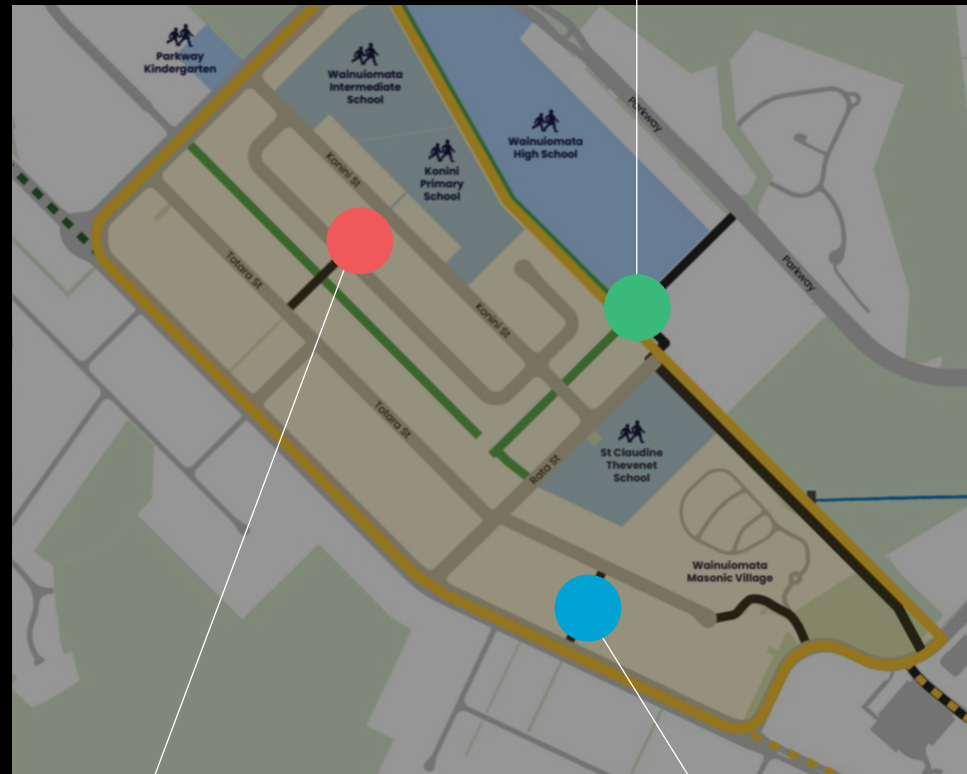
Laneway use.

The Hinau Grove to Wainuiomata laneway location had the highest percentage of scooters (3%) and bicycles (14%).

Locations geographically closer to primary schools, such as the three sites on this page, had a higher volume of adult users.

Grovedale Square

Direction	Volume	Student Adult split	Mode split
Northeast (towards Parkway)	23 (30%)	Student: 81% Adult: 19%	Walking: 72 (94%)
Southeast (towards town centre)	42 (55%)		Scooter: 0 (0%)
Northwest (towards High School)	12 (15%)		Bicycle: 5 (6%)



Konini Street to Karamu Crescent

Direction	Volume	Student Adult split	Mode split
Northbound (towards Konini Street)	25 (44%)	Student: 68% Adult: 32%	Walking: 42 (94%)
Southbound (towards Karamu Crescent)	32 (56%)		Scooter: 1 (2%)
			Bicycle: 1 (2%)



Hinau Grove to Wainuiomata Road

Direction	Volume	Student Adult split	Mode split
North (towards Hinau Grove)	28 (47%)	Student: 72% Adult: 18%	Walking: 47 (78%)
South (towards Wainuiomata Road)	32 (53%)		Scooter: 2 (3%)
			Bicycle: 11 (14%)

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Summary and next steps.

- There is strong community support from residents, students, community groups and schools to improve connectivity and safety around Wainuiomata. Throughout the survey, workshops and in-person engagement, people are have been supportive of the project goals and are enthusiastic about changes that will improve things for the community.
- People are keen to see increased vibrancy in Wainuiomata and are positive about Hutt City Council supporting them to achieve this, particularly by listening to the community and involving them as projects, events and initiatives are planned.
- It would also be helpful to reflect insights from qualitative and quantitative data back to the community. For example, through the project page, social media, in the community hub, and through in-person engagements with residents and stakeholders. This will help to communicate how decisions are being made based on community feedback and may spark further engagement.

- Following through with achievable changes that there is strong community support for will help to build trust in Council, as it will show that feedback is being listened to and actioned. This will help to build momentum within the project as the community feels they are involved and can see tangible progress being made.
- Remaining flexible and making the most of Streets for People’s iterative approach will also give people time, opportunity and added context for giving feedback on the project. This is working well with the engagement around wayfinding and artwork, and can be expanded to changes in roads and crossing points. As above, this will also help to build trust in the process and help the project achieve its goals of creating safer streets for all.



Community soundbites about Maru:

“Good mahi, great job chur!”

“I hope your changes make a difference to the road toll and get more tamariki feeling safe travelling around Wainuiomata.”

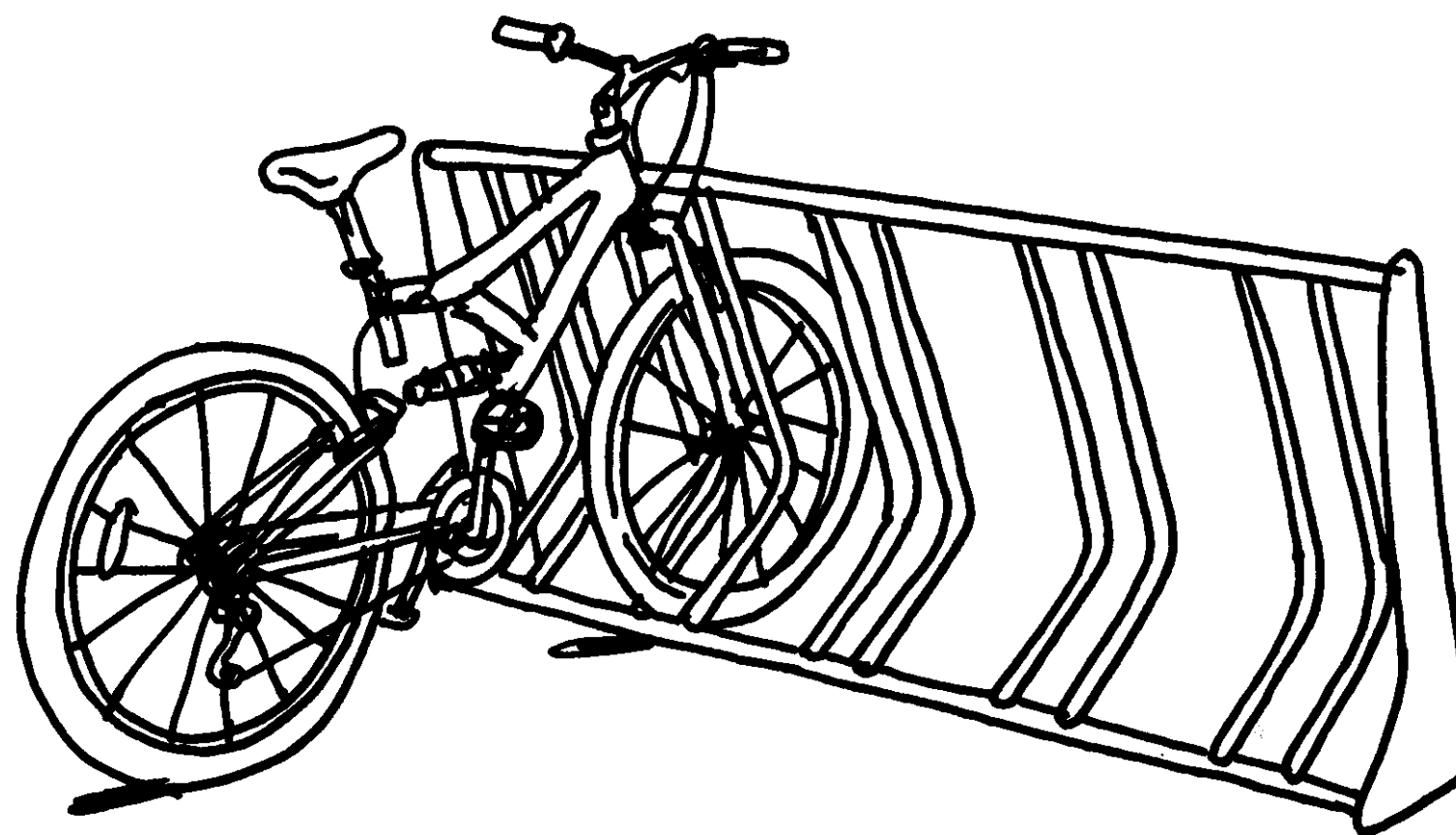
“I think the community and council are beginning to try hard to improve things. Well done all.”

“I have lived in Wainuiomata for over thirty years and think it’s a wonderful place to live especially for families.”

“Please make this a family friendly space again. We want our kids and our families to be able to walk/bike/scooter safely around our streets.”

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Ngā mihi
Thank you.





Appendix.

- Survey participant demographics
- Student workshop summary

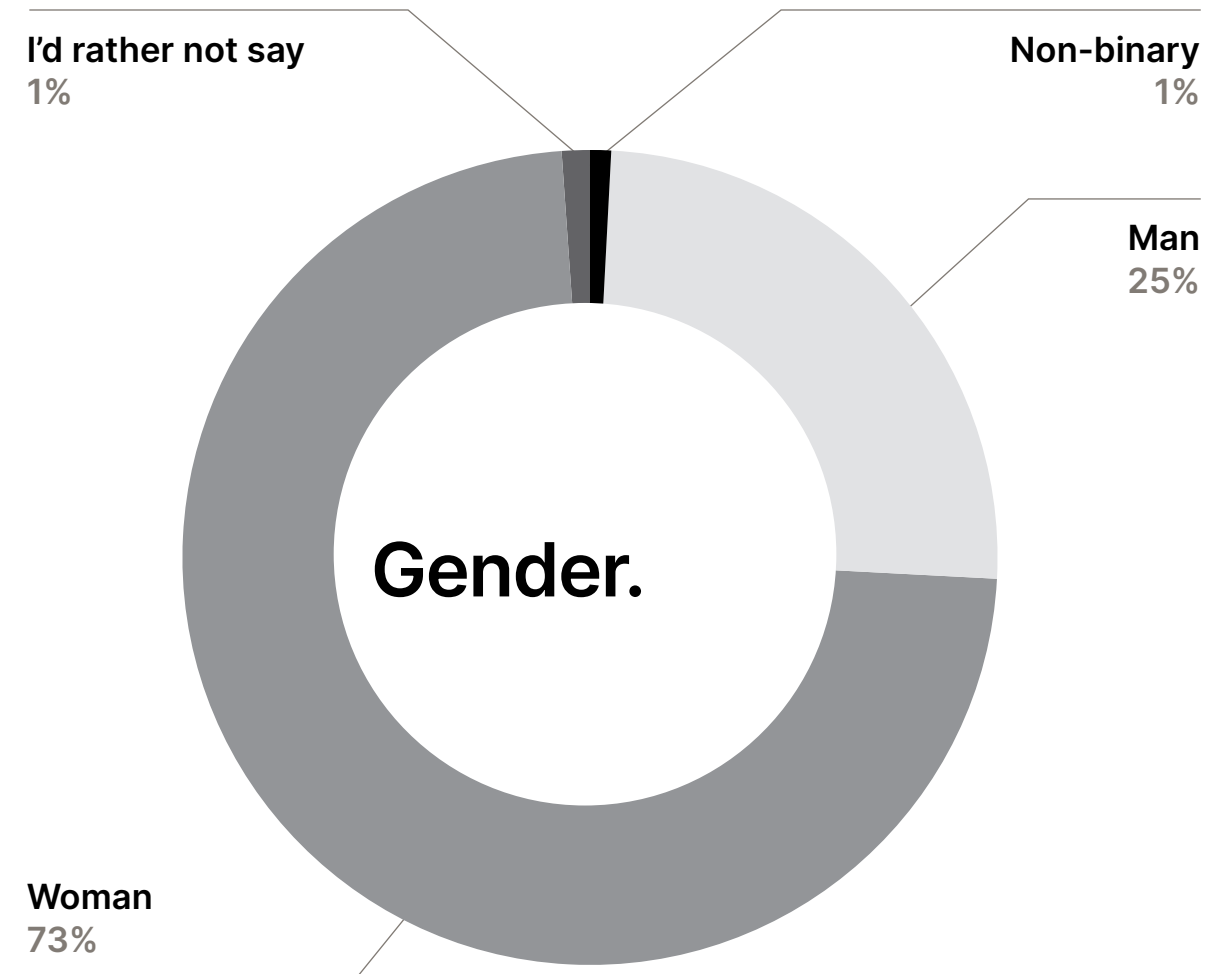
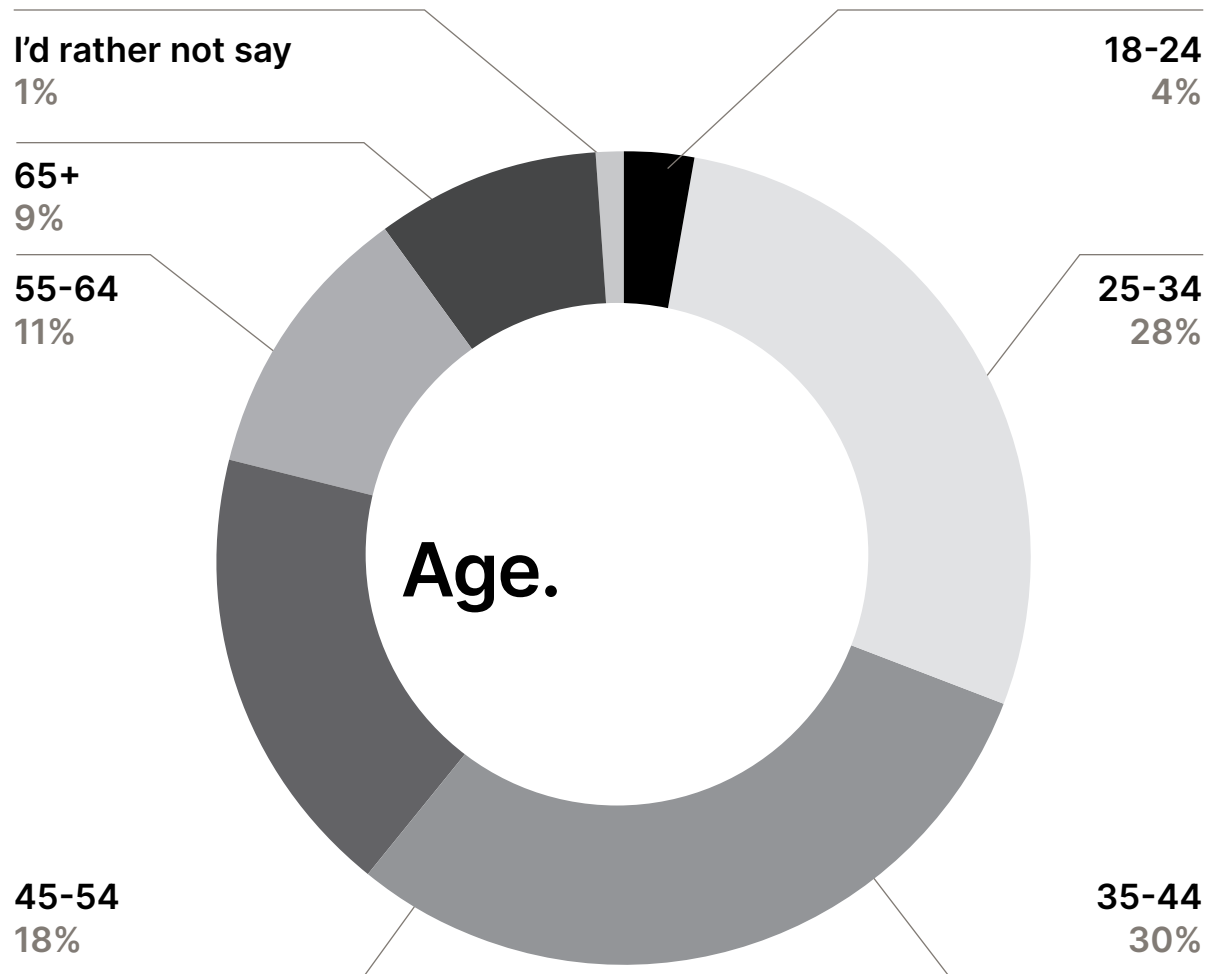


Participant Demographics.

Representation.

Young people and students are underrepresented in the survey, but were involved in the research through school workshops. Their views are included in the above report, and a further summary report of these workshops can also be found in the appendix.

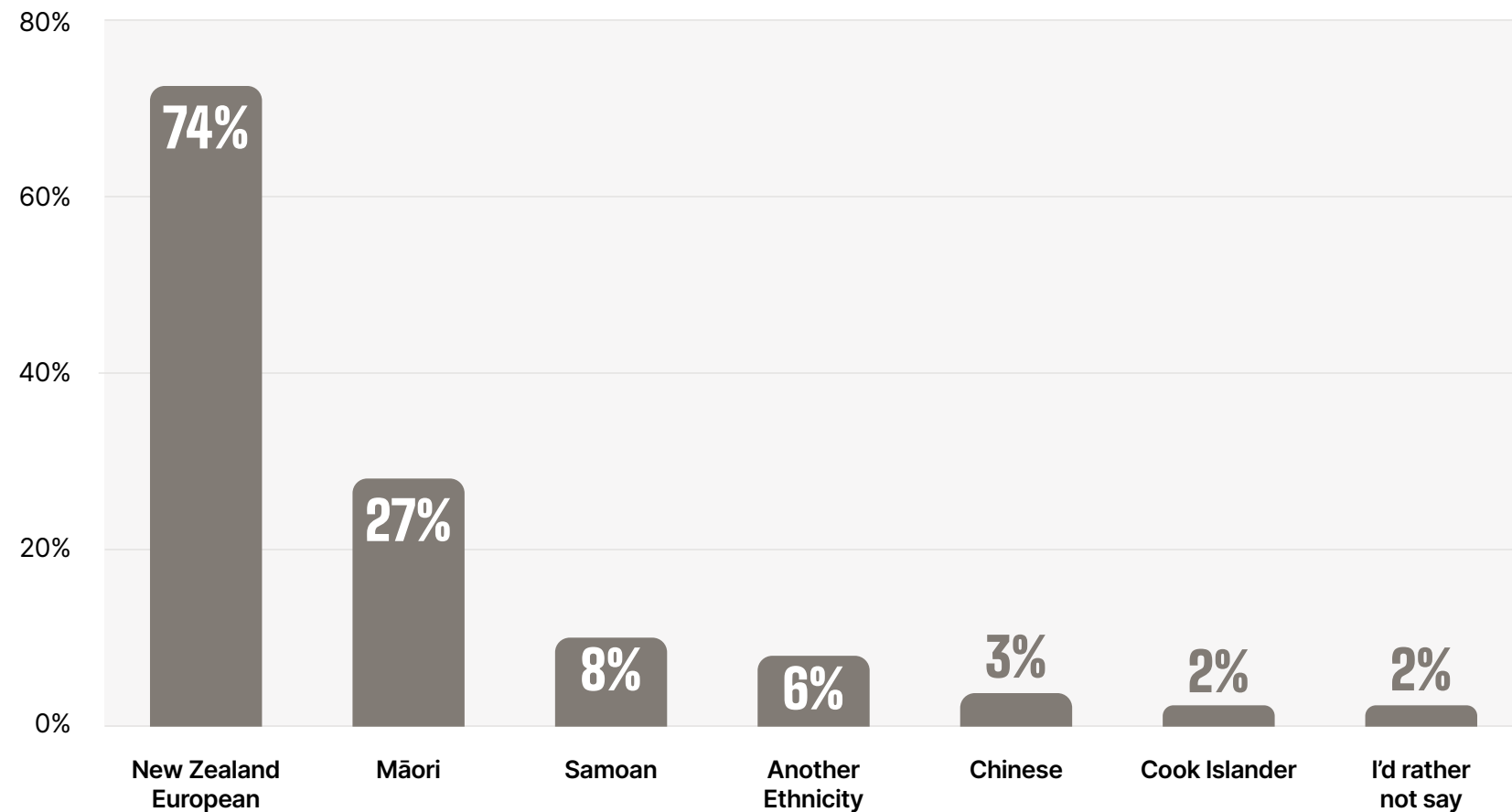
Women were overrepresented in the survey, as Census data (Stats NZ, 2018) shows there is a relatively even split between women and men.



Source: FOLKL Research, Benchmark survey n249.

Participant Demographics.

Ethnicity.



Another ethnicity

- Filipino
- Indian
- British
- Tokelauan
- Cook Island Māori
- Croatian
- French
- Portugese
- Irish
- Scottish
- Sri Lankan
- Japanese
- South African
- Tongan
- Lao
- Czech
- German
- Rarotongan

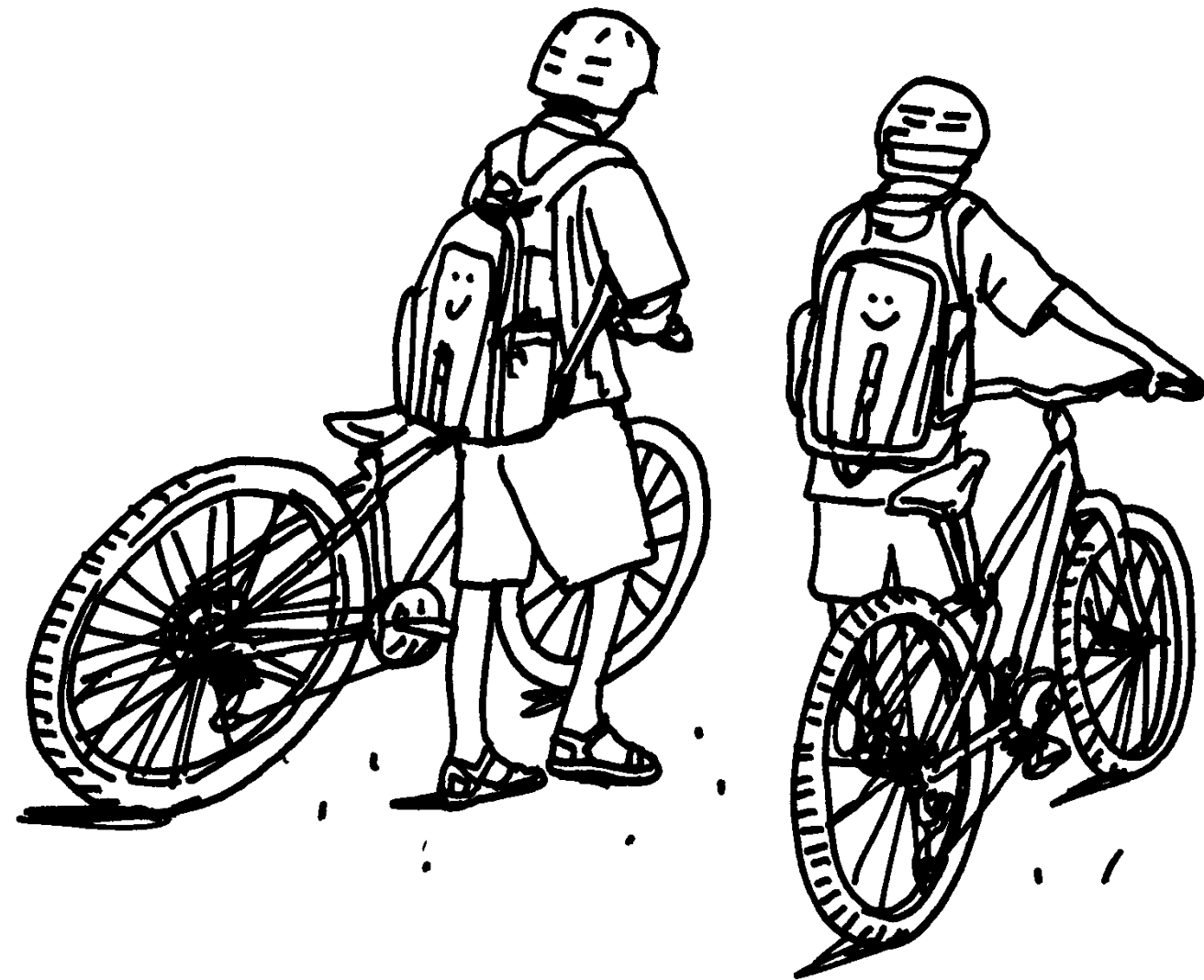
Representation

Survey data collected on ethnicity shows responses are relatively reflective of the latest census data for Wainuiomata (Statistics NZ, 2018). However Europeans are slightly overrepresented in the survey, when compared to Census data.

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Hutt City Council.

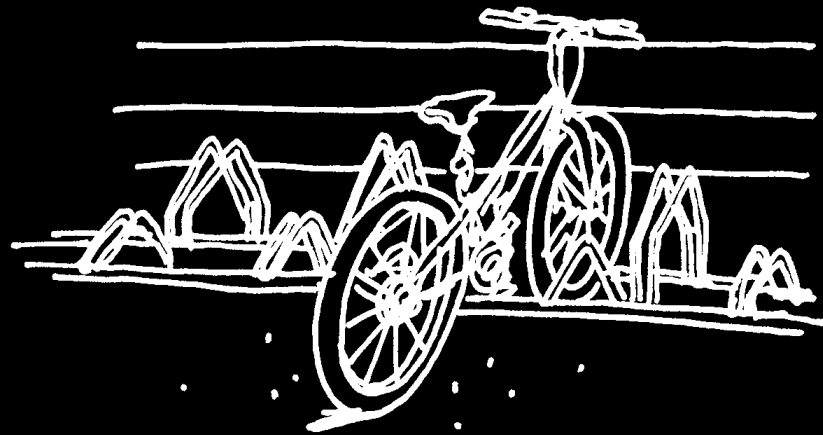
Wainuiomata Streets for People.
School Problem Statements.
Worksheet Analysis.



Wainuiomata Streets for People. School worksheet analysis.

Methodology.

In November 2022, students at three local schools were given worksheets to write about their positive and negative perceptions of seven locations within the Streets for People project area. Data was collected on mode use, and what they liked most and least about it. Students annotated diagrams of areas they were familiar with to indicate safety concerns. This analysis also includes feedback from students involved in road patrol, gathered in December 2022 during an end-of-year thank you event.



Overview of Findings.

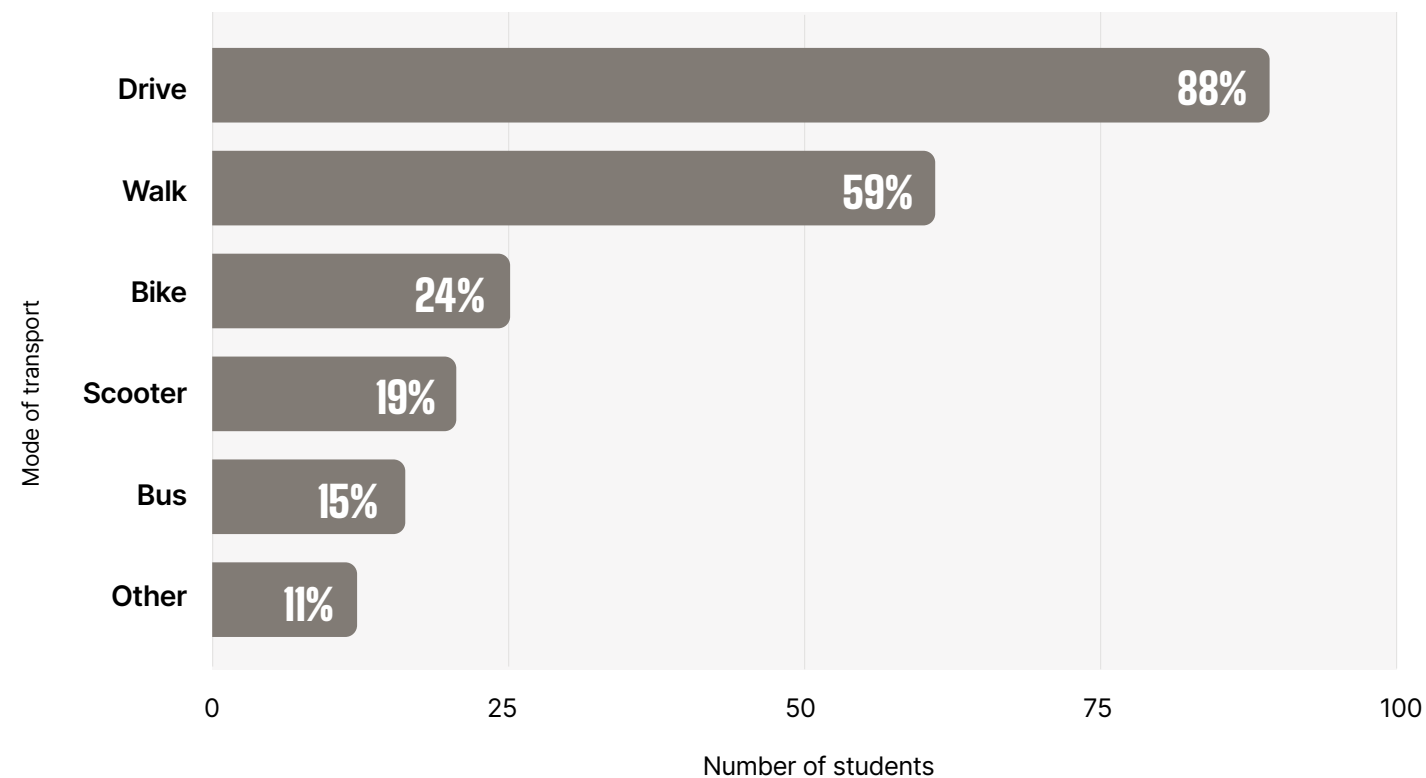
- The high rate of detailed responses provided a strong sense of each area. The number of students who responded to each question are indicated on each summary page.
- Positive views of an area were influenced by its connectivity as a route to school or local amenities. Nature and social elements also played a strong role, e.g. walking to school with friends and family, or having trees to look at.
- The chaos of school drop-off and pick-up times was consistently identified as a key concern. Unpredictable driver behaviour, difficulty crossing the road, and accessibility for bikes, prams and mobility aids were mentioned across most areas. These contributed strongly to a lack of safety.



Rata & Konini Street Intersection.

Key findings

- This was viewed as a busy intersection during school drop-off and pick-up times.
- Many students valued it as a key connector to between home and school.
- There was strong concern about people crossing in such a busy environment.
- It was felt that there were 'close calls' with students, due to cars turning quickly and sharply.



Transport by mode (students could select multiple).

89 percent of students surveyed travelled through this intersection regularly.
73 percent of students were driven through the intersection, while 49 percent walked.
28 percent scootered or biked.

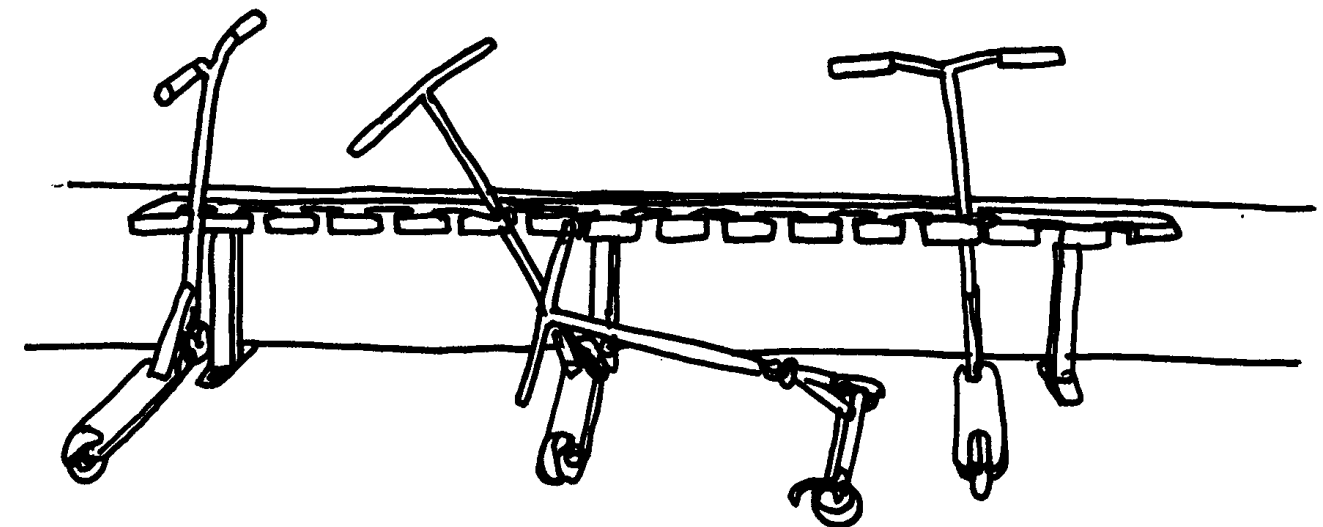
Source: HCC Research Student worksheets n: 120.

Many students described a lack of visibility at this intersection. There was a sense of it being a chaotic environment during school drop-off and pick-up times, due to the large number of cars.

Some cars were said to drive onto the curb, speed, make unpredictable manoeuvres such as U-turns, and turn quickly around the 'sharp' corner.

Many students noted that elderly people crossed the road in this location, while some students did not use a dedicated crossing, which was viewed as unsafe.

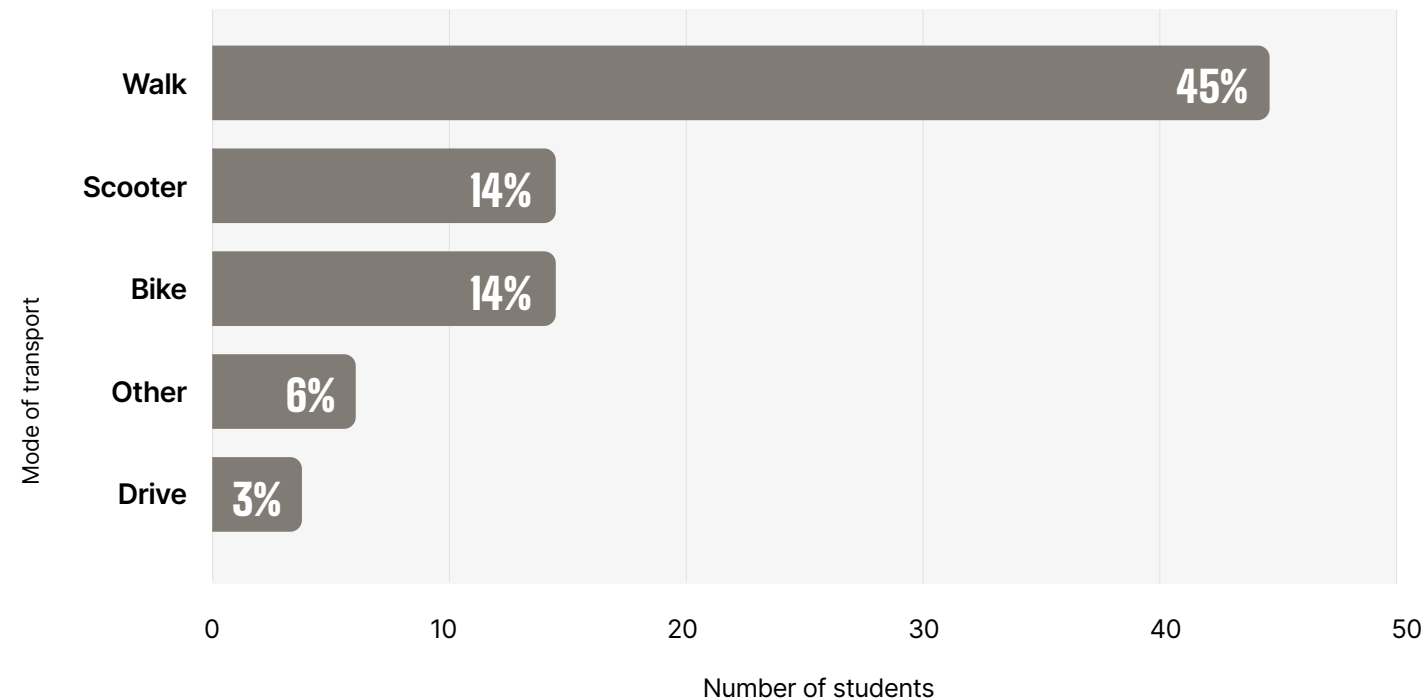
Some students noted it was not safe for using bikes, scooters and mobility aids.



Hinau Grove Walkway.

Key findings

- Students utilised this as a convenient shortcut or access way when travelling to school.
- Comments included it being inaccessible for prams and mobility aids, due to metal barriers.
- They described it as being bumpy, and at times, slippery, muddy and littered with rubbish.



Key issues at this walkway included access for prams and wheelchairs, due to the bars at the entrance being too close together.

Broken glass, mud, potholes and puddles were frequently noted among students' least favourite things about the walkway. They felt there was a risk of popping their bike tyres or slipping over. Students also noted there was often rubbish or cigarettes on the ground.

Several students felt this was not a safe route to travel, making associations such as 'people fighting' or swearing, dogs barking, a need for more lighting, and a lack of privacy from houses nearby.

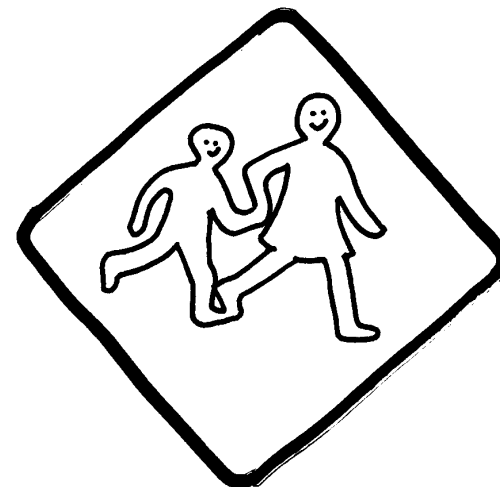
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Transport by mode (students could select multiple).

44 percent of students surveyed travelled through this walkway regularly.

58 percent of students walked through.

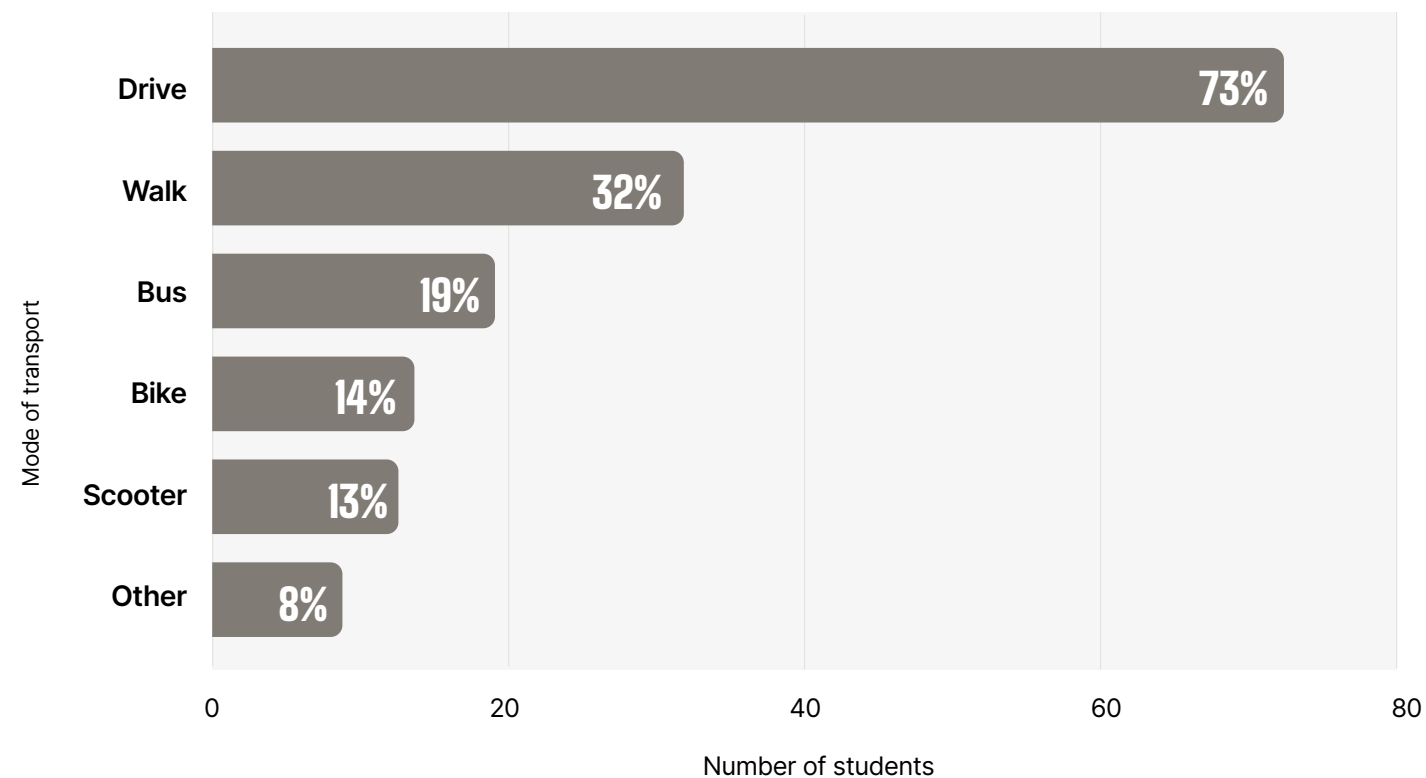
18 percent scootered and 18 percent biked.



Parkway/Waiu Street.

Key findings

- Students viewed this area positively due to it being near a park, vet and takeaway shop.
- The main issue identified was a lack of safe crossing points for pedestrians.
- Many students suggested adding a zebra crossing, while several suggested a bike lane.



Transport by mode (students could select multiple).

67 percent of students surveyed travelled through this intersection regularly.
71 percent of students were driven through, 31 percent walked, and 19 percent took the bus.
14 percent biked and 13 percent scootered.

Students described using this street to access a nearby dog park, a fish and chip shop, and a local vet.

It was seen as difficult to cross during busy periods, with many suggesting adding a zebra crossing to remedy this.

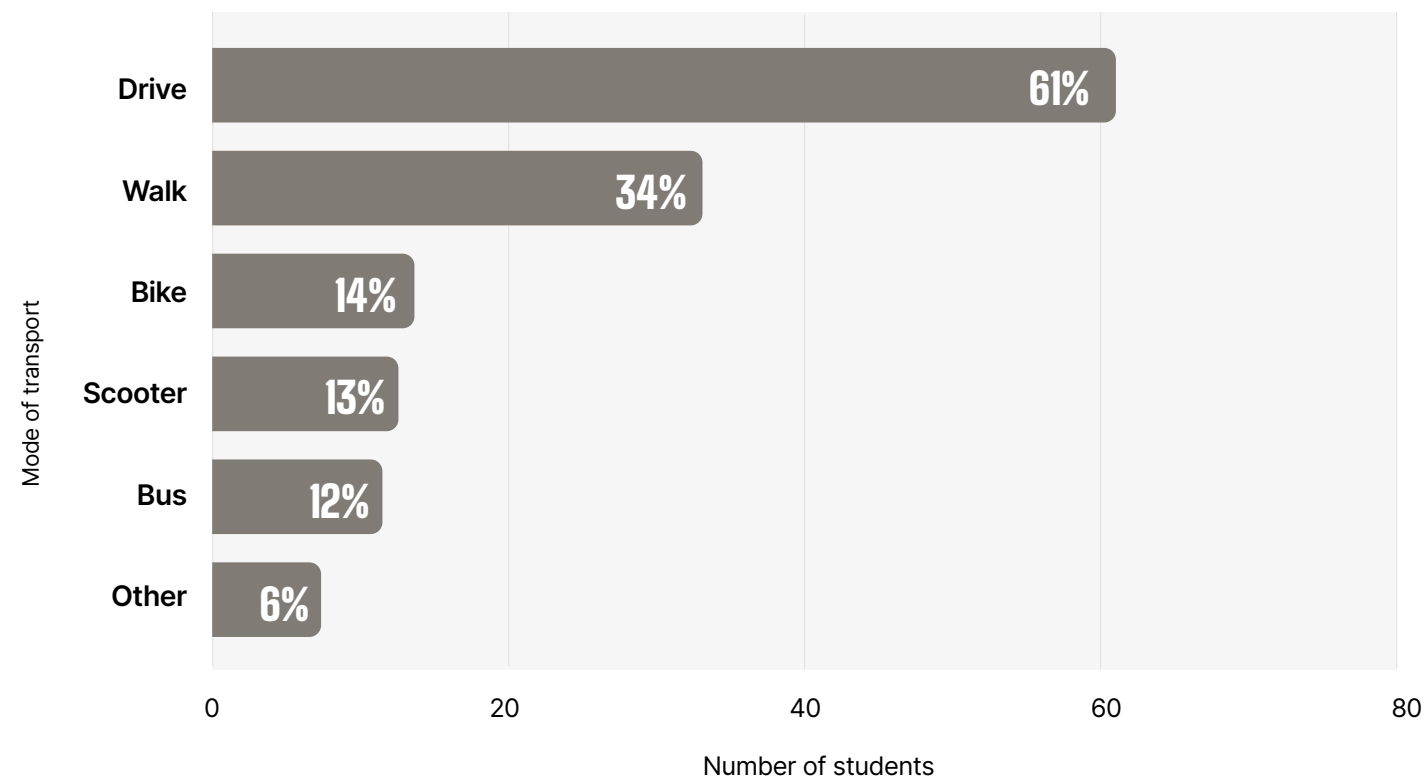
Also mentioned were 'too many cars' using the area to turn around, and cars parking on the grass if there were no available spaces.



Pedestrian Crossing on Parkway.

Key findings

- Trees, nature, the park, and the pedestrian crossing seen as positive aspects of this area.
- Students noted that many drivers were polite, but this area could get very busy with school traffic.
- Speeding drivers and visibility were noted as key concerns.



Transport by mode (students could select multiple).

83 percent of students surveyed travelled through this crossing regularly. 77 percent of students were driven through, 43 percent walked. 18 percent biked and 16 percent scootered, and 15 percent took the bus.

Students noted many positive things about this area, including access to the park, the scenery and the ease of crossing the road during quieter periods.

Drivers were often perceived as polite, if they stopped for those waiting to cross the road.

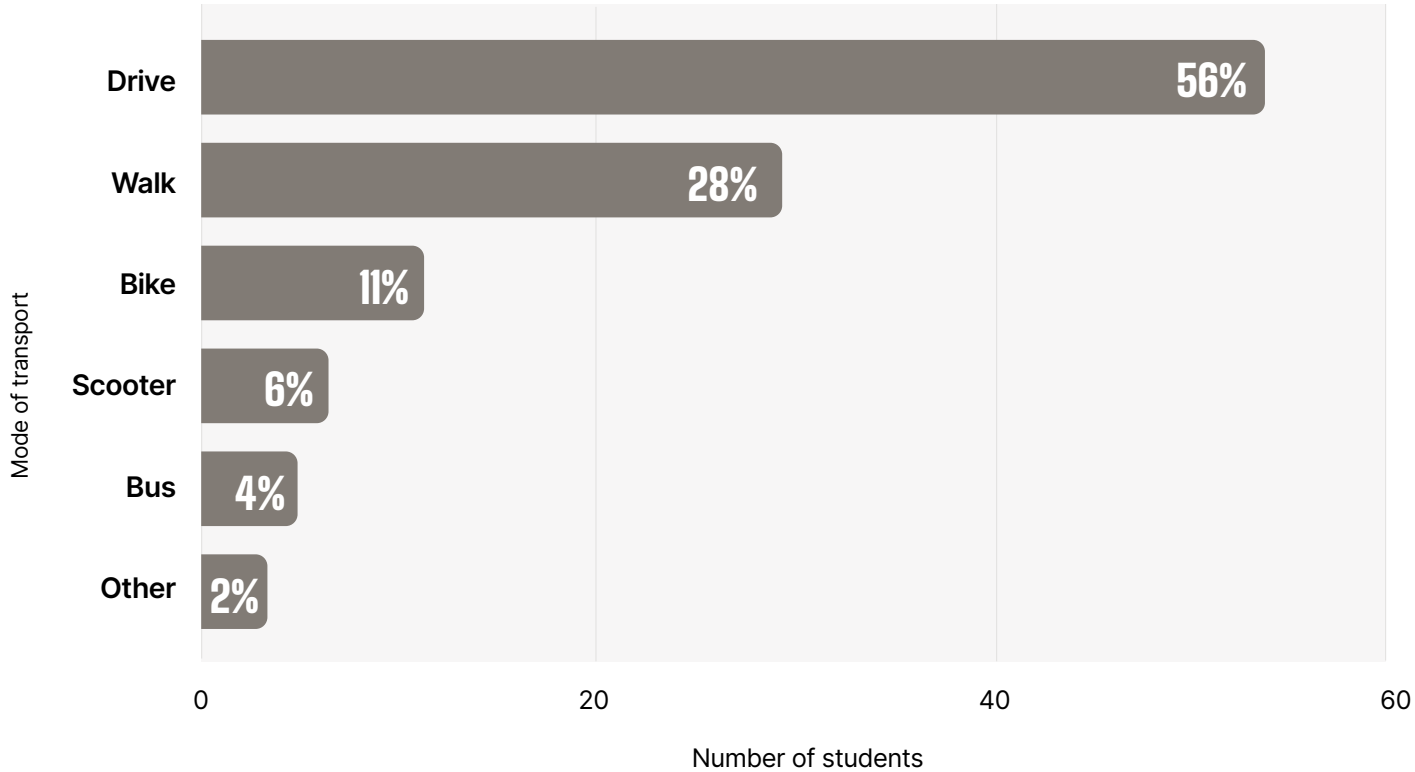
However many students noted that the area felt busy, with 'too much traffic' and 'fast cars' during pick-up and drop-off times. These were seen to make it harder to cross.



Parkway by Roundabout.

Key findings

- Students appreciated this area as its greenery and views made it a nice place to walk with others.
- The volume and speed of cars travelling through this area were seen as an issue.
- Many students noted that drivers did not use their indicators and could be distracted.



The amount of traffic and speed of cars contributed to students' difficulties crossing the road. For example, students mentioned that nobody waits for you' and some described the area as 'dangerous'.

It was noted that both drivers and pedestrians could be distracted during busy times, not looking out for one another.

Students also appreciated the Christmas lights that were up at the time of the survey.



Transport by mode (students could select multiple).

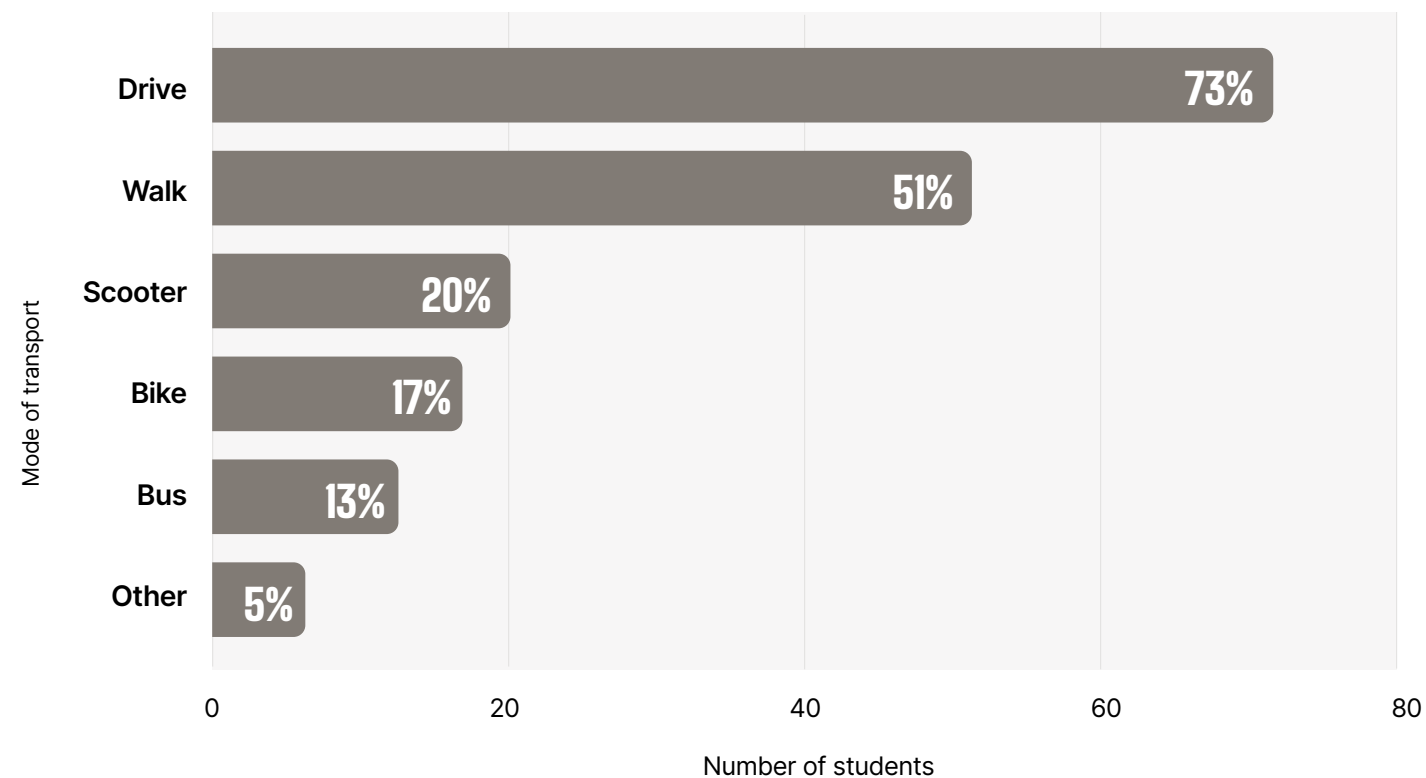
50 percent of students surveyed travelled through this area regularly. 75 percent of students were driven through, 37 percent walked. 15 percent took the bus. 13 percent biked or scootered.

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Konini Superette.

Key findings

- Students enjoyed visiting this area for the chicken shop, the dairy, and as a route to school.
- Drivers and pedestrian behaviour were seen to contribute to an unsafe environment.
- It was felt that the road was narrow relative to the volume of traffic that utilised it.



Transport by mode (students could select multiple).

75 percent of students surveyed travelled through this area regularly. **64 percent** were driven through this area, while **45 percent** walked. **18 percent** scootered, **15 percent** biked, and **12 percent** took the bus.

During busy periods, students found it difficult to cross the road. It was mentioned that students sometimes ran across in an attempt to avoid traffic.

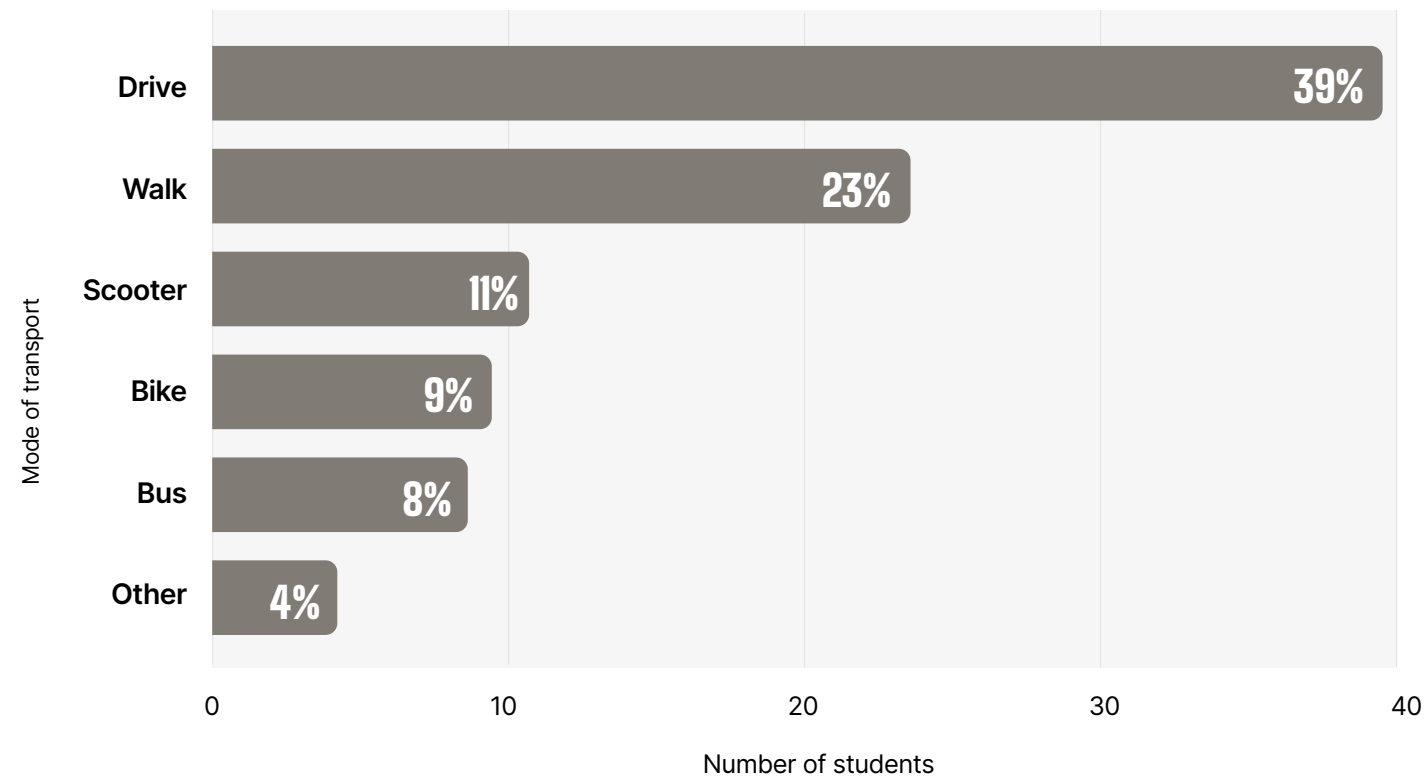
Students suggested a range of traffic calming measures, including a safer crossing point, speed bumps, signage, and changes to intersections. It was also noted that it was sometimes difficult to find parking in this area.



Konini at Wainuiomata Intermediate School.

Key findings

- Students found this area extremely busy before and after school, navigating crowds of people waiting for the bus, parked cars, traffic, and buses.
- This made the area feel chaotic and noisy, leaving little room on the footpath.



Transport by mode (students could select multiple).

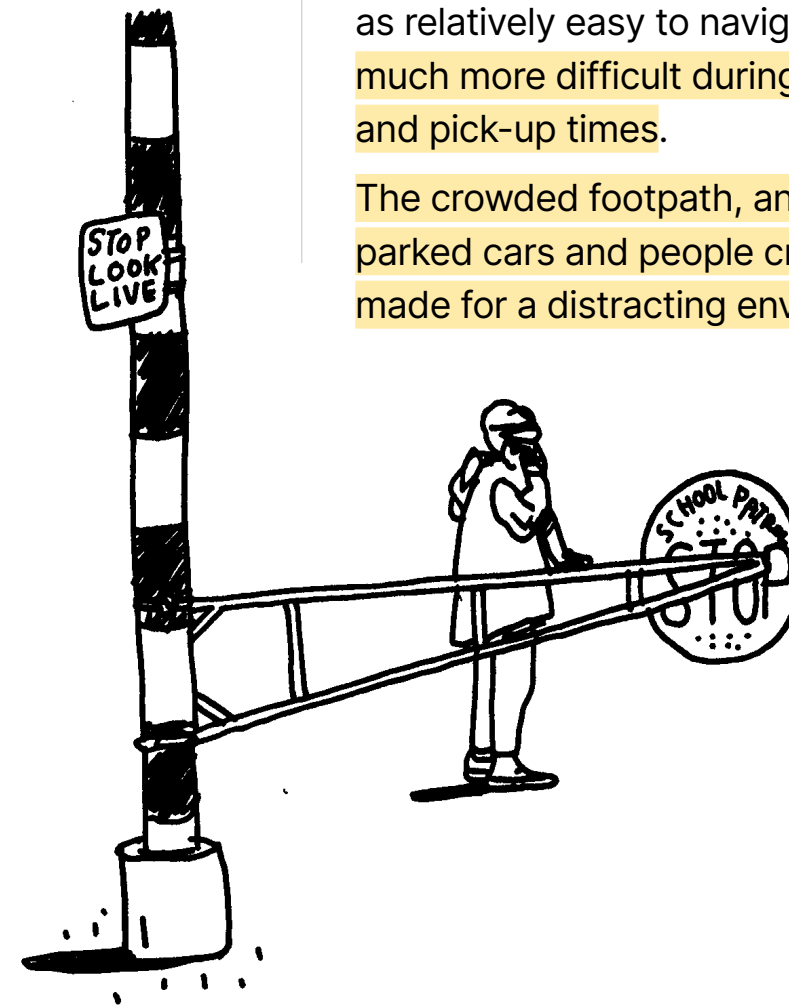
62 percent of students surveyed travelled through this area regularly. 56 percent were driven through this area, while 33 percent walked. 16 percent took the bus, 13 percent scootered, and 12 percent biked.

Source: HCC Research Student worksheets n: 69

Positive aspects of this area included its connectivity between students' houses and the school.

When it was empty or quiet it was seen as relatively easy to navigate, but became much more difficult during school drop-off and pick-up times.

The crowded footpath, an influx of traffic, parked cars and people crossing the road made for a distracting environment.





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