

Auckland Transport Town Centre Road Safety Perceptions Survey Research Report 2021



Background

At the end of 2020 Auckland Transport introduced lower speed limits and/or engineering measures to selected town centres in Auckland, including Ōrewa, Mairangi Bay, Torbay, and Ōtāhuhu. Measures included installing physical speed calming measures (engineering measures like speed humps, speed tables and raised pedestrian crossings) to stop vehicles speeding through selected town centres and make the streets a safer place for walking, cycling, children, the elderly, and the differently abled.

GravitasOPG were commissioned by Auckland Transport to conduct research with residents in these areas to help understand awareness of the measures that have been put in place, the impact that the measures have had, as well as the public perceptions and potential changes to travel modes used.



Research objectives

To understand...



Awareness of speed calming measures



Impact of changes on:

Safety overall

near schools

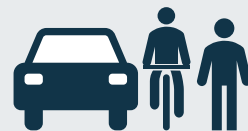
in the area (excl. schools)

Pedestrian friendliness

Cyclist friendliness

Drivers driving below the speed limit

Active mode use



Level of support for AT making these types of changes in the Auckland region



Demographic information



Methodology



Mail-drop survey

All properties (residents) in the four locations – Ōrewa, Mairangi Bay, Torbay, and Ōtāhuhu - were posted a letter outlining the research and the measures that have been undertaken in the local town centre. This provided all those living the area the opportunity to take part.

The letter included a paper copy of the questionnaire (with return postage included) as well as instructions on how to participate in the survey online (if they preferred).

The survey questions are appended.



Response

Overall, n=1914 surveys were completed and returned before close off, including:

- n=699 from residents in Ōrewa
- n=583 from Mairangi Bay
- n=447 from Torbay and
- n=185 from Ōtāhuhu.



Summary of Key Results by Town Centre

Ōrewa Town Centre

Summary of Key Results









Ōrewa - Summary





- ◆ Overall, 95% were aware of the lowered speed limits and 94% were aware of the engineering measures that were introduced in the Ōrewa Town Centre.
- ◆ More than three quarters of respondents (77%) felt that the changes have made the area safer overall, while 8% felt safety levels had declined. The net increase in positive safety ratings was +69%.
- ◆ Two thirds of Ōrewa respondents (67%) felt that the changes made walking and cycling a safer option for children, while 4% felt it was less safe. The net increase in positive safety ratings was +63%.
- ◆ Overall, seven in ten Ōrewa respondents (71%) are supportive of AT lowering speed limits and making engineering changes in the Auckland region to improve road safety. One in five (22%) are unsupportive, while 7% are neutral.

Ōrewa - Summary



-  Respondents gave significantly higher safety ratings across all five individual aspects of road safety following the introduction of the speed limit changes and engineering measures. Including significantly higher ratings for:
 -  Safety around schools - up from 50%, to 68%
 -  Safety around the area (ex. schools) - up from 47%, to 69%
 -  Pedestrian friendliness - up from 50%, to 71%
 -  Cyclist friendliness – up from 47%, to 59%
 -  People driving under the speed limit – up from 36%, to 54%

-  Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with a net increase of +13%. Cycling has seen a net increase of +7%, while overall scootering levels have seen a slight increase (+1%).

-  Overall, 19% of respondents state they are now participating in at least one active mode activity more often since the changes have been made.

In Ōrewa...



Are aware of the lowered speed limits introduced



Are aware of the engineering measures introduced



Felt the changes resulted in a net increase in road safety in the town centre

77% increase 8% decrease



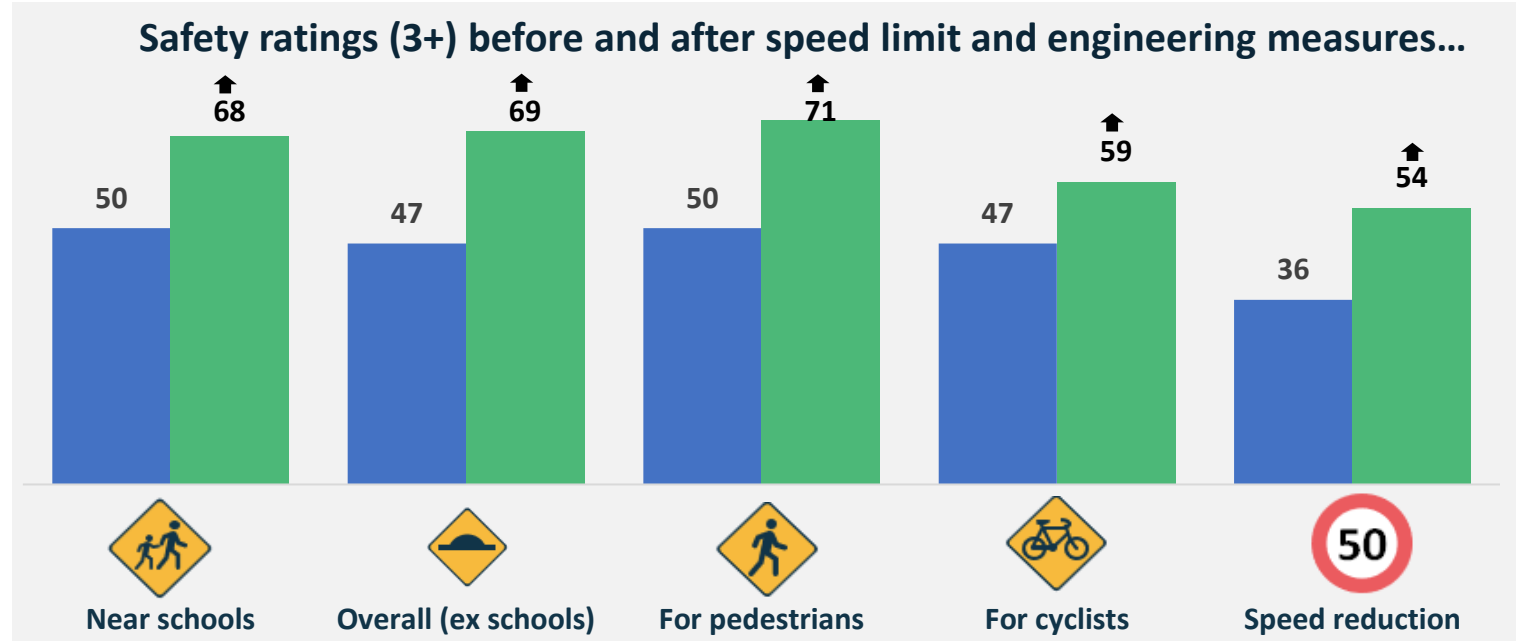
Felt the changes made walking & cycling a safer option for children

67% increase 4% decrease



Are supportive towards AT making these types of changes in the Auckland region

7% neutral 22% **unsupportive**



Now use at least one active mode more.





Net increase by individual mode:
 +13% walk
 +7% cycle
 +1% scooter

Torbay Town Centre

Summary of Key Results








Torbay - Summary

-  Overall 87% were aware of the engineering measures put in place, while only 66% were aware of the lowered speed limits that were introduced in the Torbay Village.
-  Seven in ten respondents (70%) felt that the changes have made the area safer overall, while 13% felt safety levels had declined. The net increase in positive safety ratings was +57%.
-  Fifty nine percent of respondents felt that the changes made walking and cycling a safer option for children, while 7% felt it was less safe. The net increase in positive safety ratings for children walking and cycling was +52%.
-  Overall, two thirds of Torbay respondents (66%) are supportive of AT lowering speed limits and making engineering changes in the Auckland region to improve road safety. A quarter (26%) are unsupportive, while 8% are neutral.



Torbay - Summary

- Respondents gave significantly higher safety ratings across all five individual aspects of road safety following the introduction of the speed limit changes and engineering measures. Including significantly higher ratings for:

	Safety around schools - up from 48%, to 62%
	Safety around the area (ex. schools) - up from 46%, to 67%
	Pedestrian friendliness - up from 51%, to 72%
	Cyclist friendliness – up from 39%, to 48%
	People driving under the speed limit – up from 35%, to 52%

- Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with a net increase of +13%. Cycling has seen a net increase of +3%, while overall scootering levels have remained unchanged.
- Overall, 17% of Torbay respondents state they are now participating in at least one active mode activity more often now that the safety changes have been made.



In Torbay...



Are aware of the lowered speed limits introduced



Are aware of the engineering measures introduced



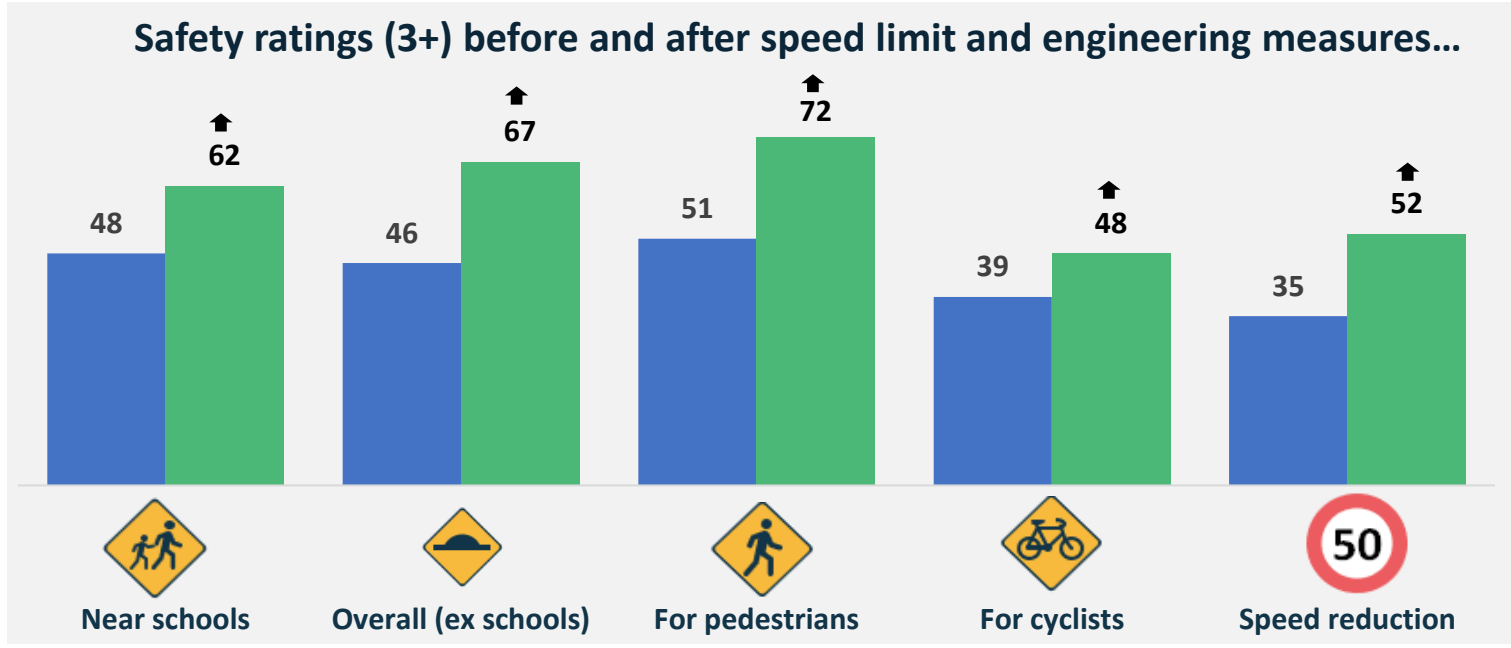
Felt the changes resulted in a net increase in road safety in the town centre
 70% increase 13% decrease



Felt the changes made walking & cycling a safer option for children
 59% increase 7% decrease



Are supportive towards AT making these types of changes in the Auckland region
 8% neutral 26% unresponsive



Now use at least one active mode more.

Net increase by individual mode:
 +13% walk
 +3% cycle
 +0% scooter







Mairangi Bay Town Centre

Summary of Key Results



Mairangi Bay - Summary





-  Overall, 91% of respondents were aware of the engineering measures and 80% were aware of the lowered speed limits that were introduced in the Mairangi Bay Town Centre.
-  Over half of respondents (59%) felt that the changes have made the area safer overall, while a quarter (25%) felt safety levels had declined. The net increase in positive safety ratings was +34%.
-  Just over half of Mairangi Bay respondents (56%) felt that the changes made walking and cycling a safer option for children, while 10% felt it was less safe. The net increase in positive safety ratings for children walking and cycling was +46%.
-  Overall, 59% of Mairangi Bay respondents are supportive of AT lowering speed limits and making engineering changes in the Auckland region to improve road safety. A third (33%) are unsupportive, while 8% are neutral.

Note: Mairangi Bay respondents gave the lowest positive safety ratings in general and for children specifically and support for similar changes in the Auckland region across the 4 locations.



Mairangi Bay - Summary

- Respondents gave significantly higher safety ratings across four of the five individual aspects of road safety following the introduction of the speed limit changes and engineering measures (the only exception being for cyclist friendliness which increased slightly). Including significantly higher ratings for:

	Safety around schools - up from 49%, to 61%
	Safety around the area (ex. schools) - up from 52%, to 60%
	Pedestrian friendliness - up from 59%, to 67%
	People driving under the speed limit – up from 45%, to 56%

- Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with a net increase of +16%. Cycling (+2%) and scootering (+1%) levels have only seen a slight increase.
- Overall, 17% of respondents state they are participating in at least one active mode activity more often now that the changes have been made.



In Mairangi Bay...



Are aware of the lowered speed limits introduced



Are aware of the engineering measures introduced



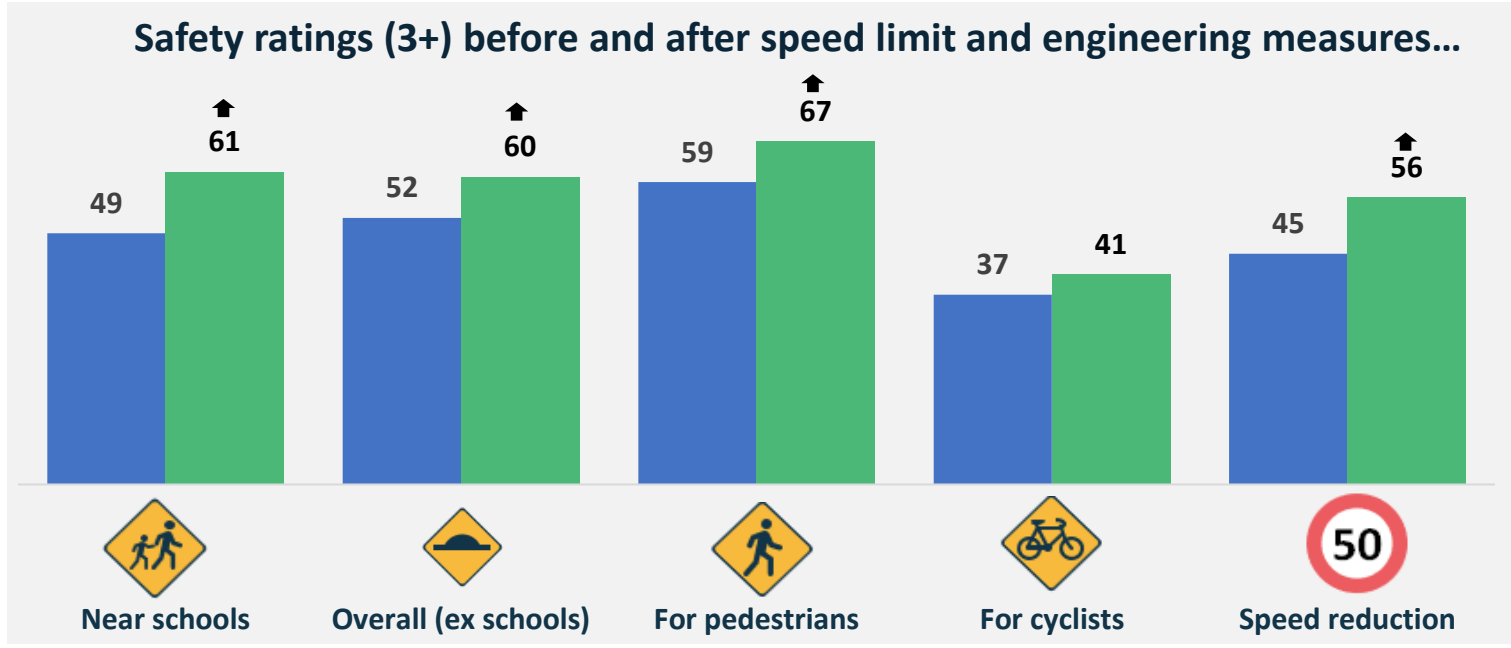
Felt the changes resulted in a net increase in road safety in the town centre
59% increase 25% decrease



Felt the changes made walking & cycling a safer option for children
56% increase 10% decrease



Are supportive towards AT making these types of changes in the Auckland region
8% neutral 33% unresponsive



Now use at least one active mode more.





Net increase by individual mode:
+16% walk
+2% cycle
+1% scooter

Ōtāhuhu Town Centre

Summary of Key Results

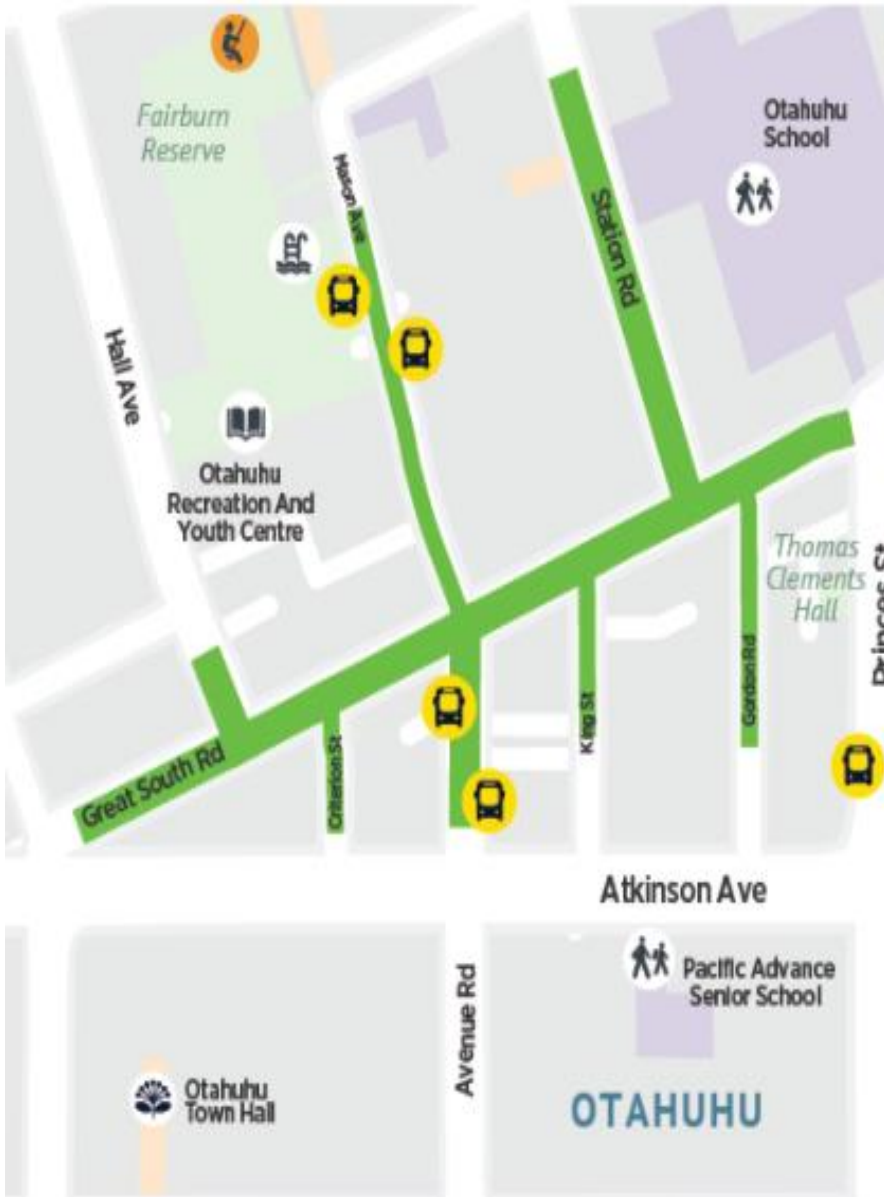


Ōtāhuhu - Summary











-  Overall, 57% of respondents were aware of the lowered speed limits that were introduced in the Ōtāhuhu Town Centre.
-  Sixty four percent of respondents felt that the changes have made the area safer overall, while 8% felt safety levels had declined. The net increase in positive safety ratings was +56%.
-  Two thirds of Ōtāhuhu respondents (67%) felt that the changes made walking and cycling a safer option for children, while 9% felt it was less safe. The net increase in positive safety ratings for children walking and cycling was +58%.
-  Overall, more than three quarters of Ōtāhuhu respondents (77%) are supportive of AT lowering speed limits and making engineering changes in the Auckland region to improve road safety. Thirteen percent are unsupportive, while 10% are neutral.



Ōtāhuhu - Summary



- Respondents gave significantly higher safety ratings across all five individual aspects of road safety following the introduction of the speed limit changes and engineering measures. Including significantly higher ratings for:

 	Safety around schools - up from 48%, to 73%
 	Safety around the area (ex. schools) - up from 46%, to 63%
 	Pedestrian friendliness - up from 51%, to 65%
 	Cyclist friendliness – up from 40%, to 57%
 	People driving under the speed limit – up from 45%, to 60%

- Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with a net increase of +23%. Cycling has seen a net increase of +5%, while overall scootering levels have seen a slight increase (+3%).
- Overall, a third of respondents (34%) state they are participating in at least one active mode activity more often now that the changes have been made.

In Ōtāhuhu...



Are aware of the lowered speed limits introduced



Felt the changes resulted in a net increase in road safety in the town centre

64% increase 8% decrease



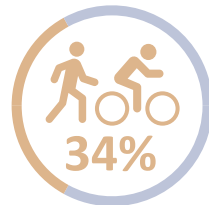
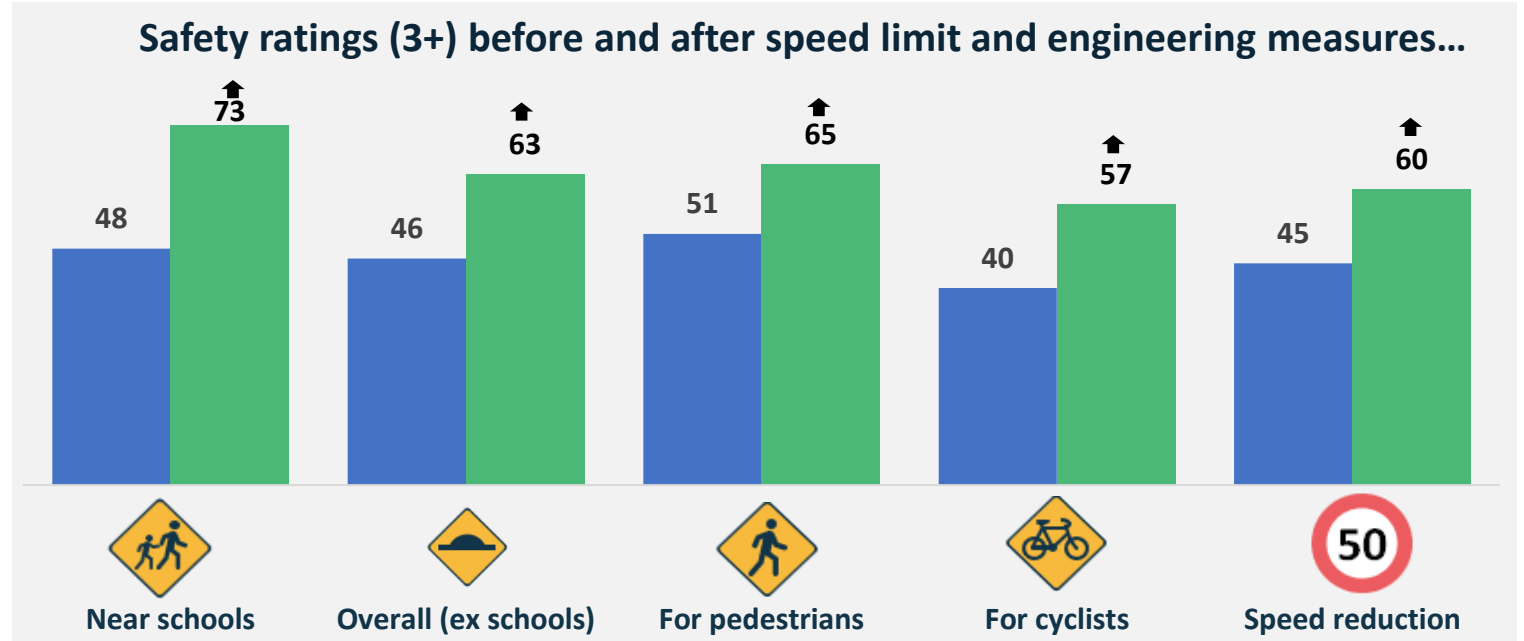
Felt the changes made walking & cycling a safer option for children

67% increase 9% decrease



Are supportive towards AT making these types of changes in the Auckland region

10% neutral 13% **unsupportive**



Now use at least one active mode more.

Net increase by individual mode:
 +23% walk
 +5% cycle
 +3% scooter



Impact on Safety and Behaviour changes due to speed calming measures

Awareness and Impact on Safety

Overall Awareness

- ◆ Overall, 80% were aware that lower speed limits were introduced in their local town centre. Awareness was significantly higher in Ōrewa (95%) and lower in Ōtāhuhu (57%) and Torbay (66%).
- ◆ Awareness of engineering measures was higher, with 91% aware overall and levels ranging from 94% among Ōrewa respondents, down to 87% for Torbay.

Impact on Safety Overall

- ◆ Overall, 69% of respondents felt that the changes have made the area safer, including 28% saying it is *much safer* than before. However, one in seven feel that their town centre is now less safe, giving a net increase in positive safety ratings of +55%.
- ◆ The share stating the town centre is now safer overall is high across all areas, but is significantly higher in Ōrewa (77%, including 33% stating it is *much safer*) and lower in Mairangi Bay (59%, including 23% stating it is *much safer*).

Impact on Safety for Children Walking & Cycling

- ◆ 61% of respondents felt that the changes have made the area safer for children to walk and cycle. Eight percent say it is now less safe, giving a net increase in positive safety ratings of +53%.
- ◆ Similar to safety in general, positive safety ratings for children walking and cycling are significantly higher among Ōrewa respondents (67%) and lower for Mairangi Bay (56%).



Behaviour changes due to lower speed limits & measures

Impact on Individual Aspects

- Respondents gave significantly higher safety ratings (3+ ratings) across all five individual aspects of road safety following the introduction of the speed calming measures in all four areas. Including significantly higher ratings for:



Safety around schools



Safety around the area (excluding schools)



Pedestrian friendliness



Cyclist friendliness



People driving under the speed limit

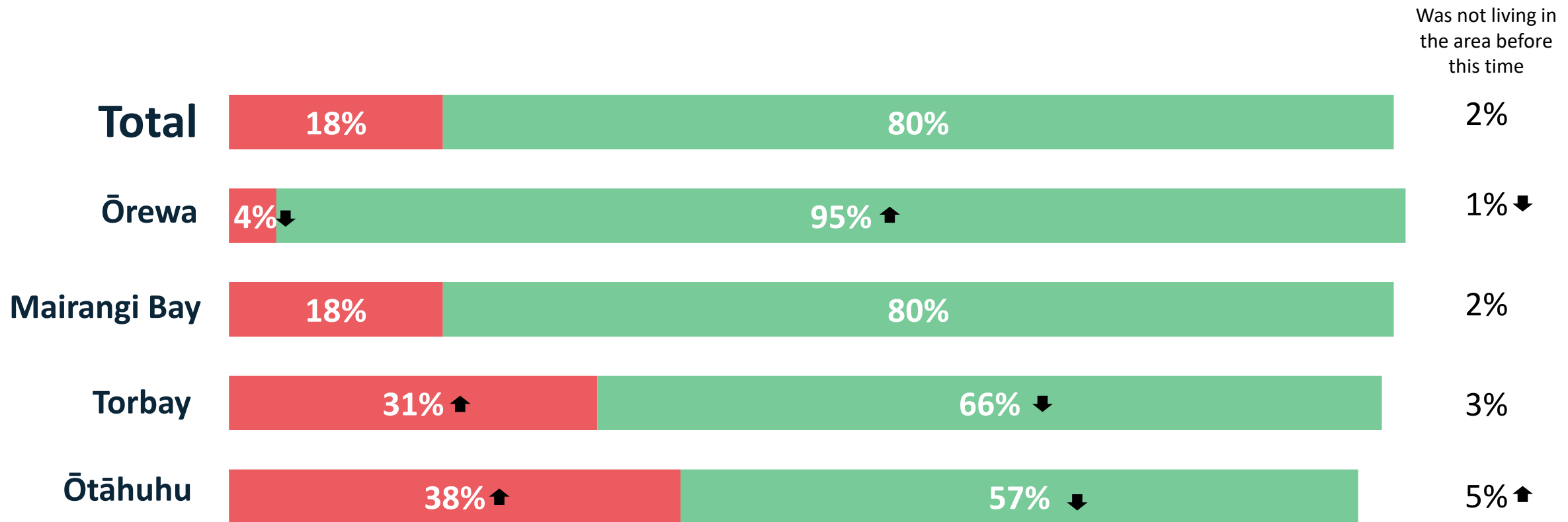
Support for AT Making Safety Changes

- Overall 67% of respondents are supportive towards AT lowering speed limits and using engineering measures across the Auckland region to keep all road users safe, including 46% giving a rating of at least 8, and 12% giving a top box rating of 10.
- Support towards AT making these types of changes ranges from 77% in Ōtāhuhu and 71% among Ōrewa residents (significantly higher shares), down to 59% of Mairangi Bay residents (a significantly lower share).

Awareness of lowered speed limits

Overall four in five respondents (80%) were aware that lower speed limits were introduced in their local town centre.

Awareness differed notably by location, with significantly higher levels of awareness among those in Ōrewa (95%), down to significantly lower awareness among Ōtāhuhu (57%) and Torbay (66%) residents.

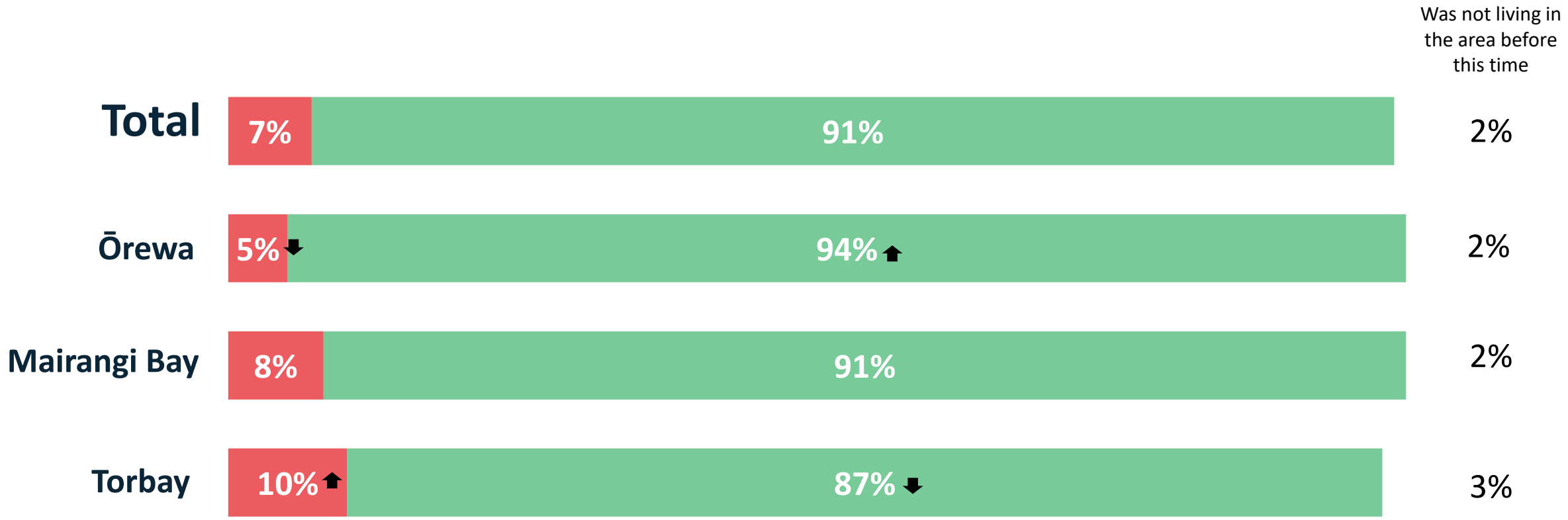


Base: Total n=1907; Ōrewa n=695, Mairangi Bay n=581, Torbay n=447, Ōtāhuhu n=184.
Black arrow indicates a significantly higher/lower result when compared with the total.

Awareness of engineering measures

Awareness of speed calming measures was higher, with nine out of ten respondents (91%) aware that engineering measures were introduced in their local town centre.

However awareness still differed by location, ranging from 94% among those in Ōrewa, down to 87% among Torbay residents.



Not aware Aware

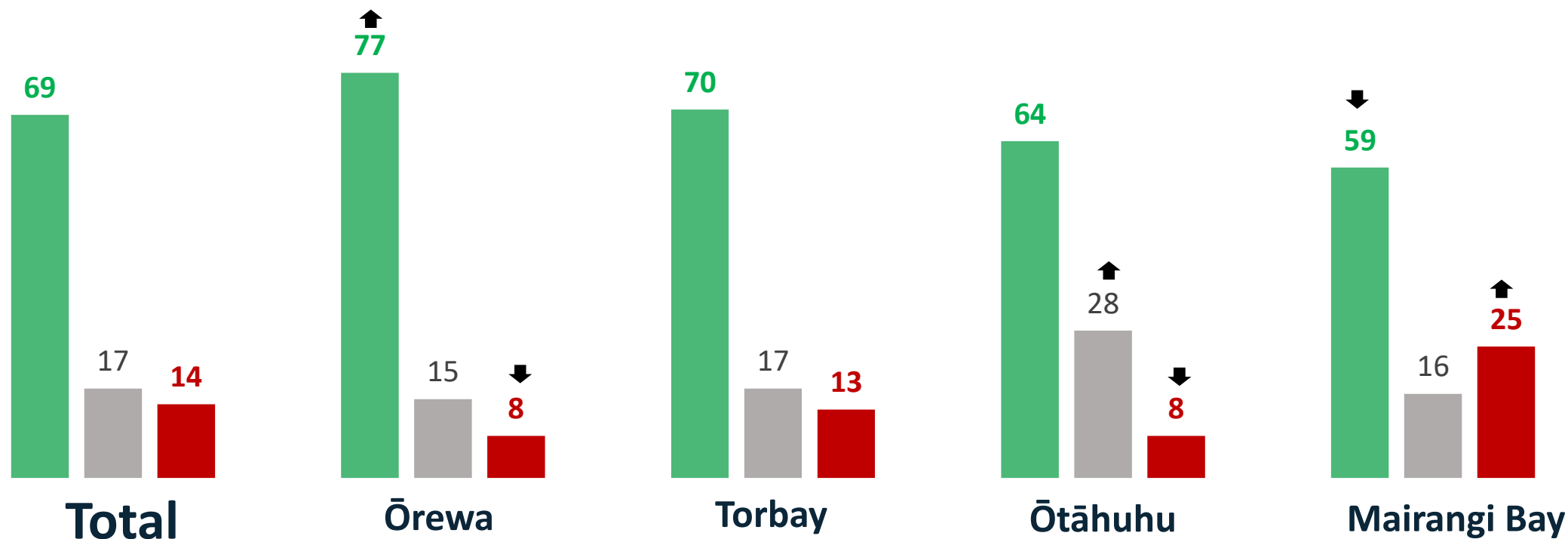
Base: Total n=1721; Ōrewa n=695, Mairangi Bay n=579, Torbay n=447. Note: Ōtāhuhu respondents were not asked this question. Black arrow indicates a significantly higher/lower result when compared with the total.

General safety as a result of changes

Overall 69% of respondents felt that the changes have made their local town centre safer overall, including 28% saying it is *much safer* than before. (Note see next slide for how results are split across the full scale).

The share stating their local town centres are now safer overall is high across all four areas, but is significantly higher among respondents from Ōrewa (77%, including 33% *much safer*) and significantly lower among those from Mairangi Bay (59%, including 23% *much safer*).

In contrast, Mairangi Bay respondents are significantly more likely to say their local area is less safe now the changes have been made (25%, compared with 14% of all respondents), while those living in Ōtāhuhu were the most likely to say the changes have not made a difference (28%, compared with 17% across all four areas).



Base: Total n=1799; Ōrewa n=676, Mairangi Bay n=554, Torbay n=412, Ōtāhuhu n=157.

Excludes blanks, those who were not living in the area before the changes and those who said they 'don't know'.

Black arrow indicates a significantly higher/lower result when compared with the total.

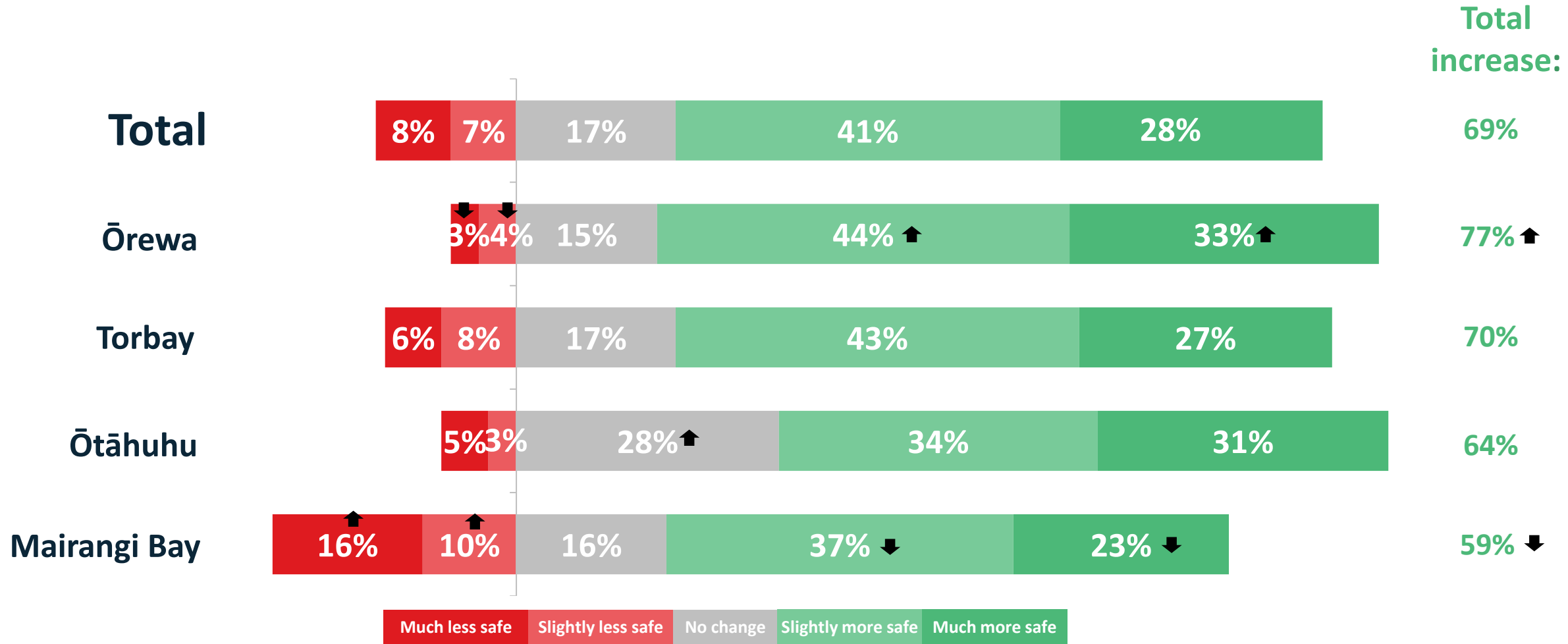
Total Safer

No change

Total Less safe

General safety as a result of changes

The graph below shows how the results from the previous slide split out across the full scale.



Base: Total n=1799; Ōrewa n=676, Mairangi Bay n=554, Torbay n=412, Ōtāhuhu n=157.

Excludes blanks, those who were not living in the area before the changes and those who said they 'don't know'.

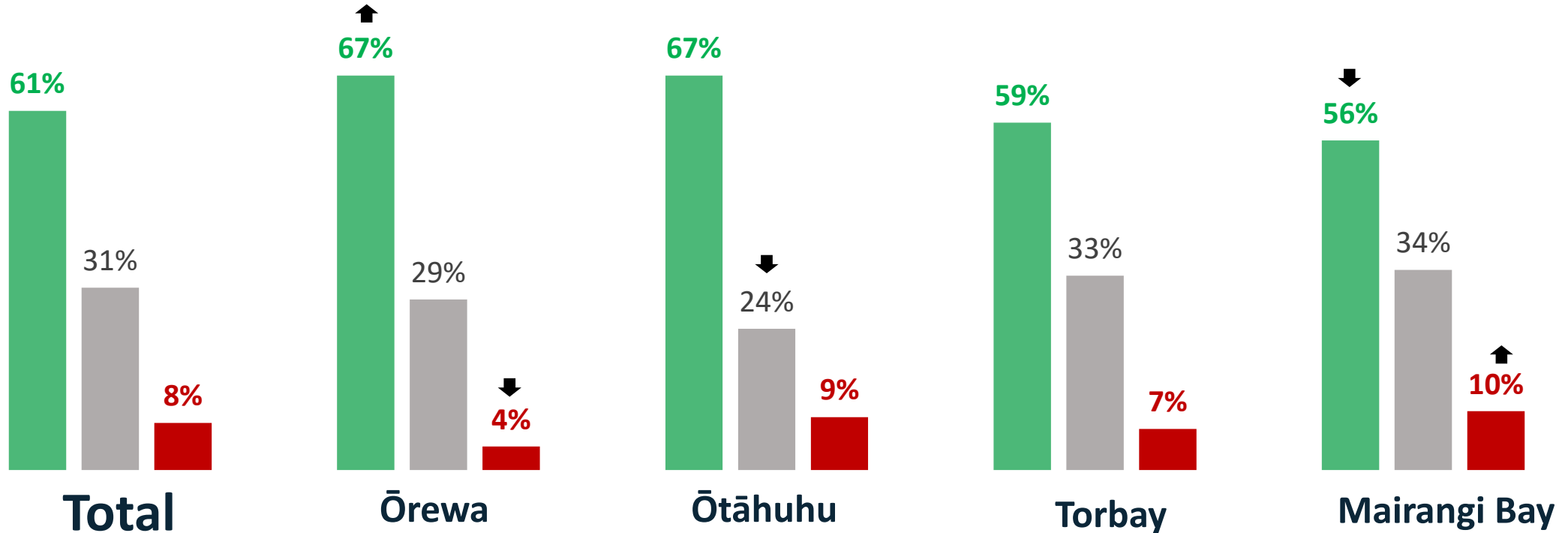
Black arrow indicates a significantly higher/lower result when compared with the total.

Safety for Children as a result of changes

Overall 61% of respondents felt that the changes have made the option for children to walk and cycle to and from school, for leisure, or to and from sports practices etc safer, including 18% saying it is *much safer* than before. (Note see next slide for how results are split across the full scale)

More than half of respondents feel the changes have made it safer for children to walk and cycle in all four areas, however the share stating it is safer is significantly higher among respondents from Ōrewa (67%, including 20% saying it is *much safer*) and significantly lower among those from Mairangi Bay (56%, including 13% *much safer*).

Mairangi Bay respondents are significantly more likely to say the changes have made it less safe for children to walk and cycle (10%, compared with 8% of all respondents), while those living in Ōtāhuhu were the least likely to say the changes have not made a difference (24%, compared with 31% across all four areas).



Base: Total n=1494; Ōrewa n=496, Mairangi Bay n=494, Torbay n=359, Ōtāhuhu n=145.

Excludes blanks, those who were not living in the area before the changes and those who said they 'don't know'.

Black arrow indicates a significantly higher/lower result when compared with the total.

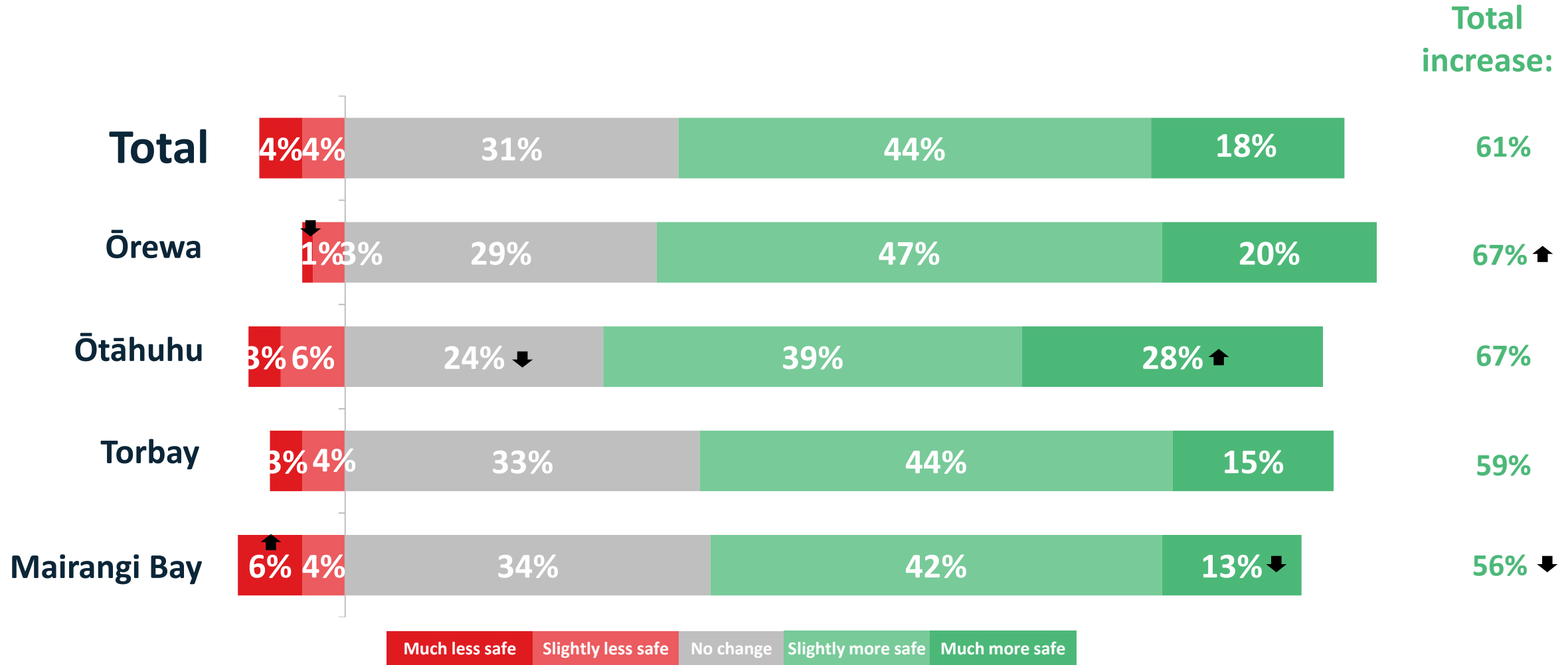
Total Safer

No change

Total Less safe

Safety for children as a result of changes

The graph below shows how the results from the previous slide split out across the full scale.



Base: Total n=1494; Ōrewa n=496, Mairangi Bay n=494, Torbay n=359, Ōtāhuhu n=145.

Excludes blanks, those who were not living in the area before the changes and those who said they 'don't know'.

Black arrow indicates a significantly higher/lower result when compared with the total.

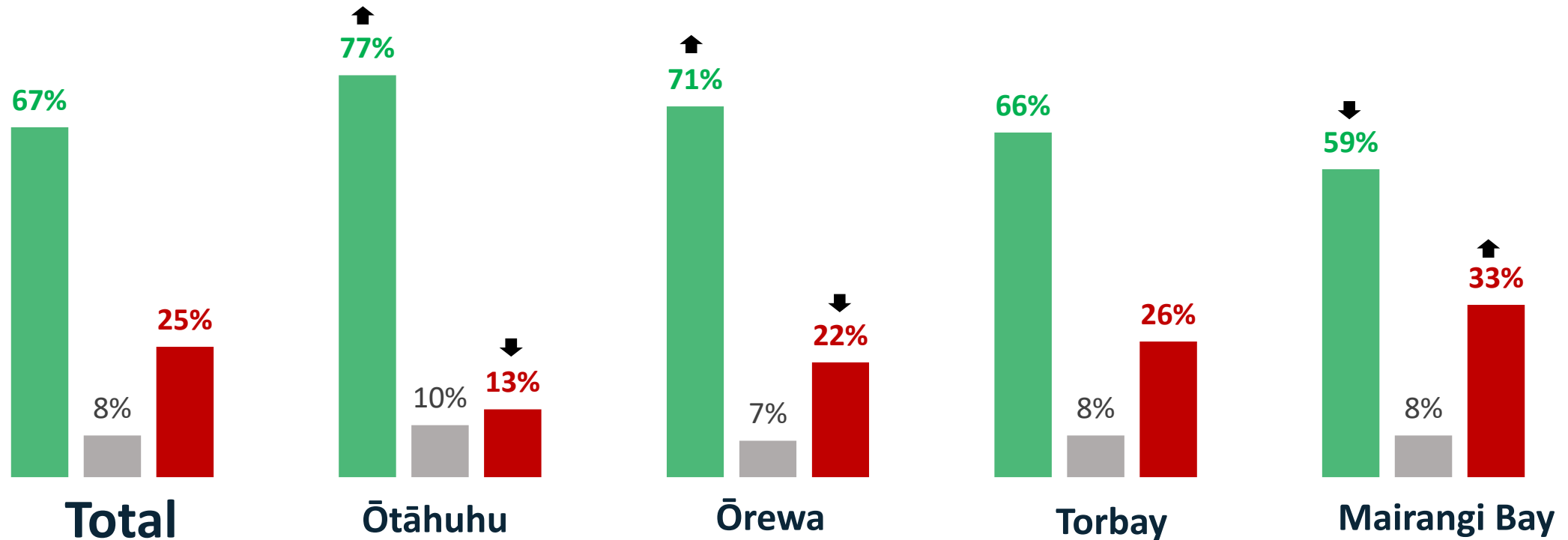
Support towards AT making safety changes

Overall, two thirds of respondents are supportive towards AT lowering speed limits and using engineering measures across the Auckland region to keep all road users safe (67% giving a rating of at least 6), including 46% giving a rating of at least 8, and 12% giving a top box rating of 10.

(Note see next slide for how results are split across the full scale)

Support towards AT making these types of changes ranges from 77% giving a 6+ rating in Ōtāhuhu and 71% among Ōrewa residents (significantly higher shares), down to 59% of Mairangi Bay residents (a significantly lower share).

In contrast, a quarter of all respondents are unsupportive of AT lowering the speed limits and using engineering measures (25% giving a rating between 0 and 4), with Mairangi Bay respondents significantly more likely to be unsupportive (33%).



Base: Total n=1799; Ōrewa n=658, Mairangi Bay n=543, Torbay n=422, Ōtāhuhu n=176.

Excludes blanks, those who were not living in the area before the changes and those who said they 'don't know'.

Black arrow indicates a significantly higher/lower result when compared with the total.

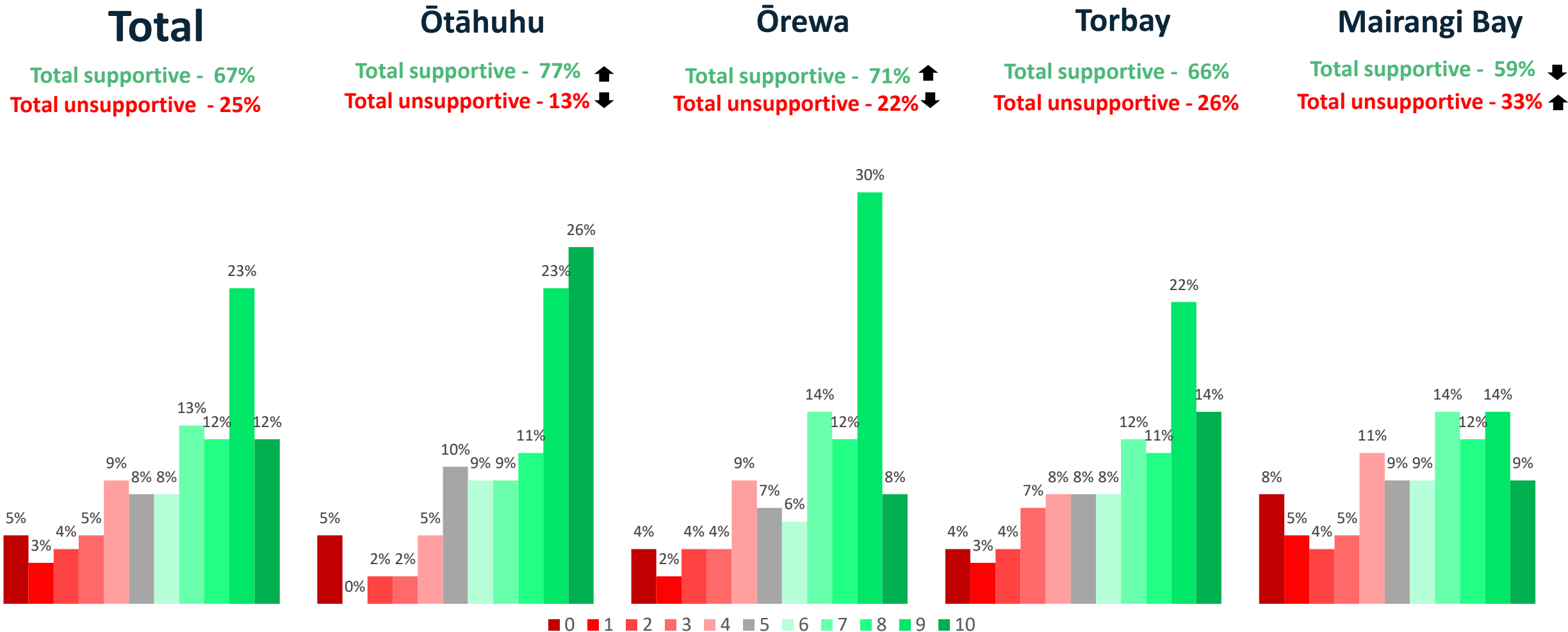
Total Supportive (6-10)

Neutral (5)

Total Negative (0-4)

Support towards AT making safety changes

The graph below shows how the results from the previous slide split out across the full scale.



Base: Total n=1799; Ōrewa n=658, Mairangi Bay n=543, Torbay n=422, Ōtāhuhu n=176.
 Excludes blanks, those who were not living in the area before the changes and those who said they 'don't know'.
 Black arrow indicates a significantly higher/lower total supportive or total unsupportive result when compared with the total.



Changes due to speed limit and engineering measures

Respondents were asked to rate a number of aspects of road and traffic safety in their area both before the safe speed limits and engineering measures were introduced and since the changes were made.

As the following slides show, respondents gave significantly higher 3+ safety ratings across **all five individual aspects** of road safety following the introduction of the speed calming measures overall and across all 4 individual locations.

This includes significantly higher ratings for:



Safety around schools



Safety around the area (excluding schools)



Pedestrian friendliness



Cyclist friendliness



People driving under the speed limit

Changes in ratings due to changes made - Total

Showing ratings of 3 to 5 (where 5 is excellent) before and after the introduction of speed calming measures.

How would you rate the roads in your area for...



Being safe (near schools)



49%

65% ↑

3+ Ratings



Being safe (excl. schools)



48%

65% ↑



Pedestrian friendliness



53%

69% ↑



Cyclist friendliness



41%

51% ↑



Driving under speed limit



39%

55% ↑



Before changes

After changes

Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'

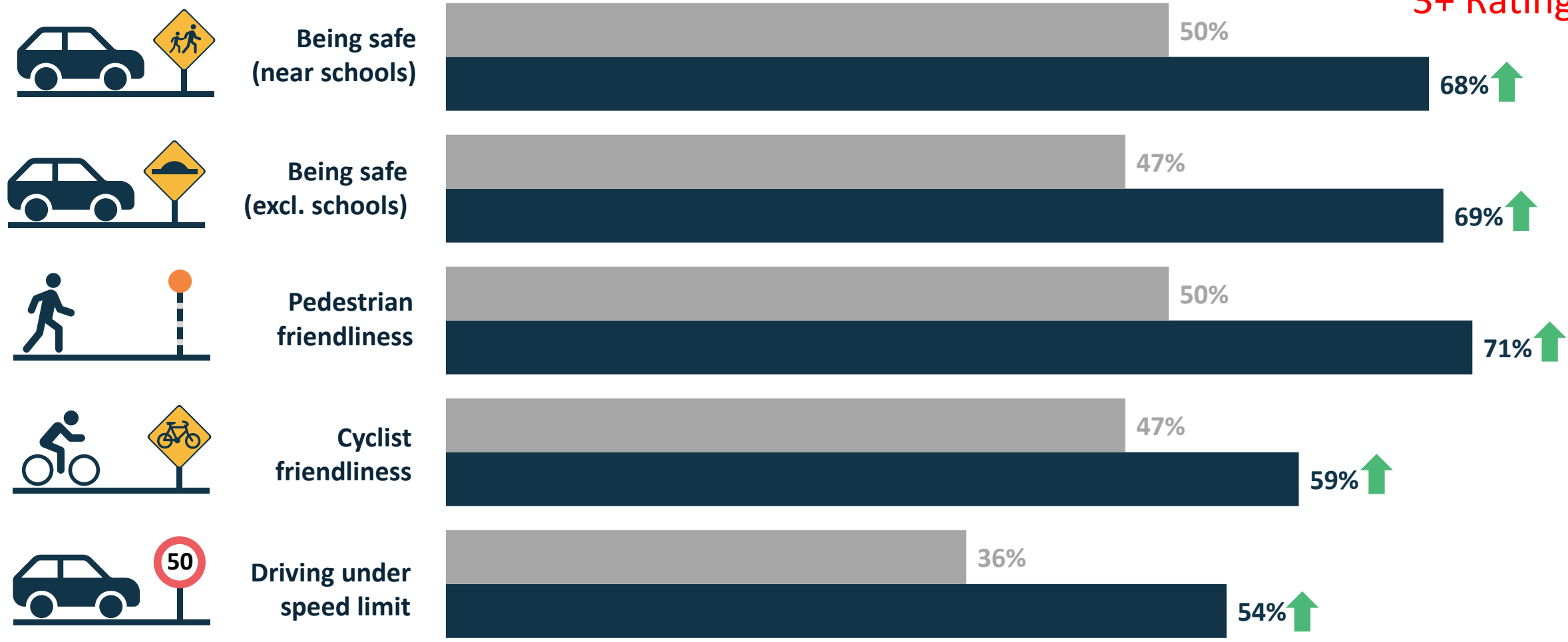
↑ Indicates a statistically significant increase in results

Changes in ratings due to changes made - Ōrewa

Showing ratings of 3 to 5 (where 5 is excellent) before and after the introduction of speed calming measures.

How would you rate the roads in your area for...

3+ Ratings



Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'

↑ Indicates a statistically significant increase in results

Changes in ratings due to changes made - **Torbay**

Showing **ratings of 3 to 5** (where 5 is excellent) before and after the introduction of speed calming measures.

How would you rate the roads in your area for...



Being safe
(near schools)



Being safe
(excl. schools)



Pedestrian
friendliness



Cyclist
friendliness



Driving under
speed limit



Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'

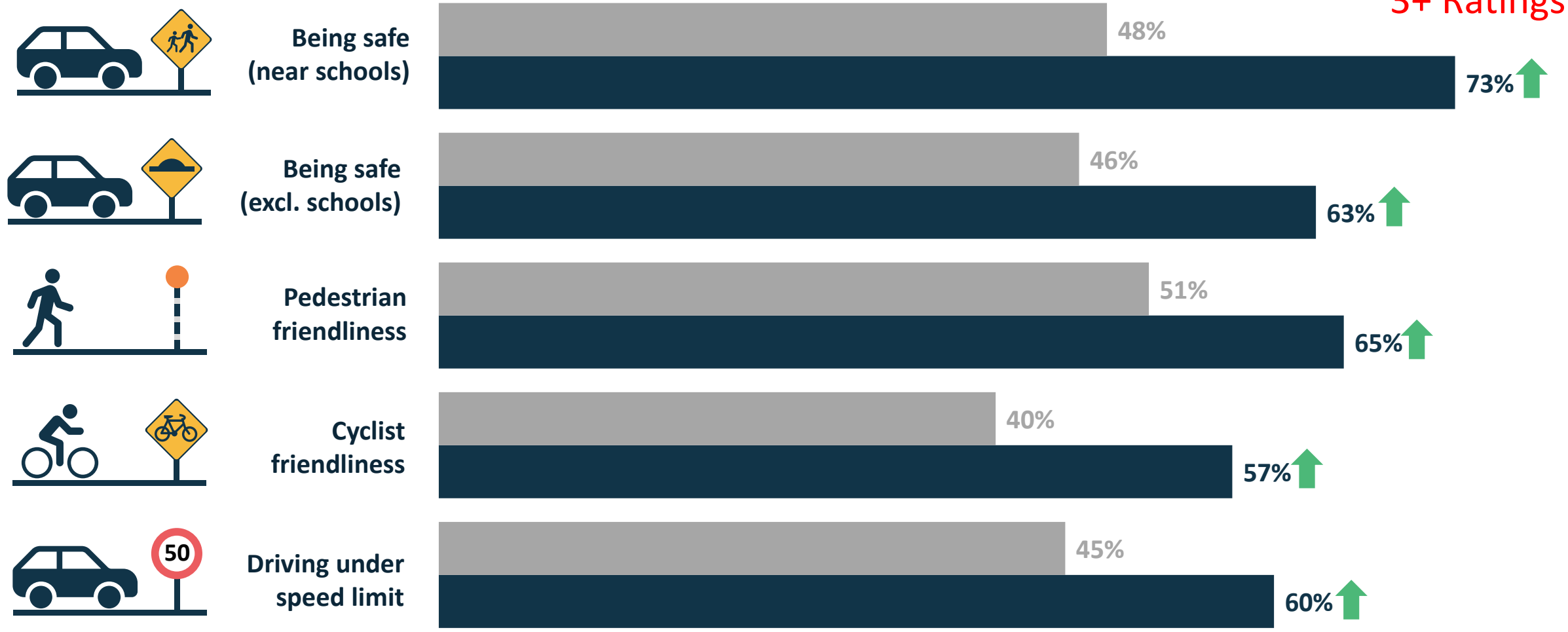
↑ Indicates a statistically significant increase in results

Changes in ratings due to changes made - Ōtāhuhu

Showing ratings of 3 to 5 (where 5 is excellent) before and after the introduction of speed calming measures.

How would you rate the roads in your area for...

3+ Ratings



Before changes | After changes

Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'

↑ Indicates a statistically significant increase in results

Changes in ratings due to changes made – Mairangi Bay

Showing ratings of 3 to 5 (where 5 is excellent) before and after the introduction of speed calming measures.

How would you rate the roads in your area for...



Being safe
(near schools)



Being safe
(excl. schools)



Pedestrian
friendliness



Cyclist
friendliness



Driving under
speed limit



Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'

↑ Indicates a statistically significant increase in results

Changes due to speed limit and engineering measures

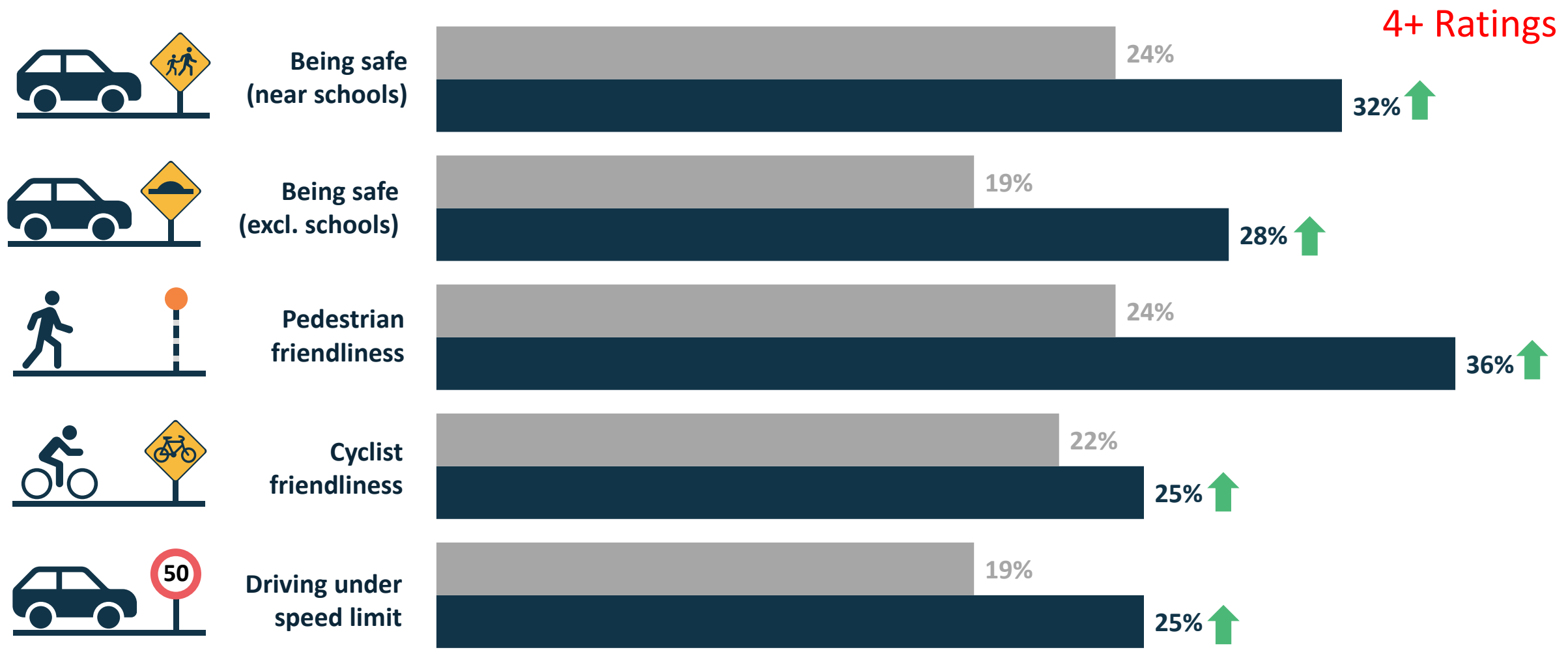
As the following slides show, respondents also gave significantly higher 4+ safety ratings across **all five individual aspects** of road safety following the introduction of the speed calming measures overall.

However, not all increases in 4+ ratings have been significant across the 4 individual locations.

Note: Ratings for all five individual aspects of road safety overall and by location are also shown across the full scale by location following the 4+ rating change slides.

Changes in ratings due to changes made - Total

Showing ratings of 4 and 5 (where 5 is excellent) before and after the introduction of speed calming measures.
How would you rate the roads in your area for...



Before changes | After changes

Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'

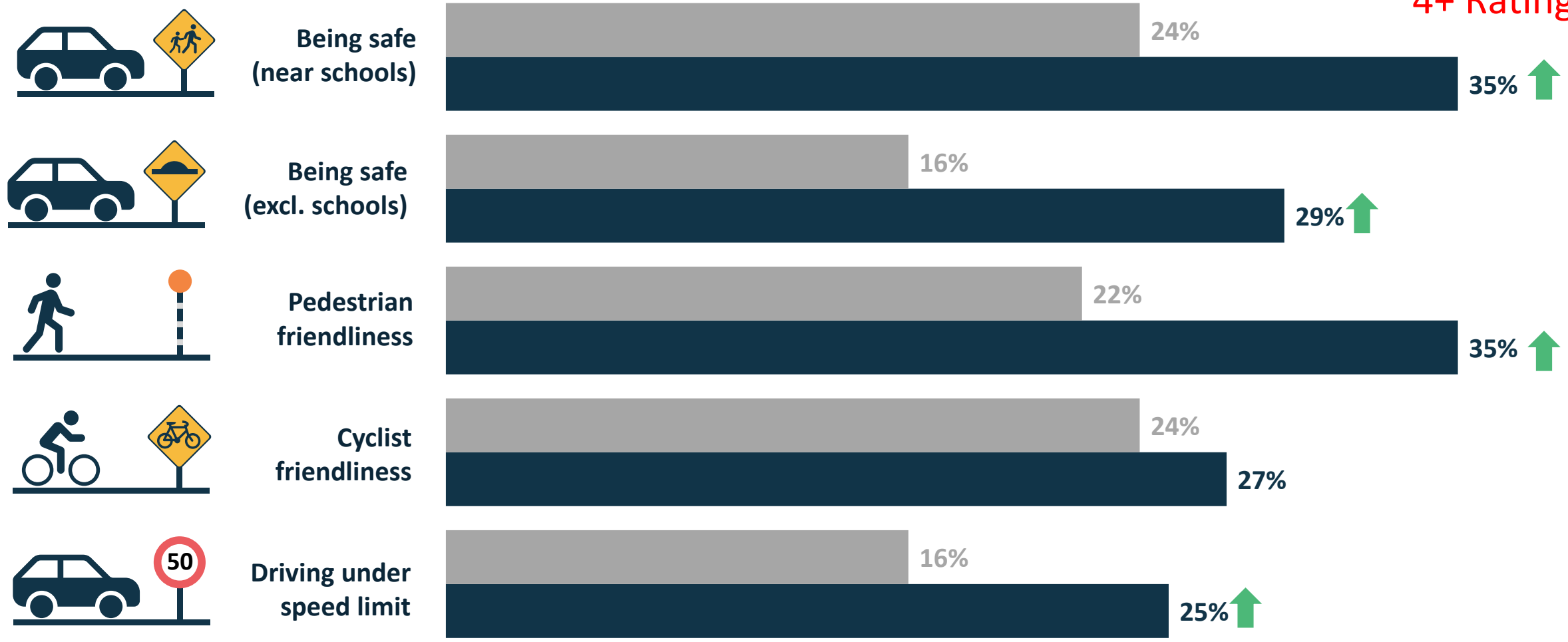
↑ Indicates a statistically significant increase in results

Changes in ratings due to changes made - Ōrewa

Showing ratings of 4 and 5 (where 5 is excellent) before and after the introduction of speed calming measures.

How would you rate the roads in your area for...

4+ Ratings



Before changes | After changes

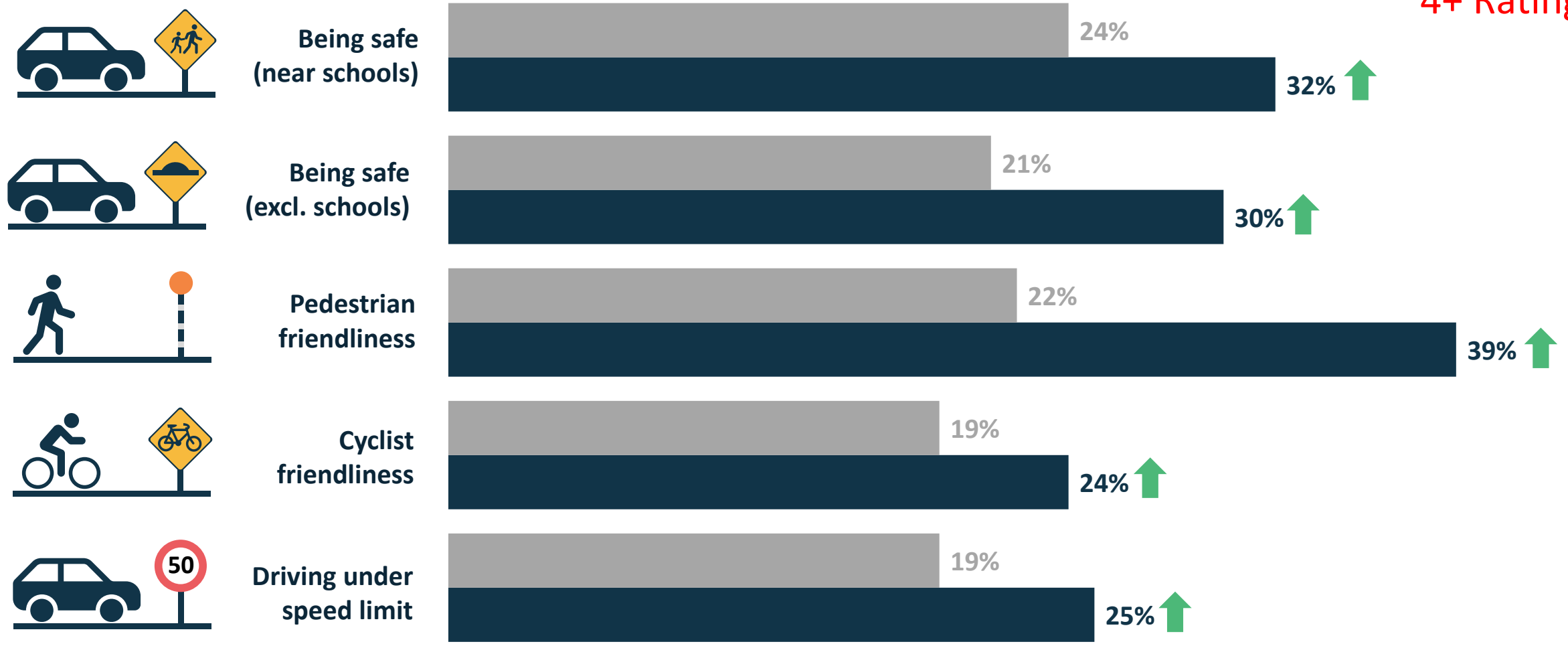
Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'

↑ Indicates a statistically significant increase in results

Changes in ratings due to changes made - **Torbay**

Showing ratings of 4 and 5 (where 5 is excellent) before and after the introduction of speed calming measures.
How would you rate the roads in your area for...

4+ Ratings



Before changes | After changes

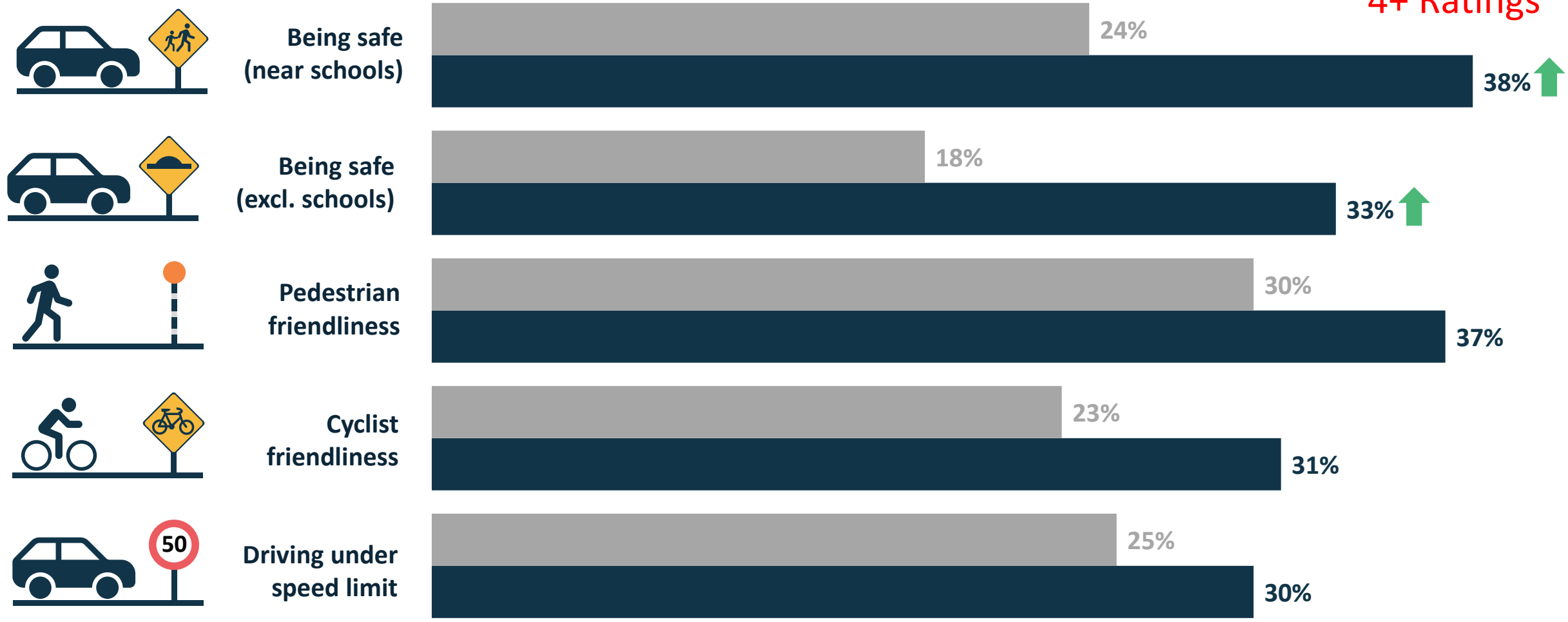
Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'

↑ Indicates a statistically significant increase in results

Changes in ratings due to changes made - Ōtāhuhu

Showing ratings of 4 and 5 (where 5 is excellent) before and after the introduction of speed calming measures.

How would you rate the roads in your area for...



4+ Ratings



Before changes After changes

Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'

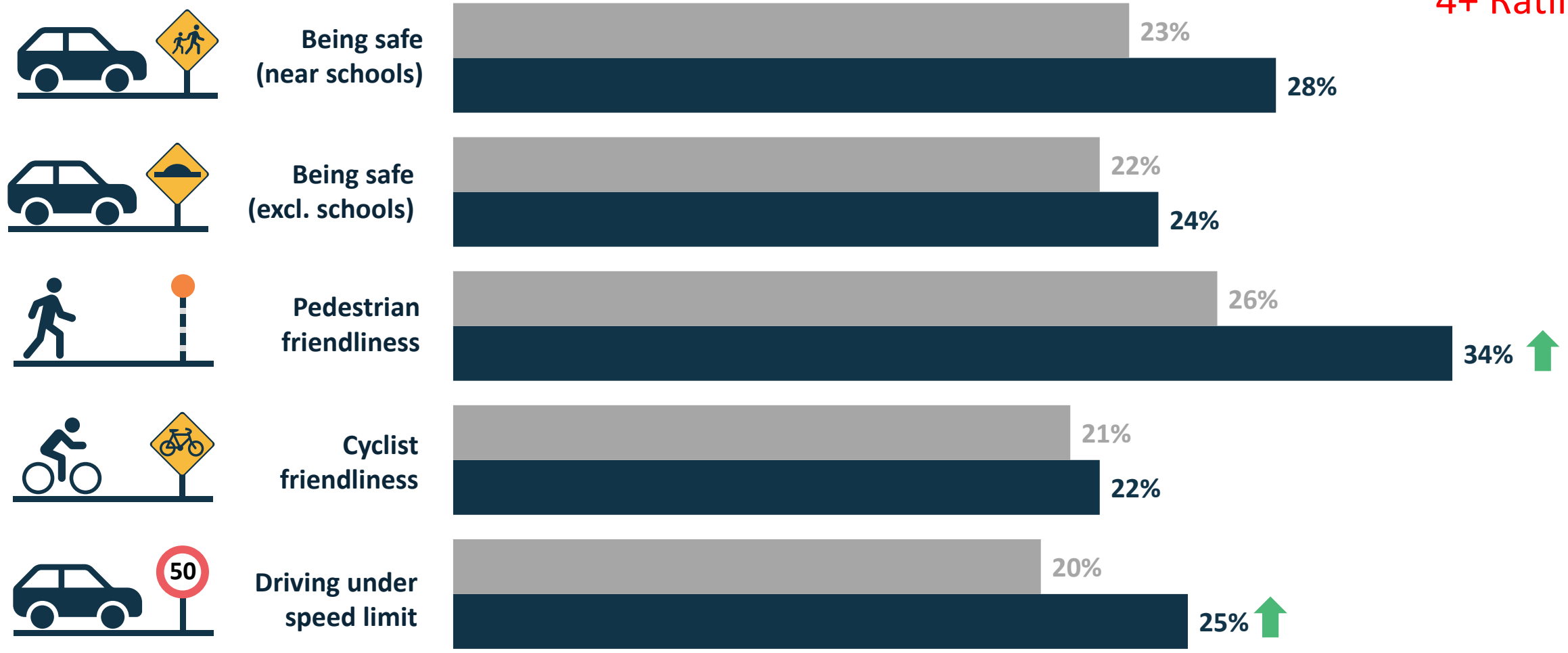
↑ Indicates a statistically significant increase in results

Changes in ratings due to changes made – Mairangi Bay

Showing ratings of 4 and 5 (where 5 is excellent) before and after the introduction of speed calming measures.

How would you rate the roads in your area for...

4+ Ratings



Before changes | After changes

Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'

↑ Indicates a statistically significant increase in results

Road safety near schools

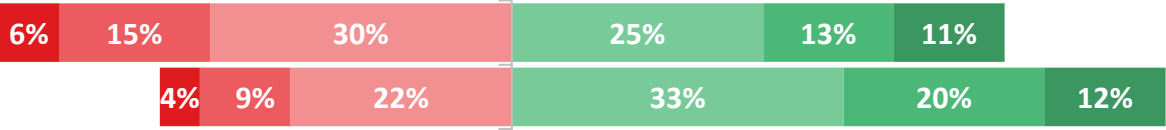


The graph below shows how the results from the previous slide split out across the full scale.



Total

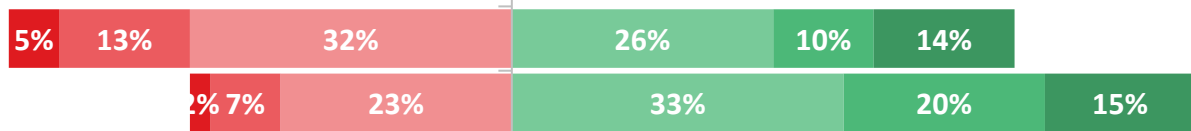
Before
After



<2 **3+** **4+**
51% **49%** **24%**
35% **65%** **32%**

Ōrewa

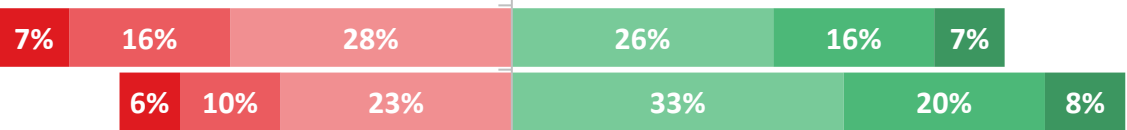
Before
After



50% **50%** **24%**
32% **68%** **35%**

Mairangi Bay

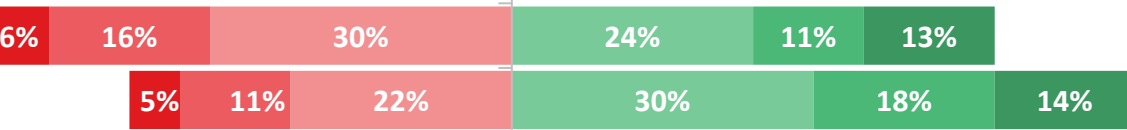
Before
After



51% **49%** **23%**
39% **61%** **28%**

Torbay

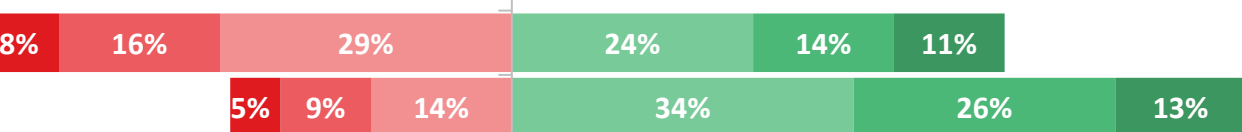
Before
After



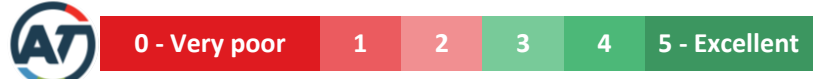
53% **48%** **24%**
38% **62%** **32%**

Ōtāhuhu

Before
After



52% **48%** **24%**
28% **73%** **38%**



Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'



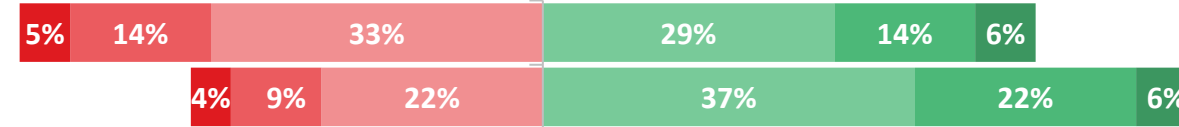
Road safety in the area (excluding schools)

The graph below shows how the results from the previous slide split out across the full scale.



Total

Before
After



<2 **3+** **4+**

52% **48%** **19%**
35% **65%** **28%**

Ōrewa

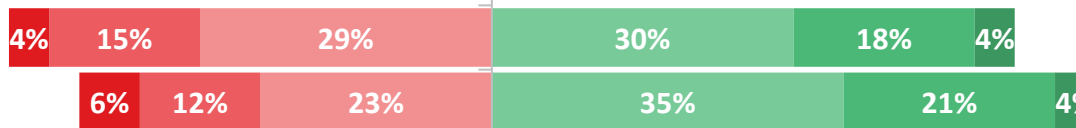
Before
After



53% **47%** **16%**
31% **69%** **29%**

Mairangi Bay

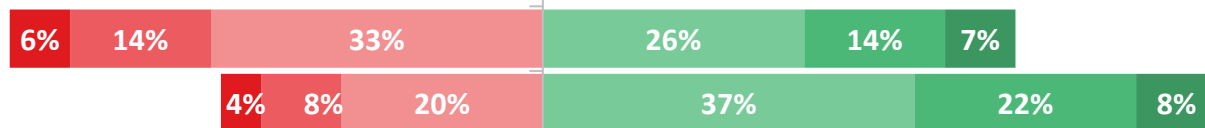
Before
After



48% **52%** **22%**
40% **60%** **24%**

Torbay

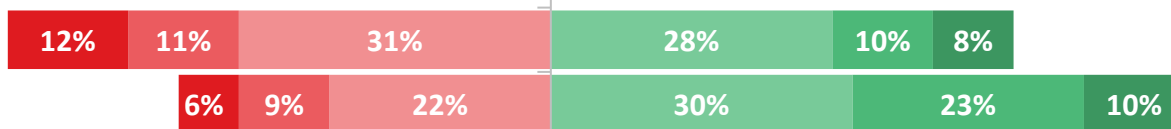
Before
After



54% **46%** **21%**
33% **67%** **30%**

Ōtāhuhu

Before
After



54% **46%** **18%**
37% **63%** **33%**



0 - Very poor 1 2 3 4 5 - Excellent

Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/not applicable'



Safety for pedestrians

The graph below shows how the results from the previous slide split out across the full scale.



Total

Ōrewa

Mairangi Bay

Torbay

Ōtāhuhu

Before

After

Before

After

Before

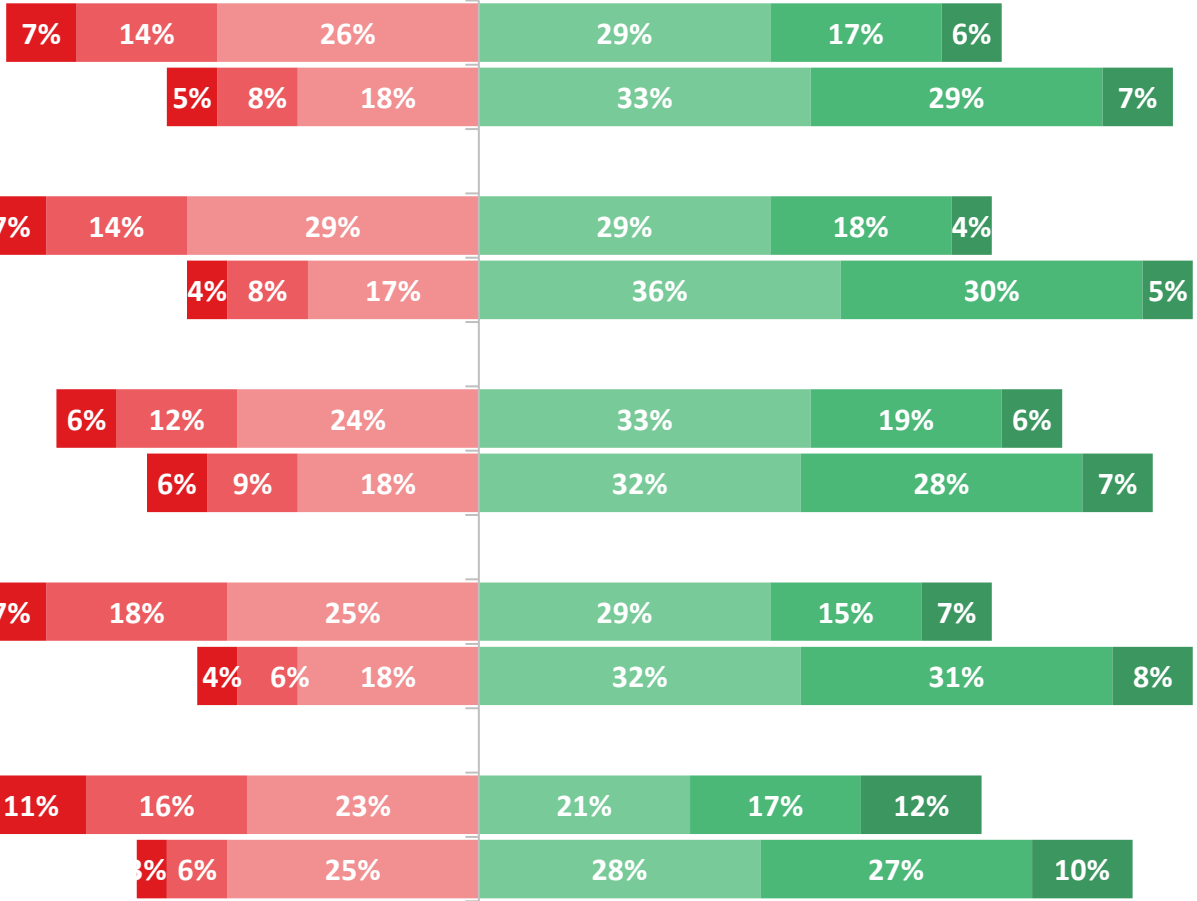
After

Before

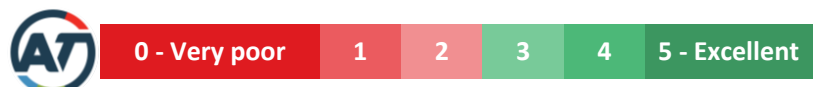
After

Before

After



<2	3+	4+
47%	53%	24%
31%	69%	36%
50%	50%	22%
29%	71%	35%
42%	59%	26%
34%	67%	34%
49%	51%	22%
28%	72%	39%
49%	51%	30%
35%	65%	37%



Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'



Safety for cyclists

The graph below shows how the results from the previous slide split out across the full scale.



Total

Ōrewa

Mairangi Bay

Torbay

Ōtāhuhu

Before

After

Before

After

Before

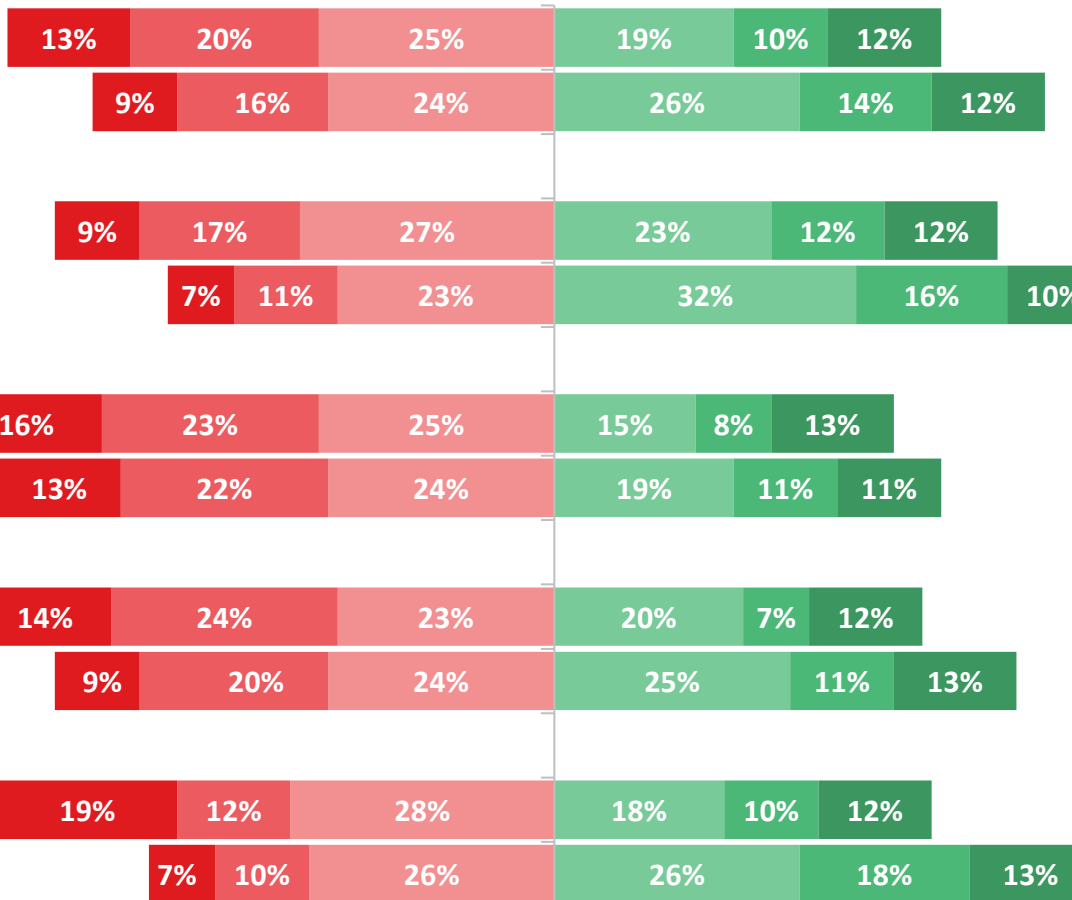
After

Before

After

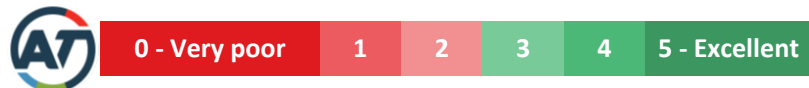
Before

After



<2	3+	4+
59%	41%	22%
49%	51%	25%
53%	47%	24%
41%	59%	27%
63%	37%	21%
59%	41%	22%
61%	39%	19%
52%	48%	24%
60%	40%	23%
43%	57%	31%

Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'



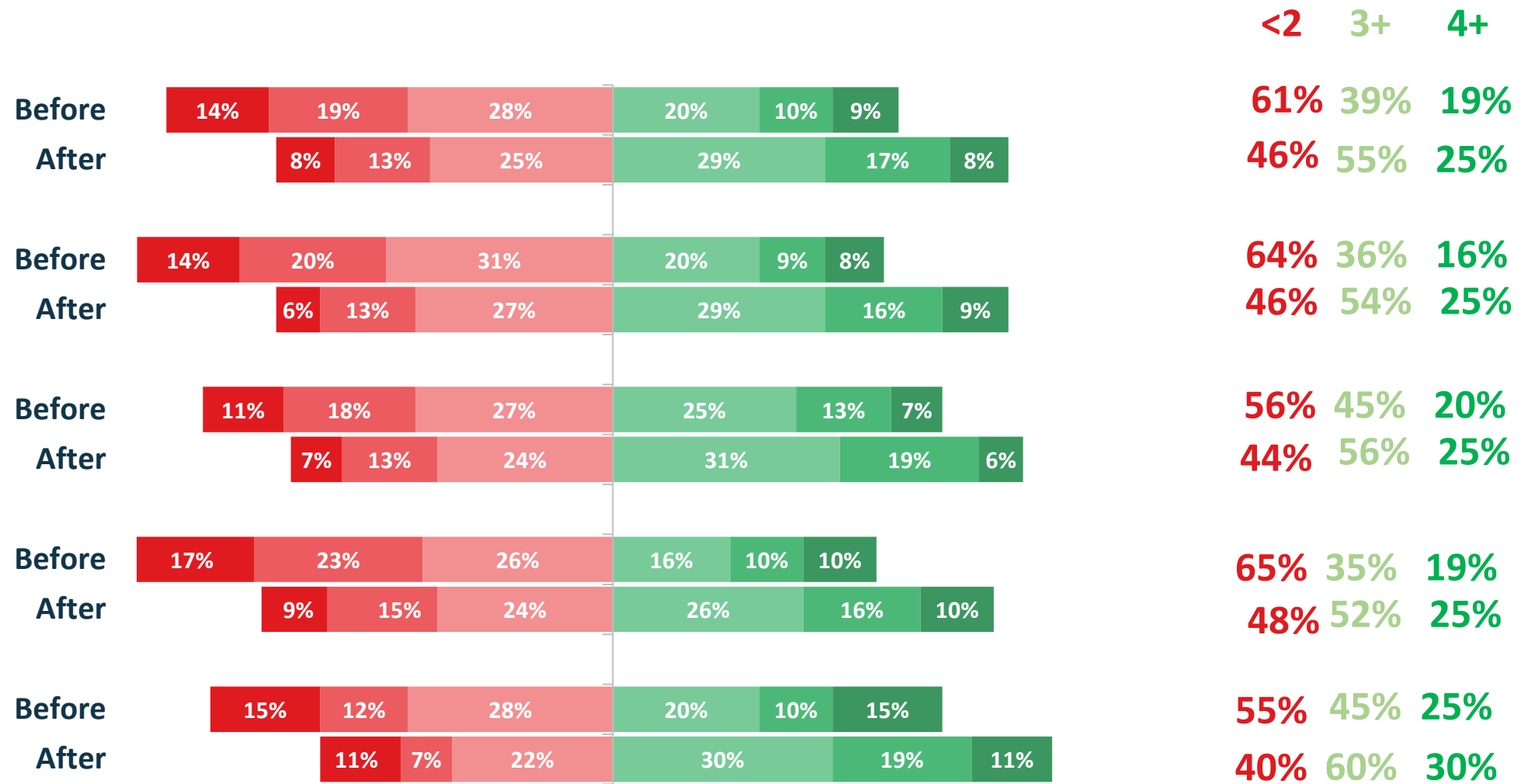


Driving below the speed limit

The graph below shows how the results from the previous slide split out across the full scale.



Total



0 - Very poor 1 2 3 4 5 - Excellent

Base: All respondents, excluding those who were not living in the area before the changes and/or said they 'don't know'/'not applicable'

Travel mode(s) used

Speed calming measures impact on travel in local area

- ◆ Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with 18% of respondents saying they are walking slightly (13%) or much (5%) more than they did before. While there have been a few people who are now walking less (3%), the result is a net increase of +15%.
- ◆ Cycling has seen a net increase of 4% (7% of respondents cycling more, 3% cycling less), while overall scootering levels have only increased by 1% (3% of respondents scootering more, 2% less).
- ◆ The increase in respondents walking in their local area slightly or much more due to the speed calming measures is reasonably high across all four locations, including a significantly higher net change of +23% in Ōtāhuhu.
- ◆ The net increase in respondents cycling in their local area ranges from +7% in Ōrewa (a significantly higher net increase), down to +2% in Mairangi Bay (a significantly lower result), while the net increase in scootering is low across all four locations – ranging from +3% in Ōtāhuhu, to no change in Torbay.
- ◆ Overall, 19% of respondents said they are now taking part in at least one active mode more often. Rates are significantly higher in Ōtāhuhu (34%) and range from 17% to 19% in the other three locations.



Change in active mode use due to new measures - Total

Respondents were asked if the speed calming measures have changed how they travel within their local area, and specifically if the introduction of the measures have impacted how they use three active modes - walking, cycling and scootering.

Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with 18% of respondents saying they are walking slightly (13%) or much (5%) more than they did before. While there have been a few people who are now walking less (3%), the result is a net increase of +15%.

Cycling has seen a net increase of 4% (7% of respondents cycling more, 3% cycling less), while overall scootering levels have only increased by 1% (3% of respondents scootering more, 2% less).



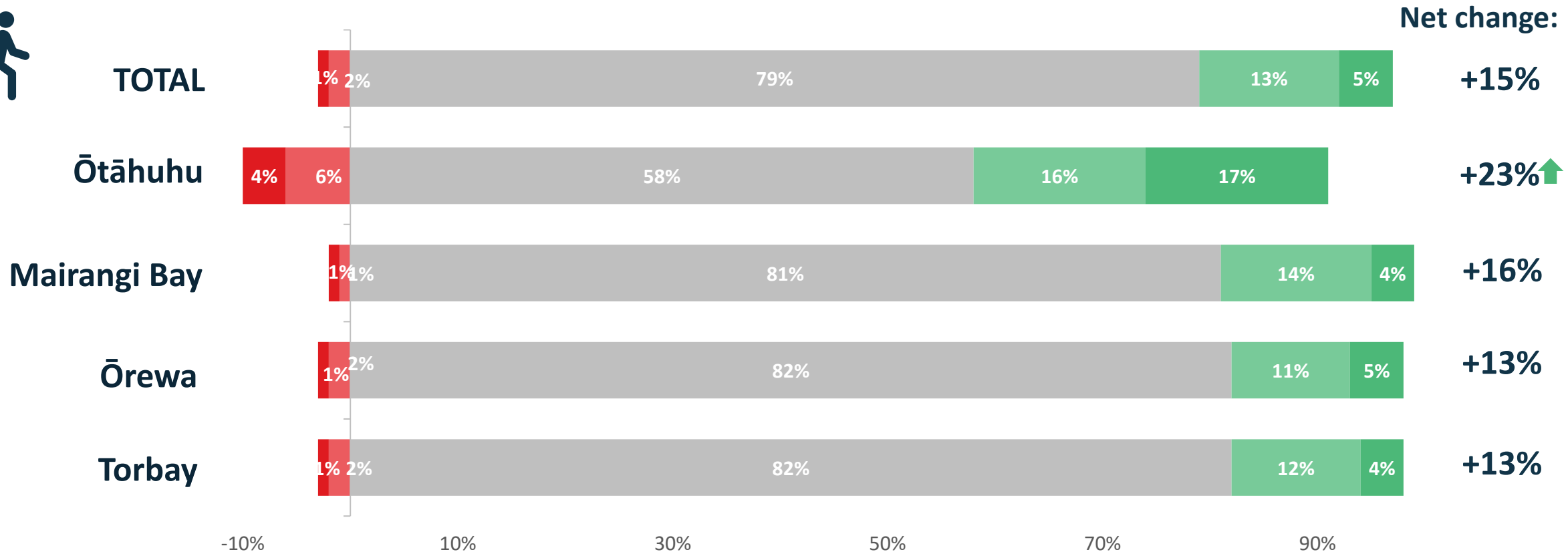
Change in



Walking
In your local area

due to speed calming measures

The increase in respondents walking in their local area *slightly* or *much* more due to the speed calming measures is reasonably high across all four locations, including a significantly higher net change of +23% in Ōtāhuhu



Base: all respondents. Those who said it has not made a difference, that they don't know or that they did not do this activity before or after have been counted as "no change"

↑↓ Indicates a statistically significant higher/lower net change compared with the total



Much less Slightly less No change Slightly more Much more

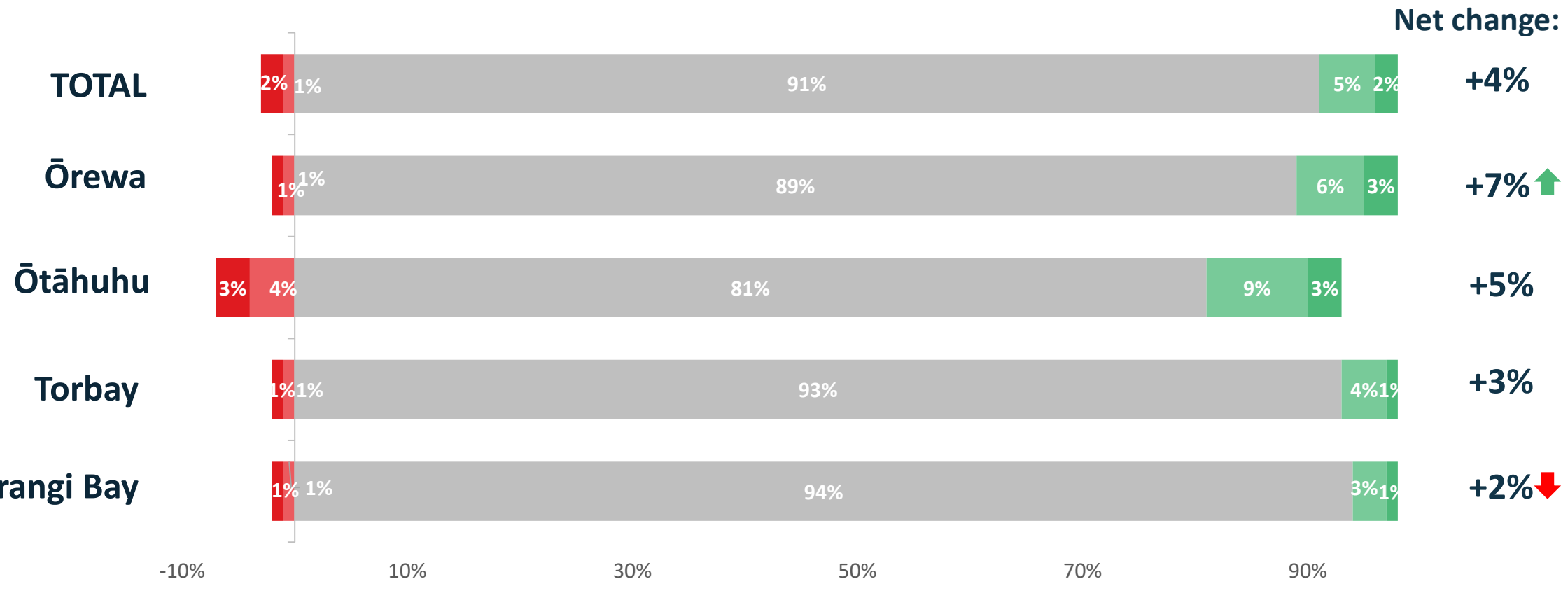
Change in



Cycling
In your local area

due to speed calming measures

The net increase in respondents cycling in their local area due to the speed calming measures ranges from +7% in Ōrewa (a significantly higher net increase), down to +2% in Mairangi Bay (a significantly lower result).



Base: all respondents. Those who said it has not made a difference, that they don't know or that they did not do this activity before or after have been counted as "no change"

↑ ↓ Indicates a statistically significant higher/lower net change compared with the total



Much less Slightly less No change Slightly more Much more

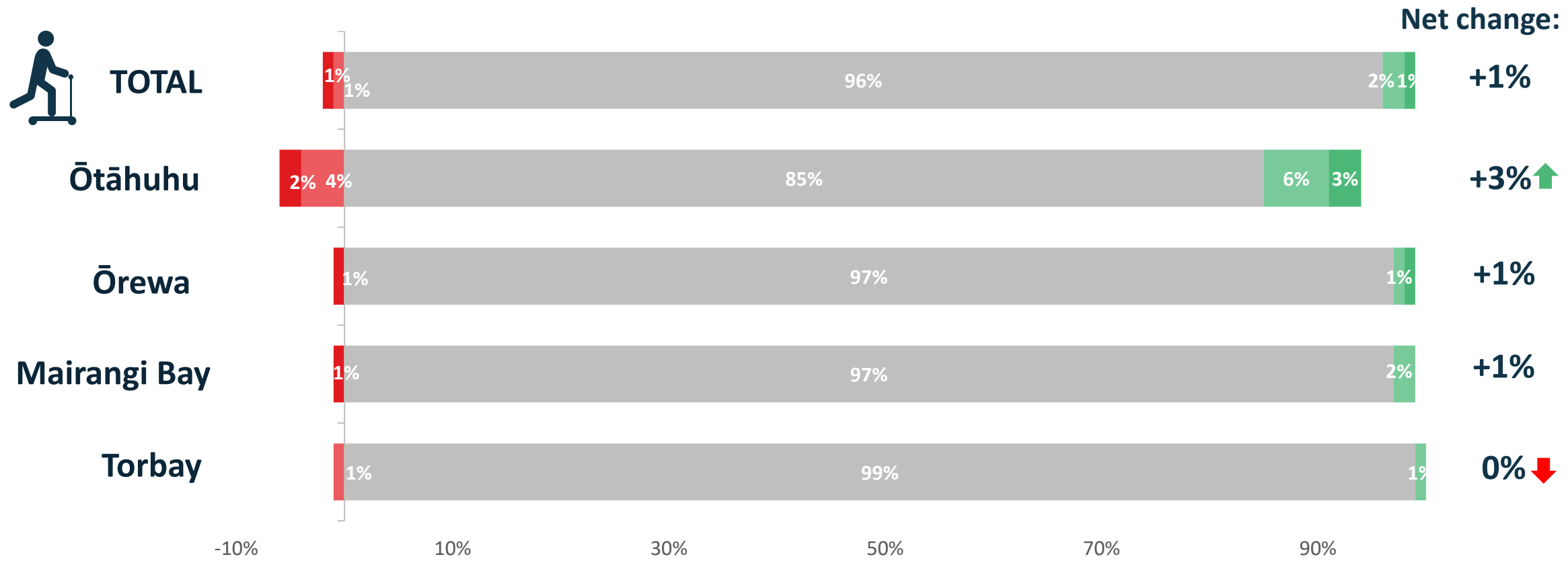
Change in



Scotering
In your local area

due to speed calming measures

The net increase in respondents scootering in their local area due to the speed calming measures is low across all four locations, ranging from +3% in Ōtāhuhu (a significantly higher net increase), down to no net change (0%) in Torbay (a significantly lower result).



Base: all respondents. Those who said it has not made a difference, that they don't know or that they did not do this activity before or after have been counted as "no change"

↑ ↓ Indicates a statistically significant higher/lower net change compared with the total



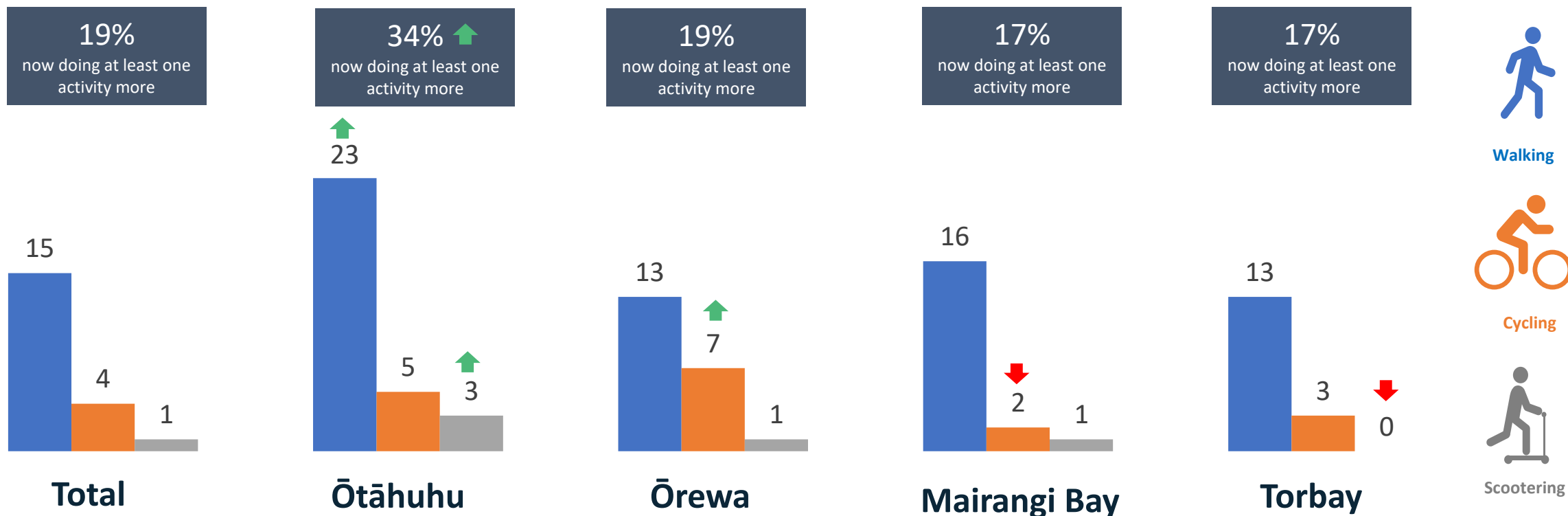
Much less Slightly less No change Slightly more Much more

Net change in active mode use due to speed calming measures

Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with a net increase of +15% overall, including significantly higher net ratings in Ōtāhuhu (+23%).

Cycling has seen a net increase of +4% overall, with a significantly higher net increase in Ōrewa (+7%) and a significantly lower net increase in Mairangi Bay (+2%). Overall scootering levels have only seen a +1% net increase, with levels significantly higher in Ōtāhuhu (+3%) and lower in Torbay (no change).

Overall, 19% of respondents said they are now taking part in at least one active mode more often, with significantly higher rates among Ōtāhuhu respondents (34%).








Base: all respondents. Those who said it has not made a difference, that they don't know or that they did not do this activity before or after have been counted as "no change"



Indicates a statistically significant higher/lower change compared with the total

Conclusions

- Overall, respondents feel that the speed limit changes and engineering measures have made the local town centres safer overall.
- Respondents also gave significantly higher safety ratings across all five individual aspects of road safety following the introduction of the speed calming measures. Including significantly higher ratings for:

	Safety around schools
	Safety around the area (ex. schools)
	Pedestrian friendliness
	Cyclist friendliness
	People driving under the speed limit

- Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area. Impacts on cycling and scootering are at much lower levels.
- Overall, 19% of respondents state they are now participating in at least one active mode activity more often since the measures have been installed.





Appendices

- ◆ Appendix 1 - Questionnaire
- ◆ Appendix 2 – Demographics

Appendix 1 – Questionnaire (Continued)

Q8. Do you think that the safe speed limits and engineering measures have made the option for children to walk and cycle to and from school, for leisure, to and from sports practices etc.....

Please select (✓) one option

Much safer than before	Slightly safer than before	Slightly less safer than before	Much less safer than before	Hasn't made a difference	Don't know	Not applicable
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q9. How supportive or unsupportive are you towards AT lowering speed limits and using engineering measures **across the Auckland region** to keep all road users (especially people walking, kids, people cycling) safe? Please select (✓) one option

Not at all supportive											Very supportive	Don't know
0	1	2	3	4	5	6	7	8	9	10		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Household Demographics

Finally, just a few questions about you. These are just to make sure we have a good mix of people in the survey.

Q10. Which gender do you identify with? Please select (✓) one option

Male	Female	Gender Diverse/ <u>non binary</u>	Prefer not to say
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q11. Which age group do you belong to? Please select (✓) one option

15-24 years	<input type="checkbox"/>	25-29 years	<input type="checkbox"/>	30-39 years	<input type="checkbox"/>
40-49 years	<input type="checkbox"/>	50-59 years	<input type="checkbox"/>	60-69 years	<input type="checkbox"/>
70-74 years	<input type="checkbox"/>	75+ years	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>

Q12. Which ethnic group or groups do you identify with? Please select (✓) AS MANY as apply

NZ European/ <u>Pākehā</u>	<input type="checkbox"/>	Tongan	<input type="checkbox"/>
Māori	<input type="checkbox"/>	Niuean	<input type="checkbox"/>
Samoan	<input type="checkbox"/>	Chinese	<input type="checkbox"/>
Cook Island Māori	<input type="checkbox"/>	Indian	<input type="checkbox"/>
Other	<input type="checkbox"/> Please write in:		
I prefer not to say	<input type="checkbox"/>		

Q13. Including yourself, how many adults and children live in your household?

Please write in a number in each box (write "0" if this does not apply to your household)

Adults (18 years or older)	Children 0-4 years old	Children 5-12 years old	Children 12-18
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Q14. How many years have you been living in your current house?

Please select (✓) one option

Less than 1 year	<input type="checkbox"/>	10 to 15 years	<input type="checkbox"/>
1 to 2 years	<input type="checkbox"/>	More than 15 years	<input type="checkbox"/>
3 to 5 years	<input type="checkbox"/>	Don't know	<input type="checkbox"/>
6 to 10 years	<input type="checkbox"/>	I prefer not to say	<input type="checkbox"/>

Q15. Would you like to be entered into the survey prize draw?

The prize draw is to win one of sixty \$100 supermarket vouchers. Please select (✓) one option

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

Q16. From time to time, Auckland Transport undertakes other research projects to make Auckland a better city. Would you be willing for us to contact you in the future to see if you are interested in taking part in such research for Auckland Transport? Please select (✓) one option

Yes	No
<input type="checkbox"/>	<input type="checkbox"/>

If you answered yes to either of the above (Q15 or Q16), please enter your contact details.

Note: Gravitas Research will keep your contact details separate from your survey answers.

Name	<input type="text"/>
Address	<input type="text"/>
Phone number	<input type="text"/>
Email	<input type="text"/>

Thank you for taking part in the survey. Your thoughts and feedback are appreciated.

Please fold the questionnaire as shown on the last page, tape it closed and post (no stamp is needed).

Appendix 2 – Survey demographics



Age	Total	Ōrewa	Torbay	Ōtāhuhu	Mairangi Bay
15-24	2%	1%	1%	4%	3%
25-29	2%	1%	2%	9%	1%
30-39	8%	6%	8%	24%	6%
40-49	12%	5%	17%	22%	15%
50-59	19%	9%	27%	20%	23%
60-69	22%	24%	20%	14%	25%
70-74	13%	16%	11%	3%	12%
75+	22%	38%	13%	3%	16%



Ethnicity	Total	Ōrewa	Torbay	Ōtāhuhu	Mairangi Bay
European	83%	91%	86%	43%	84%
Māori	5%	3%	3%	18%	5%
Pacific	4%	1%	1%	29%	1%
Asian	8%	4%	7%	19%	11%
Other	6%	5%	7%	8%	5%

Note: Multiple ethnicities could be selected

Appendix 2 – Survey demographics (Continued)



Gender	Total	Ōrewa	Torbay	Ōtāhuhu	Mairangi Bay
Male	45%	41%	41%	45%	52%
Female	55%	58%	59%	55%	47%
Gender diverse	<1%	<1%	<1%	-	1%



Years lived in area	Total	Ōrewa	Torbay	Ōtāhuhu	Mairangi Bay
<1 year	10%	12%	7%	13%	9%
1-2 years	10%	12%	8%	17%	7%
3-5 years	16%	20%	15%	23%	10%
6-10 years	20%	25%	21%	15%	14%
10-15 years	15%	16%	12%	7%	17%
>15 years	30%	15%	37%	25%	44%



Household makeup	Total	Ōrewa	Torbay	Ōtāhuhu	Mairangi Bay
Adults >18 years	100%	100%	100%	100%	100%
AT least one child	25%	10%	32%	45%	30%
Children <5 years	7%	3%	8%	19%	6%
Children 5-12 years	13%	6%	19%	26%	14%
Children 12-18 years	13%	5%	16%	19%	18%