JULY 2023

FOLKL

Maru.

Streets for People.
Pop-up Trial Report.

HUTT CITY
TE AWA KAIRANGI

Contents.

Objective.

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The 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.

The pop-up trial utilised temporary materials (such as road cones, road markings and a speed bump) to simulate the proposed design direction. It took place from the 10th to the 17th of May. Data was gathered during this period to understand if the trial was successful in meeting the Maru project objectives:

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.

Methodology.

The key mechanisms for collecting data during the pop-up trial were:

Survey.

An online survey gathered 383 responses, collected during the pop-up trial between the 10th and 17th of May. The survey was advertised on social media, the Maru project website, and any signage in the project area.

Walking workshop.

Interested stakeholders were invited to walk through the project area and discuss the pop-up trial in more depth. In total there were 6 participants.

Intercept interviews.

These were conducted by members of the Maru project team and FOLKL staff. The interviews were conducted in the project area during school drop off and pick up times, and used the online survey as the basis for the conversation.

Vehicle tube counts.

Utilised to understand the impact the pop-up trial had on vehicle volumes and speeds.

Attitudes towards the Pop-up Trial.

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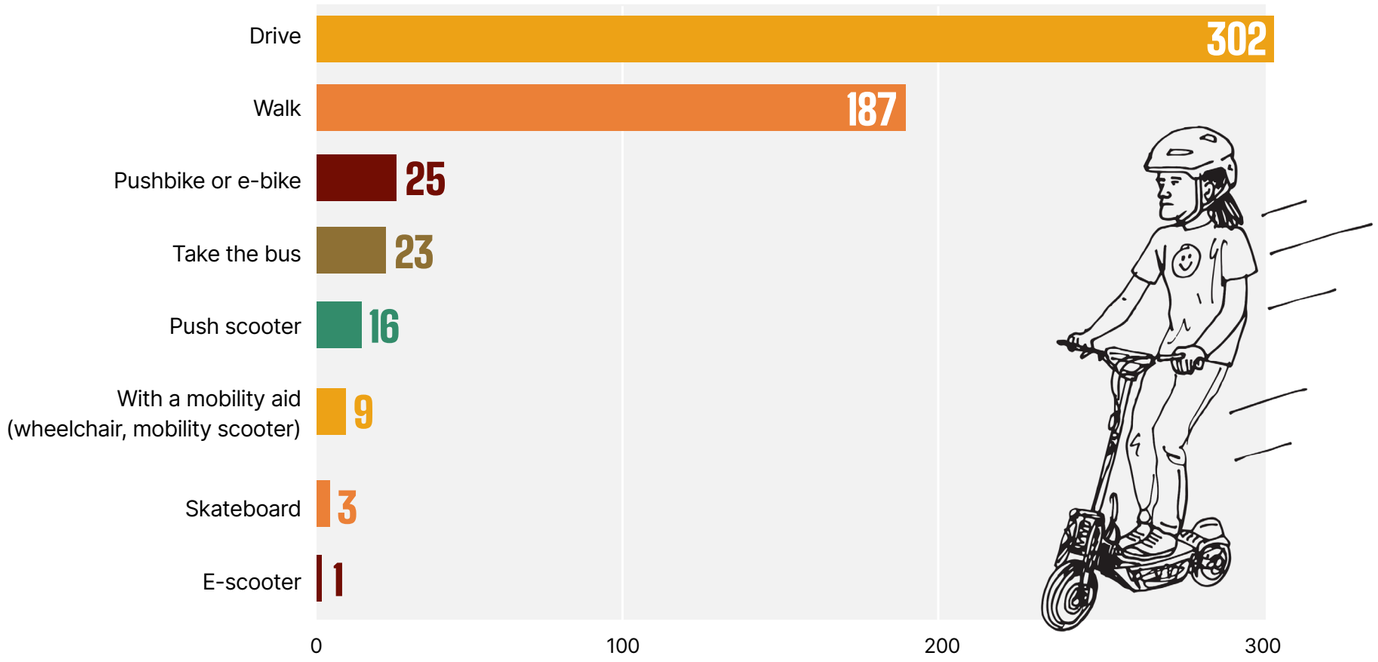
The feedback that was gathered during the pop-up trial was inconsistent and in some instances polarising. Research participants that engaged in face-to-face methods (such as intercept interviews and walking workshops) were far more likely to support the changes and find them effective which points to these participants having a better understanding of the overall objectives. This was because the conversation took place in the project area and the participants were far more likely to be experiencing the area as a walker, cyclist or scooter rider.

Research participants who participated via non face-to-face methods, such as the online survey, didn't support the changes or understand the project objectives to the same level. The vast majority of these responses were gathered by those that experience the area as a driver.

This is an important finding in itself, as it speaks to the nature of "Streets for People" projects that aim to prioritise human scaled modes such as walking, cycling and scootering, over motor vehicles.

How do you typically travel through the project area?



61%

→ 61 percent of survey respondents were residents. 24 percent used the project area 'to get to other place's and 21 percent 'shopped or used facilities in the area.'

→ 17 percent dropped their children to school, and 16 percent were students.

→ 6 percent worked in the area and 2 percent were teachers.

→ The majority of people drove through the project area, while walking was the second most common mode.

Source: FOLKL Research, Pop-up trial survey n383

Attitudes towards the Pop-up Trial.

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Online survey findings:

Despite an extensive communications campaign, the majority of people were not aware of the existing issues around speed, congestion, and driver behaviour and therefore did not understand what the trial aimed to achieve. This seemed to be the first time many respondents had heard of or engaged with the Maru project. Many people did not understand this was only a temporary trial.

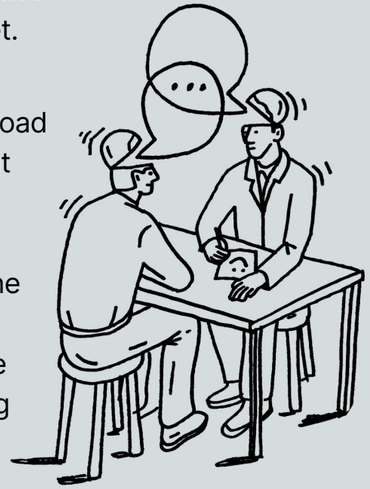
As the vast majority of people were thinking about the pop-up trial from a driver's perspective, much of the feedback gathered does not acknowledge what the changes are like for those using active modes or mobility aids. This is leading to the confusion about the intended outcomes of the installations, especially more long-term change such as mode shift.

The main negative feedback was around the look of the temporary materials, the amount of road cones, the roads being too narrow/not being suited to bigger vehicles, the project's cost, and the use of astro turf.

In-person intercept survey findings:

Those in the project area that were experiencing the changes as a pedestrian or rider were very supportive of the pop-up trial. There was a belief that the area felt calmer and quieter. Parents spoken to would often talk of near misses or explain unsafe behaviour they have witnessed in the area, and how the design interventions would contribute to making the area safer. One example was drivers performing u-turns outside the Konini Superette at the intersection of Karamu Crescent and Konini Street.

The confusion about the temporary materials and road cones was still present but after a brief conversation participants quickly understood the 'why' of the pop-up trial and majority of those spoken to on-site were supportive of making the changes permanent.



Community Workshop findings:

Shortly following the pop-up trial, a community workshop was held to discuss the trial and wider project objectives.

Several ideas were consistently supported by the four groups of participants, including implementing clearways, constructing limestone paths and bridges in drainage reserves, adding courtesy crossings, creating pedestrian refuges, improving cycleways on Wainuiomata Road, and enhancing the design of the end of Rata Street for better school access.

The workshop's findings demonstrate a shared vision among participants to prioritise safety, improve connectivity, and enhance accessibility within the project area. The proposed design changes aim to create a more pedestrian-friendly and bike-friendly environment, while also addressing traffic flow and parking concerns. Incremental changes, community buy-in, and careful consideration of different elements will be essential in implementing these improvements successfully.

Source: FOLKL Research, Pop-up trial survey n383

Safety.

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On Road.

→ **91 percent** of people chose to give feedback about on-road changes.

→ **32 percent** of people thought the changes were 'Very effective' or 'Effective'.

→ This rose slightly to **36 percent** of people who said they walked through the area.

→ **52 percent** thought they were 'Ineffective' or 'Very ineffective'.

→ Students and teachers were most likely to support the changes, with **70 percent** believing they were 'Very effective' or 'Effective'.

Laneways.

→ Respondents were more positive about the laneway changes, with **42 percent** believing they were 'Very effective' or 'Effective'.

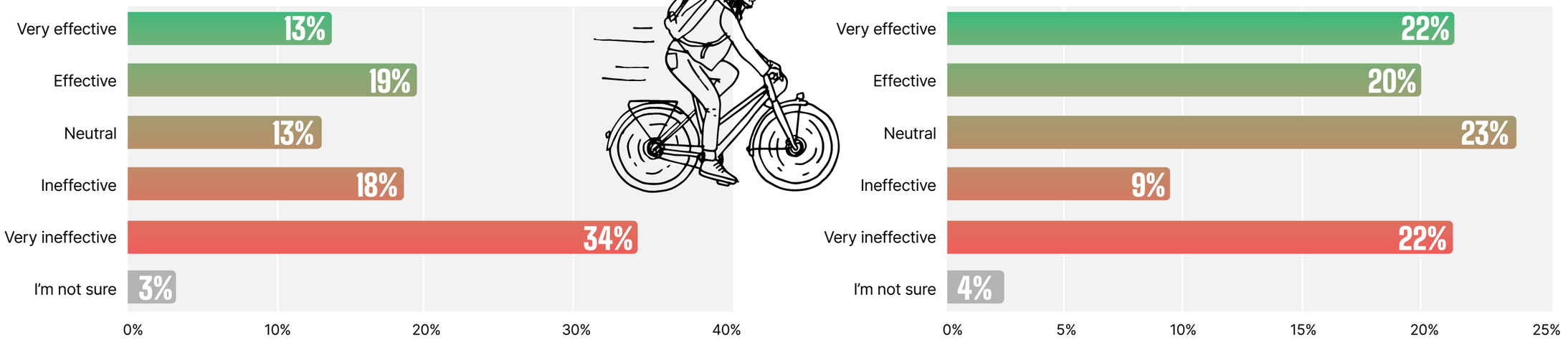
→ Students and teachers were the most positive, with **75 percent** saying they improved safety.

→ **31 percent** thought the changes were 'Very ineffective' or 'Ineffective'.

→ A relatively large percentage of people were 'Unsure' if the changes had made a difference.

→ Many of the open field responses were vague or mentioned on-road changes, suggesting that some respondents had answered this question despite not experiencing or being aware of the laneway changes.

How effective do you think the on road changes are at improving safety for students walking, biking or scootering to and from school?



How effective do you think the laneway changes are at improving safety for students walking, biking or scootering to and from school?

"I feel safer as a pedestrian and know to slow down as a driver. Makes you more aware of looking after your community."

"They are great! Slows traffic zooming around the corner from Parkway onto Totara Street, also slows cars and motorbikes speeding up the Street. Would also love to see speed humps on the street."

"The concept is worthy, but the impacts for drivers on roads designed for vehicles creates more risk to other users and frustration for all."

Source: FOLKL Research, Pop-up trial survey n383

Accessibility.

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On Road.

→ **36 percent** of respondents thought the changes improved accessibility.

→ **45 percent** thought they were ineffective.

19%

→ **19 percent** of people were neutral, or unsure.

→ Students and teachers were most positive, with **78 percent** believing the changes were effective.

Laneways.

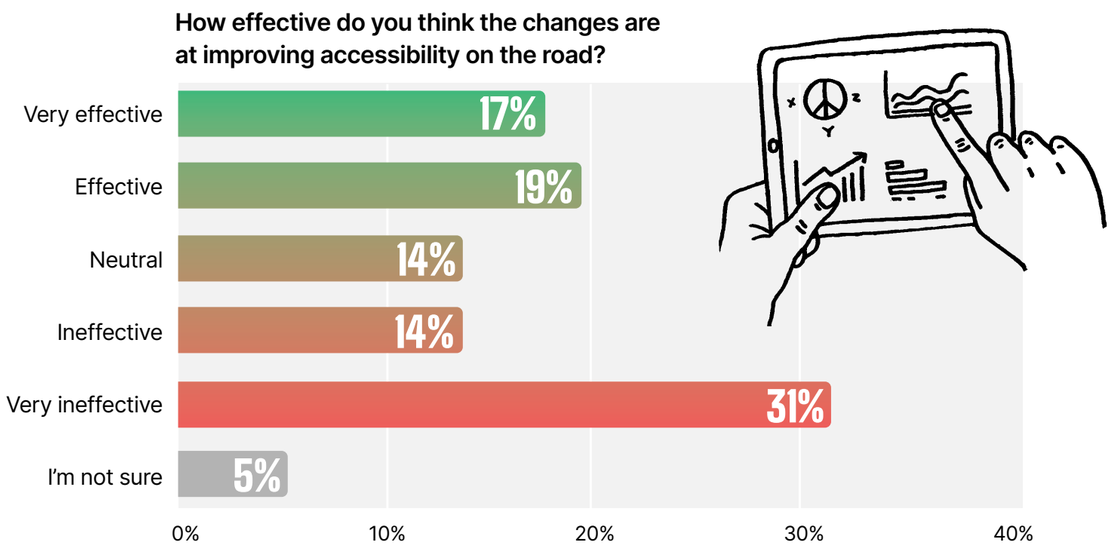
→ **38 percent** of people thought the laneways were made more accessible by the trial.

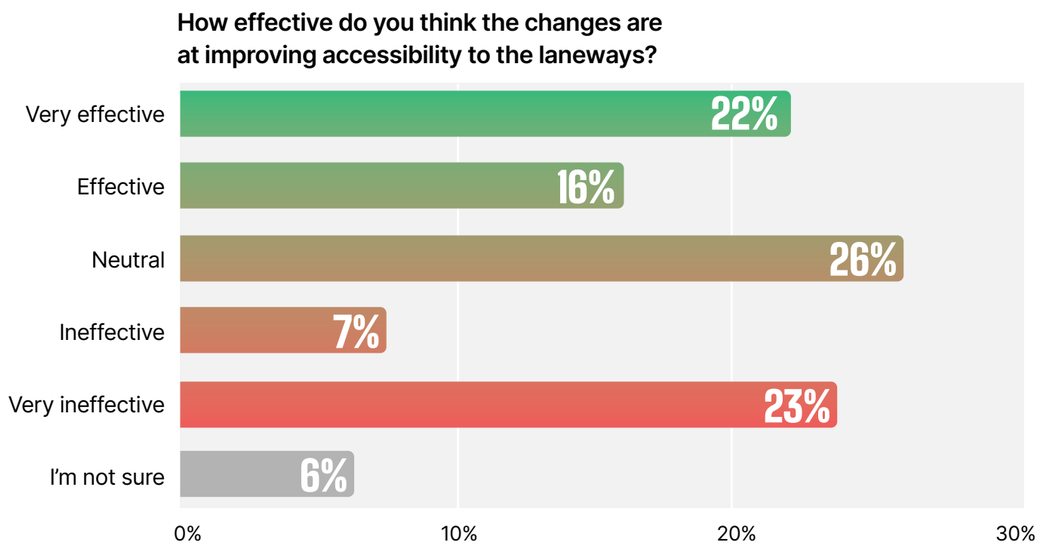
30%

→ **30 percent** believed the changes had not made the laneways more accessible.

73%

→ **73 percent** of students and teachers who responded felt the changes had improved accessibility.





"Easier to bike through (the laneways) without the barriers."

"The ideas for improvement give me more confidence to walk my 7-month baby around Wainuiomata safely and it seems I won't have any accessibility problems."

"Better than nothing but all curbs and footpaths need urgent work if you want to include accessibility for all in the community."

"The yellow ramps are good for bikes, scooters and older people."

Source: FOLKL Research, Pop-up trial survey n383

Motor Vehicle Speeds and Volumes.

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One of the key objectives of the Maru project is to lower vehicle speeds. **During the pop-up trial, this was successful in two of the three streets monitored, Tōtara Street and Rata Street (both mean and 85th percentile speeds).** Konini Street experienced a slight increase in vehicle speeds which may indicate the trials had a positive impact on congestion on this street.

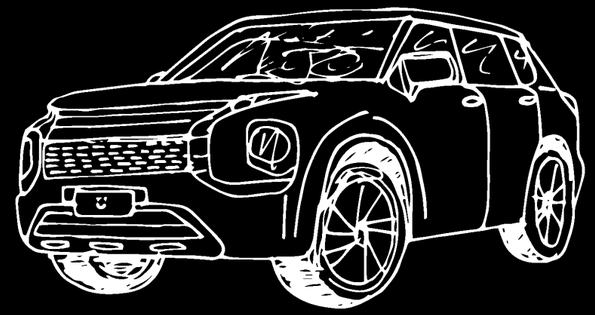
Interestingly, at Tōtara Street and Rata Street, speeds remained slower in the week following the pop-up trial.

Location of tube count sites.

Mean and 85th percentile speeds, pre, during and post pop-up trial.

		Pre-Trial	During Pop-up Trial		Post-Trial	
Location	Measure	km/h	km/h	% Change to Pre Trial	km/h	% Change to Pre Trial
Totara Street	Mean Speed	42.8	38.7	-9.6%	40.4	-5.6%
	85th % Speed	52.1	46.7	-10.4%	49.7	-4.6%
Konini Street	Mean Speed	31.5	32.4	2.9%	32.1	1.9%
	85th % Speed	38.3	40.4	5.5%	40.5	5.7%
Rata Street	Mean Speed	32.3	31.4	-2.8%	31.7	-1.9%
	85th % Speed	39.2	38.3	-2.3%	38.3	-2.3%

Tōtara Street experienced the greatest decrease in speeds.



Source: FOLKL Research. Source: Team Traffic tube count. Pre-trial: 01/03/2023 - 07/03/2023, during pop-up trial 10/07/2023 - 17/07/2023, post trial 18/07/2023 - 25/07/2023

Motor Vehicle Speeds and Volumes.

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Motor vehicle volumes remained static throughout the three periods, showing that the pop-up trial didn't displace traffic to other nearby streets.

All three sites experienced lower top speeds recorded. The most obvious example was on Tōtara Street, where the raised cushion had a significant impact, reducing the top speed recorded from between 100-110 km/h to between 70-80 km/h. The week following the trial, when the raised cushion was removed, the top recorded speed returned to 100-110 km/h.

The pop-up trial interventions were successful at lowering speeds and therefore creating a safer environment.

Average Daily Traffic Volume by Street

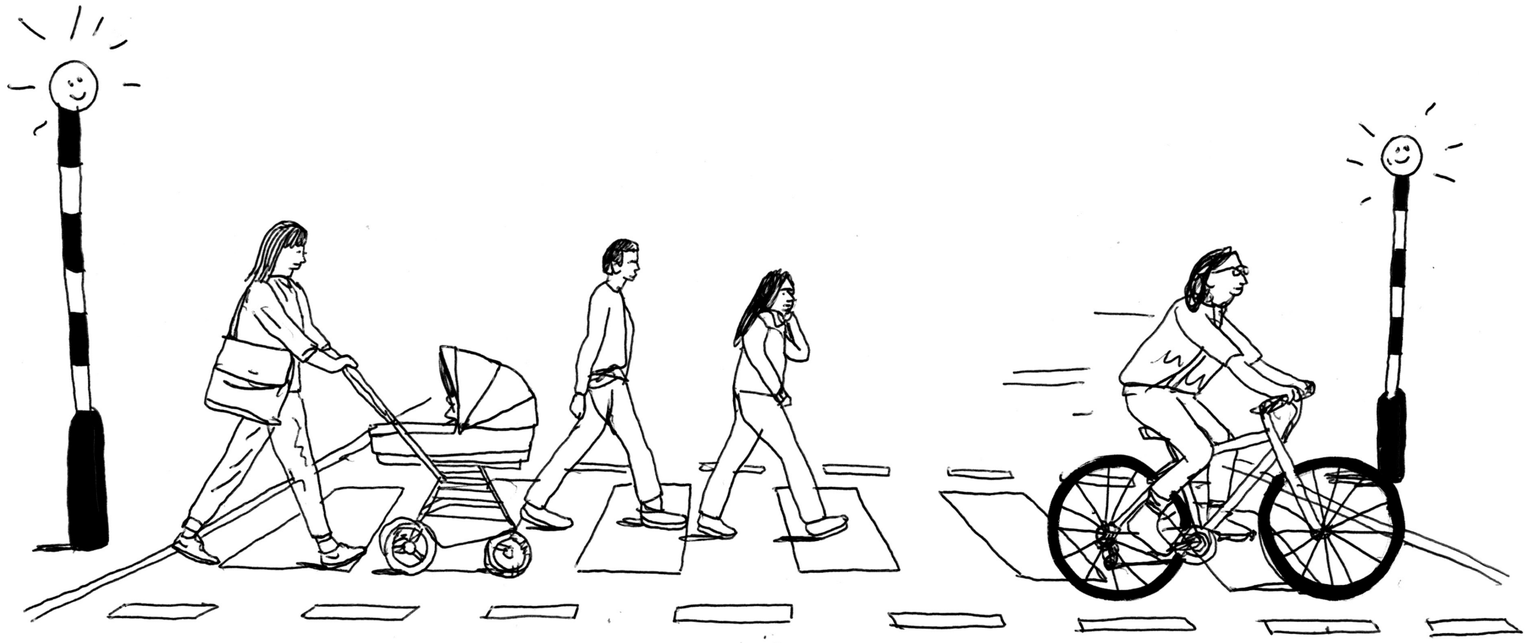
Location	Pre-Trial	During Pop-up Trial	Post-Trial
Totara Street	529	554	523
Konini Street	952	947	923
Rata Street	1,232	1,235	1,199

Highest Speed Range Recorded by Street.

Location	Pre-Trial	During Pop-up Trial	Post-Trial
Totara Street	100-110 km/h	70-80 km/h	100-110 km/h
Konini Street	80-90 km/h	60-70 km/h	60-70 km/h
Rata Street	80-90 km/h	70-80 km/h	90-100 km/h

Source: FOLKL Research. Source: Team Traffic tube count. Pre-trial: 01/03/2023 - 07/03/2023, during pop-up trial 10/07/2023 - 17/07/2023, post trial 18/07/2023 - 25/07/2023

Ngā mihi
Thank you.

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