

Milford School Follow-Up Survey Report

Auckland Transport | Safe School Streets



Introduction

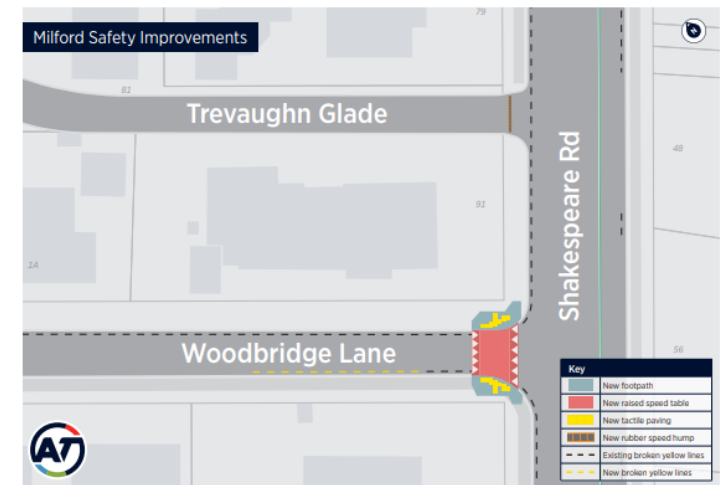
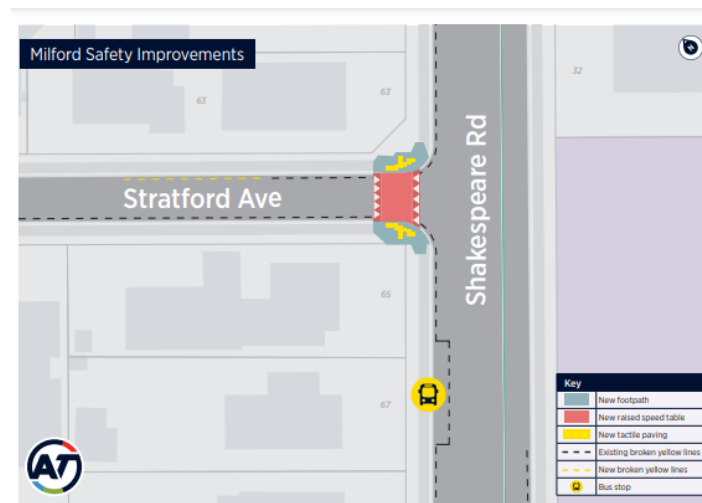
Milford School has been involved in the Safe School Streets programme since 2017. The project seeks to address issues raised by the school with designs developed in consultation with the school and community.

Baseline and post-intervention ('follow-up') data was collected to engage with the school community, assess the effectiveness of the scheme and inform next steps.

This brief report presents key findings from the follow-up data collection, with results compared to baseline as appropriate.

Permanent changes

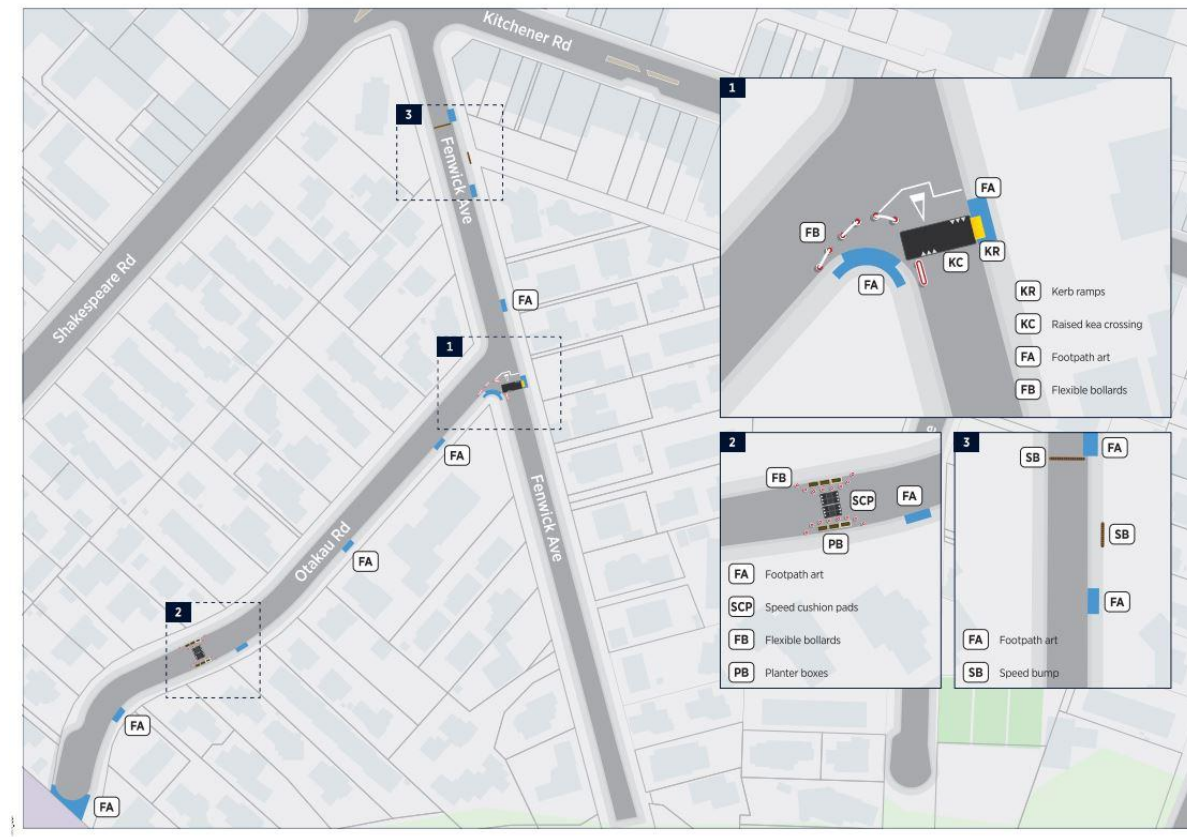
In July-August 2021, AT installed permanent changes near the front entrance of the school on Shakespeare Road. The changes include a speed hump and two permanent raised tables on side streets near the school. These changes were delivered separately from, but aligned with, the Safe School Streets scheme.



Introduction cont.

Trial changes

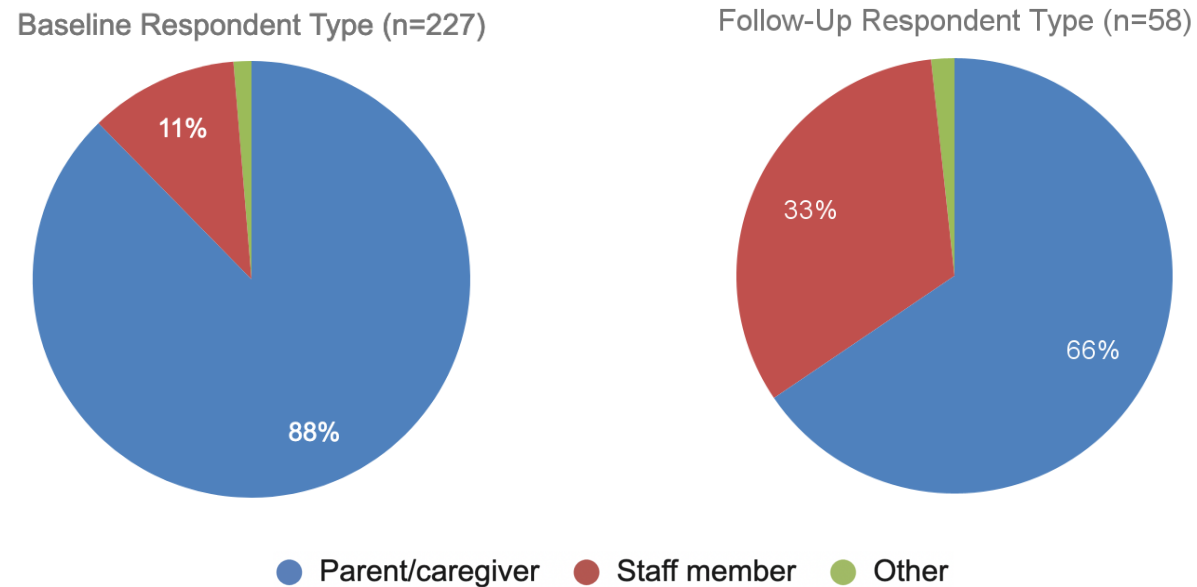
Also beginning in July-August 2021, AT installed trial changes near the rear entrance of the school on Otakau Road. The changes include speed humps and a raised table equipped as a “kea crossing” on Fenwick Ave, and road narrowing and speed cushions on Otakau Road.



Survey data and participation

- Baseline survey data was collected by Mackie Research in 2018.
- Infrastructure changes were installed in mid-late 2021.
- Follow up survey data was collected by Crank in April 2022.
- The total number of participants for the baseline survey was 227, with the follow-up survey attracting 58 total participants in comparison. See Figure 1.
- The proportion of baseline and follow-up survey responses from parents/caregivers decreased (88% to 66%), while the proportion of staff member responses increased (11% to 33%), which likely affects the perspective between the surveys.
- Note that not all participants responded to every question.
- Note that COVID and other factors outlined above may have contributed to differences between baseline and follow-up results. Traffic volumes around the school reduced at follow-up and COVID is likely to have contributed to this. Travel patterns to and from school are also likely to have been impacted.

Figure 1: Audience breakdown for the baseline and follow-up surveys.



Perceived problems at baseline

Perceived problems at baseline

The baseline survey by Mackie Research highlighted the following problems as perceived by the school community:

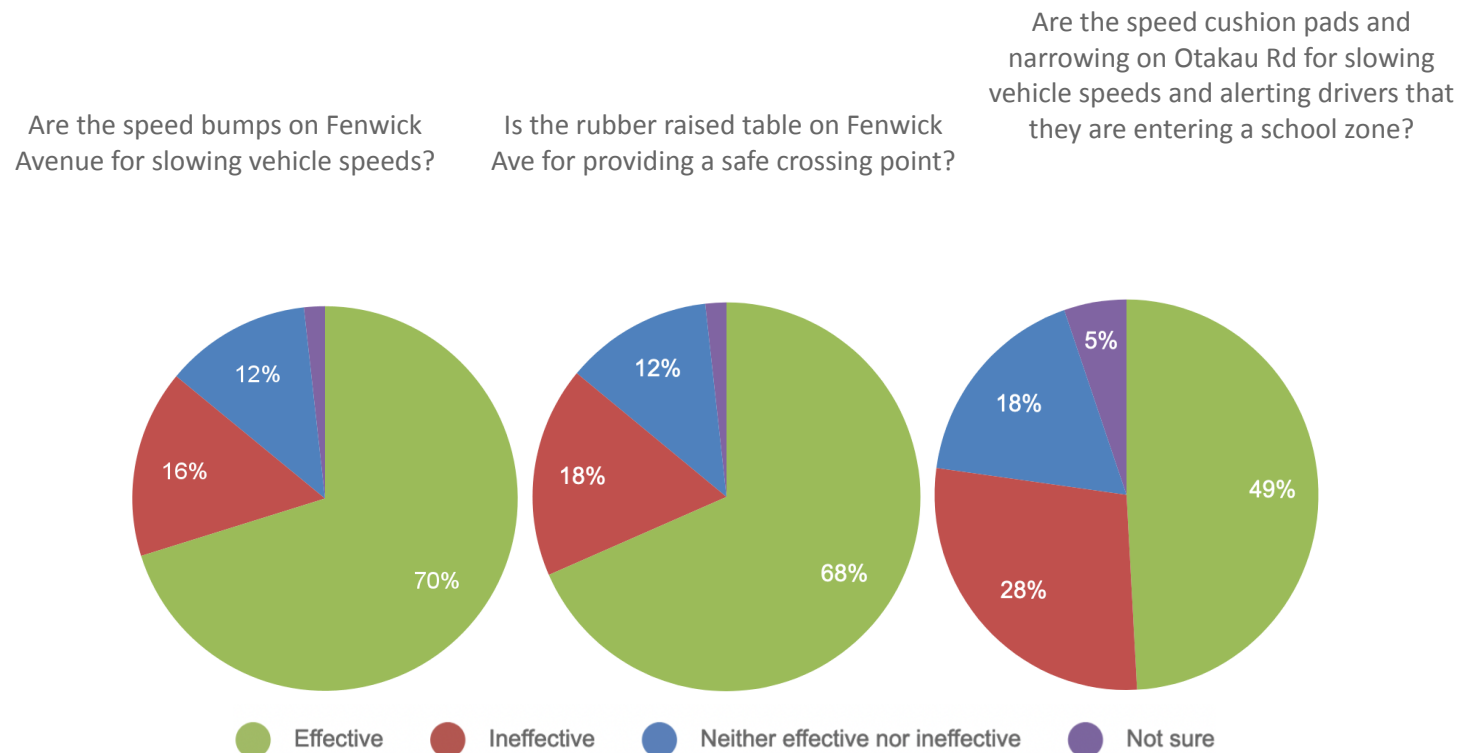
- Illegal parking/stopping, parents not obeying time restrictions, and queuing traffic and congestion.
- Dangerous (or a lack of crossings) in the area (Kitchener/Shakespeare Intersection, Fenwick Ave, and side-roads along Shakespeare Road). Parked cars reducing visibility of children.
- Cars pulling into and reversing in driveways on Otakau Road (near St Paul's Church).
- Parents queuing in T2 lane – waiting to access the drop-off zone.

Effectiveness of the interventions

Most respondents (70%) reported that the speed bumps were effective for slowing vehicle speeds, and that the rubber raised table on Fenwick Ave provides a safe crossing point (68%).

- Most respondents (70%) reported that the speed bumps were effective for slowing vehicle speeds, and that the rubber raised table on Fenwick Ave provides a safe crossing point (68%). Almost half of respondents thought the speed cushion pads and narrowing on Otakau Rd were effective for slowing vehicle speeds and alerting drivers that they are entering a school zone (49%). See Figure 6.
- Most respondents reported the road patrol was important rather than unimportant (49% and 37% respectively). However, breaking down parent/caregiver and staff member responses shows that more parents felt it was important (43% parents and 6% staff) and that more staff felt it was unimportant (13% parents and 25% staff). See Figure 7.

Figure 6: Follow-up survey (n=57). How effective or ineffective...

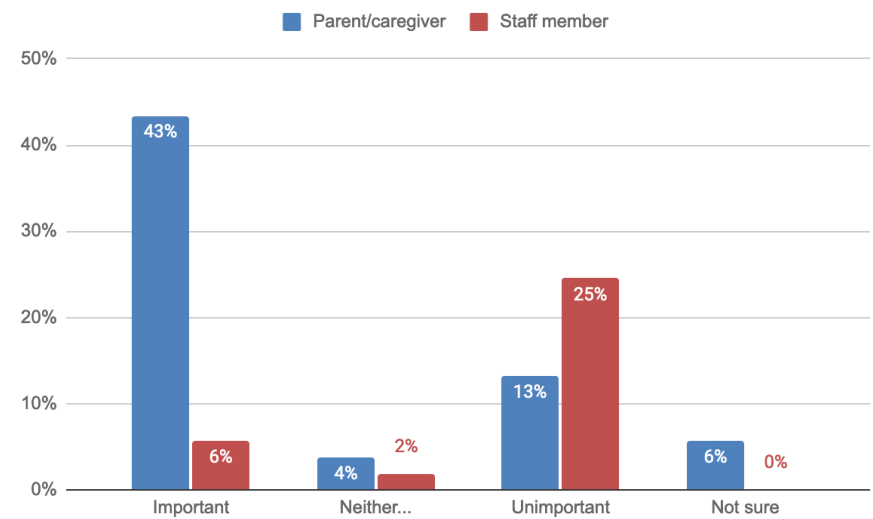


Effectiveness of the interventions cont.

Most parent respondents reported the road patrol was important rather than unimportant for ensuring children have a safe crossing point

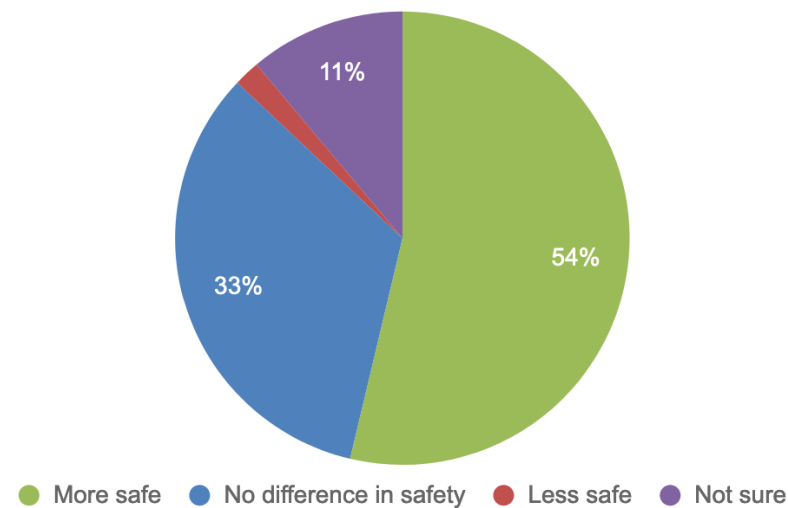
4% of respondents reported the overall interventions had made it more safe to walk, bike, or scooter to school.

Figure 7. How important or unimportant is the kea crossing (road patrol) at the rubber raised table for ensuring children have a safe crossing point? (Follow-up, n=57)



“Neither important or unimportant” is the second response option in full.

Figure 4: Follow-up survey (n=53). Overall, would you say the temporary street changes on Otakau and Fenwick have made the street more or less safe for children walking, biking, or scootering to school, or is there no difference in safety?

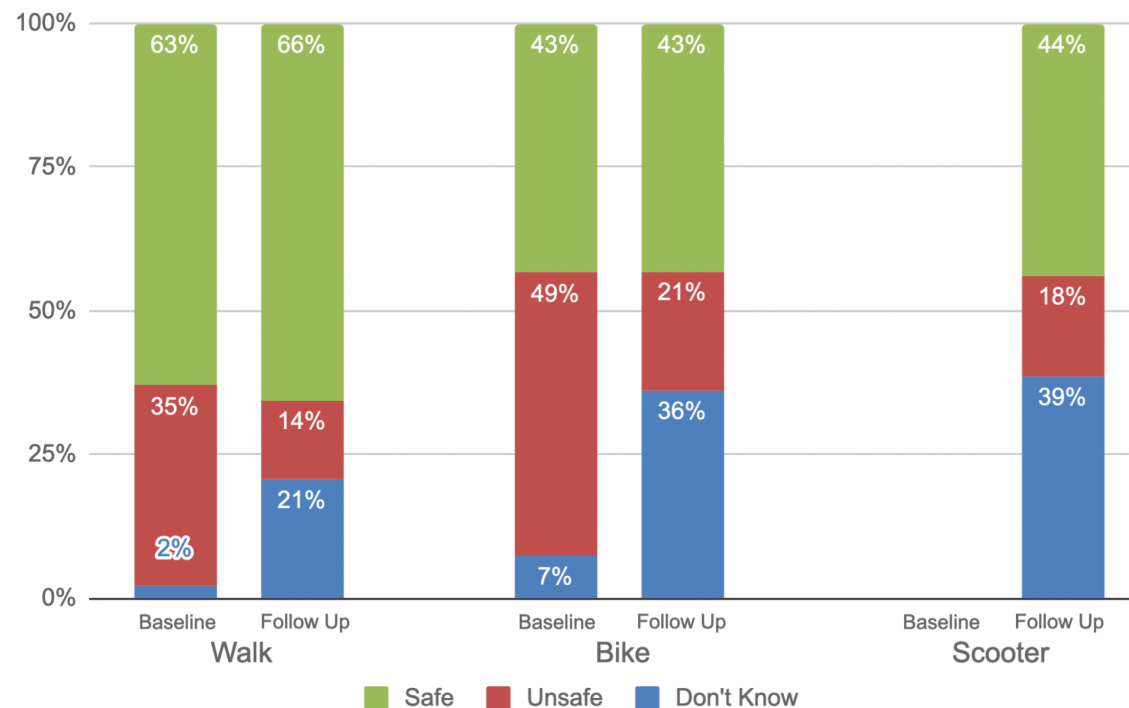


Overall Perceptions of Safety

49% of respondents reported it was unsafe for students to walk near the school entrances during school pick-up/drop-off times, compared to 21% in the baseline survey.

- At follow-up, 66% of respondents reported it was safe for students to walk near the school entrances during school pick-up/drop-off times, compared to 63% in the baseline survey. Those who reported walking as unsafe dropped (35% to 14%). The perceived safety of biking at follow-up was similar to baseline, however there was a decrease in the proportion reporting it as unsafe (49% vs 21%). See Figure 3.
- At follow-up, 54% of respondents reported the overall interventions had made it more safe to walk, bike, or scooter to school. Only 1 respondent of 53 reported that it was less safe. See Figure 4.
- At follow-up, there were reductions in the proportion of respondents reporting they had seen unsafe parking or drop-off/pick-up practices outside the school sometimes, always, and often. Those who reported never seeing this more than doubled. See Figure 5.
- At follow-up, respondents reported there was less stress in picking up and dropping off children due to cars near the school entrances. Those who agreed it was stressful decreased (49% to 30%) while those who disagreed it was stressful increased (34% to 40%). This is supported by project team observations that Otakau Road is much quieter than previously observed. This could be attributed to Covid -19 alert levels. See Figure 6.

Figure 3: How safe or unsafe overall is it for students to walk, bike or scooter near the school entrances during school pick-up/drop-off times? (Baseline n=219, follow-up n=58)



Scootering was only asked at follow-up. Baseline survey answers included "Very unsafe" and "Very safe", which have been represented in this chart within "Safe" and "Unsafe" respectively.

Overall Perceptions of Safety cont.

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Figure 5: How often do you see unsafe parking or drop-off/pick-up practices outside the school?

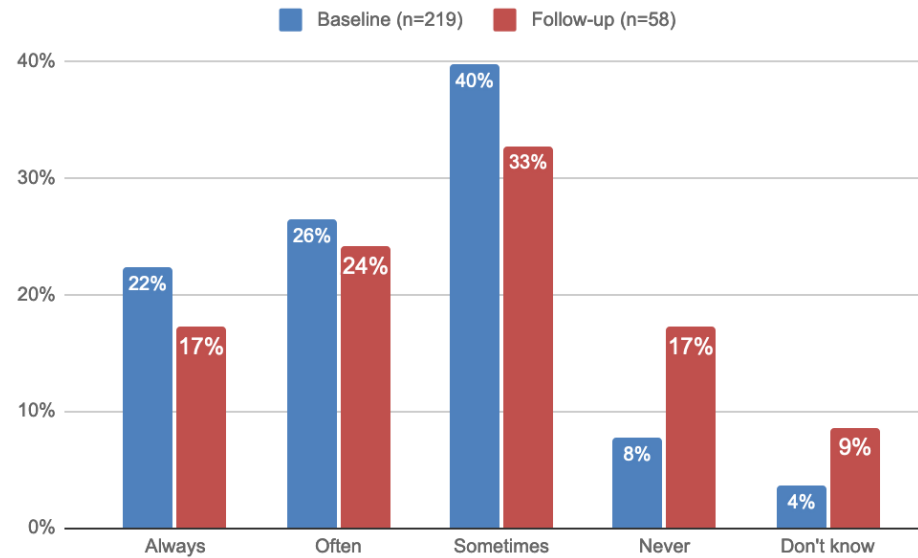
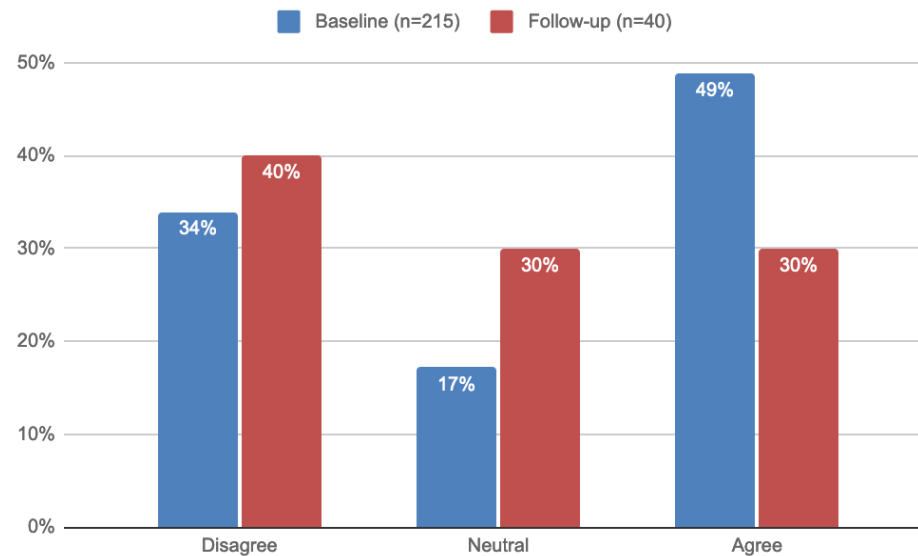


Figure 6: Picking up or dropping off children is stressful because of the cars near the school entrances



Respondent Comments

At follow-up, respondents were given the option to provide a comment in relation to two questions: Question 4, regarding the effectiveness of the temporary changes, and Question 16, inviting any further comments about the location or temporary changes.

Effectiveness of the temporary changes

Of the 35 total comments from respondents, 11 were themed positively toward the temporary changes, 11 were negative, and 13 were mixed or thought the temporary changes required further improvement.

- Seven respondents noted the slower traffic speeds, and five noted the safer crossing point.
- Five respondents were against the removal of parking.
- Seven respondents noted increased congestion, and eight noted the narrowing of Otakau Road causing issues.
- Two respondents noted it was less safe or that safety was no different.
- Some respondents provided suggestions for improvement, including:
 - Paint zebra crossing to avoid people using the crossing without looking for traffic (one respondent)
 - Add more speed bumps and remove street narrowing (one respondent)
 - Use the design that was shared in the initial proposal (one respondent)
 - Move the crossing nearer to the busier Catholic Church (one respondent)
 - Remove the 'kiss and drop' to prevent three point turning (two respondents)

Further comments

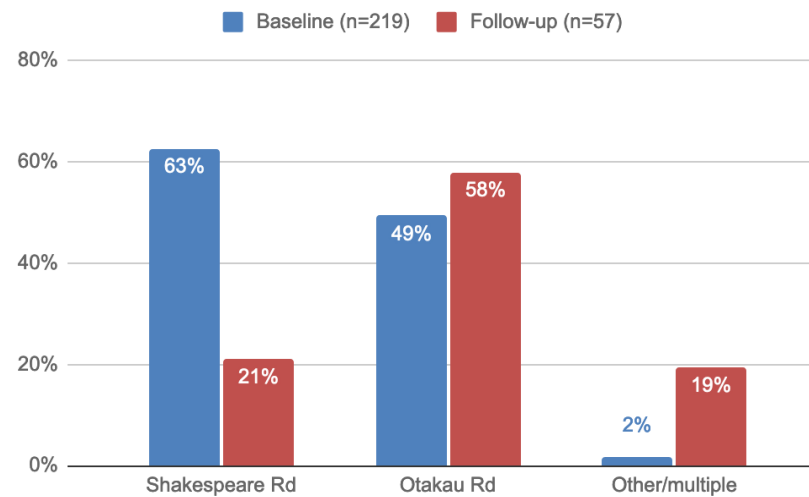
Of the 39 total comments from respondents, one was themed positively, six were negative, 23 were suggestions related to the temporary changes, and eight were about further changes in addition to the temporary changes.

- Six respondents noted that the kea crossing (road patrol) was unnecessary - five of these were staff members. One respondent was particularly concerned about the way staff are treated when monitoring this.
- Four respondents noted that they were against parking removal.
- Eight respondents noted that they were concerned about increased congestion.
- Eight respondents noted safety concerns regarding either illegal parking or dangerous driving behaviour.
- Two respondents noted that they were happy about slower traffic speeds.
- Some respondents provided suggestions, including:
 - Barrier arms on the Shakespeare Road pedestrian crossing (one respondent)
 - Improved kiss and drop parking space closer to entrance with no-parking rule enforcement (four respondents)
 - Pedestrian crossing on Otakau Road rather than plain crossing (one respondent)
 - Create a continuous loop for traffic to slowly flow rather than allowing kiss and drop parking (two respondents)
 - Safe crossings at the multiple intersections along East Coast Road (two respondents)
 - Turning circle 'guiding lanes' so that drivers don't attempt to make three-point turns when they are not necessary (two respondents)

Travel modes and patterns

- These figures are likely impacted by the differences in audience breakdown outlined above. As the follow up survey focussed on the Otakau Road temporary interventions, and the school bike racks are located at the Shakespeare Road entrance, it is likely that the travel mode data reflects the entrances used by respondents.
- Annual mode survey data is expected to be available in July/August 2022
- At follow-up, respondents reported an increase in children using the Otakau Road entrance (49% to 58%), and a decrease in children using the Shakespeare Road entrance (63% to 21%). See Figure 8.
- At follow-up, respondents reported that children were walking to school less (47% to 32%), and cycling less (17% to 3%, or 31% to 3% if scootering is included from the baseline - not asked at follow-up). There was an increase in respondents who reported that children got to school by car (52% to 61%). See Figure 9.

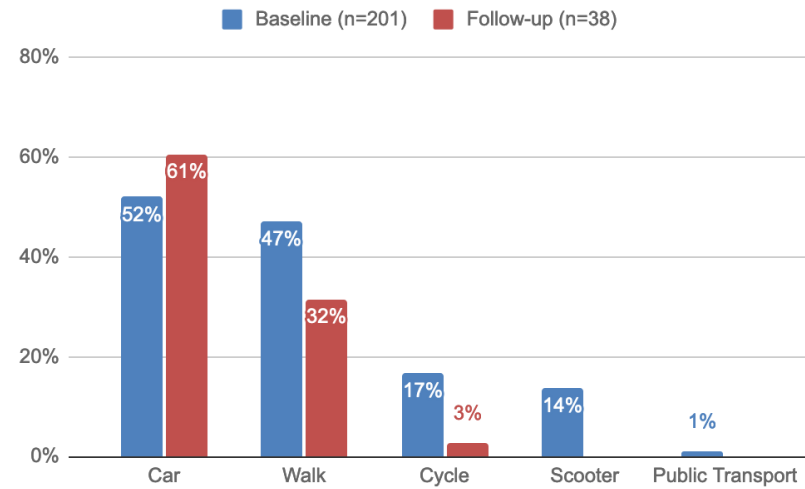
Figure 8: Which school entrance(s) do you/your children usually use?



Other/multiple also includes 'Shakespeare Road/Otakau Road', 'Shakespeare Road/Otakau Road/Other' asked only in the follow-up survey

Travel modes and patterns cont.

Figure 9: How does your child/ren usually get to and from school?



Scooter and public transport options were only asked in the baseline survey.

