



Road Safety Perceptions Survey: Post Construction Survey for Papatoetoe West RSM

Prepared for Auckland Transport
July 2024

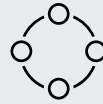
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Report Outline



Background, objectives and methodology



Summary of key results



Changes in road safety perceptions due to speed calming measures



Behaviour changes due to speed calming measures



Appendices



Background

Background

In 2023, Auckland Transport installed speed calming measures to selected residential streets in the Papatoetoe West area. These measures included:

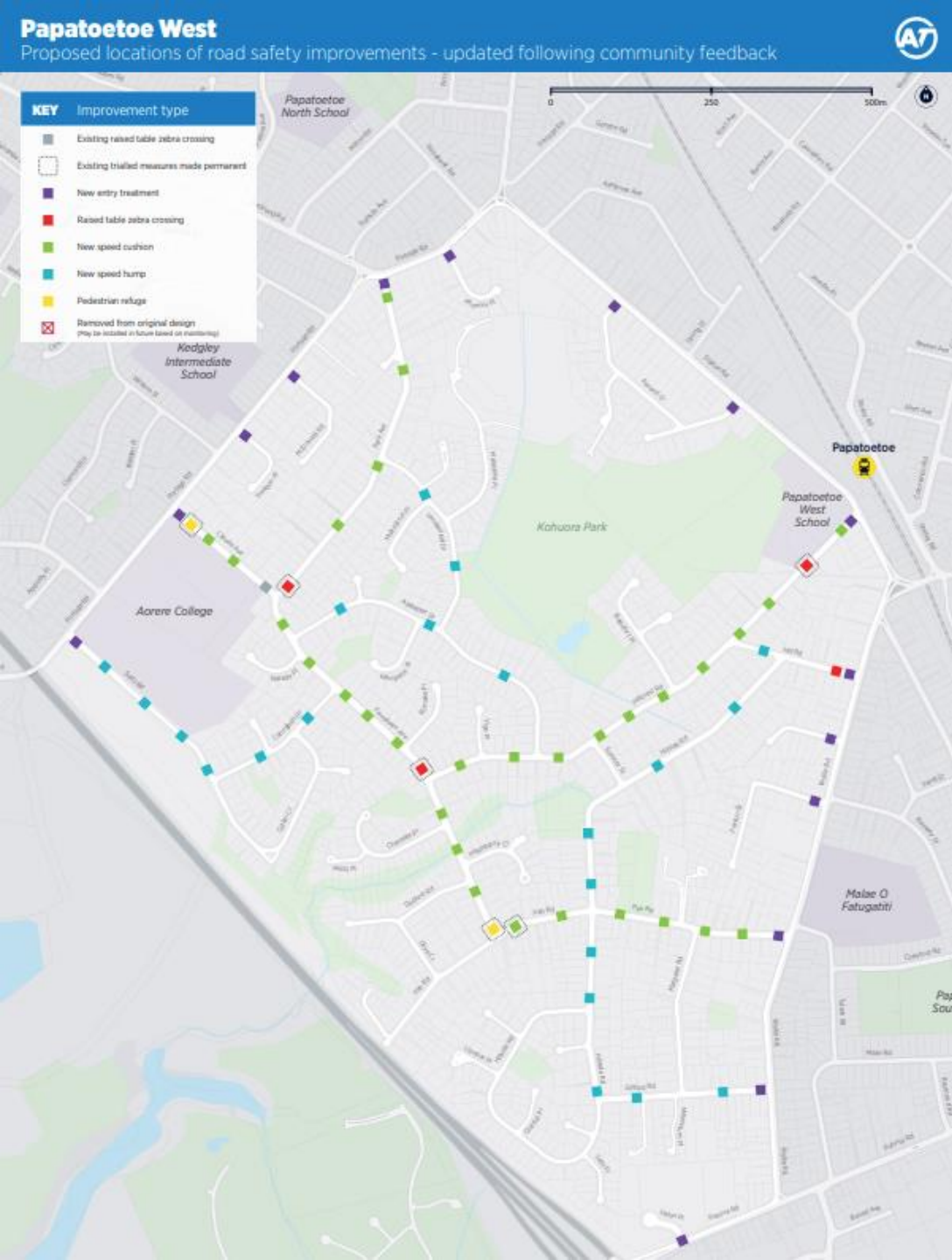
- ✓ **Speed humps and speed cushions**
- ✓ **Signage**
- ✓ **Raised table pedestrian crossings**

Measures have been implemented to reduce vehicle speeds on the road, aiming to make the streets safer for walking, cycling, children, the elderly, and the differently abled.

Auckland Transport has commissioned GravitasOPG to conduct research post safety measure installations, to understand:

- ✓ **Awareness of the measures and the impact the measures have had**
- ✓ **Residential perceptions**
- ✓ **Potential changes to travel mode used**





Papatoetoe West: Locations of Road Safety Improvements

Methodology



Mail-drop survey

All residential properties within the safety measurement boundaries in the Papatoetoe West area were sent a letter outlining the research and the road safety measures that have been undertaken in the area.

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

Response

n=171 surveys were completed between end-May and end-June 2024. Overall, a 9% raw response rate was achieved*

**This is based on the total number of invites sent out, excluding any "returned to sender" or questionnaires received after the report was written.*

A copy of the questionnaire, respondent profile and fieldwork report is appended.

Research Objectives



Awareness of speed calming measures



Impact of speed calming measures on:
 Safety overall Pedestrian friendliness
 Cyclist friendliness Active mode use
 Driving below the speed limit



Current travel mode used to and from:
 school, work, local shops

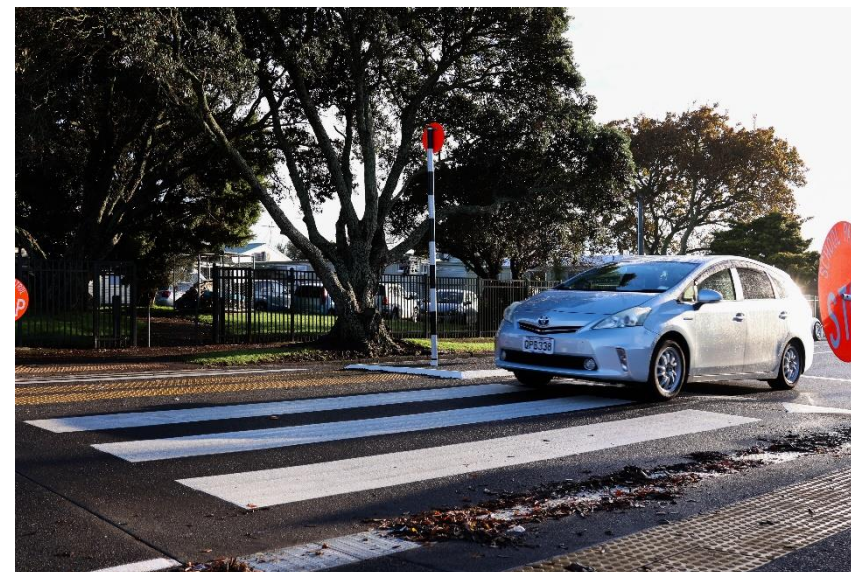
Papatoetoe West Summary of Key Results

Road Safety Perceptions Summary

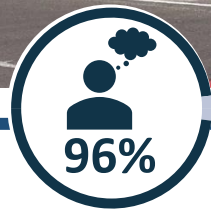
- Almost two-thirds of Papatoetoe West respondents (64%) feel that the speed calming measures have made the area safer.
- Respondents gave higher ratings following the introduction of the speed calming measures across a range of specific aspects of safety:

	Before <i>(Positive ratings; 3-5)</i>	After <i>(Positive ratings, 3-5)</i>
 Safety around schools	58%	81%
 Pedestrian friendliness	59%	78%
 People driving under the speed limit	47%	71%
 Safety around the area (ex. schools)	55%	69%
 Cyclist friendliness	45%	65%

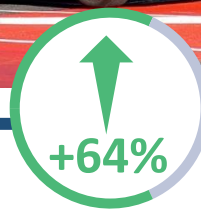
- Following the speed calming measures, three in ten respondents (30%) are walking more often around their local area and nearly a quarter (24%) are cycling more often. Every one in five respondents (20%) are scootering more since the road safety measures were installed.
- A quarter of respondents (25%) state they are now participating in at least one active mode more often now since the measures have been installed.
- However, private vehicles remain by far the most common travel mode used to access work, school and local shopping. The highest users of private vehicles are those going to and from work (92%-94%).



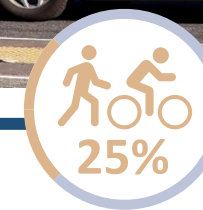
Road Safety Perceptions Summary



Are aware of the speed calming measures introduced

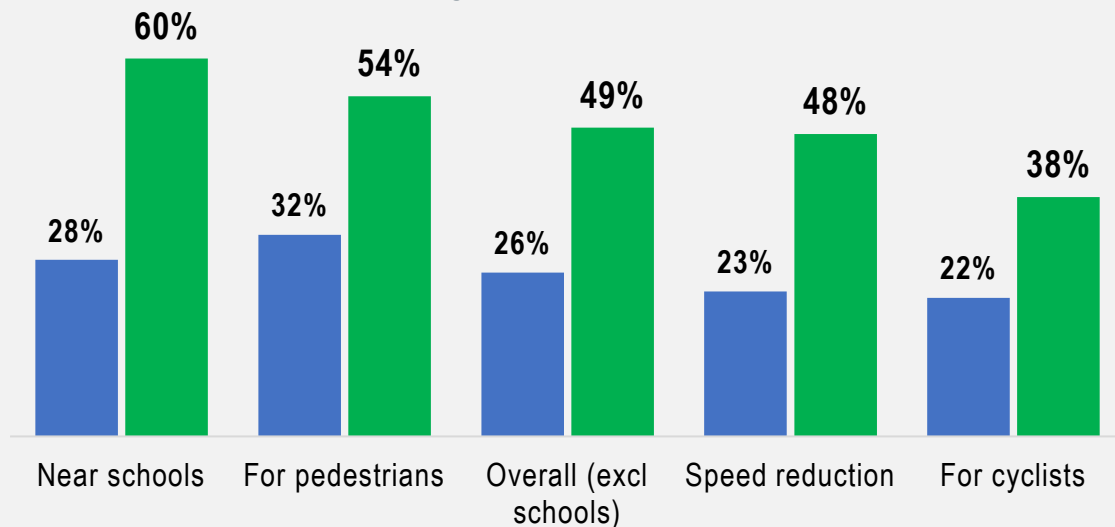


Felt the measures resulted in a net increase in road safety

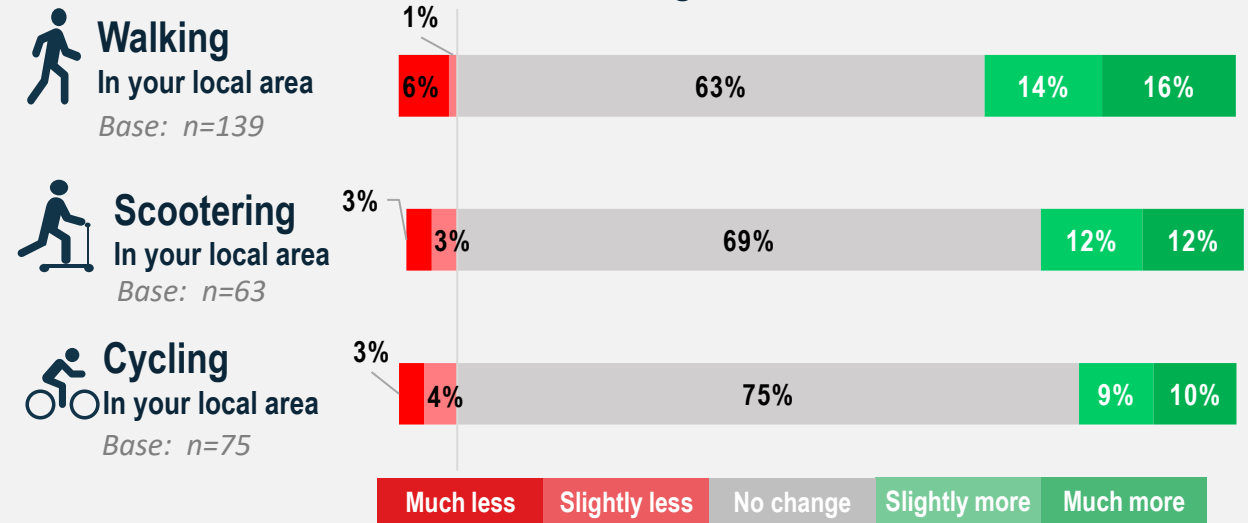


Now use at least one active mode more

Perceptions of safety of roads **before** and **after** speed calming measures (% giving 4-5 rating)



Change in active mode use due to new speed calming measures





Changes in Road Safety Perceptions Due to Speed Calming Measures

Behaviour Changes Due to Speed Calming Measures - Summary

Overall Awareness

- 96% were aware that speed calming measures had been introduced in their area.

Impact on Safety Overall

- Almost two-thirds of respondents (64%) felt that the speed calming measures have made the area safer overall, including 34% saying it is much safer than before.

Impact on Individual Aspects

- Respondents gave higher safety ratings across all five individual aspects of road safety following the introduction of the speed calming measures



Safety around schools



Pedestrian friendliness



Safety around the area (ex. schools)



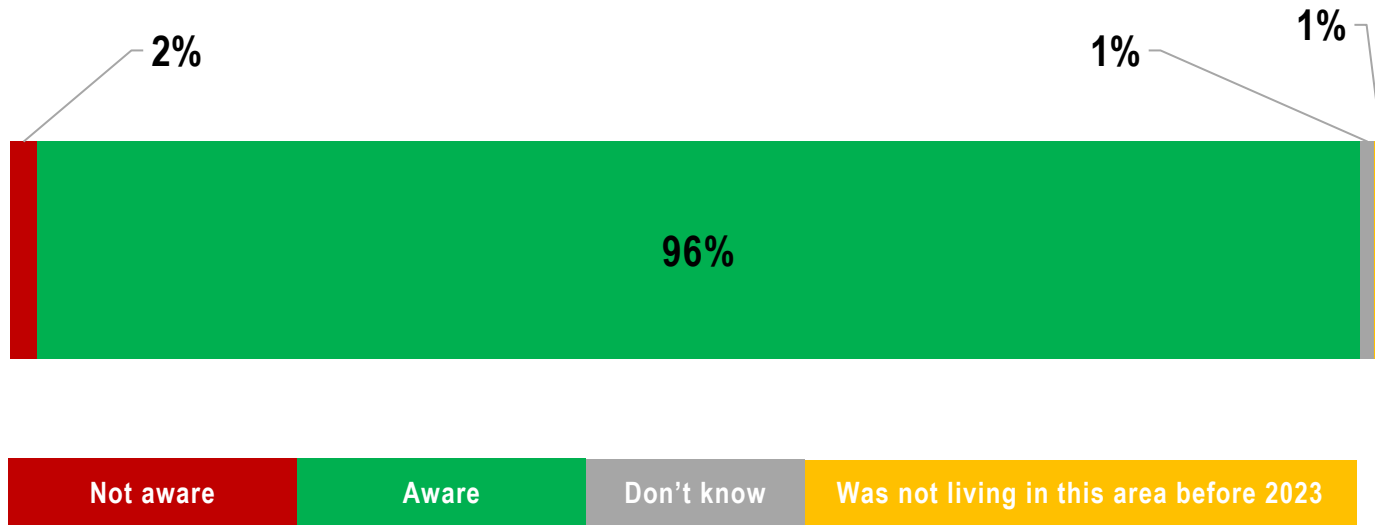
People driving under the speed limit



Cyclist friendliness

Awareness of speed calming measures

Awareness



Base: n=170

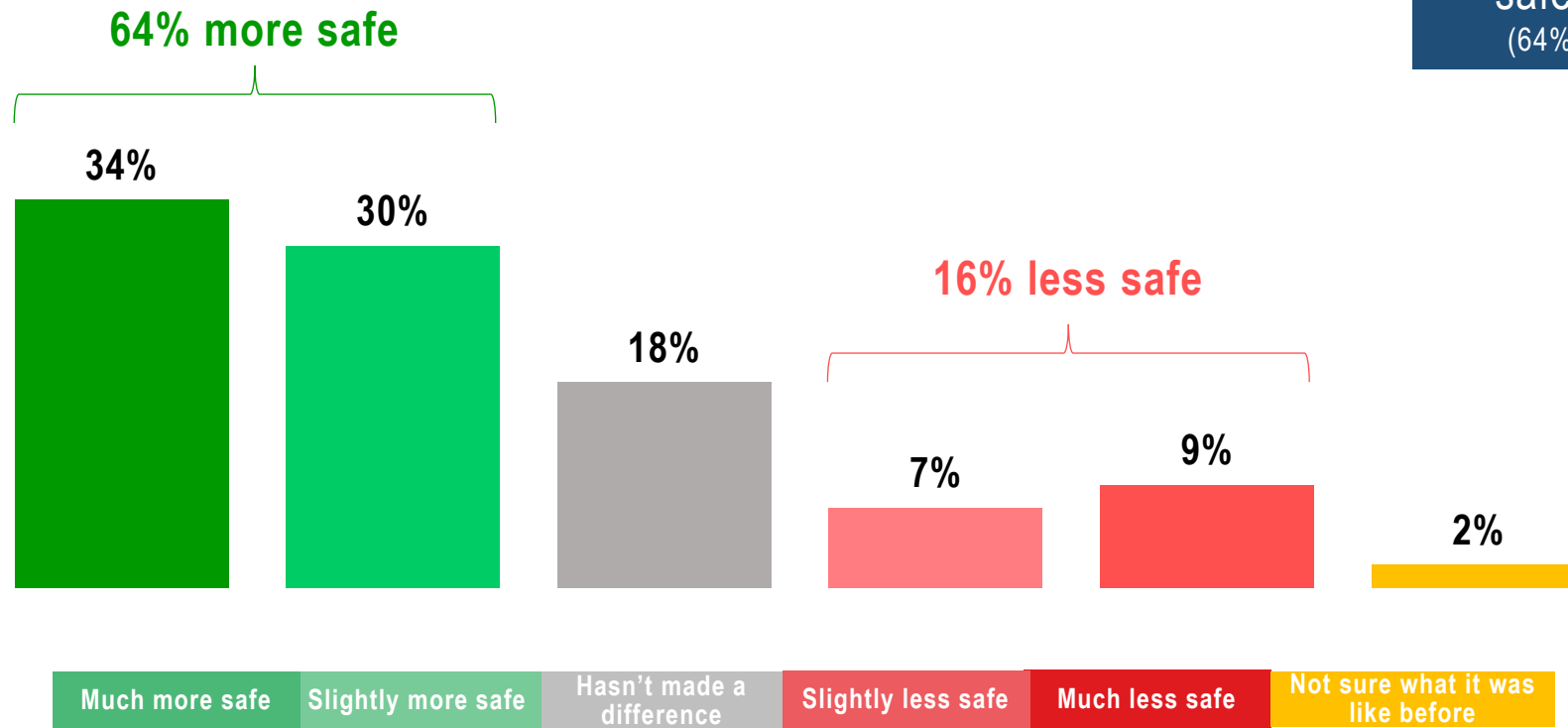
Overall, 96% of residents were aware that speed calming measures had been installed in the Papatoetoe West area.



Safety as a Result of Speed Calming Measures

- 64% of respondents feel that the speed calming measures have made the area safer, including 34% saying it is much safer than before. Almost one in six residents (16%) feel the changes have made the area less safe
- The overall net increase in positive perceptions is +48%.

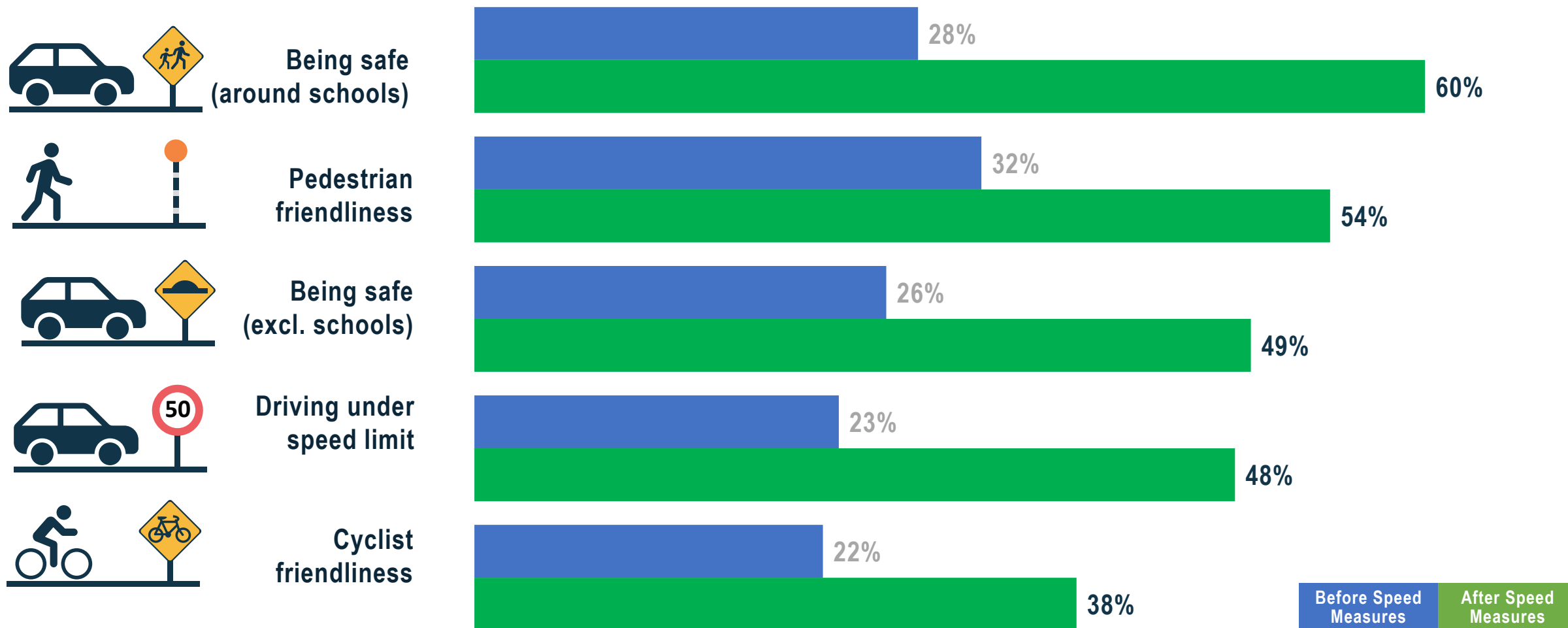
Impact of installation of speed calming measures on safety perceptions



Net increase in positive safety ratings: +48%
(64% safer - 16% less safe)

Changes Due to Speed Calming Measures

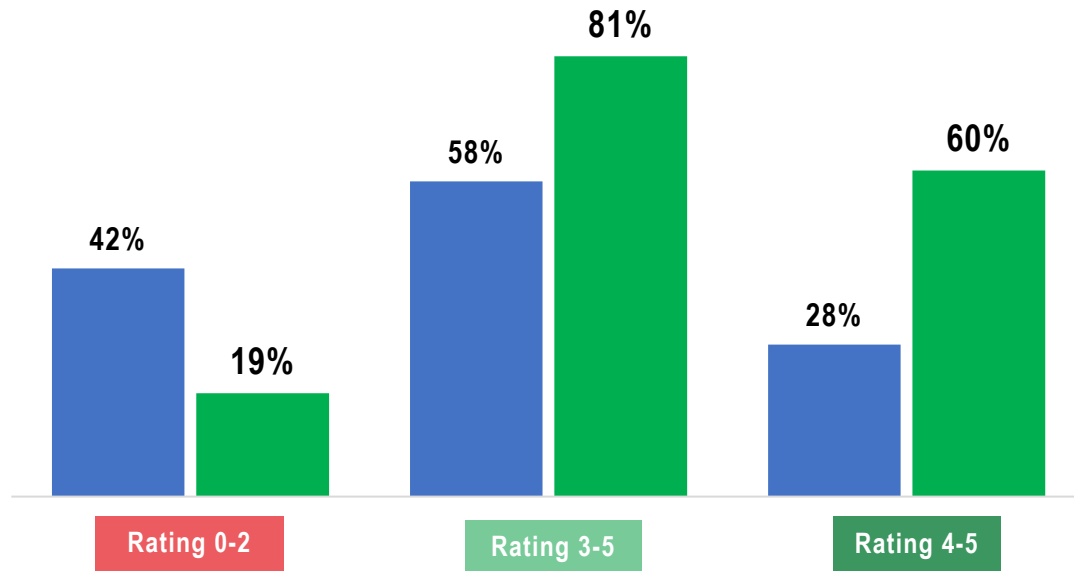
Showing ratings of 4 and 5 (where 5 is excellent) before and after the introduction of speed calming measures.
How would you rate the roads in your area for...





Road Safety Around Schools

Change in Positive/Negative Safety Perceptions
Before and After



Change in Safety Perceptions – Full Scale

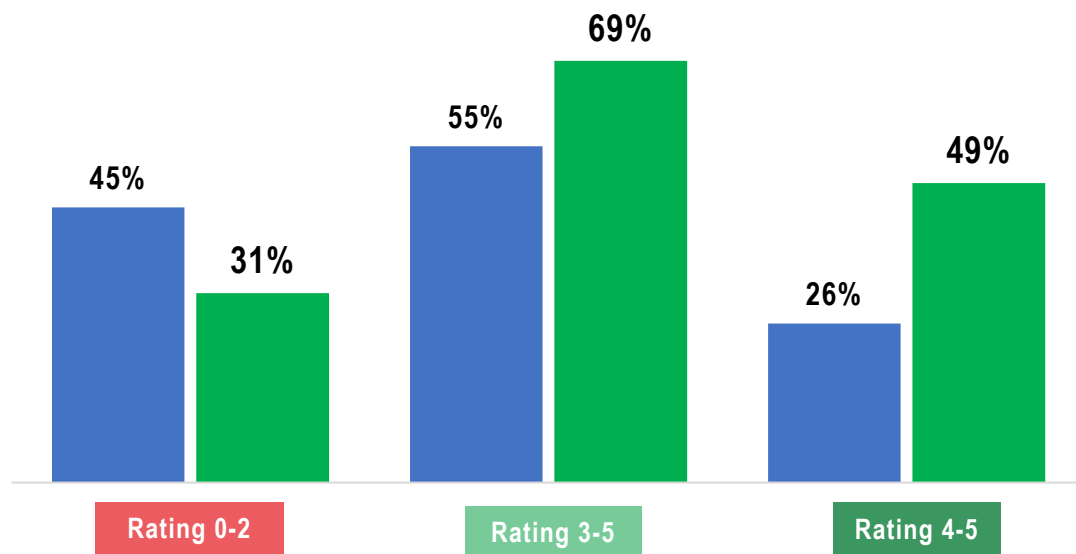


Base: n=158

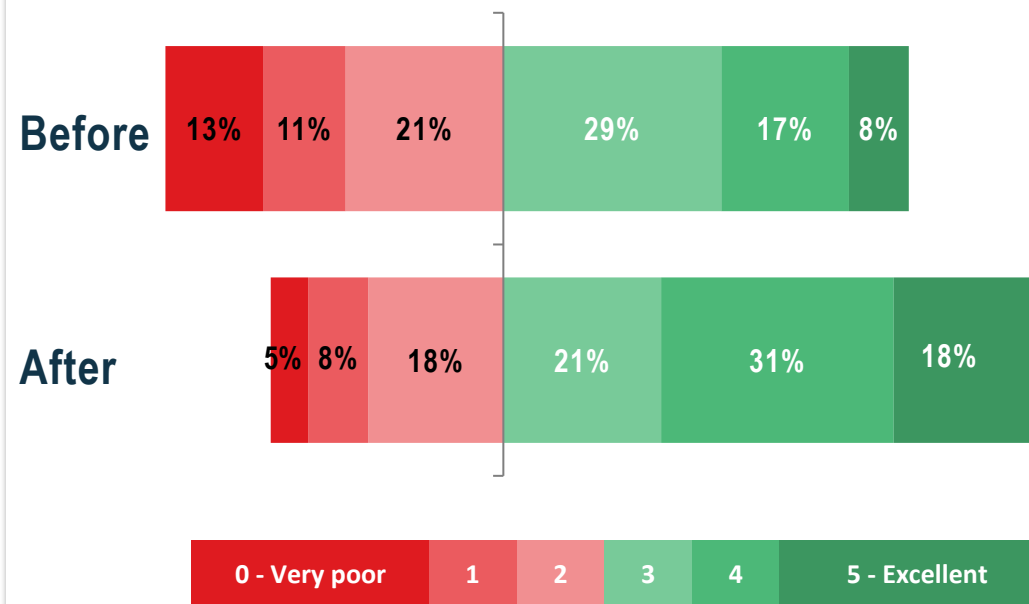


Road Safety in the Area (excluding schools)

Change in Positive/Negative Safety Perceptions
Before and After



Change in Safety Perceptions – Full Scale

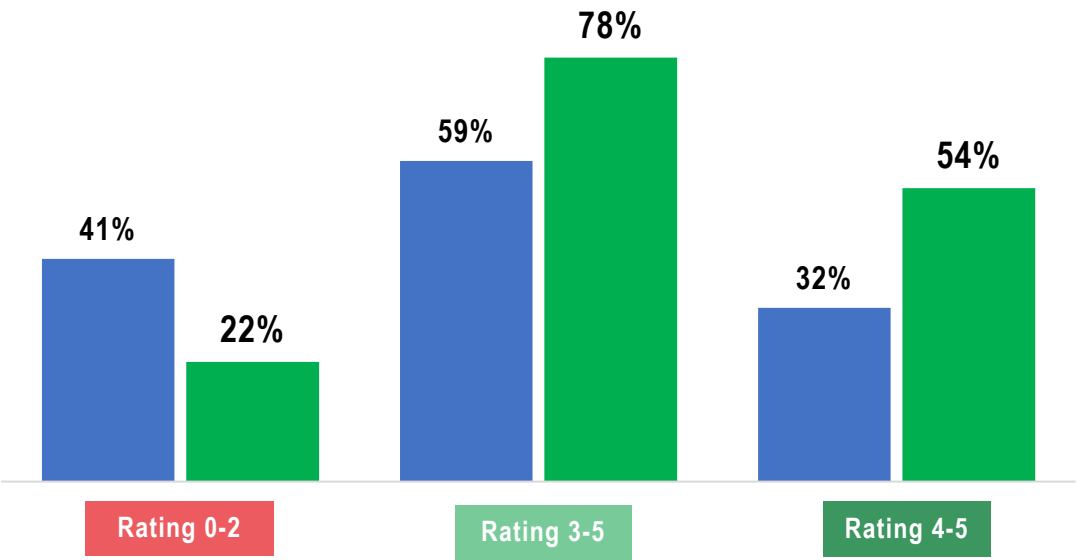


Base: n=168



Safety for Pedestrians

Change in Positive/Negative Safety Perceptions
Before and After



Change in Safety Perceptions – Full Scale



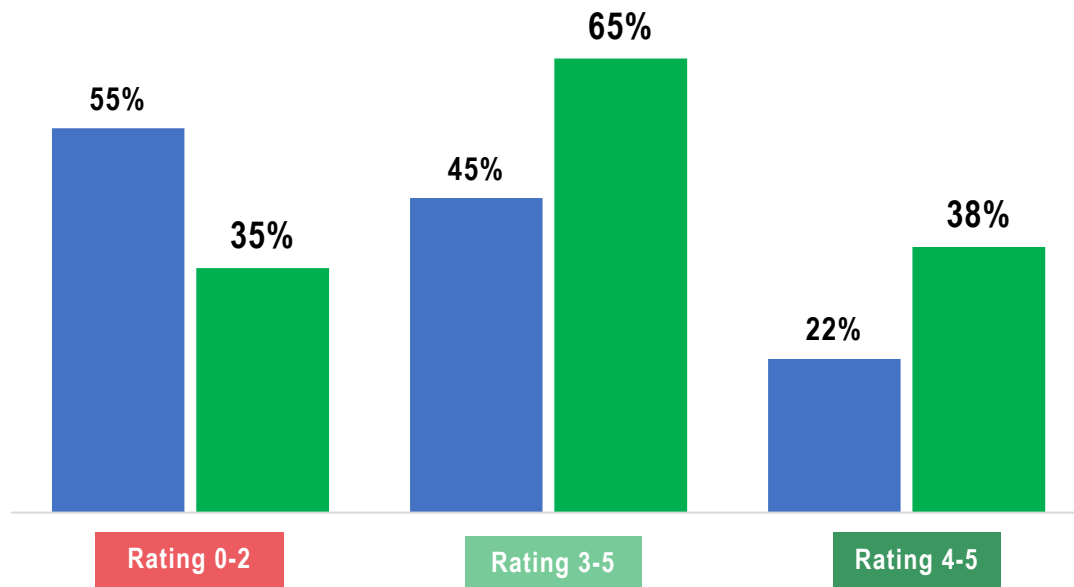
Base: n=167





Safety for Cyclists

Change in Positive/Negative Safety Perceptions
Before and After



Change in Safety Perceptions – Full Scale

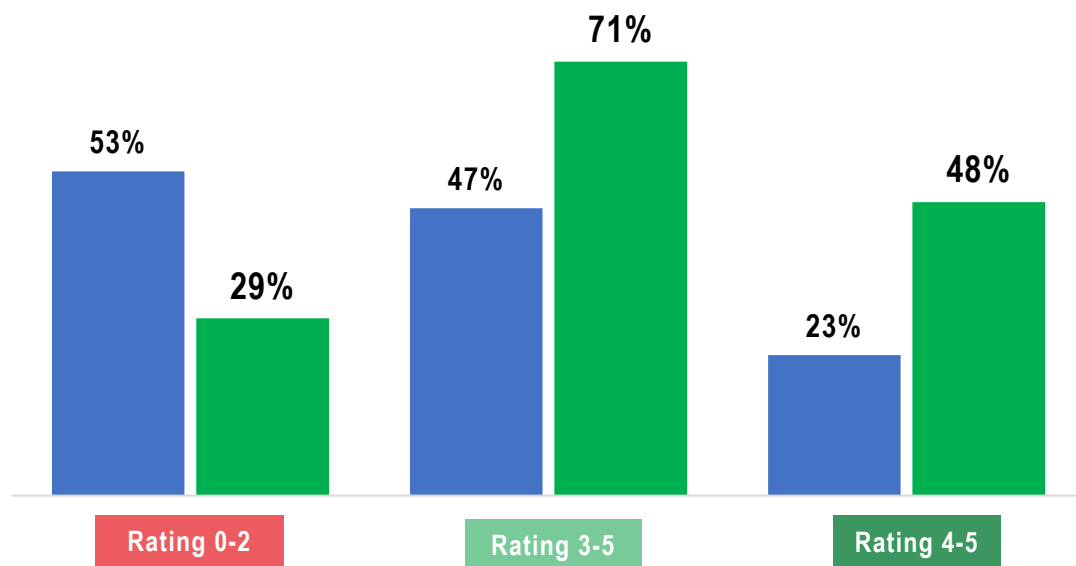


Base: Total n=139

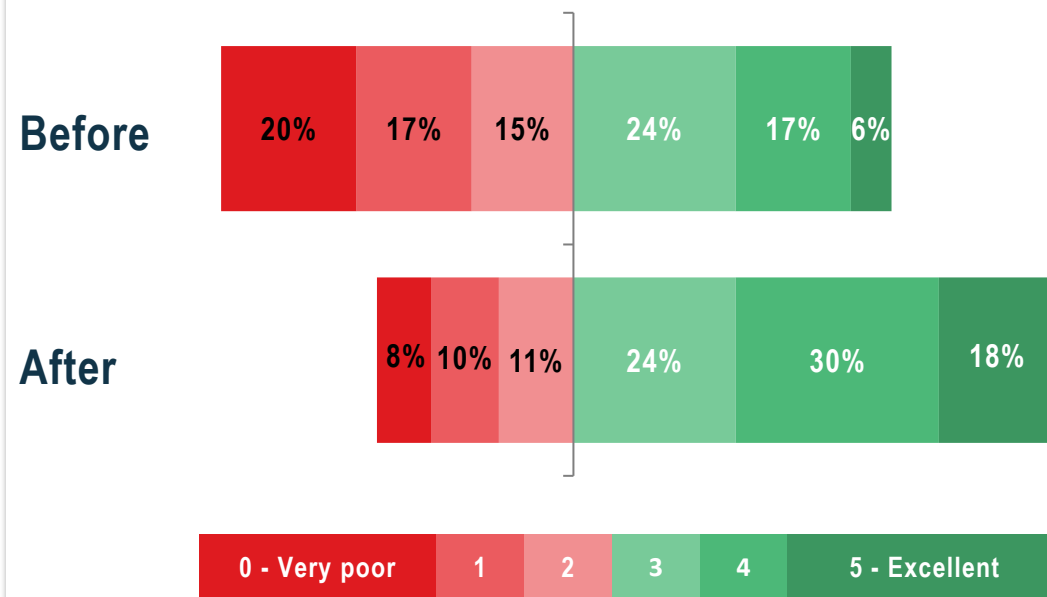


Driving Below the Speed Limit

Change in Positive/Negative Safety Perceptions
Before and After



Change in Safety Perceptions – Full Scale



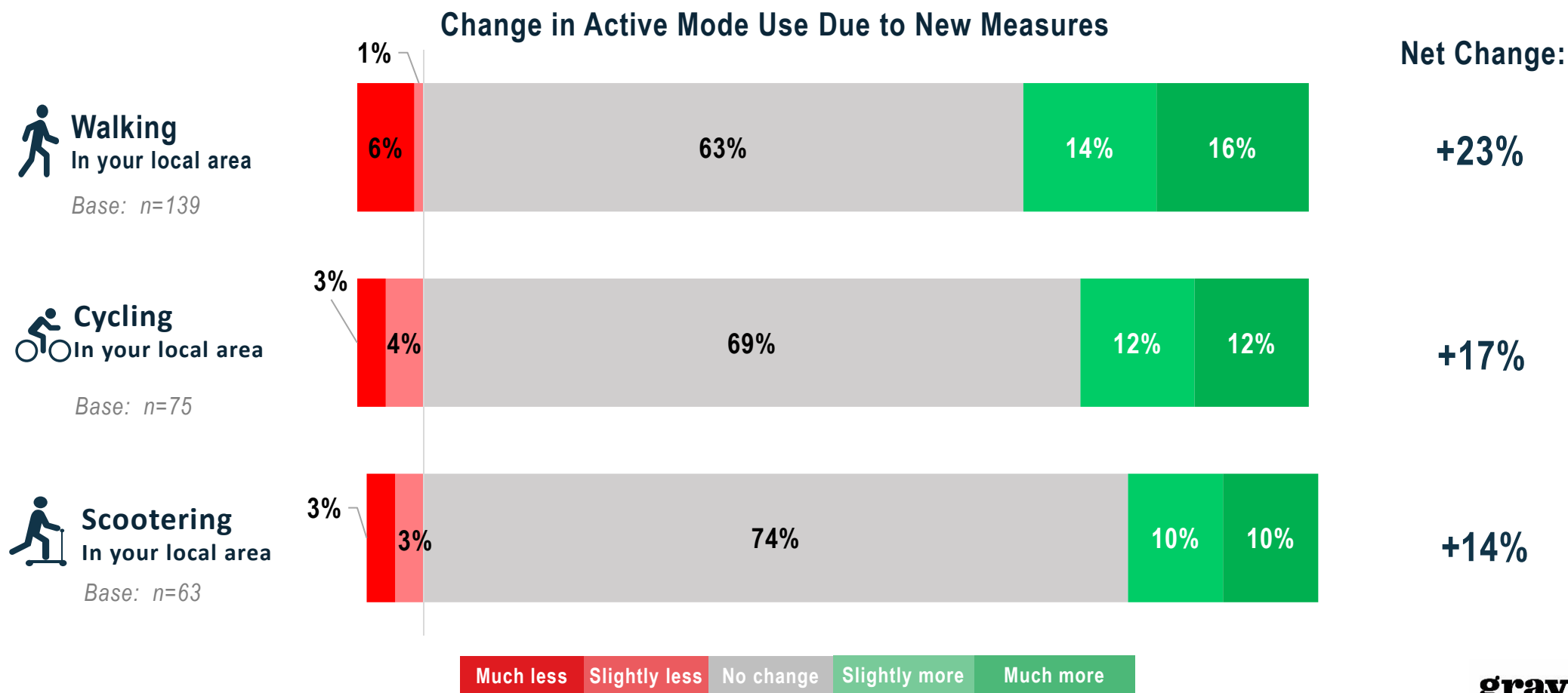
Base: Total n=168

Behaviour Changes Due To Speed Calming Measures



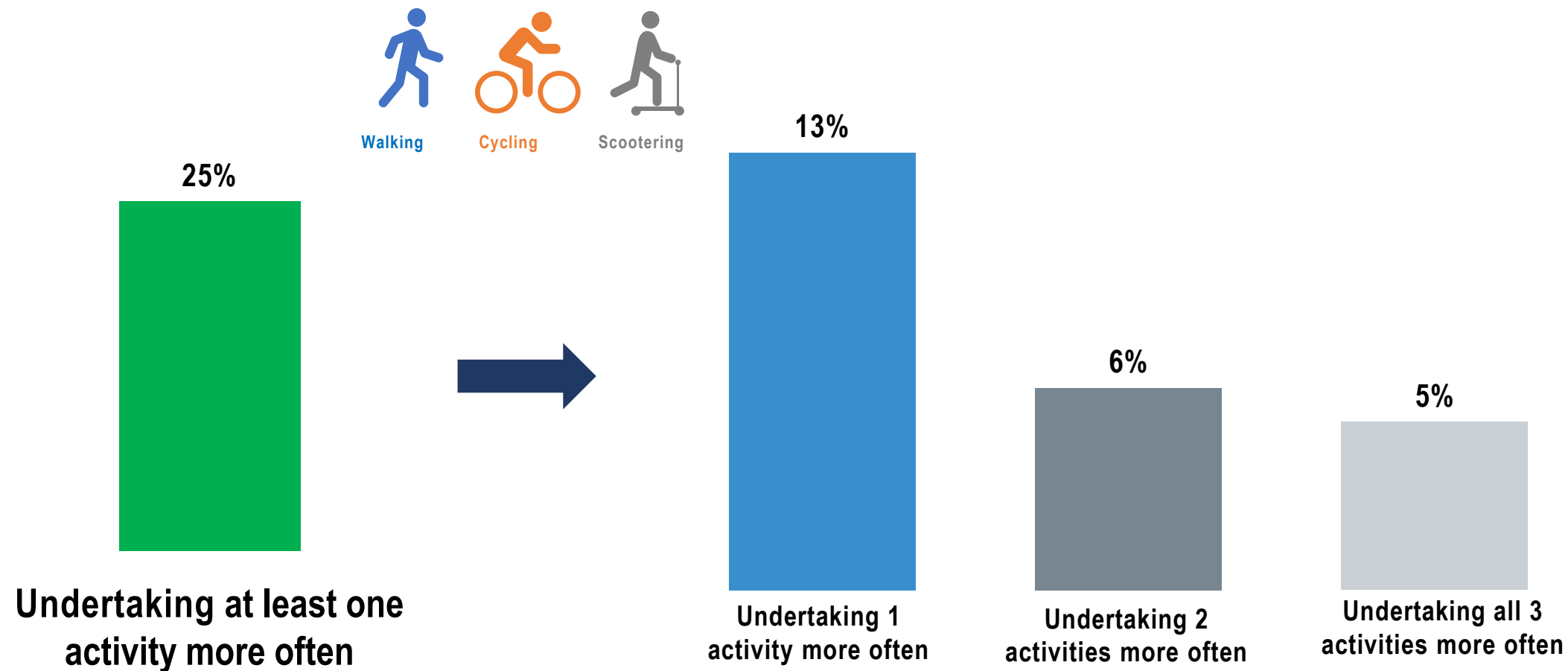
Change in Active Mode Use due to Speed Calming Measures

There has been a notable net increase in use of all three active modes since the installation of the speed calming measures. Three in ten (30%) residents report walking more, with a net increase of +23%. Nearly a quarter of residents (24%) are cycling more often – a net increase of 17%, and 20% of residents are scootering more, with a net increase of +14%.



Change in Active Mode Use Due to Speed Calming Measures

Overall, 25% of respondents said they are now taking part in at least one active mode more often, including 13% undertaking one activity more often, 6% undertaking two activities more often and 5% partaking in all three active modes more often.



Mode Used by Types of Trips Made



The following slides illustrate the proportion of respondents using various modes of transport for different types of trips. They present the primary mode of transport used by participants before and after the implemented changes.

Note: Slides depicting all modes of transport used by participants are available in Appendix 3.

The primary mode of transport has been categorised to display the proportions primarily using public transport, private vehicles, and active modes, both prior to and following, the installation of road safety measures.

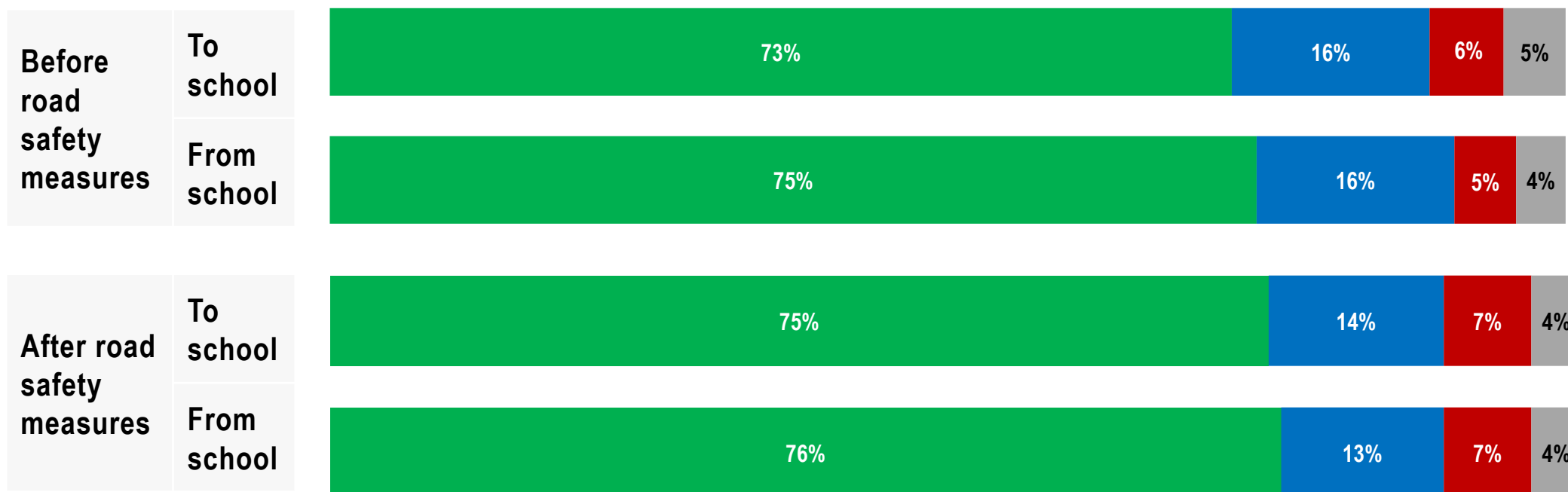
Note: Slides detailing the primary mode by specific transport types are available in Appendix 3.



School Trips: Main Travel Mode Used By Mode Groupings

The road safety measures have had a slight positive impact on school trips, the share using public transport modes having increased from 6% to 7% for trips to school and from 5% to 7% for trips back. However, the share using active modes has decreased by 2-3 percentage points since the installation of speed calming measures.

Change in main travel mode for school trips



Private vehicle



Active modes



Public transport



Other

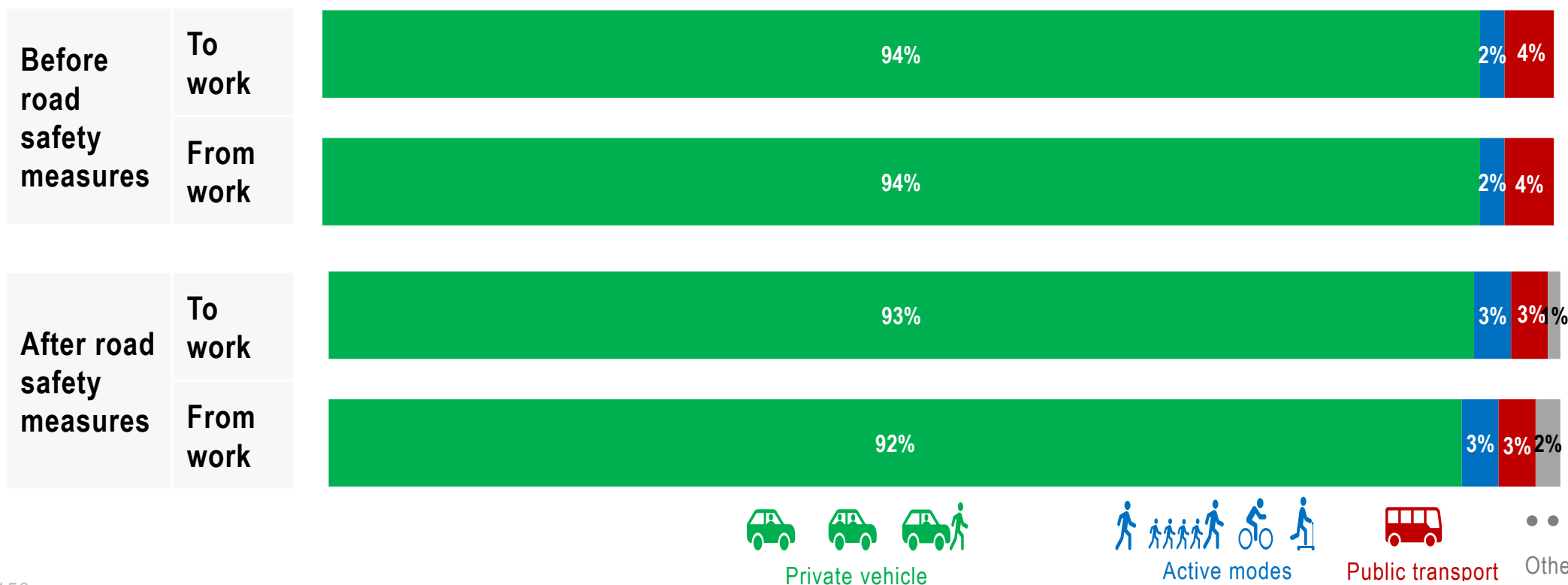


Work Trips: Main Travel Mode Used By Mode Groupings

Prior to the installation of the road safety measures, almost all trips to and from work (94%) were made using a private vehicle. Only 2% of work trips were made using active modes. The road safety installations have had minimal impact on main travel mode used, the share using active modes increasing by 1 percentage point, while the share using private vehicles has declined 1-2 percentage point.

Change in main travel mode for work trips

87%
of respondents
make this type
of trip





Local Shop Trips: Main Travel Mode Used By Mode Groupings

Prior to the installation of the road safety measures, almost all trips to and from local shops (86%) were made using a private vehicle. Around one in ten trips were made using active modes. The introduction of the speed calming measures has had a small impact on mode use, the share active modes to get to the shops increasing 1 percentage point. However, the share using active modes when they leave the shops (often when they have purchases to carry) has declined 1 percentage point.

99%
of respondents
make this type
of trip



Private Vehicle



Active Modes



Public Transport

Appendix



Appendix 1 - Questionnaire



Appendix 2 – Respondent Profile



Appendix 3 – Modes Used by Types of Trip



Appendix 4 – Field Report

Appendix 1 - Questionnaire



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Road Safety Perception Survey

ID #

Auckland Transport wants to make streets safer places for walking and cycling, for children, the elderly and the differently abled.

As part of this commitment, Auckland Transport has installed speed calming measures - speed humps, speed cushions and raised crossings - to stop vehicles speeding through streets in Papatoetoe West.

We want to hear what you think about the speed calming measures that have been put in your area.

By completing the survey, you will go into a draw to win 1 of 30 \$100 supermarket vouchers.

Please answer each question by ticking (✓) in the appropriate box or writing your answer in the space provided.

Q1 Firstly, are you aware of the speed calming measures (speed humps, speed cushions and raised crossings) that have been installed in your local area? (These were installed late 2023)

Please select (✓) one option

Yes - aware	No – not aware	Don't know	Was not living in this area before 2023
☐	☐	☐	☐

Q2 Overall, do you think that the speed calming measures that have been installed have made your local area...

Please select (✓) one option

Much safer than before	Slightly safer than before	Slightly <u>less</u> safer than before	Much <u>less</u> safer than before	Hasn't made a difference	Don't know	Not sure what it was like before
☐	☐	☐	☐	☐	☐	☐



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Q3. Using a scale where 0 is very poor and 5 is excellent, how would you have rated the following **BEFORE** the speed calming measures were installed in late 2023?

Please select (✓) one option in each row

BEFORE the speed calming measures were installed in 2023 ...	Very poor					Excellent		Don't know	Not applicable
	0	1	2	3	4	5			
Roads and traffic being safe around schools in this area?	☐	☐	☐	☐	☐	☐		☐	☐
Roads and traffic being safe in this area (excluding near schools)?	☐	☐	☐	☐	☐	☐		☐	☐
Your local area for being <u>pedestrian friendly</u> ? This includes it being safe and easy to cross the street.	☐	☐	☐	☐	☐	☐		☐	☐
Your local area for being <u>bicycle friendly</u> ? This means being safe and easy to cycle around the area	☐	☐	☐	☐	☐	☐		☐	☐
Drivers travelling below the speed limit?	☐	☐	☐	☐	☐	☐		☐	☐

Q4. And how do you rate the same things **NOW** that the speed calming measures have been installed?

Please select (✓) one option in each row

	Very poor					Excellent		Don't know	Not applicable
	0	1	2	3	4	5			
Roads and traffic being safe around schools in this area?	☐	☐	☐	☐	☐	☐		☐	☐
Roads and traffic being safe in this area (excluding near schools)?	☐	☐	☐	☐	☐	☐		☐	☐
Your local area for being <u>pedestrian friendly</u> ? This includes it being safe and easy to cross the street.	☐	☐	☐	☐	☐	☐		☐	☐
Your local area for being <u>bicycle friendly</u> ? This means being safe and easy to cycle around the area	☐	☐	☐	☐	☐	☐		☐	☐
Drivers travelling below the speed limit?	☐	☐	☐	☐	☐	☐		☐	☐

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Appendix 1 – Questionnaire (Continued)



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Q5. How **did** you and/or members of your household travel to and from each of the following places **BEFORE** the speed calming measures were installed?

*If you travel in different ways at different times of the year or on different days of the week, please select **all options** that apply, and then circle the **one** used **most often**. If you use more than one mode, please select the one used for the longest distance.*

Please select (✓) AS MANY as apply in each row. If multiple selected, please also circle the one used most (✓).

	I/we didn't make this type of trip	Walk	Walking School Bus	Car/walk*	Bicycle	Scooter	Bus	Car – as a driver	Car – as a passenger	Other Please write in
To school (s)	☐	☐	☐	☐	☐	☐	☐	☐	☐	
From school (s)	☐	☐	☐	☐	☐	☐	☐	☐	☐	
To work	☐	☐	☐	☐	☐	☐	☐	☐	☐	
From work	☐	☐	☐	☐	☐	☐	☐	☐	☐	
To local shops	☐	☐	☐	☐	☐	☐	☐	☐	☐	
From local shops	☐	☐	☐	☐	☐	☐	☐	☐	☐	

*Car/walk means you travel by car then walk at least 400m to your location – about 5 minutes or more



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Q6. How **do** you and/or members of your household travel to and from each of the following places **NOW** the speed calming measures have been put in?

*If you travel in different ways at different times of the year or on different days of the week, please select **all options** that apply, and then circle the **one** used **most often**. If you use more than one mode, please select the one used for the longest distance.*

Please select (✓) AS MANY as apply in each row. If multiple selected, please also circle the one used most (✓).

	I/we don't make this type of trip	Walk	Walking School Bus	Car/walk*	Bicycle	Scooter	Bus	Car – as a driver	Car – as a passenger	Other Please write in
To school (s)	☐	☐	☐	☐	☐	☐	☐	☐	☐	
From school (s)	☐	☐	☐	☐	☐	☐	☐	☐	☐	
To work	☐	☐	☐	☐	☐	☐	☐	☐	☐	
From work	☐	☐	☐	☐	☐	☐	☐	☐	☐	
To local shops	☐	☐	☐	☐	☐	☐	☐	☐	☐	
From local shops	☐	☐	☐	☐	☐	☐	☐	☐	☐	

*Car/walk means you travel by car then walk at least 400m to your location – about 5 minutes or more

Q7. We'd like to know whether you or members of your household are walking, cycling, or scootering more around your local area **because of** the speed calming measures being installed. Would you say you and/or members of your household are **NOW**..... *Please select (✓) one option in each row*

	Much more often (than before)	Slightly more often (than before)	Slightly less often (than before)	Much less often (than before)	Hasn't made a difference	Don't know	Did not do this before or after
Walking in your local area...	☐	☐	☐	☐	☐	☐	☐
Cycling in your local area...	☐	☐	☐	☐	☐	☐	☐
Scootering in your local area...	☐	☐	☐	☐	☐	☐	☐



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Appendix 1 – Questionnaire (Continued)



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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.

Q8. Which gender do you identify with?
Please select (✓) one option

Male	Female	Gender diverse/non-binary	Prefer not to say
☐	☐	☐	☐

Q9. Which age group do you belong to?
Please select (✓) one option

15-24 years	☐	50-59 years	☐
25-29 years	☐	60-69 years	☐
30-39 years	☐	70-74 years	☐
40-49 years	☐	75+ years	☐
I prefer not to say	☐		

Q10. Which ethnic group or groups do you identify with?
Please select (✓) AS MANY as apply

NZ European/ Pākehā	☐	Tongan	☐
Māori	☐	Niuean	☐
Samoan	☐	Chinese	☐
Cook Island Māori	☐	Indian	☐
Other	☐ Please write in:		
I prefer not to say	☐		

Q11. 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 12-17 years old



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Q12. How many years have you been living in your current house?
Please select (✓) one option

Less than 1 year	☐	11 to 15 years	☐
1 to 2 years	☐	More than 15 years	☐
3 to 5 years	☐	Don't know	☐
6 to 10 years	☐	I prefer not to say	☐

Q13. Would you like to be entered into the survey prize draw?
The prize draw is to win one of 30 \$100 supermarket vouchers.
Please select (✓) one option

Yes	No
☐	☐

If you answered yes please enter your contact details.

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

Name	
Address	
Phone number	
Email	

Q14. If you have any other comments about the speed humps, speed cushions and raised crossings put in your local area recently, please add them there:

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