Auckland Transport Road Safety Perceptions Survey - Manurewa

Research Report

June 2021

gravitasOPG

Background

In mid-2020, Auckland Transport introduced speed-calming measures to selected residential streets in the Manurewa area. Measures included the addition of speed bumps, speed tables and signage in an attempt to reduce the speed of vehicles on the road 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 this area 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 mode used.

Research objectives

To understand…

Awareness of speed calming measures

Impact of speed calming measures on:

- Safety overall
  - near schools
  - in the area (excl. schools)
- Pedestrian friendliness
- Cyclist friendliness
- Drivers driving below the speed limit
- Active mode use

Current travel mode used to and from:

- School
- Work
- Local shops

Demographic information

Methodology

Mail-drop survey

All properties (residents) in the Manurewa area were posted a letter outlining the research and the measures that have been undertaken in the area. 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 undertake the survey online (if they prefer). An online version of the survey was also available.

The survey questions are appended.

Response

n=187 surveys were completed before close off. Overall, a 12% raw response rate was achieved*

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

More detailed response rate information provided in Appendix 2


Manurewa
Summary of Key Results
Rowandale Reserve
Poly FuZion Catering
Rowandale Superette
Church of Christ NZ
St Anne's
Carter Park
Sharland Park
Google

Manurewa Summary

- Overall respondents feel that the speed humps and tables have made the area 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 positive impact on how often people are walking in their local area. Impacts on cycling and scootering are also positive but are at much lower levels.
- Overall, 35% of respondents state they are now participating in at least one active mode activity more often now that they measures have been installed, however this change is yet to filter through to changing travel habits for everyday trips to and from school, work and local shops.

Manurewa Summary

96%

Are aware of the speed calming measures introduced

+76%

Felt the measures resulted in a net increase in road safety

82% increase 6% decrease

35%

Now use <u>at least one</u> active mode more.

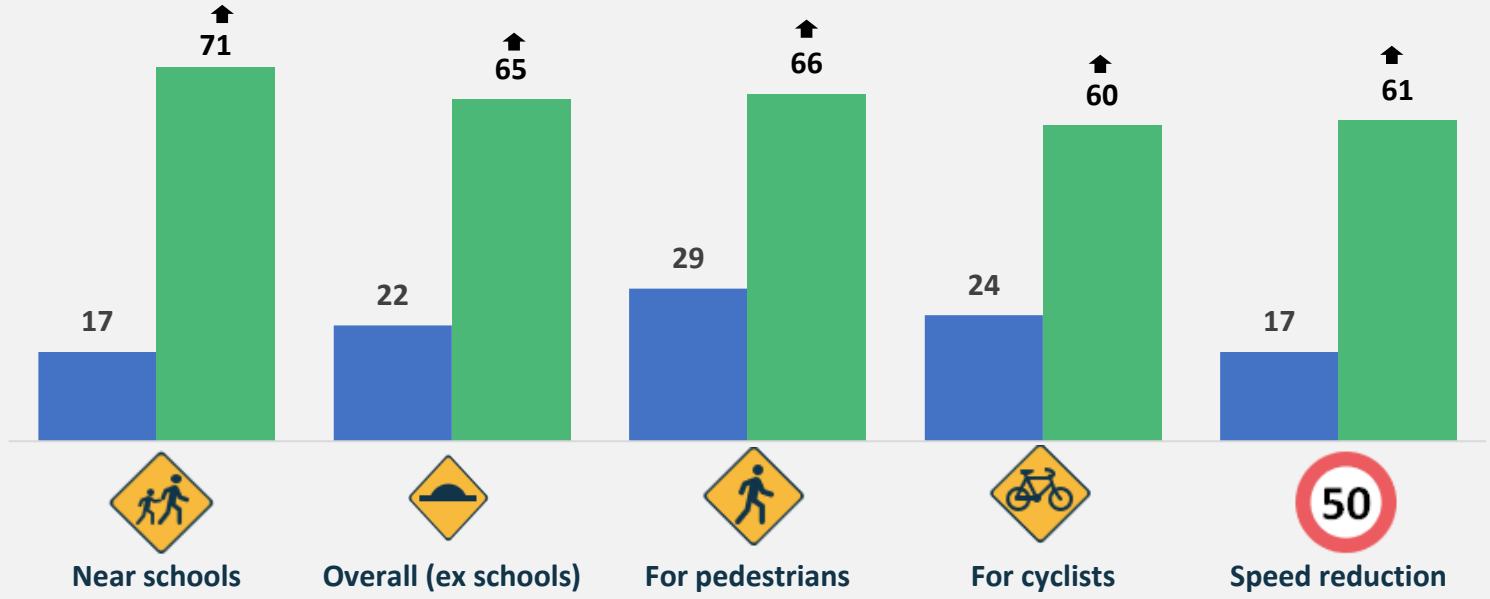
Net increase by individual mode:

+26% walk

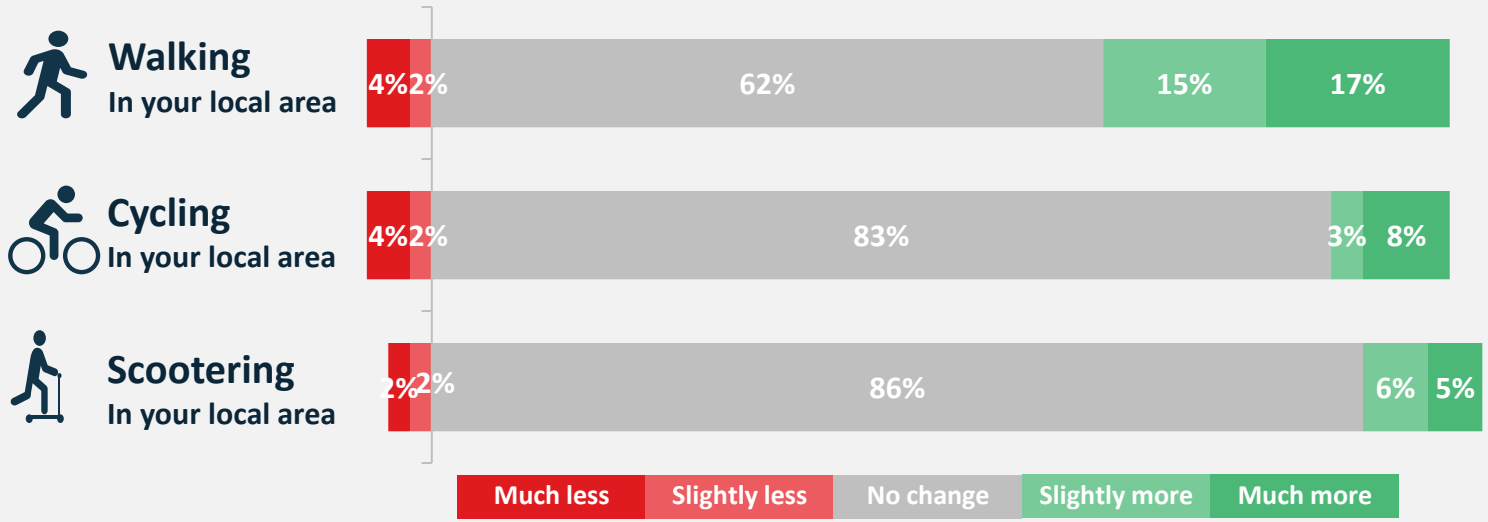
+7% scooter

+5% cycle

Safety ratings before and after speed calming measures...



Change in active mode use due to new measures...



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Behaviour changes due to speed calming measures

Behaviour changes due to speed calming measures

Overall Awareness

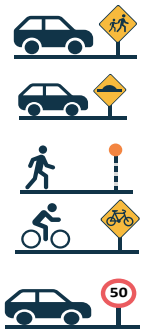
- Overall 96% were aware that speed calming measures were introduced in their area.

Impact on Safety Overall

- More than four out of five respondents (82%) felt that the speed humps and tables have made the area safer overall, including 51% saying it is *much safer* than before.

Impact on Individual Aspects

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



Safety around schools

Safety around the area (excluding schools)

Pedestrian friendliness

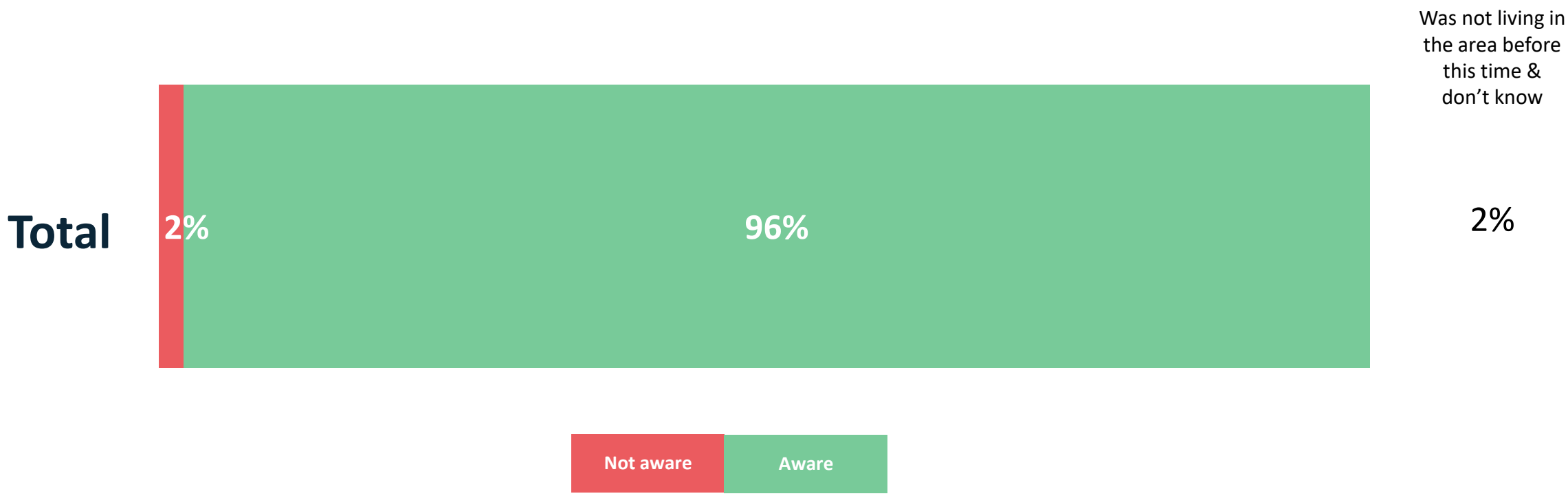
Cyclist friendliness

People driving under the speed limit

Awareness of speed calming measures

Manurewa

Overall 96% were aware that speed calming measures were introduced in the Manurewa area.



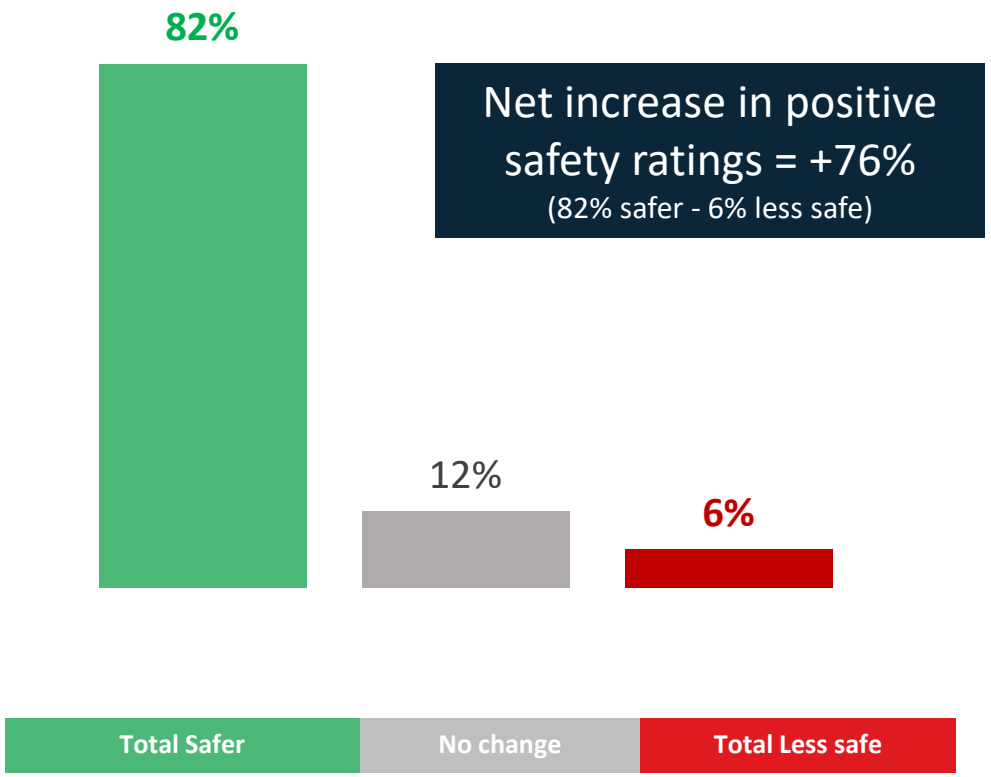
Base: Total n=187, all respondents

Safety as a result of speed calming measures

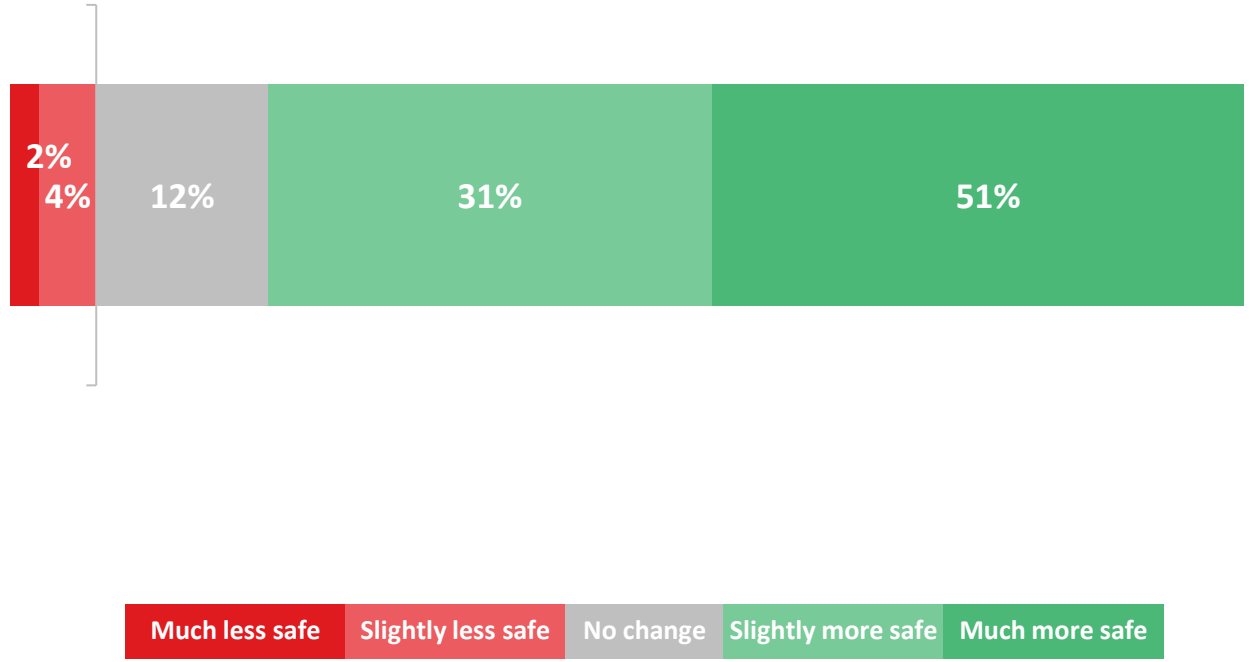
Manurewa

Overall 82% of respondents felt that the speed humps and tables have made the area safer overall, including 51% saying it is much safer than before. Only 6% feel the changes have made the area less safe, giving an overall net increase in positive ratings of +76%.

Change in Positive/Negative Safety Ratings



Change in Safety Ratings – Full Scale



Base: Total n=182. Excludes blanks, those who were not living in the area before mid-2020 and those who said they 'don't know'

Changes due to speed calming measures

Respondents were asked to rate a number of aspects of road and traffic safety in their area both before the speed humps and speed tables were installed in mid 2020 and since they have been installed.

As the following slides show, respondents gave significantly higher safety ratings across **all five individual aspects** of road safety following the introduction of the speed calming measures in both areas.

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 due to speed calming measures

Manurewa

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…

Being safe (around schools)

17%

71% ↑

Being safe (excl. schools)

22%

65% ↑

Pedestrian friendliness

29%

66% ↑

Cyclist friendliness

24%

60% ↑

Driving under speed limit

17%

61% ↑

Before mid-2020 | After mid-2020

Base: All respondents, excluding those who were not living in the area before mid-2020 and/or said they 'don't know'/'not applicable'

↑ *Indicates a statistically significant increase in results*

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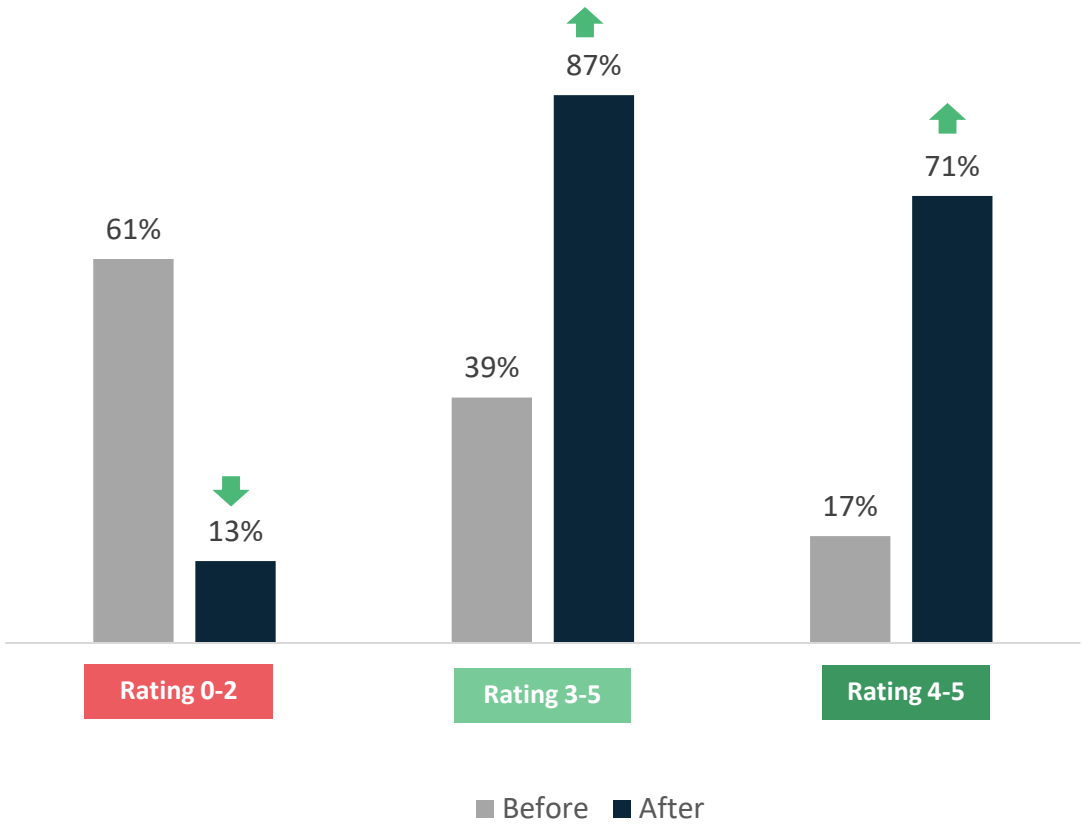
Road safety around schools

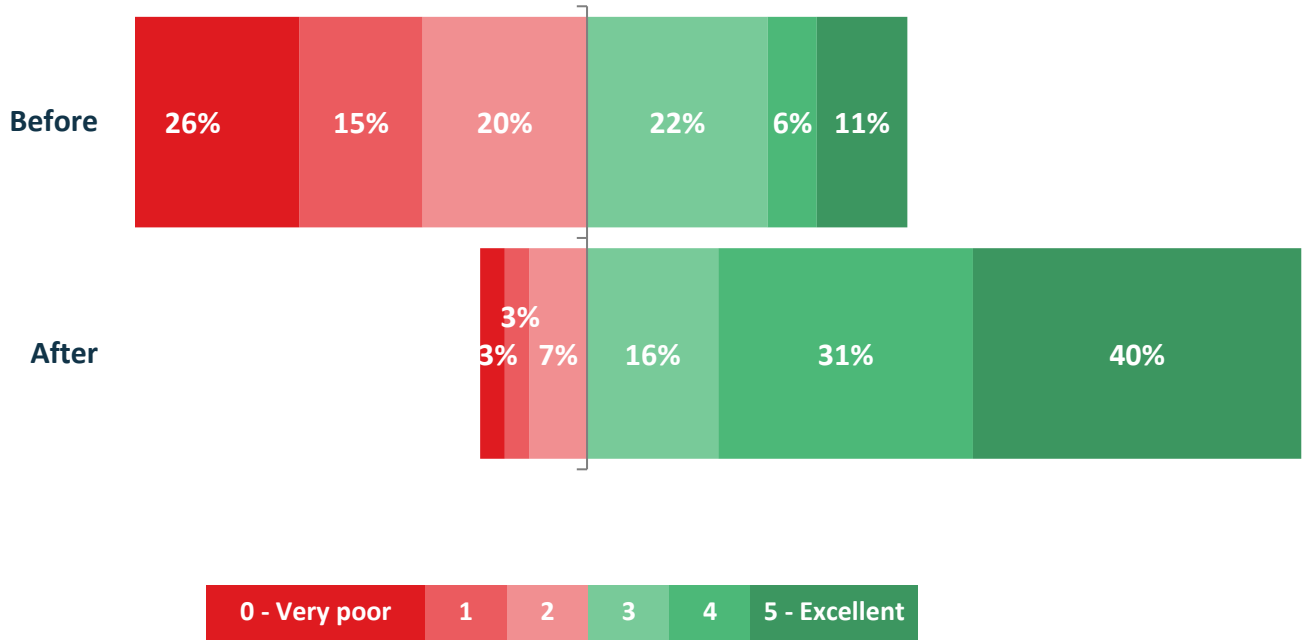
Manurewa

Change in Positive/Negative Safety Ratings



Indicates a statistically significant increase in positive/decrease in negative results

Change in Safety Ratings – Full Scale

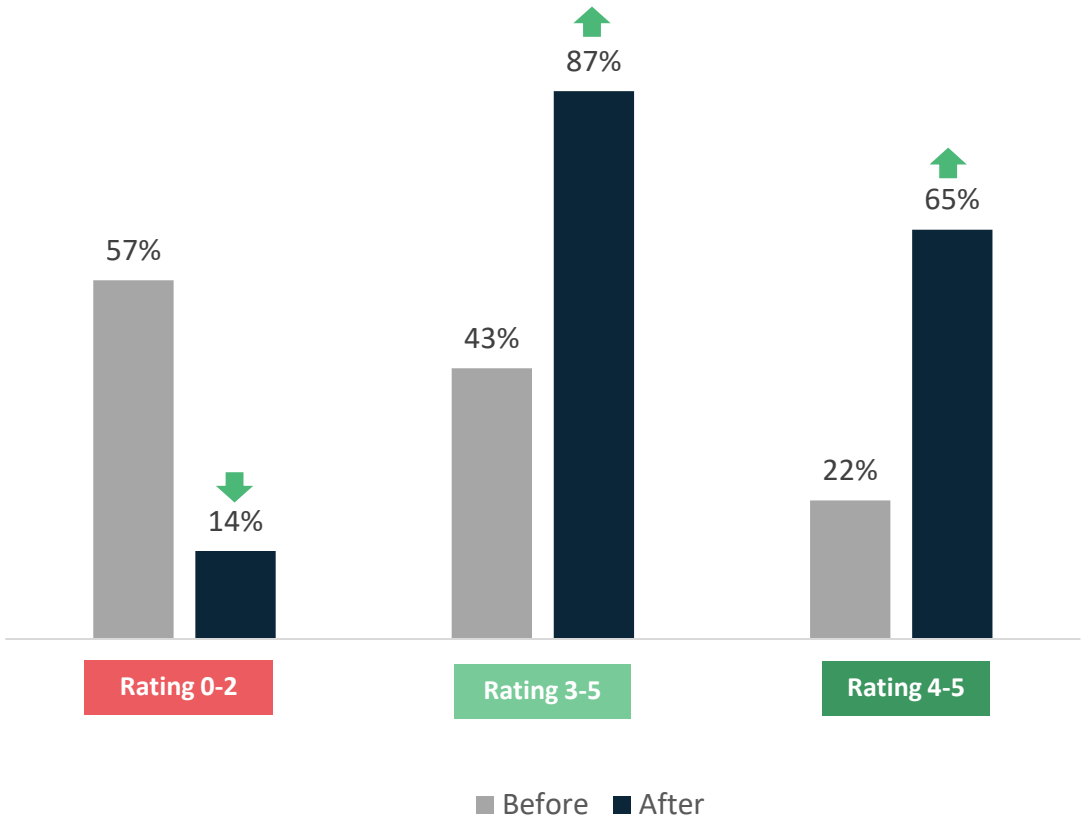


Base: All respondents, excluding those who were not living in the area before mid-2020 and/or said they 'don't know'/'not applicable'

Road safety in the area (excluding schools)

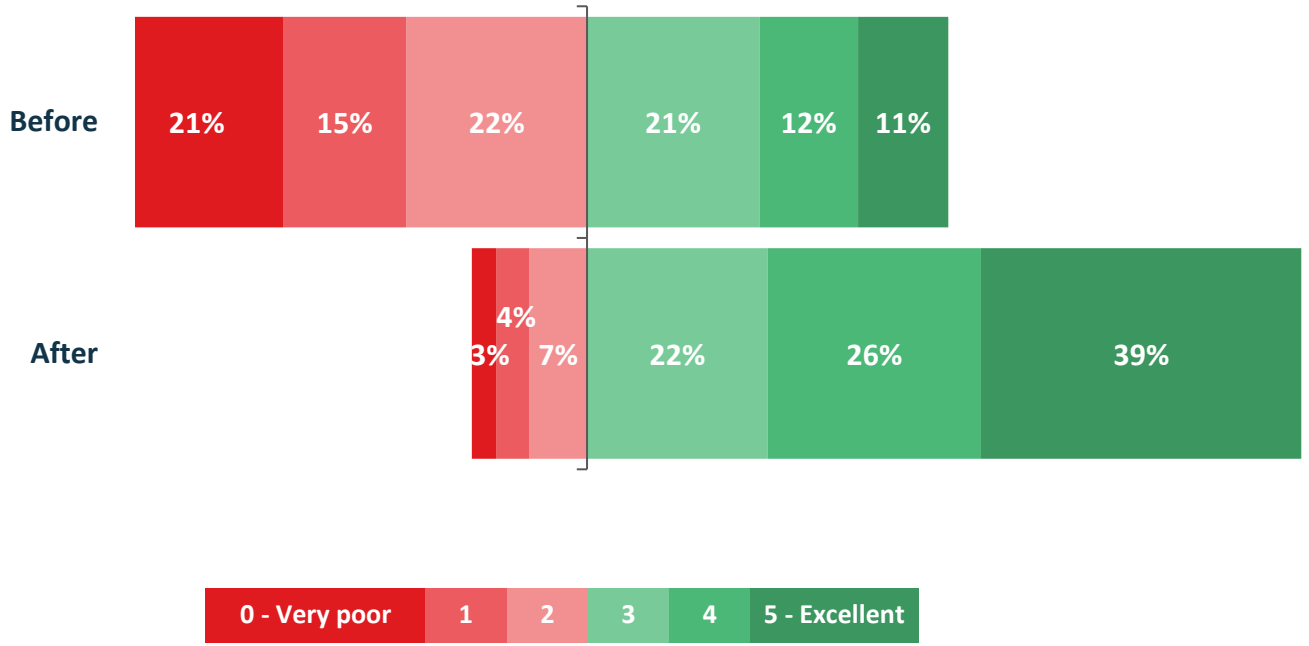
Manurewa

Change in Positive/Negative Safety Ratings



Indicates a statistically significant increase in positive/decrease in negative results

Change in Safety Ratings – Full Scale

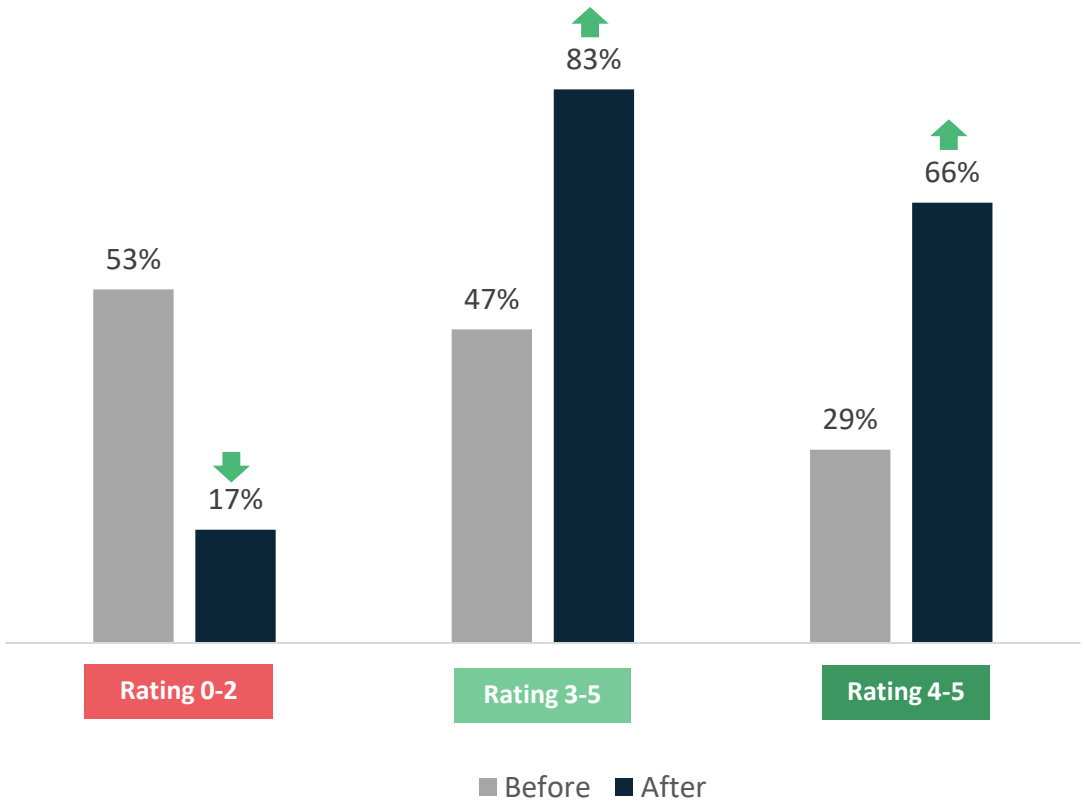


Base: All respondents, excluding those who were not living in the area before mid-2020 and/or said they 'don't know'/'not applicable'

Safety for pedestrians

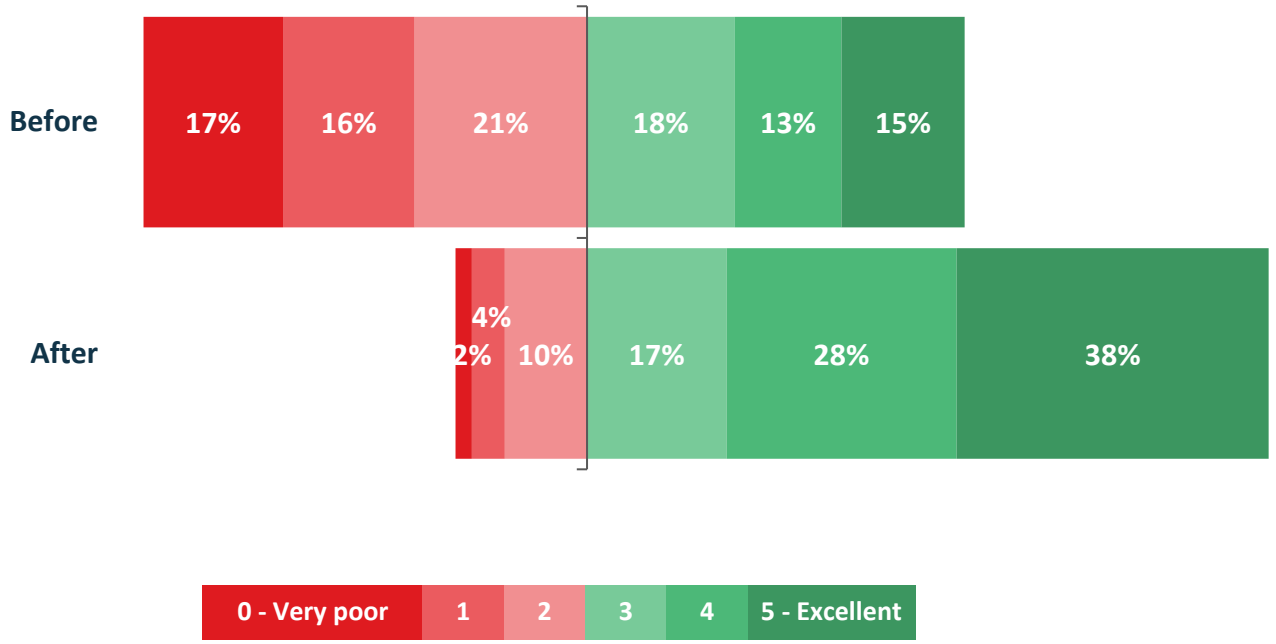
Manurewa

Change in Positive/Negative Safety Ratings



Indicates a statistically significant increase in positive/decrease in negative results

Change in Safety Ratings – Full Scale

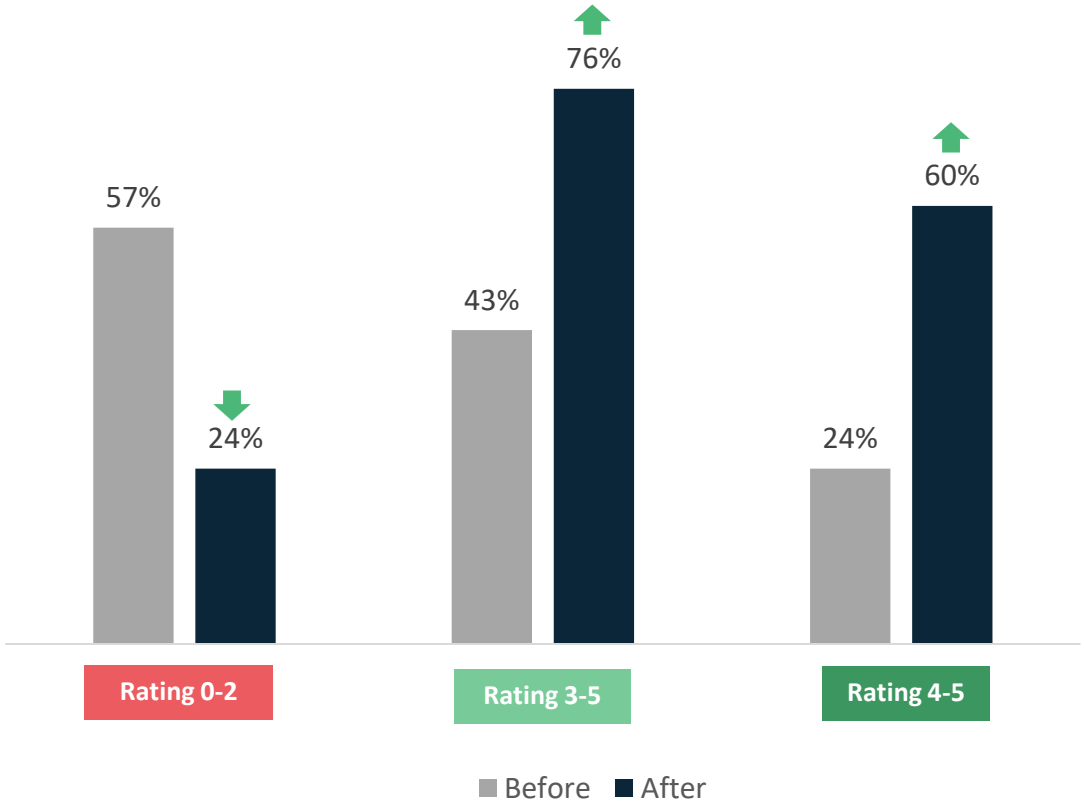


Base: All respondents, excluding those who were not living in the area before mid-2020 and/or said they 'don't know'/'not applicable'

Safety for cyclists

Manurewa

Change in Positive/Negative Safety Ratings



Indicates a statistically significant increase in positive/decrease in negative results

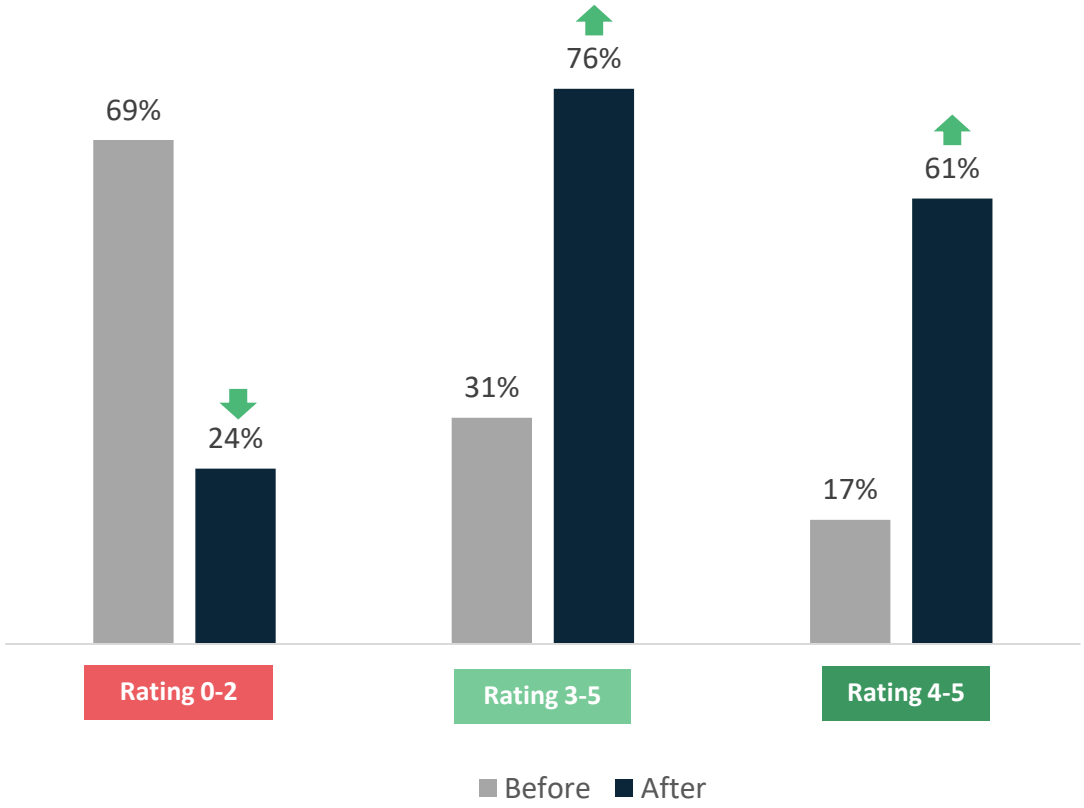
Change in Safety Ratings – Full Scale

Base: All respondents, excluding those who were not living in the area before mid-2020 and/or said they 'don't know'/'not applicable'

Driving Below the Speed Limit

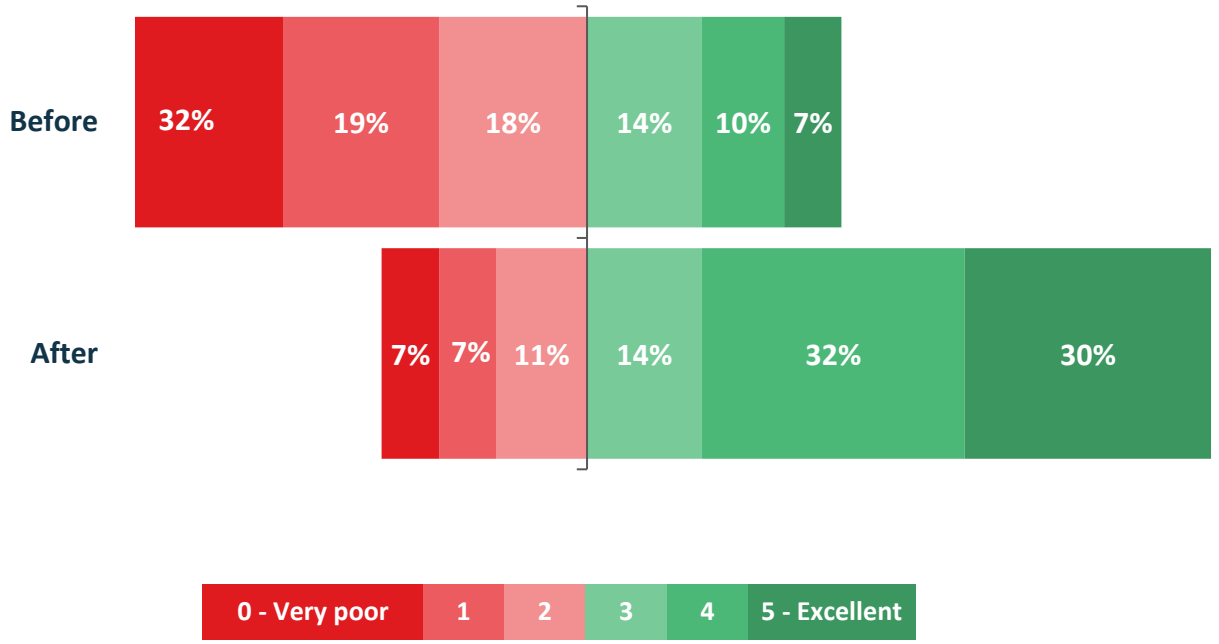
Manurewa

Change in Positive/Negative Safety Ratings



Indicates a statistically significant increase in positive/decrease in negative results

Change in Safety Ratings – Full Scale



Base: All respondents, excluding those who were not living in the area before mid-2020 and/or said they 'don't know'/'not applicable'

Travel mode(s) used

Speed calming measures impact on travel in local area

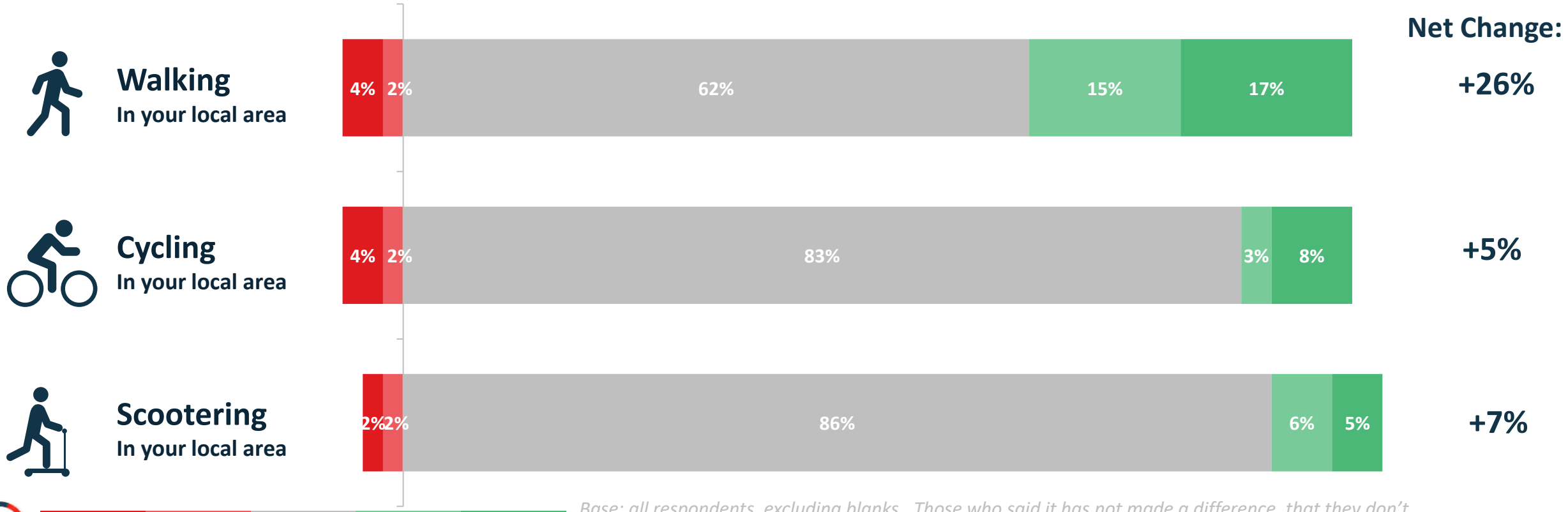
- Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with a third of respondents saying they are walking slightly (15%) or much (17%) more than they did before. While there have been a few people who are now walking less (6%), the result is a net increase of 26%.
- Scootering has seen a net increase of 7% (11% of respondents scootering more, 4% scootering less), while cycling has seen a net increase of 5% (11% of respondents cycling more, 6% cycling less).
- Overall, 35% of respondents said they are now taking part in at least one active mode more often, including 24% undertaking one activity more often, 4% undertaking 2 activities more often and 6% partaking in all 3 active modes more often.

Change in active mode use due to new measures

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 a third of respondents saying they are walking more than they did before. While there have been a few people who are now walking less (6%), the result is a net increase of 26%.

Scootering as seen a net increase of 7%, while cycling has seen a net increase of 5%.



Base: all respondents, excluding blanks. 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"

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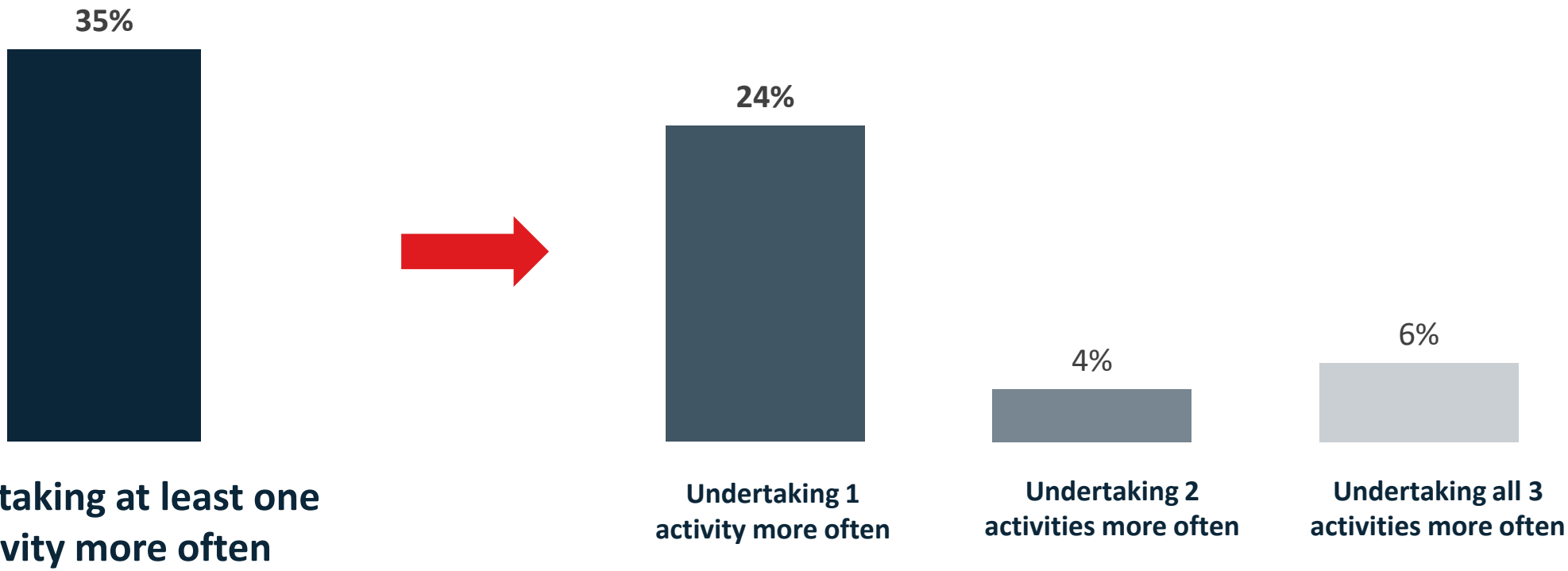
Change in active mode use due to speed calming measures

Overall, 35% of respondents said they are now taking part in at least one active mode more often. This includes 24% undertaking one activity more often, 4% undertaking 2 activities more often and 6% partaking in all 3 active modes more often.

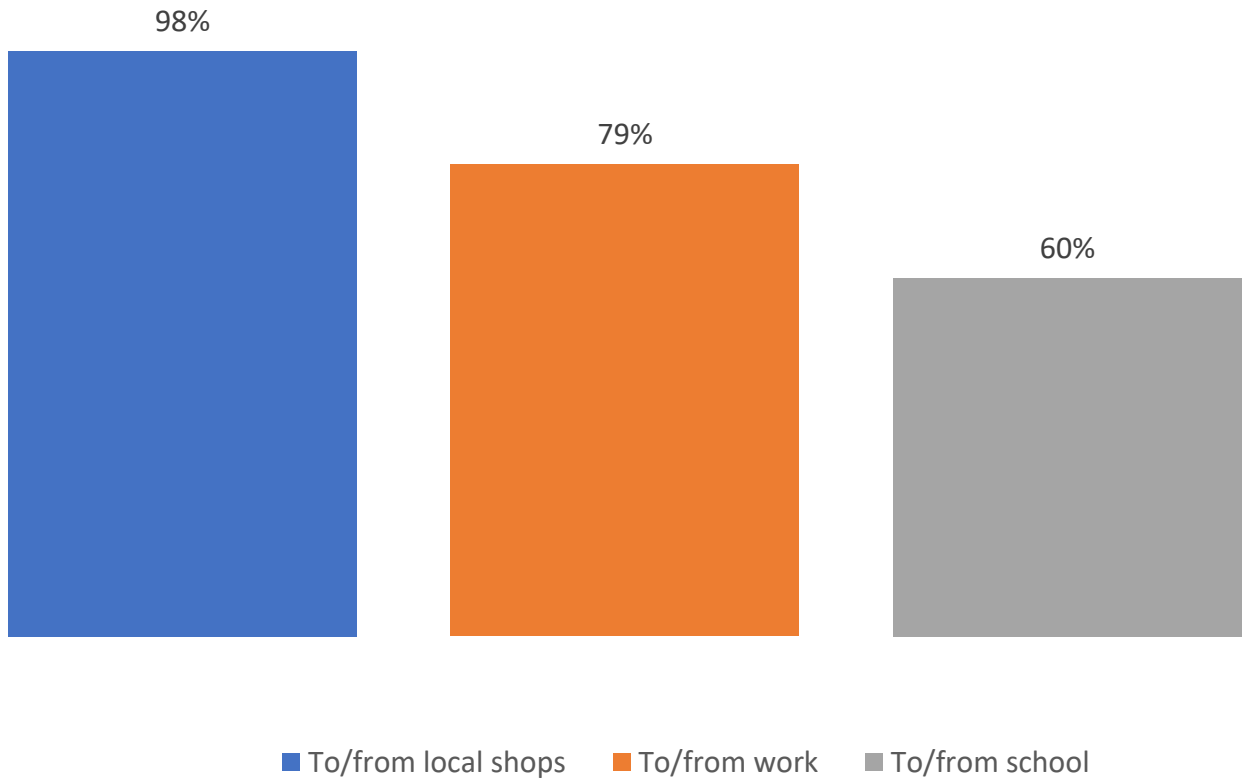


Base: all respondents.

Types of Trips Made

When asked what type of trips the household makes generally, 98% of respondents say they travel to/from local shops. Around four in five (79%) travel to/from places of work, while 60% make trips to/from school(s).

The shares making each type of trip are similar both before and after the changes were made.



Base: all respondents, excluding blanks.

Mode Used by Types of Trips Made

The following slides show the share of respondents making each type of trip by each mode of transport. Slides show the main mode used by participants both before and after the changes were made. *Note: slides for all modes used by participants can be found in Appendix 3*.

Main mode used has been grouped to show the share mainly using public transport, private vehicle and active modes both before and after. *Note: slides for the main mode split by individual mode types can be found in Appendix 3*

However, it should be noted that some places of work and school will be outside of the local area, so the introduction of these very local safety measures is unlikely to affect the main modal choice for these longer trips. People may also call into their local shops on their way to/from other places so this will also impact transport modes used to/from local shops.

Note: Some respondents did not make some trip types before the changes were made, but did after, and vice versa. Therefore we have also looked to track any changes in the main mode type used for individuals over time (i.e. excluding any cases where respondents did not make the trip before and after or where one trip question was not answered).

Before Measures **MAIN** travel mode used - by mode groupings

Private vehicles were by far the most common travel mode used to travel to/from both work and local shops. Around one in five respondents travelling to/from local shops say an active mode was their main method of transport prior to the changes.

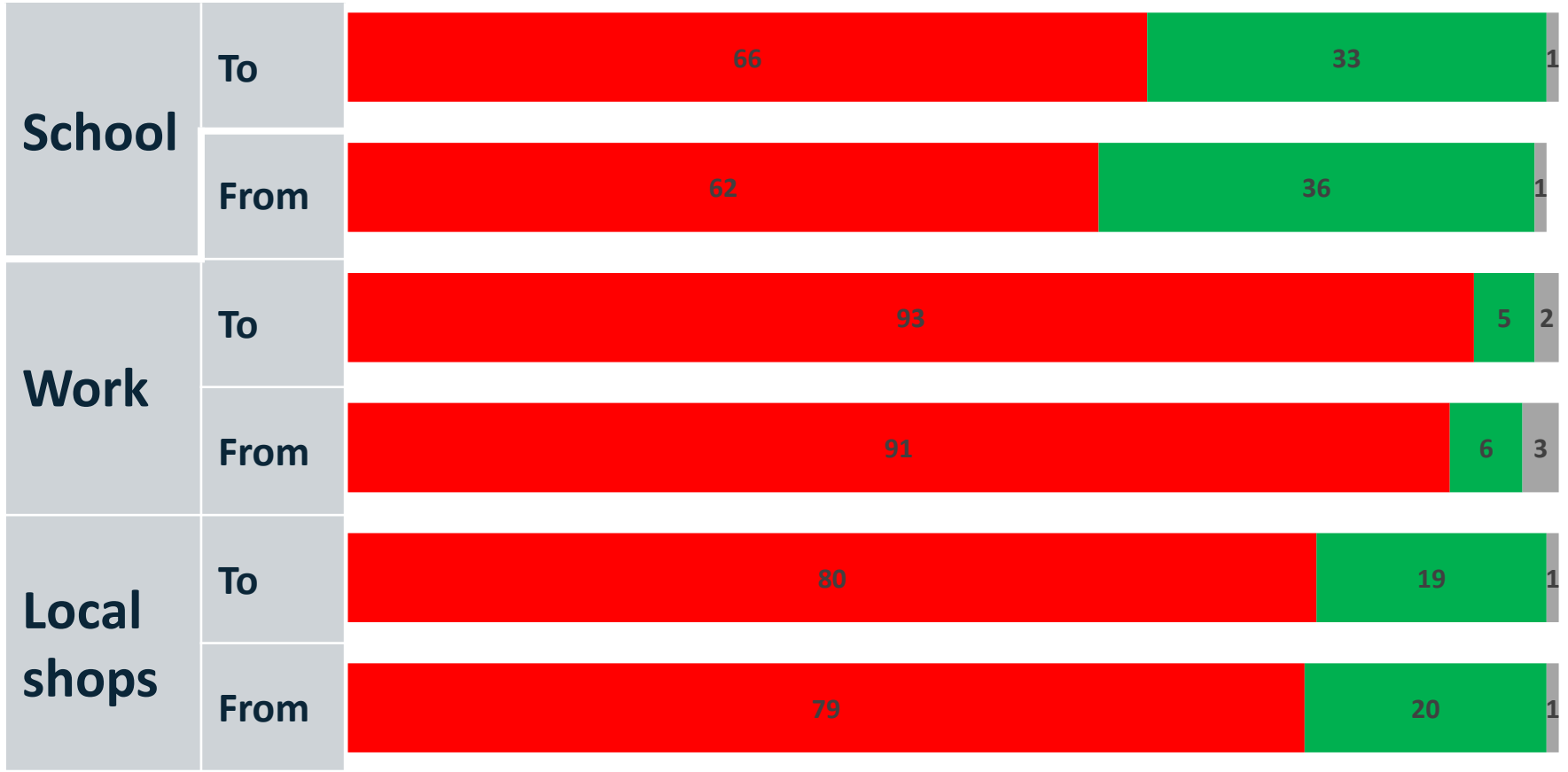
Mode use is more mixed for school trips, with around two thirds of those who made this type of trip before the measures were in place saying they mainly made it by private vehicle, while around a third mainly used an active mode.

PT use is low for all three types of trip.

60% of respondents make this type of trip

79% of respondents make this type of trip

98% of respondents make this type of trip



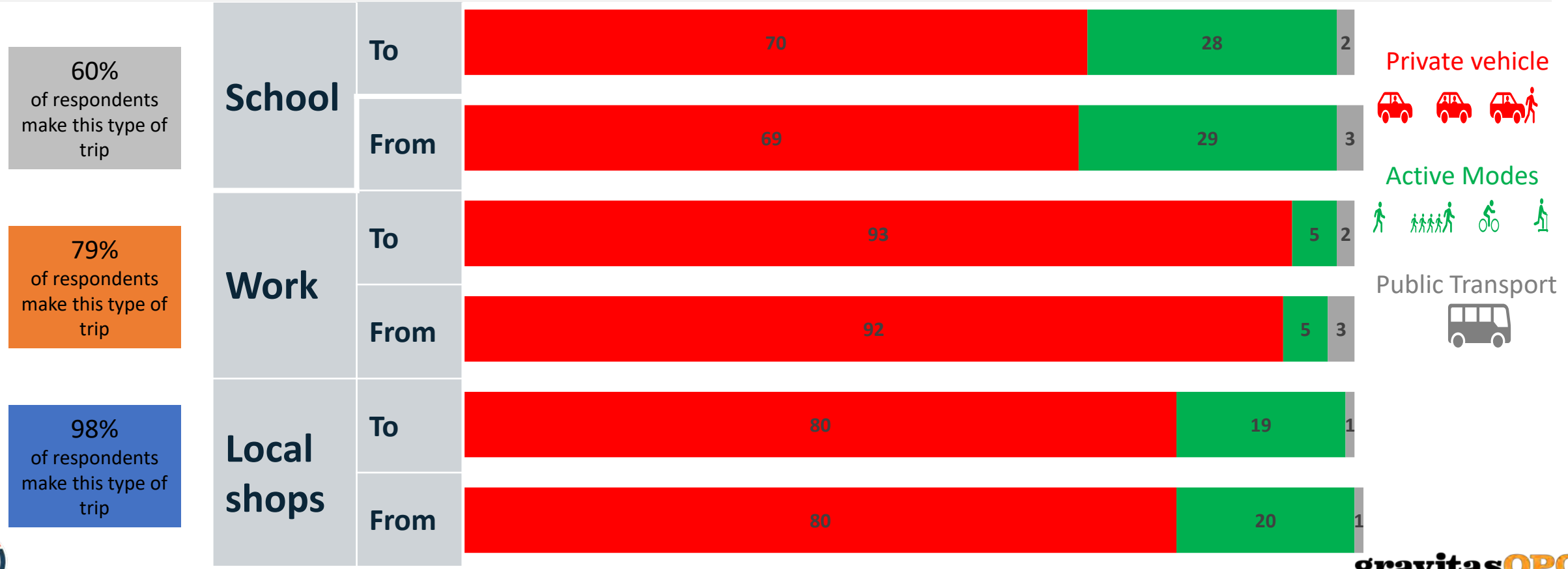
Base: All respondents who make each type of trip, excluding blanks and those who did not select a main mode.
Note: Respondent's were asked for their main mode.

After Measures **MAIN** travel mode used - by mode groupings

There is little change in the mode groupings by trip type when comparing the before and after results. Private vehicles were still by far the most common travel mode used to travel to/from both work and local shops. Around one in five respondents travelling to/from local shops say an active mode was their main method of transport following the changes.

Mode use is also similar for school trips, with around seven in ten of those who made this type of trip after the measures were in place saying they mainly made it by private vehicle, while around three in ten mainly used an active mode.

Results indicate that while the speed calming changes have positively influenced active modes generally, this is yet to flow through to changing travel habits for everyday trips to and from school, work and local shops. However, it should be noted that some places of work and school will be outside of the local area, so the introduction of these very local safety measures are unlikely to affect the main modal choice for longer trips.

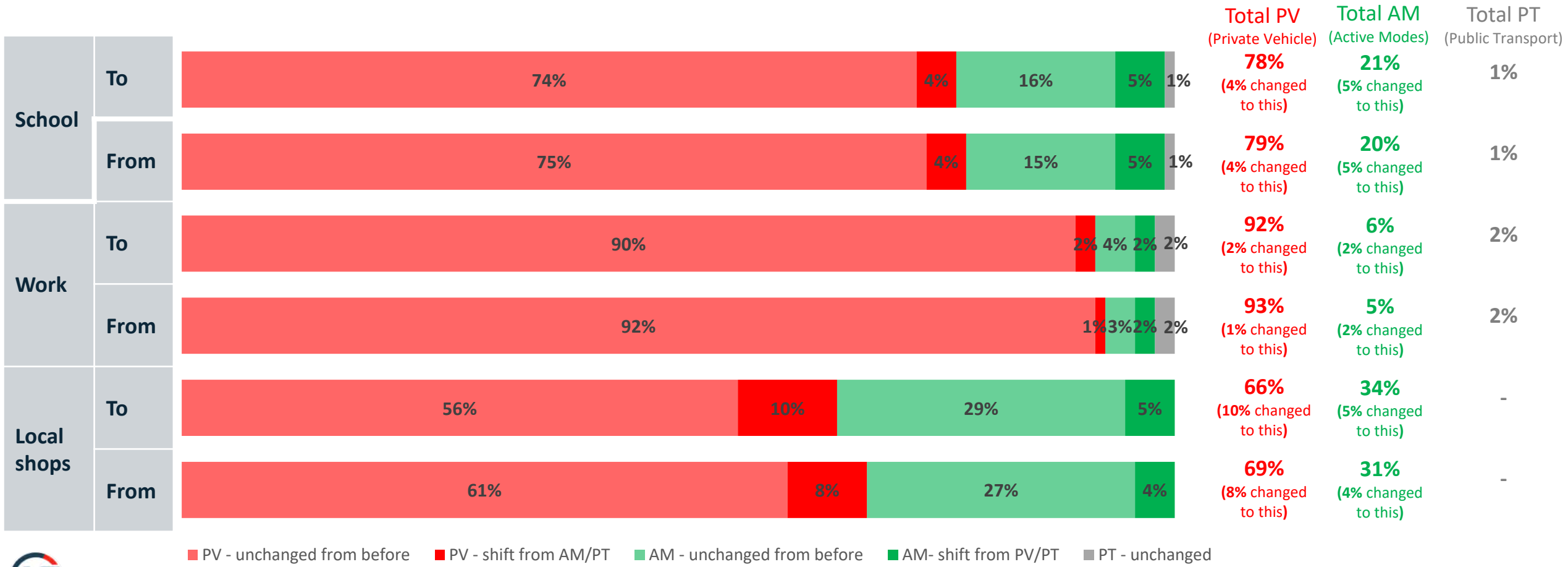


Base: All respondents who make each type of trip, excluding blanks and those who did not select a main mode. Note: Respondent's were asked for their main mode.

Tracking Individuals **MAIN** travel mode used - by mode groupings

Because some respondents did not make some trip types before the changes were made, but did after, and vice versa, we have looked to track any changes in the main mode type used for individuals over time (rather than just looking at the total results.

Again, there is little change in the mode groupings for school and work trips when comparing the before and after results for individual respondents, with private vehicle use dominating (and remaining unchanged for most). There has been an overall gain of 1% to active modes for school trips in both directions (5% have shifted to an active mode as their main mode, but 4% are now using private vehicles more), while mode use for work trips has shown little change. The most notable change has been for trips to local shops, where active mode use for trips to (up 5%) and from (up 4%) has increased slightly, but use of private vehicles has increased by twice as much (10% and 8% respectively).



Base: All respondents who made each type of trip before and after the changes, excluding blanks and those who did not select a main mode.
Note: Respondent's were asked for their main mode.

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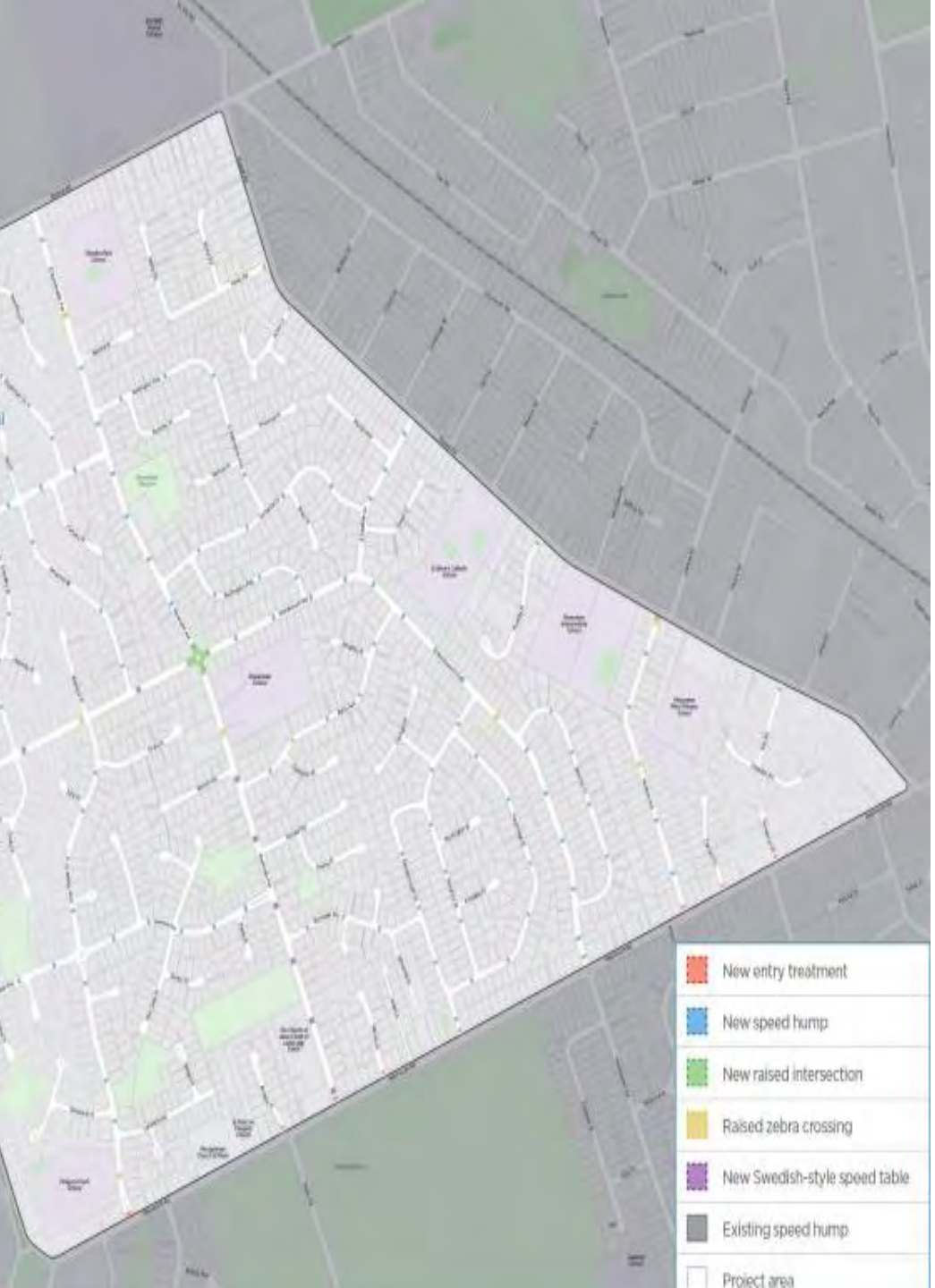
Manurewa - Conclusions

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

- More than four out of five respondents (82%) felt that the speed humps and tables have made the area safer overall, including 51% saying it is *much safer* than before. The net increase in positive safety ratings was +76%.

- Respondents 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 - up from 17%, to 71%
  - Safety around the area (ex. schools) - up from 22%, to 65%
  - Pedestrian friendliness - up from 29%, to 66%
  - Cyclist friendliness – up from 24%, to 60%
  - People driving under the speed limit – up from 17%, to 61%



Manurewa - Conclusions

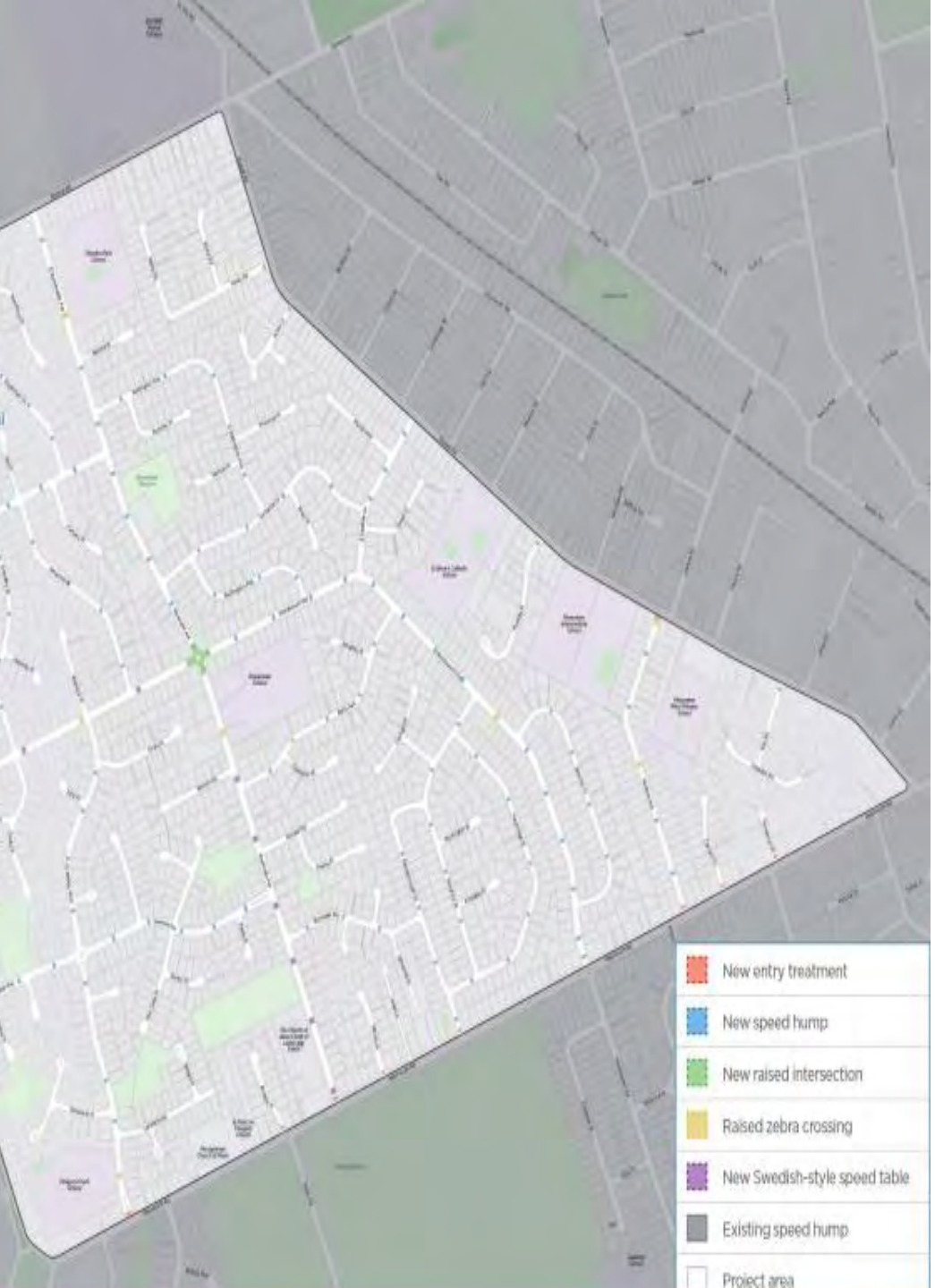
- Overall, the speed calming measures have had the biggest impact on how often people are walking in their local area, with a net increase of +26%. Both scootering and cycling have also seen a net increase, but at much lower levels (+7% and +5% respectively).

- Overall, 35% of respondents state they are now participating in at least one active mode activity more often now that they measures have been installed.

- There is little change in the mode groupings by trip type when comparing the before and after results. Private vehicles were still by far the most common travel mode used to travel to/from both work and local shops. Around one in five respondents travelling to/from local shops say an active mode was their main method of transport following the changes.

- Mode use is also similar for school trips, with around seven in ten of those who made this type of trip after the measures were in place saying they mainly made it by private vehicle, while around three in ten mainly used an active mode.

Manurewa - Conclusions



- Results indicate that while the speed calming changes have positively influenced active modes generally, this is yet to flow through to changing travel habits for everyday trips to and from school, work and local shops.

- However, it should be noted that some places of work and school will be outside of the local area, so the introduction of these very local safety measures is unlikely to affect the main modal choice for these longer trips. People may also call into their local shops on their way to/from other places so this will also impact transport modes used to/from local shops.

- It should also be noted that active mode levels are higher across all trip types when looking at all modes used (rather than just the main mode) indicating that frequency of active mode use could increase further over time (particularly during summer months).

Appendices

- Appendix 1 - Questionnaire
- Appendix 2 – Demographics
- Appendix 3 – Modes Used by Types of Trip

Appendix 1 - Questionnaire

Road Safety Perception Survey

Auckland Transport is committed 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 been installing speed calming measures to stop vehicles speeding through residential streets in selected areas.

We want to hear your views on the speed humps and speed tables that have been installed in your local area.

By completing the survey, you will go into a draw to **win 1 of 20 $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 and speed tables) that have been installed in your local area? (These were installed in mid-2020)

Please select (✓) one option

Yes - aware	No – not aware	Don't know	Was not living in this area before mid-2020
☐	☐	☐	☐

Q2 Overall, do you think that the speed humps and speed tables that have been installed have made your local area…

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 sure what it was like before
☐	☐	☐	☐	☐	☐	☐

Q3. Using a scale where 0 is very poor and 5 is excellent, how would you have rated the following **BEFORE** the speed humps and speed tables were installed in mid-2020?

Please select (✓) one option in each row

	Very poor 0	1	2	3	4	Excellent 5	Don't know	Not applicable
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 pedestrian friendly? *This includes it being safe and easy to cross the street.*	☐	☐	☐	☐	☐	☐	☐	☐
Your local area for being bicycle friendly? *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 humps & speed tables have been installed?

Please select (✓) one option in each row

	Very poor 0	1	2	3	4	Excellent 5	Don't know	Not applicable
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 pedestrian friendly? *This includes it being safe and easy to cross the street.*	☐	☐	☐	☐	☐	☐	☐	☐
Your local area for being bicycle friendly? *This means being safe and easy to cycle around the area*	☐	☐	☐	☐	☐	☐	☐	☐
Drivers travelling below the speed limit?	☐	☐	☐	☐	☐	☐	☐	☐

Appendix 1 – Questionnaire (Continued)

Q5. How **did** you and/or members of your household travel to and from each of the following places **BEFORE** the speed humps and speed tables 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

Appendix 1 – Questionnaire (Continued)

Q6. How **do** you and/or members of your household travel to and from each of the following places **NOW** the speed humps and speed tables have been 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 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 humps and speed tables 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...	☐	☐	☐	☐	☐	☐	☐

Appendix 1 – Questionnaire (Continued)

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 12-18

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

Less than 1 year	☐		10 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 twenty $100 supermarket vouchers.
Please select (✓) one option

Yes	No
☐	☐

Q14. From time to time, Auckland Transport undertakes other research projects. 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
☐	☐

If you answered yes to either of the above (Q12 or Q13), please enter your contact details.
Note: Gravitas Research will keep your contact details separate from your survey answers.

Name	
Address	
Phone number	
Email	

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	%
15-24	1%
25-29	5%
30-39	18%
40-49	21%
50-59	18%
60-69	22%
70-74	9%
75+	6%

Gender	%
Male	34%
Female	65%
Gender diverse	1%

Ethnicity	%
European	36%
Māori	34%
Pacific	30%
Asian	7%
Other	6%

Household makeup	%
Adults >18 years	100%
AT least one child	49%
Children <5 years	19%
Children 5-12 years	36%
Children 12-18 years	27%

Years lived in area	%
<1 year	5%
1-2 years	10%
3-5 years	14%
6-10 years	18%
10-15 years	12%
>15 years	41%

Appendix 3 - All travel modes used – Before Measures

			Bus or Train	Car (driver)	Car (passenger)	Car (then walk)	Walk	Walking School bus	Cycle	Scooter	Uber/Taxi
60% of respondents make this type of trip	School	To	5%	50%	21%	30%	47%	2%	4%	3%	1%
		From	4%	47%	17%	29%	49%	2%	4%	2%	1%
79% of respondents make this type of trip	Work	To	6%	77%	22%	25%	8%	-	3%	1%	-
		From	7%	77%	21%	24%	10%	-	3%	1%	-
98% of respondents make this type of trip	Local shops	To	4%	68%	28%	24%	37%	1%*	5%	2%	1%
		From	4%	67%	29%	24%	37%	1%*	5%	2%	1%

Base: All respondents who make each type of trip, excluding blanks. Note: Multiple modes can be selected.
**Walked at least part of the way to/from local shops with the walking school bus.*

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Appendix 3 (continued) All travel modes used – After Measures

			Bus or Train	Car (driver)	Car (passenger)	Car (then walk)	Walk	Walking School bus	Cycle	Scooter	Uber/Taxi
60% of respondents make this type of trip	School	To	4%	50%	26%	25%	35%	2%	6%	2%	1%
		From	5%	48%	25%	25%	36%	1%	6%	2%	1%
79% of respondents make this type of trip	Work	To	7%	76%	18%	18%	6%	-	4%	1%	-
		From	9%	75%	18%	18%	8%	-	4%	1%	-
98% of respondents make this type of trip	Local shops	To	3%	67%	27%	18%	32%	-	5%	1%	1%
		From	3%	67%	27%	17%	32%	-	5%	1%	1%

Base: All respondents who make each type of trip, excluding blanks. Note: Multiple modes can be selected.

Appendix 3 (continued) MAIN travel modes used – individual modes before measures

			Bus or Train	Car (driver)	Car (passenger)	Car (then walk)	Walk	Walking School bus	Cycle	Scooter	Uber/Taxi
60% of respondents make this type of trip	School	To	1%	37%	7%	21%	33%	-	-	-	1%
		From	1%	37%	4%	20%	36%	-	-	-	1%
79% of respondents make this type of trip	Work	To	2%	72%	8%	13%	5%	-	1%	-	-
		From	3%	72%	5%	14%	5%	-	1%	-	-
98% of respondents make this type of trip	Local shops	To	1%	60%	5%	15%	17%	1%*	1%	-	-
		From	1%	60%	4%	15%	18%	1%*	1%	-	-

Base: All respondents who make each type of trip, excluding blanks and those who did not select a single main mode.
**Walked at least part of the way to/from local shops with the walking school bus.*

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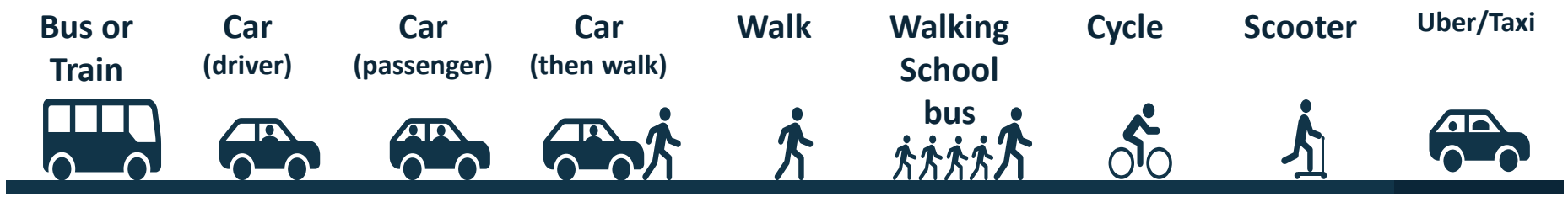
Appendix 3 (continued) MAIN travel modes used – individual modes after measures



			Bus or Train	Car (driver)	Car (passenger)	Car (then walk)	Walk	Walking School bus	Cycle	Scooter	Uber/Taxi
60% of respondents make this type of trip	School	To	2%	41%	8%	20%	27%	-	1%	-	1%
		From	3%	41%	9%	19%	28%	-	1%	-	-
79% of respondents make this type of trip	Work	To	2%	75%	7%	12%	4%	-	1%	-	-
		From	3%	74%	5%	13%	5%	-	1%	-	-
98% of respondents make this type of trip	Local shops	To	1%	59%	7%	13%	18%	-	1%	-	-
		From	1%	61%	7%	11%	19%	-	1%	-	-

Base: All respondents who make each type of trip, excluding blanks and those who did not select a single main mode.
**Walked at least part of the way to/from local shops with the walking school bus.*