



Streets Alive - Shaping our Future

Paper and Online Survey - Analysis Report



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Streets Alive - Shaping our Future

Paper and Online Survey - Analysis

On the week beginning 14 June 2021, McElrea Consulting Ltd conducted both a paper and online survey on behalf of Gore District Council. This was to gain an understanding of whether or not the 'Streets Alive' trial on had infused vibrancy into the town and created a pedestrian friendly precinct.

A total of 535 residents in Gore completed either an online or paper survey questionnaire. The following report outlines the feedback given by the residents based on the questions asked in the survey questionnaire.

When asked about their experience of the Street Alive trials those who commented gave varied responses. The two most notable positive aspects mentioned were that the **roundabouts were good and needed** and that the **street art was good**. When asked which aspects of the trial they wanted to make permanent respondents suggested the **roundabouts** followed by the changes on **Irk street**. **The most notable negative comments were that they didn't like the pocket parks/street closures, that most or all of the changes were unnecessary and that respondents don't like the courtesy crossings.**

Roundabouts

More than half of the survey respondents indicated that their experience of the roundabouts had been **positive or very positive**. The most common intersection that people wanted to make into permanent roundabout was between **Irk street and Fairfield street**. The next suggested intersection was between **Irwell street and Fairfield street** followed by the **Kitchener street and Broughton street** intersection. When asked the reason why people wanted the roundabouts to become permanent the most common reason was that they are more **people-friendly for everyone to move around**. Suggestions to make the roundabouts safer included that they **needed to be made bigger, raised, be made more visible and have better lighting**.

Courtesy Crossings

The highest percentage of respondents indicated their experience of the courtesy crossings was **negative or very negative** and felt the courtesy crossings were **not safe and effective**. It was indicated by a large percentage of people that they **didn't want the courtesy crossings to become permanent** with a small percentage saying **only some** should be made permanent. The most common suggestion given for a location for courtesy crossings to become permanent was around **schools**. The two most common suggestions given to improve the courtesy crossings effectiveness was to **remove them all** or to make those that remained into **permanent pedestrian crossings**.

Street closures/pocket parks

The experience of the street closures/pocket parks was indicated as **negative or very negative** by over two-thirds of respondents who cited that they were **not effective or safe**. It was mentioned by a large majority of those surveyed that the street closures **should not be made permanent**. Of those respondents who did want some of the pocket parks to become permanent, **Broughton street** was preferred.

Irk Street

57% of respondents wanted **all or some of the changes** to become permanent. The main positive reason for people to want the changes to remain were that the **seating areas were good** followed by the **good feel, vibrancy and people-friendly space** of the new layout on Irk street. The most notable negative comment given by those not in favour of keeping the changes were that there was **not enough parking** and that the street felt **less safe and was no longer easily accessible**. A further negative aspect was that the **narrow street was not safe**.

Other aspects of the trial

Those that commented on the other aspects of the trial gave a **strong positive response to the street art**. It was mentioned by some people the **road marking around the trial changes needed to be better**, while others said that **road markings were good**. The tracks received **mainly a good response** from respondents.

Where possible, the responses in this survey have been compared with the previous Streets Alive survey done in April 2021.

The report outlines the results of the survey questionnaire.





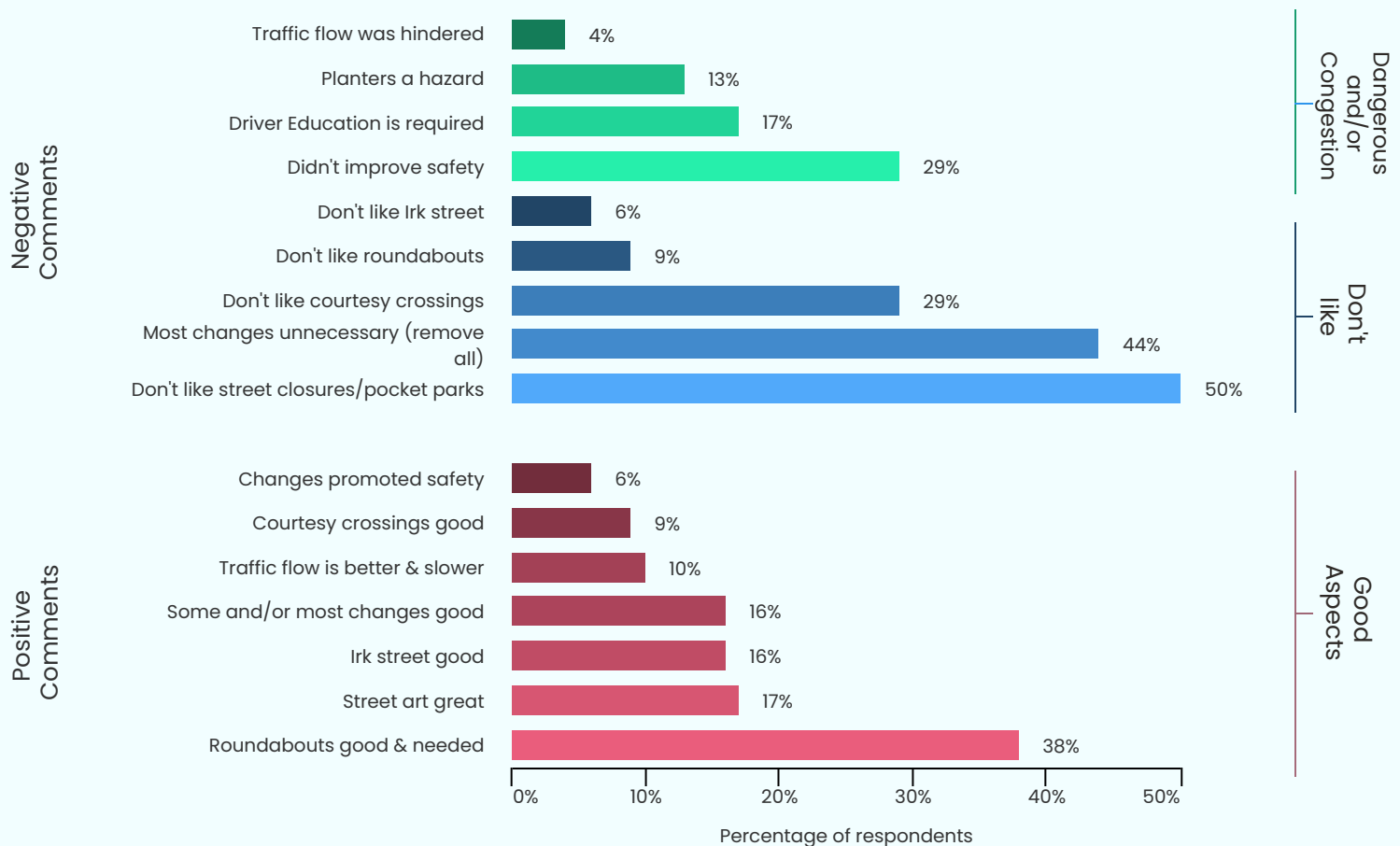
Streets Alive - Shaping our Future Paper and Online Survey - Analysis

June 2021 Survey

Thinking about all aspects of the Streets Alive trials

(roundabouts, courtesy crossings, street closures, pocket parks, Lrk street and street art), **please describe experiences** (as both a driver and pedestrian) **in relation to whether the trials promoted safety, accessibility and vibrancy within Gore.**

492
survey
respondents



The above graph represents 4% or more of respondents. The graph is divided up into the positive and negative comments given.

The most notable comment given in relation to the changes being dangerous was that the changes **did not promote safety**. This was mentioned by 29% of respondents. This was followed by 17% of respondents who felt that **driver education was needed** as it impacted road safety, **roundabout education** was specifically mentioned. The **planters were said to be hazardous** by 13% of people and 4% said that the **traffic flow was hindered**, causing congestion during the trial.

It was mentioned by 50% of respondents that they did not like the **street closures/pocket parks**. It was commented on that **most of the changes were unnecessary and should be removed** by 44% of respondents. Many of these respondents also commented that the trial was a **waste of money**. Twenty-nine percent of respondents said they **didn't like the courtesy crossings** while 9% said they **didn't like the roundabouts**. It was mentioned by 6% of people that they **didn't like the changes on Lrk street**.

The positive comments included the mention of the **roundabouts being good and needed**, this was mentioned by 38% of respondents. Many of these respondents did comment that **some but not all** the roundabouts should be kept. The **street art was mentioned as great** by 17% of respondents, 16% said that **Lrk street was good** and a further 16% said that **some and/or all the trial changes were good**. It was commented on by 10% of people that the **traffic was better during the trials** and cars were moving **slower**. Nine percent of respondents commented that the **courtesy crossings were good** and 6% said that the **trial changes promoted safety**.

Other relevant and notable comments mentioned by between 2% and 4% of respondents are as follows. It was mentioned by 3% of respondents that **better signage was required** and by 2% that the **road markings weren't good** and a further 2% mentioned that the changes **didn't have a good aesthetic look**. Three percent of people commented that the **pocket parks were good**. Other notable comments included concern about the **increased carbon emissions** due to the extra travel time and that on some streets **speed bumps** would have been a better solution.

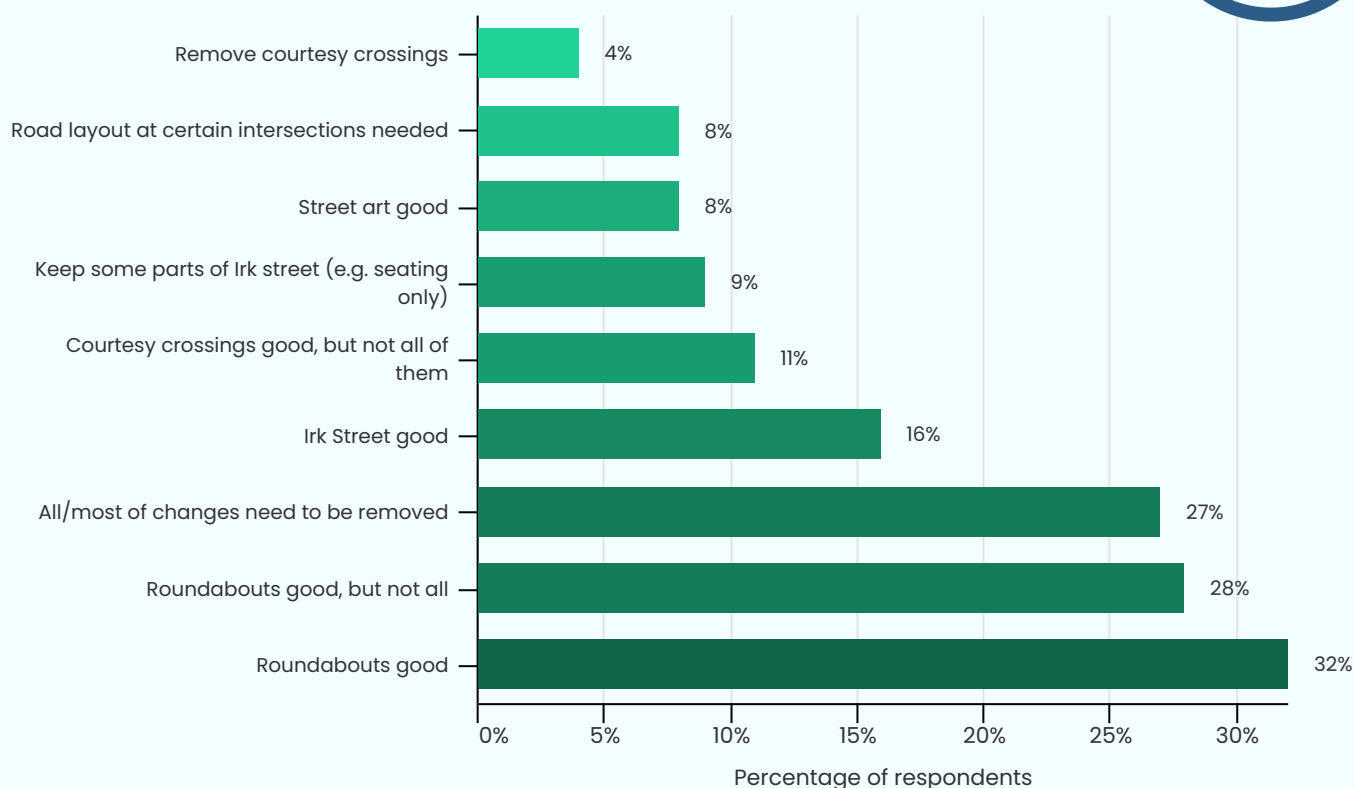


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June 2021 Survey

Looking at how our community move around our streets, what aspects of the trials would you like to see become permanent going forward?

476
survey
respondents



This graph represents the comments given by 4% or more of respondents.

With regards to making various aspects of the trial permanent, the two highest percentage of comments given were regarding the **roundabouts**. This is reflected by 32% that said the **roundabouts were good** and 28% who said the roundabouts were **good but perhaps not all of them**. It was mentioned by 27% of the respondents that everything **should be removed**, while some in the category said that not all, **but most of the changes should be removed**. **Irk street** was mentioned by 16% of people as a change that should be kept permanent, while 9% said they only wanted **certain aspects of Irk street to remain**, such as the seating. Eleven percent of respondents indicated that the **courtesy crossings where good** but there were comments that **not all** of them should remain. There were multiple examples of crossings that were recommended to remain. Some examples of these included the crossing outside schools and on Broughton street, Anzac, Ardwick and Pomona street. It was mentioned by 8% of respondents that **street art was good** and by a further 8% that the **better road layout at certain intersections** needed to be addressed. It was mentioned by 4% of respondents that the **courtesy crossings needed to be removed completely**.

The most notable and relevant comments given by between 2% and 3% of respondents are as follows. It was mentioned by 3% of respondents that **some of the road markings were good**, with mention made that old road markings should be properly removed to limit confusion, if any changes are made permanent. Two percent of respondents said that the overall **better signage was required**. It was mentioned by 2% that the planters needed to be removed while a further 2% said the **planters should remain**, with specific mention made to keeping them outside schools. **Keeping some of the pocket parks** was mentioned by 2% of respondents with specific mention made to the pocket park on Irk street. Mention was made of **traffic flow being better** with the changes in place by 2% of respondents.

Other comments given by 1% or less of respondents are that the **give way on Eccles and the new layout were good**. The **lights on Main road** were also mentioned as good. It was suggested that **concrete islands** be added along pedestrian crossings on the **wider streets** and that **speed bumps** could be an effective way to slow cars down. Mention was made of some one ways being kept, however, mention was also made of all one ways being put back to how they were before the trial. Some people suggested that **all the changes** should be kept and mention was also made of the **walkways being a good addition**.



Roundabouts



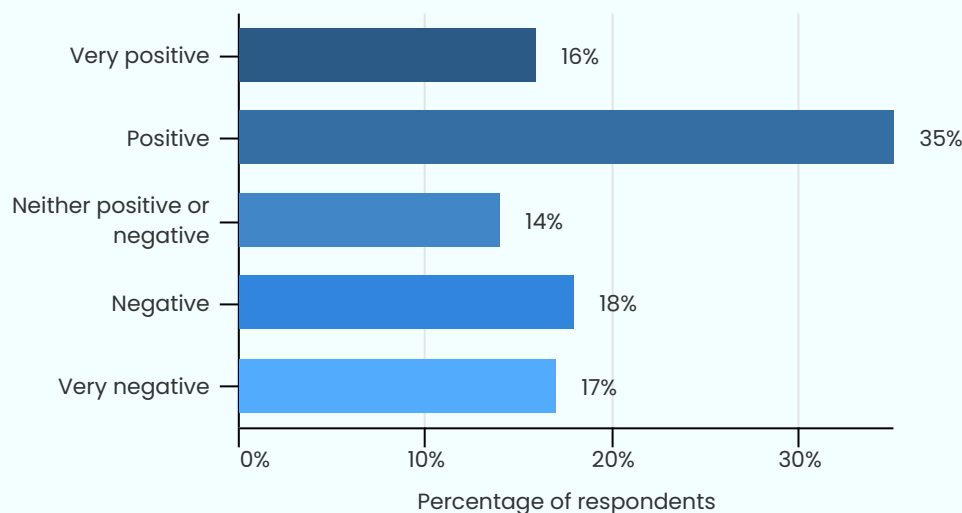


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Roundabouts: June 2021 Survey

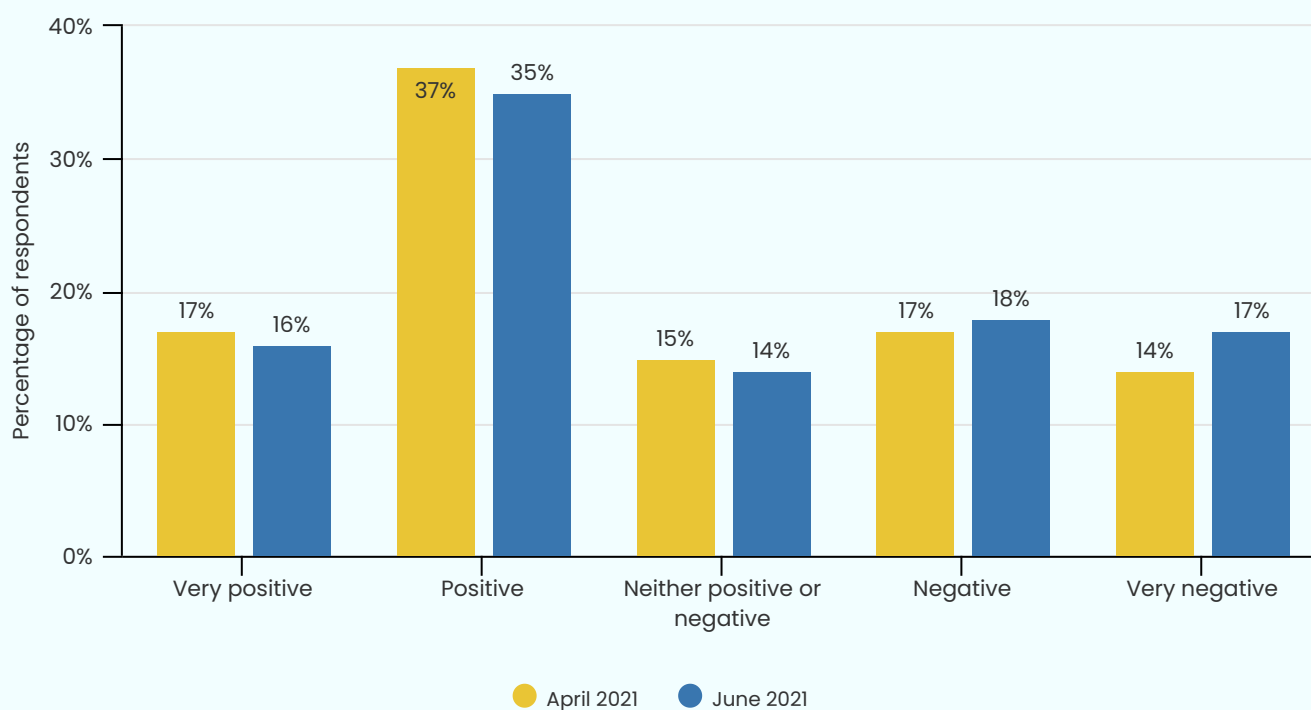
How would you describe your experience with the new roundabouts trialled in Gore?

521
survey
responses



Of the 521 people respondents, 51% said their experience of the roundabouts was positive or very positive, while 35% said their experience was negative or very negative. 14% said their experience was neither negative or positive.

April 2021 and June 2021 Survey Comparison



The April 2021 survey had 738 respondents comment on their experience of the roundabouts at the beginning of the trial. For the June survey 521 people commented on their experience of the roundabouts at the end of the trial.

As an overview it is apparent that the percentages for each the various experiences of the roundabout trials is **fairly consistent** at the beginning as well as the end of the trial.



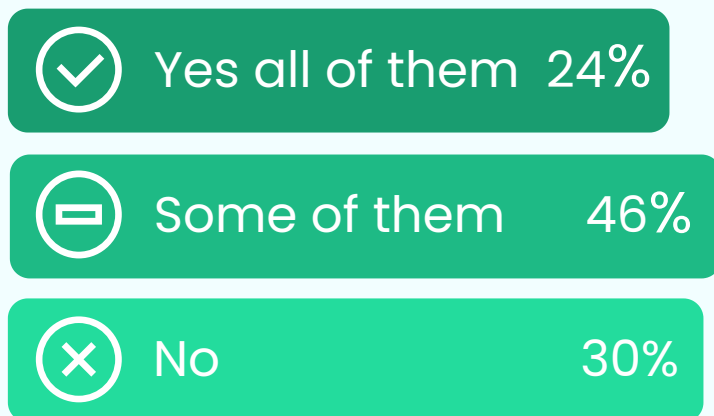
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Roundabouts: June 2021 Survey

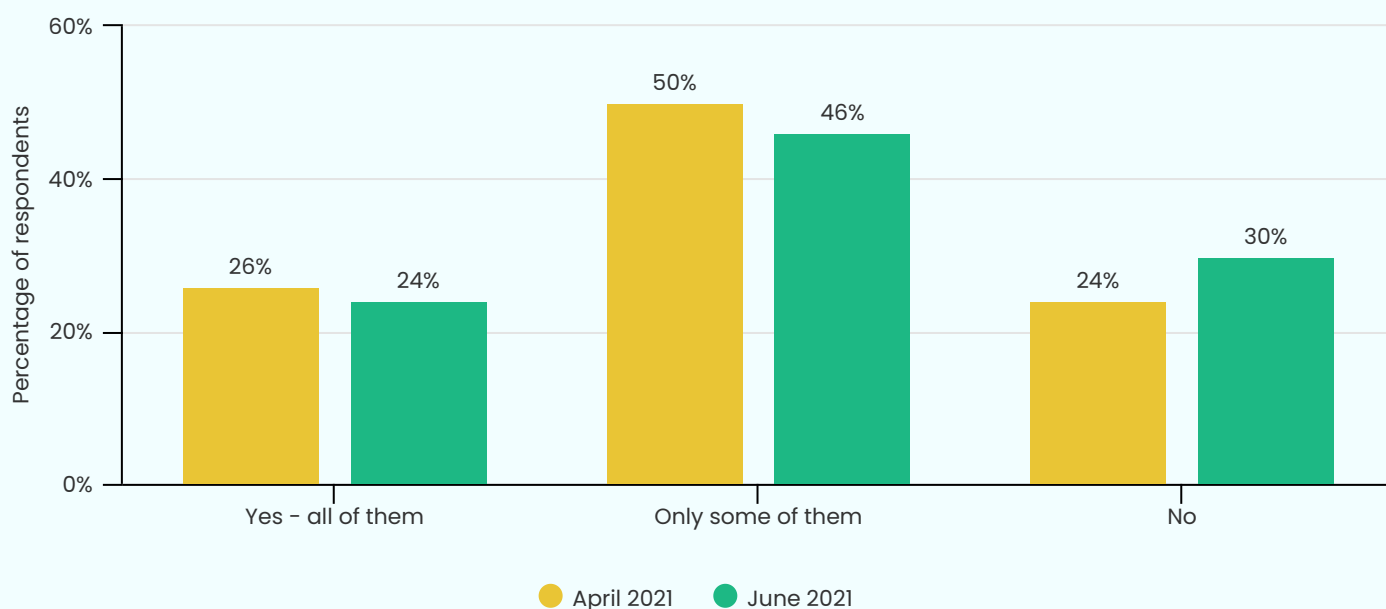
Do you think the trial roundabouts were safe and effective?

523 survey responses



When asked about the roundabouts, 46% of respondents said that only some of them were safe and effective, 24% said that all of them were safe and effective while 30% said they were not safe and effective.

April 2021 and June 2021 Survey Comparison



The April 2021 survey had 740 respondents who commented on whether they thought the roundabouts were safe and effective. In the June survey 523 people gave their view on whether they thought the roundabouts were safe and effective

The percentage differences at the beginning and the end of the trial are **fairly consistent** for the three different answer options. The highest difference in percentage was 6% for those who said 'no' with **more people** saying they thought the roundabouts weren't safe and effective at the end of the trial.

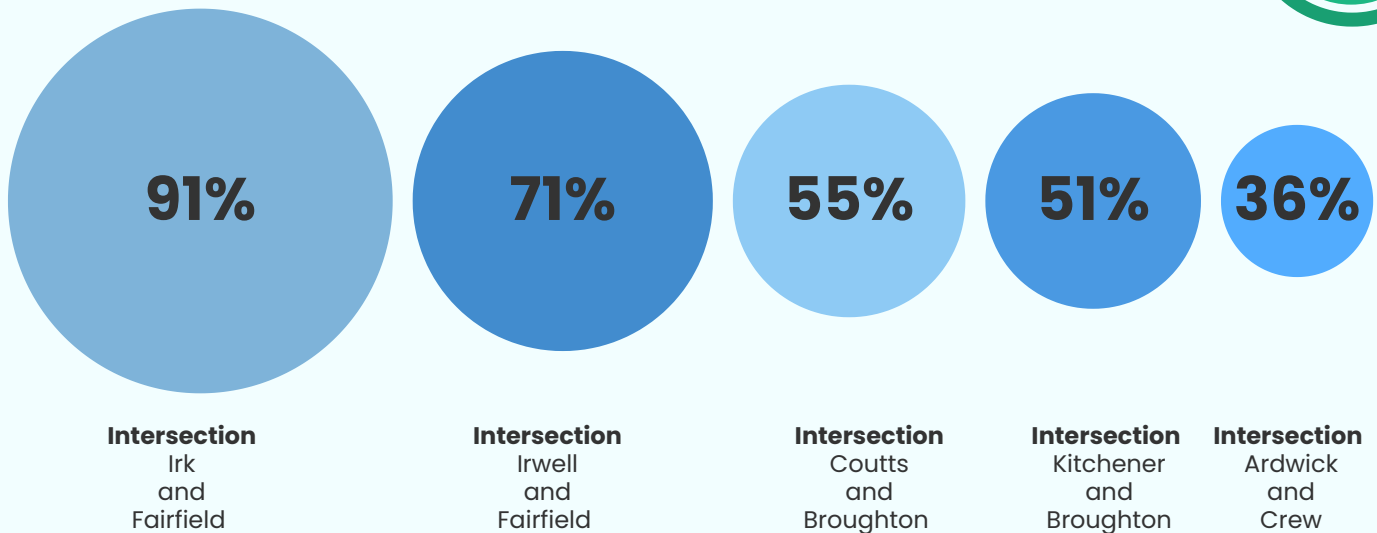


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Roundabouts: June 2021 Survey

Which roundabouts would you like to see become permanent?

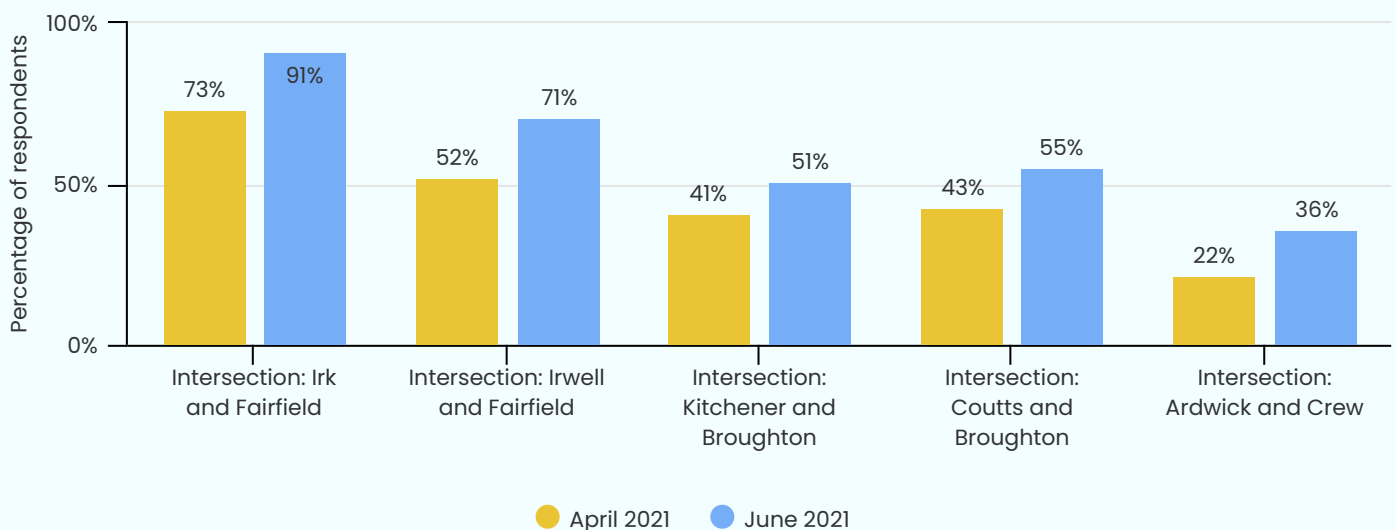
399
survey
respondents



Ninety-one percent of people (out of 399 respondents) commented that the roundabout at **Irk and Fairfield street** should become permanent. It was commented on by 71% that they wanted the **Irwell and Fairfield** roundabout to become permanent while 55% agreed that **Coutts and Broughton street** roundabout should become permanent.

The roundabout at **Kitchener and Broughton street** was favoured by 51% of people while 36% said they wanted the roundabout at **Ardwick and Crew street** to become permanent.

April 2021 and June 2021 Survey Comparison



The April 2021 survey had a total of 548 respondents who expressed their view on which intersections should have roundabouts. For the June 2021 survey a total of 399 people shared their view on which intersections should become permanent.

The percentage differences between the two surveys and for all the different intersections options are **fairly varied**. The largest variations are for the Irk and Fairfield intersections and the Irwell and Fairfield street intersection, these have a 18% and 19% variation between the beginning and end of the trial, respectively.

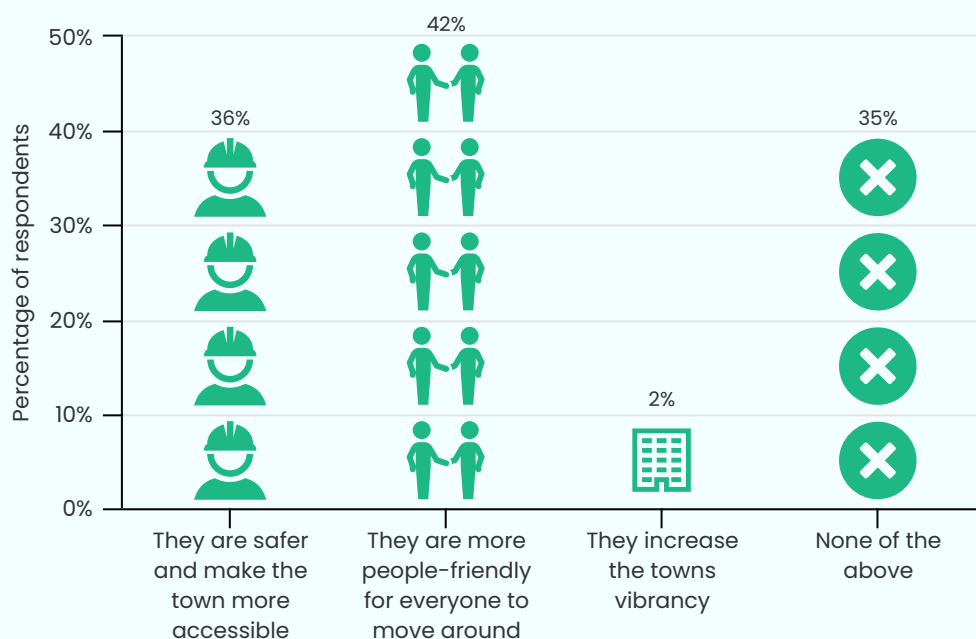


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Roundabouts: June 2021 Survey

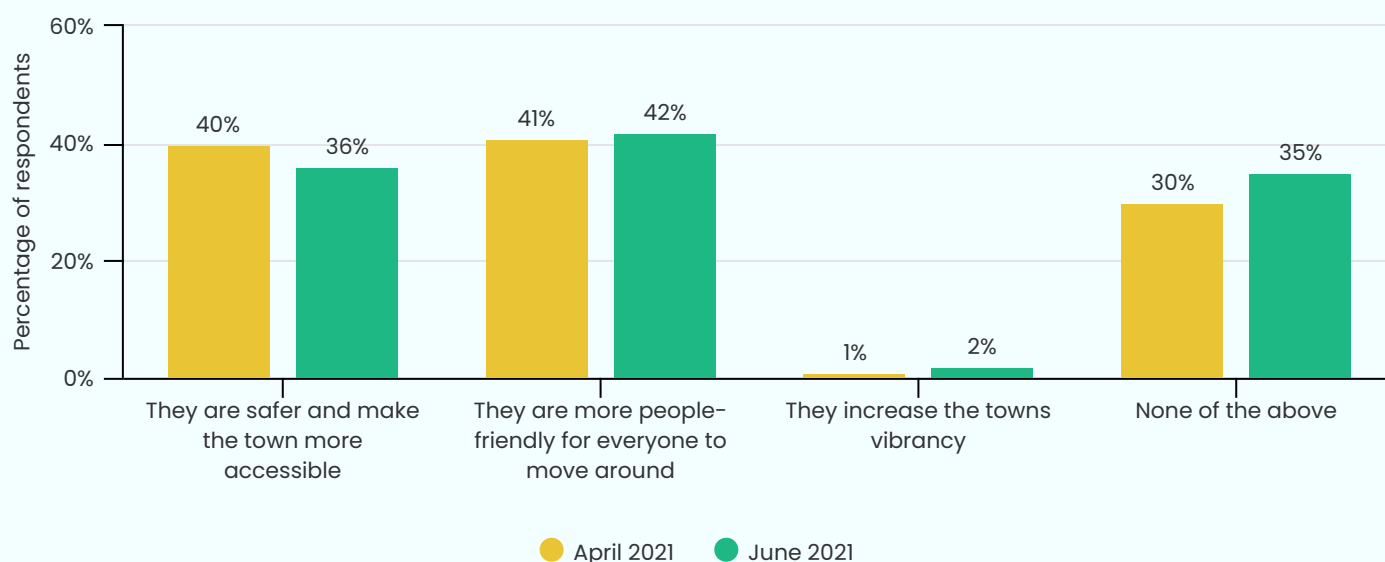
If you want some or all of the roundabouts to become permanent, which of the following best describes your reason?

483
survey
respondents



It was commented on by 36% of respondents that the reason they wanted the roundabouts to become permanent was because they made the roads safer and more accessible. It was indicated by 42% that the roundabouts are more people-friendly for everyone to move around and 35% said none of the reasons given influenced their reason for wanting the roundabouts. Only 2% of people commented that they increased the towns vibrancy.

April 2021 and June 2021 Survey Comparison



The April 2021 survey had a total of 685 respondents shared their reasons for they wanted the roundabouts to become permanent, while for the June survey a total of 483 people shared their view.

The percentage variation between the views given at the beginning and the end of the trial are **fairly similar**.



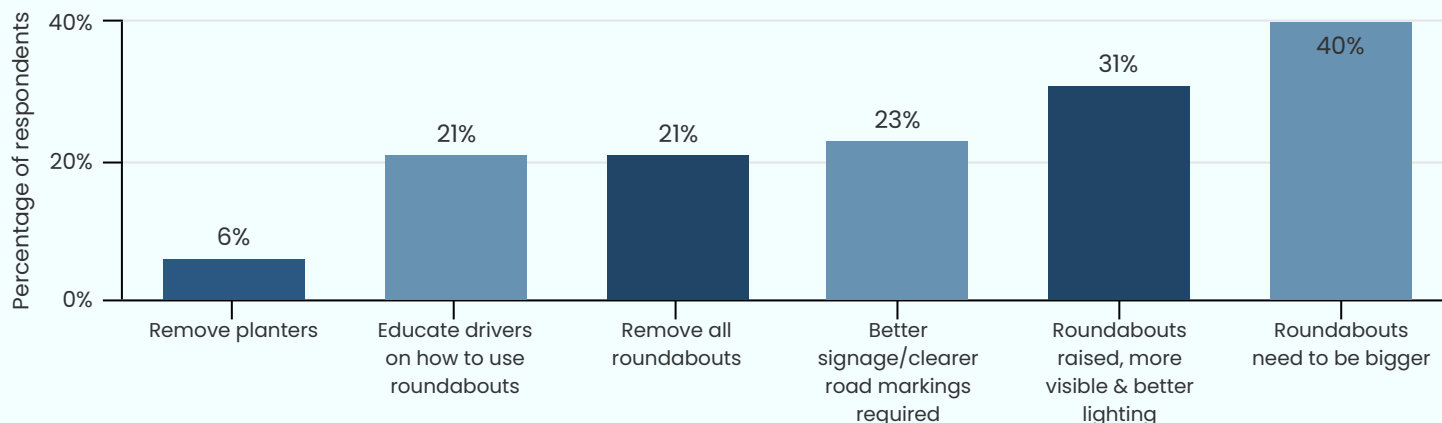
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Roundabouts: June 2021 Survey

Is there anything we should change, or do differently to improve the effectiveness of the roundabouts?

394
survey
respondents



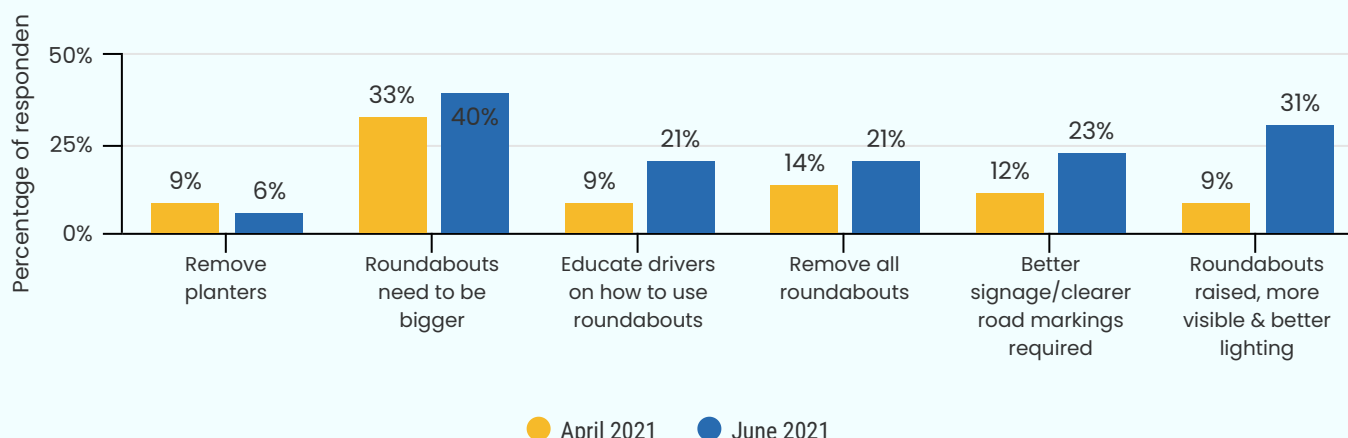
The above graph represents those comments given by **more than 5%** of respondents.

It was mentioned by 40% of respondents that roundabouts need to be bigger. This included suggestions around widening the roads to accommodate the roundabouts as they were too narrow for cars to move safely. It was mentioned by 31% of respondents that roundabouts need to be **raised, made more visible and/or required better lighting**. It was commented on by 23% of respondents that **better signage and clearer road markers** was needed while 21% said that all the roundabouts should be **removed**. A further 21% said that **education was needed** on how to use the roundabouts with specific reference made by a few people regarding the elderly. Making the **roundabouts bigger** was mentioned by 15% of people while 6% wanted the **planters removed** as they were an unnecessary obstacles.

Other notable and relevant comments given by between **3% and 5%** of respondents are as follows. Five percent suggested make the **roundabout smaller** to allow cars to fit around them, while 4% said they would make **no changes** to the roundabouts. A further 4% commented that the roundabouts had **improved the traffic flow**. It was mentioned by 3% of people that courtesy crossings near the roundabouts **should be removed**.

Other notable comments given by **2% or less** were that the **roundabouts were not safe** in their temporary state, and that the **bulbous curbs need to be removed**. It was mentioned that the Crewe and Ardwick roundabout was awkward and that one was needed by Charlton street and Main road as well as one at the Broughton street and State Highway 1 intersection.

April 2021 and June 2021 Survey Comparison



There are some notable differences between the April 2021 survey and the June 2021 survey. The most notable differences are that more people would like the roundabouts to be raised, more visible and have better lighting. Also more people would like better signage and clearer road markings and more education for drivers.

There was also an increase in percentage of respondents who would like the roundabouts to be removed.



Courtesy Crossings





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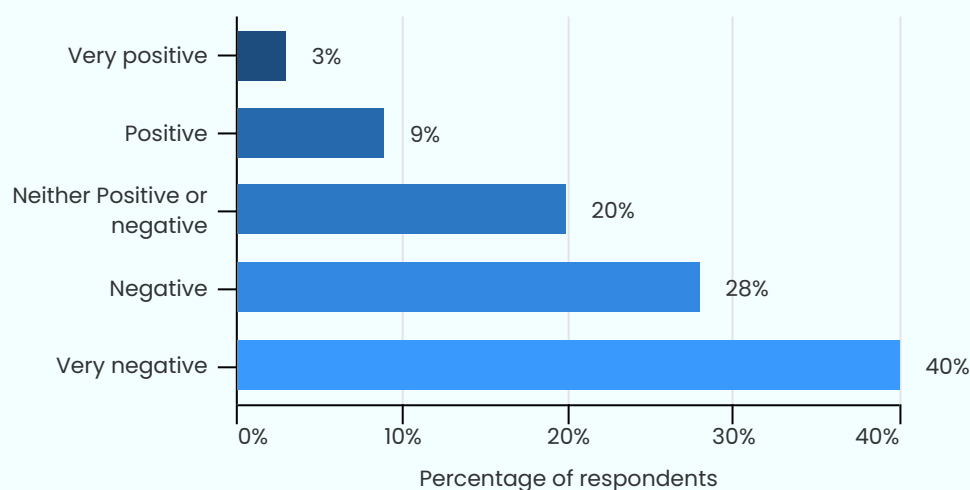
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Courtesy Crossings: June 2021 Survey

(Understanding that planters are being removed, what are your thoughts on the function and placement of the crossings.)

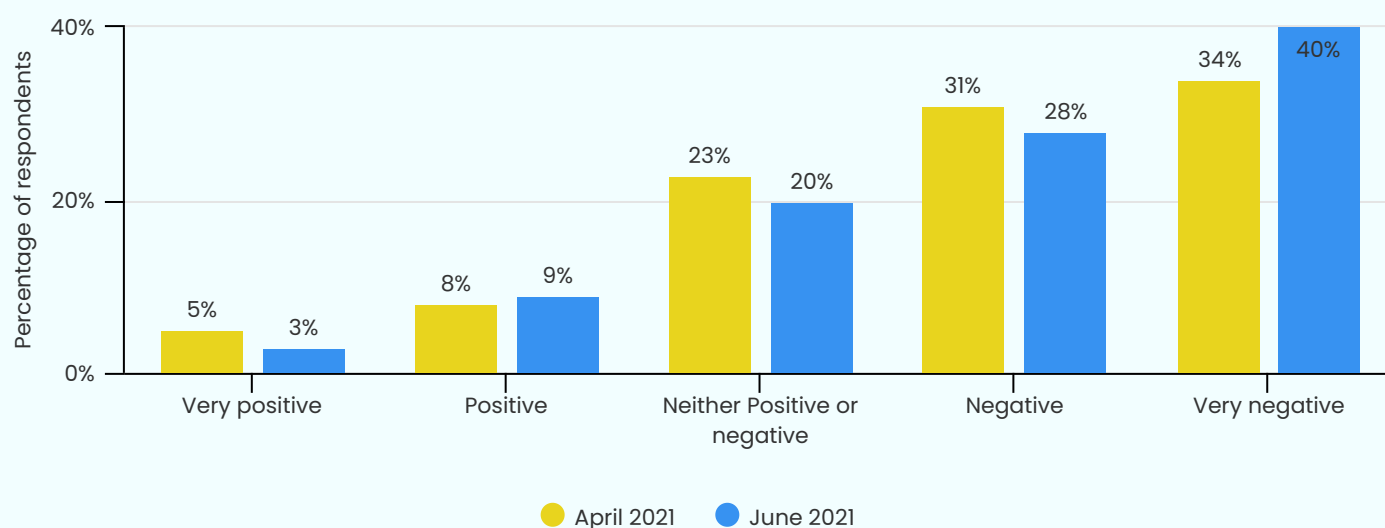
523
survey
responses

How would you describe your experience with the courtesy crossings trialled in Gore?



Of those who responded, 40% said their experience was very negative, while 28% said it was negative. It was said by 20% of people that their experience was neither positive or negative, 9% indicated their experience was positive while 3% said very positive.

April 2021 and June 2021 Survey Comparison



For the April 2021 survey there were a total of 723 respondents who shared their experience of the courtesy crossings at the beginning of the trial. A total of 523 people shared their experience of the courtesy crossings at the end of the trial in June 2021.

Overall there were **similar experiences** from the beginning of the trial until the end of the trial. The largest variation was 6% and this was the increase of very negative experiences at the end of the trial

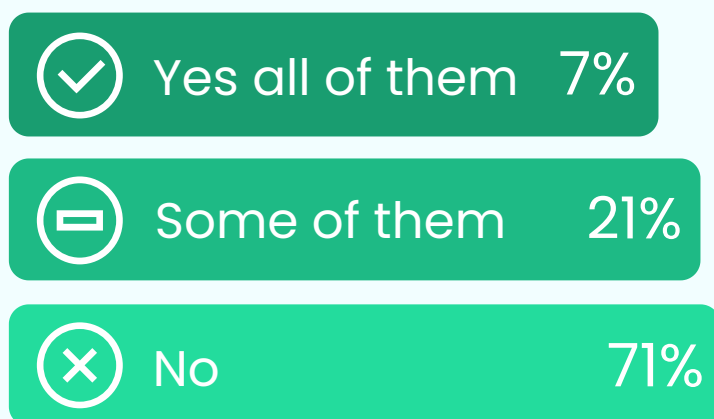


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Courtesy Crossings: June 2021 Survey

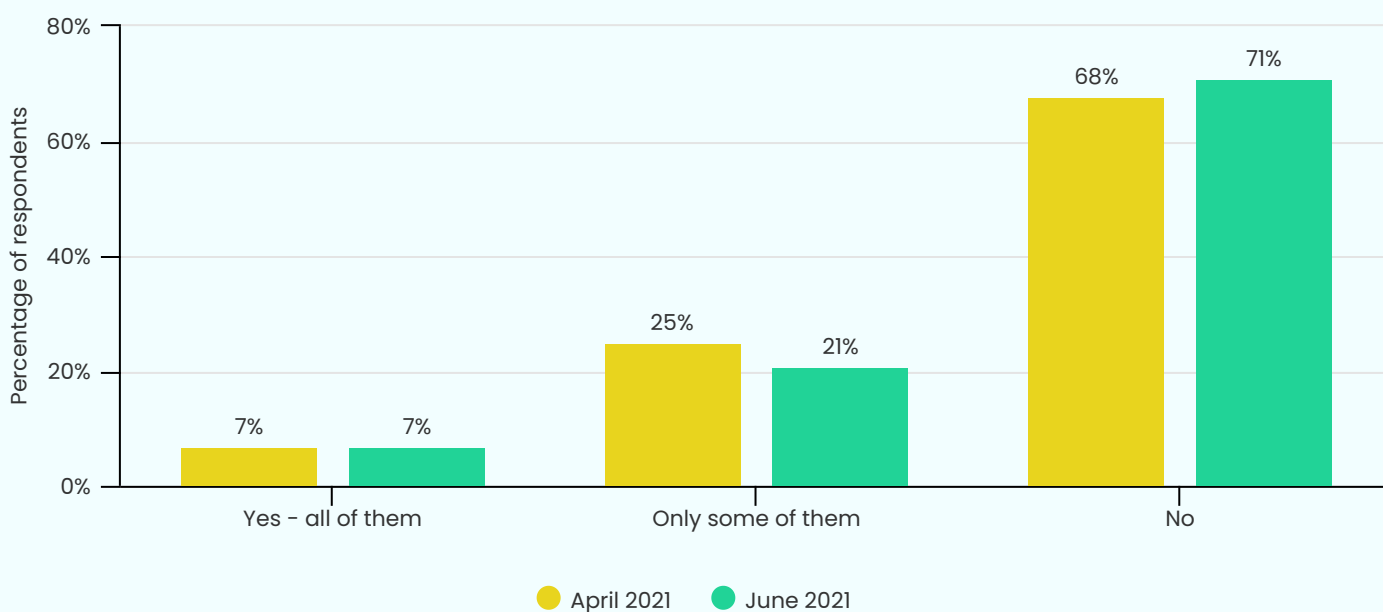
Do you think the trial courtesy crossings were safe and effective?

522
survey
responses



Of those who responded, 71% said that the courtesy crossings were not effective, while 21% said only some of them were effective. It was said by 7% of people that all of the crossings should remain.

April 2021 and June 2021 Survey Comparison



During the April 2021 survey there were 734 people who gave their opinion on whether the courtesy crossings were safe and effective. In June 2021 there were 522 who expressed their views.

Overall the responses given at the beginning and the end of the trial were either the **same or showed only a small variation**.



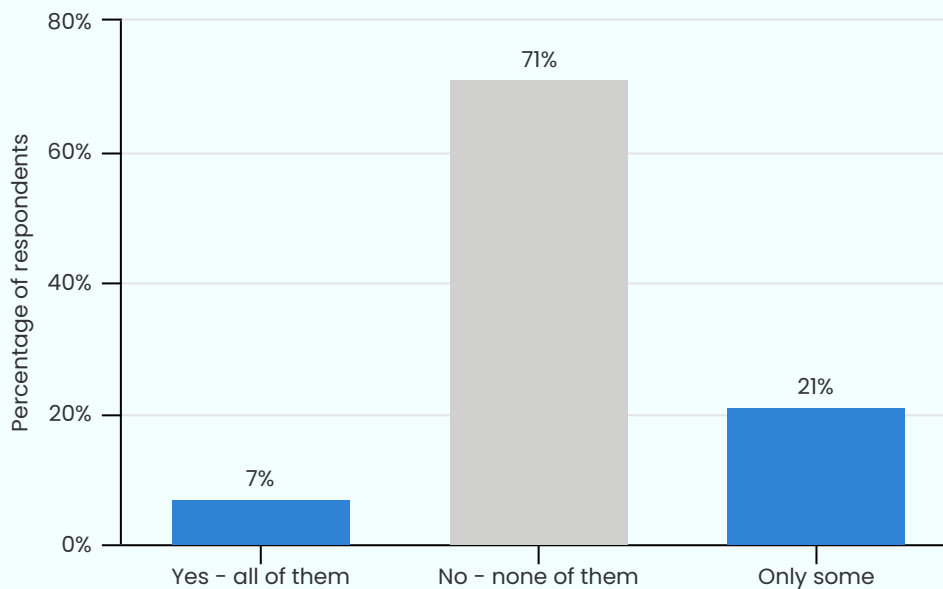
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Courtesy Crossings: June 2021 Survey

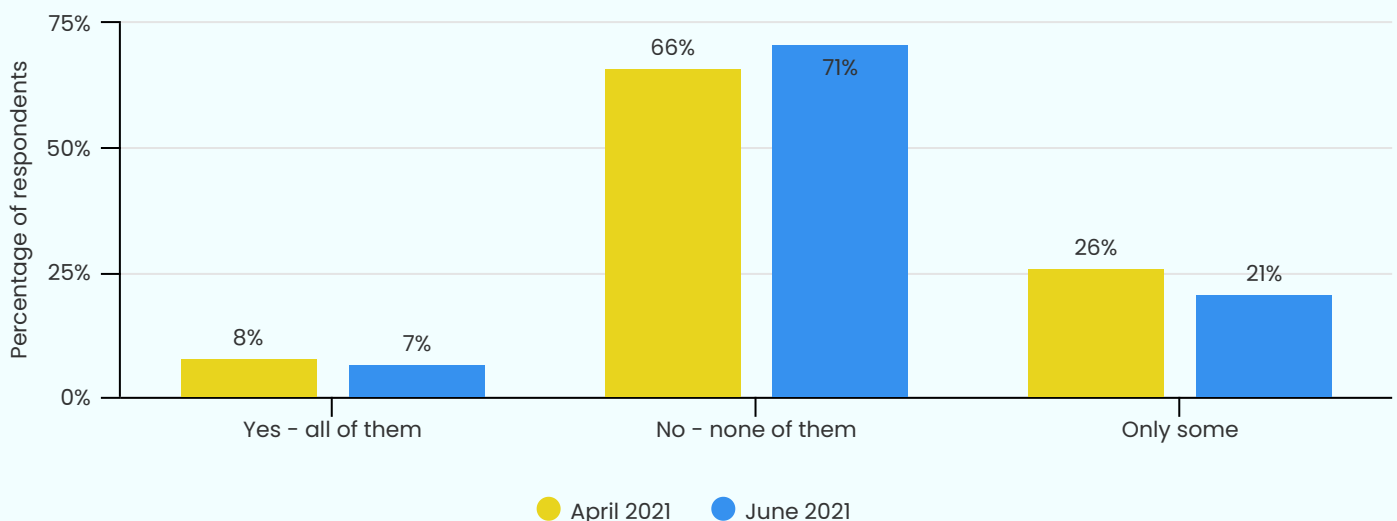
Would you like to see these courtesy crossings become a permanent feature of our streets going forward?

519 survey responses



71% of respondents said they didn't want the courtesy crossings to become permanent while 21% said only some of them. It was commented by 7% that they wanted the crossings to be made permanent.

April 2021 and June 2021 Survey Comparison



For the April 2021 survey 731 people commented on whether or not they wanted to see the courtesy crossings become permanent, In June 2021, at the end of the trial 519 people commented on this.

There was only a **small amount of variation** in the opinions expressed for the various viewpoints at the beginning and the end of the trial.



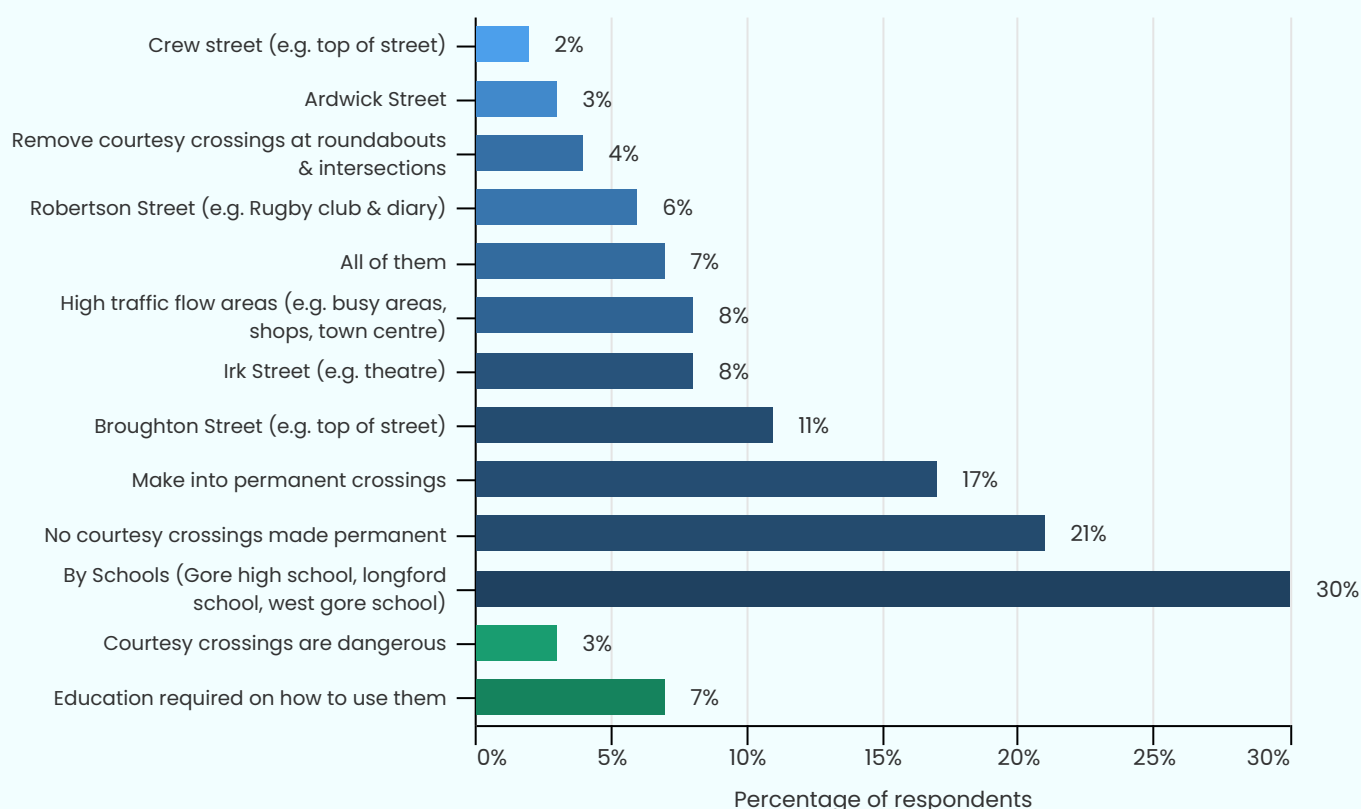
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Courtesy Crossings: June 2021 Survey

Would you like to see these courtesy crossings become a permanent feature of our streets going forward?

173
survey
respondents

If some, which ones?



The above graph represents all comments made by **3% or more** of the respondents.

It should be noted that 149 commented that they either wanted all or some of the roundabouts to remain. However, there were 173 people who commented one which ones they wanted to see made permanent.

The highest percentage of respondents who wanted the courtesy crossings to become permanent suggested that they be placed **by the schools**. This was mentioned by 30% of respondents. It was mentioned by 21% that **none of the courtesy crossings** should be made into permanent crossings and 17% suggested that those that do remain should be made into **permanent pedestrian crossings**. It was commented on by 11% of respondents that the crossing on **Broughton street should be made permanent** with specific reference made to the top of Broughton street. It was suggested by 8% of respondents that the crossing on **Irk street be made permanent**, with specific reference being made to the crossing by the theatre. A further 8% suggested keeping the crossings at **high traffic flow areas** such as in the town centre, by the shops and other busy areas. Seven percent of respondents wanted **all the crossings to become permanent**.

Along **Robertson street** was mentioned by 6% of respondents as a place to have a crossing become permanent with specific reference being made to rugby club and the dairy. Four percent of respondents said that courtesy crossings should be **removed from near roundabouts and intersections**. It was mentioned by 3% of respondents that a crossing on **Ardwick street** would be good and **Crew street** was suggested by 2%, as a good.

Further comments given by respondents were that courtesy crossings were **dangerous**, this was mentioned by 3% of respondents and 7% said that **education was needed** on how to safely use them.

Other notable comments given by respondents were that 2% thought that crossings forced **cyclists into the traffic**, and a further 2% said that that **better signage** was required at the crossings.

Relevant comments given by 1% of people were that a permanent crossing would be good on **Fairfield street** and **Coutts street**. A comment was made that the **'waiting' area** for pedestrians in the middle of the crossings was good, and it was also mentioned that **concrete islands** and not planters should not be used.

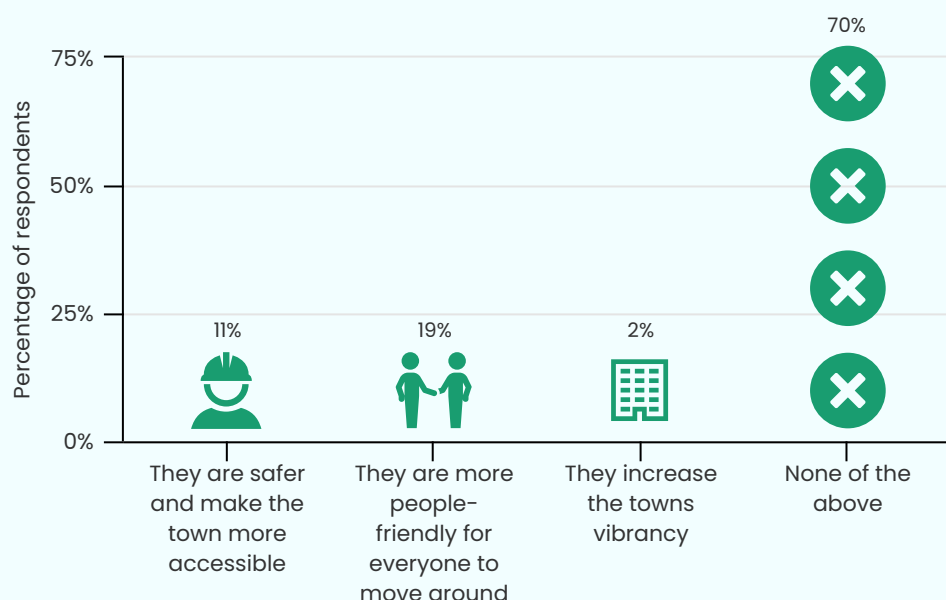


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Courtesy Crossings: June 2021 Survey

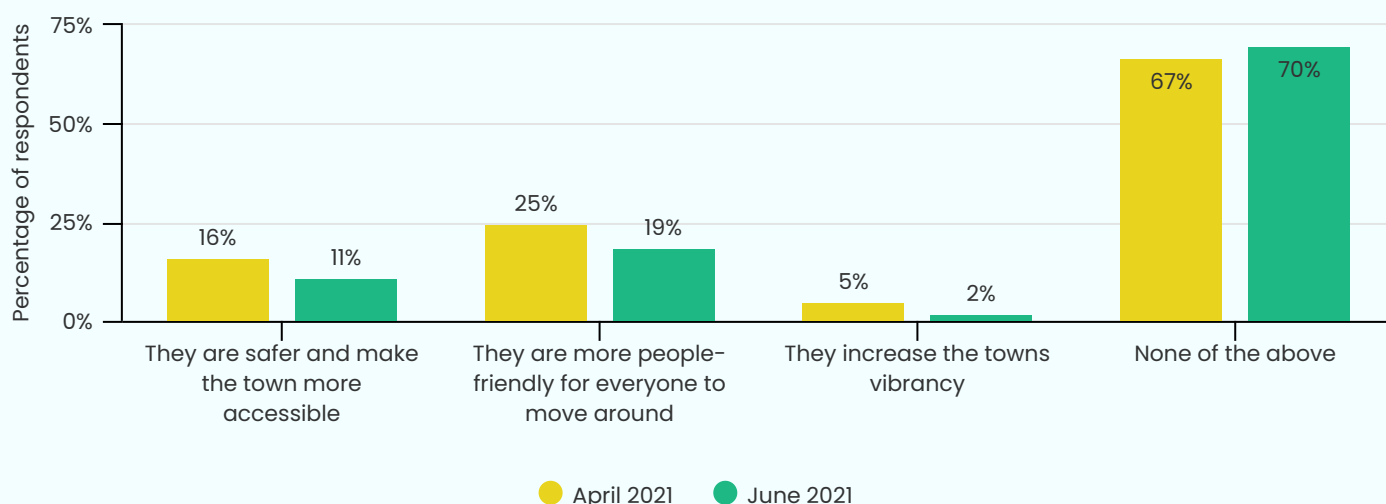
If you want some or all of the courtesy crossings to become permanent, which of the following best describes your reason?

392
survey
respondents



Of those interviewed 70% said they didn't think any of the reasons given were applicable to them and 11% said they thought the courtesy crossings made the town safer and more accessible. It was mentioned by 19% that the courtesy crossings were people-friendly for everyone to move around. Two percent indicated that the courtesy crossings added vibrancy to the town.

April 2021 and June 2021 Survey Comparison



In April 2021, there were 534 people who provided feedback on why they would like to make the courtesy crossings permanent and in June 2021 there were 392 responses. Most of the reasons had very little variation between the beginning and end of the trial.

The most **notable variation** for was 6% as less people agreed that courtesy crossings are more people-friendly for everyone to move around.



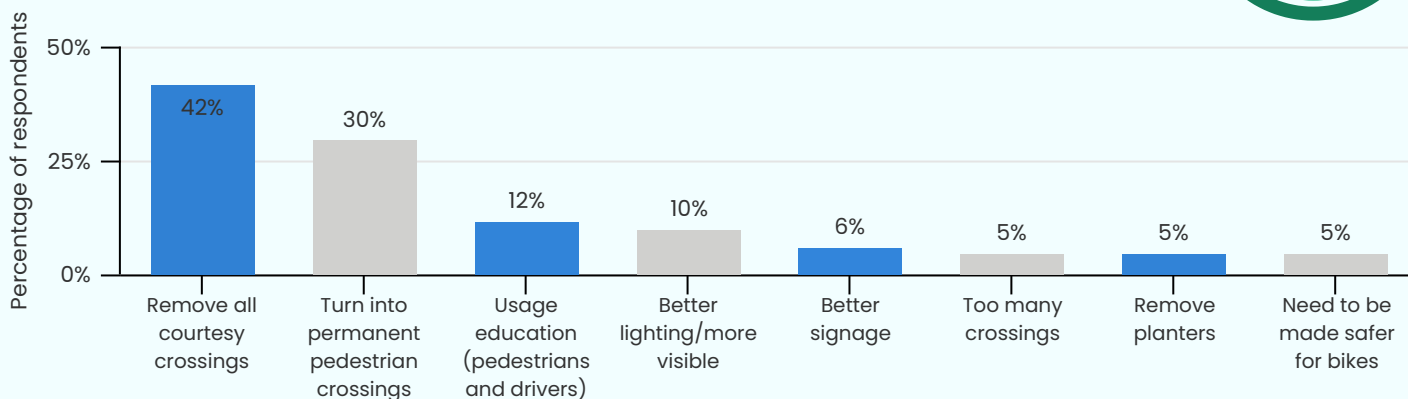
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Courtesy Crossings: June 2021 Survey

Is there anything we should change, or do differently, to improve the effectiveness of courtesy crossings?

323
survey
respondents



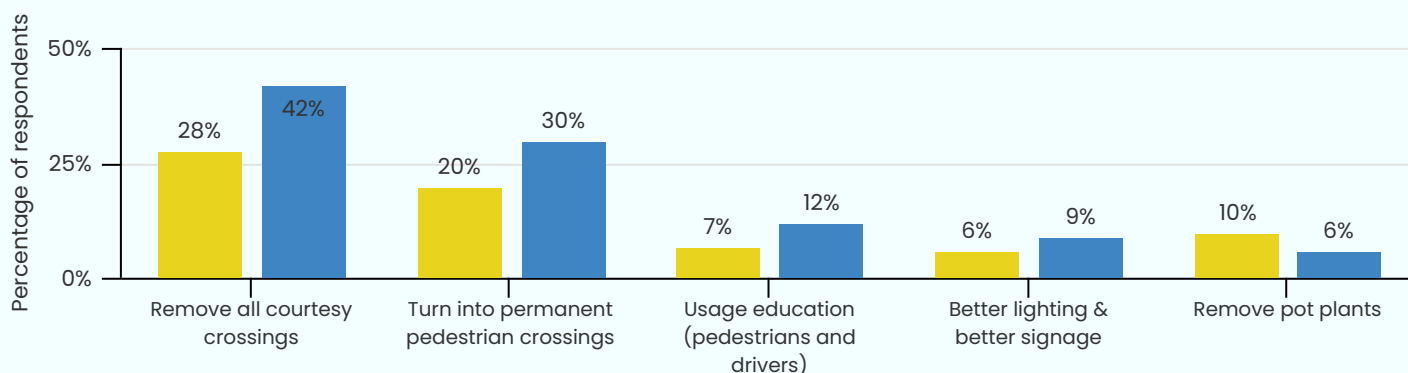
The comments on the graph are the most notable comments given by **5% of respondents or more**. It was mentioned by 42% of people that they wanted all the courtesy crossings be removed. Following this the next most notable comment was indicated by 30% of respondents who wanted the courtesy crossings to be made into **permanent pedestrian crossings**. Twelve percent of people commented that there was **more education needed** on how to use the crossings, by both drivers and pedestrians -particularly children. It was mentioned by 10% of people that the crossings needed to be **more visible and the better lighting was required at night**. It was also mentioned that **better signage** was needed by 6% of people. It was commented on by 5% of people that there were **too many crossings** and a further 5% said that the **planters needed to be removed**. Five percent of respondents commented that there was a need to make the courtesy crossing area **safer for bikes**.

Relevant and notable comments given by less than **2%** of respondents. It was mentioned by a 2% of respondents that the **concrete islands need to be placed in the middle** of crossings.

A further 2% of people mentioned that the courtesy crossings need to be removed from **close to corners and intercessions**. An additional 2% of people **could not comment** regarding additions or changes to improve effectiveness. It was mentioned by 2% of respondents that the **road markings by the courtesy crossings were confusing** and it was specifically the patterns were confusing. It was suggested by 1% of respondents that it would be good to use **raised bumps instead of planters** by the courtesy crossings and further 1% mentioned that the courtesy crossings make the **road narrow and difficult to drive on**.

It was suggested by 2% of respondents that **keeping the planters** was good while specific mentioned was made to keeping the handrails and the white curbs. One percent of people indicated that the crossing should be put where pedestrian would regularly cross the roads and a further 1% mentioned that the **patterns on the courtesy crossing** were not good.

April 2021 and June 2021 Survey Comparison



There were a total of 475 respondents for the April 2021 survey and 323 for the June 2021 Survey. The comments that overlapped from the April 2021 and the June 2021 survey are shown on the graph above.

The most notable percentage variation was 14% for the comment that the courtesy crossings should be removed completely, this is followed by a 10% variation of those who wanted the courtesy crossings be made into permanent pedestrian crossings.



Street Closures/Pockets Parks





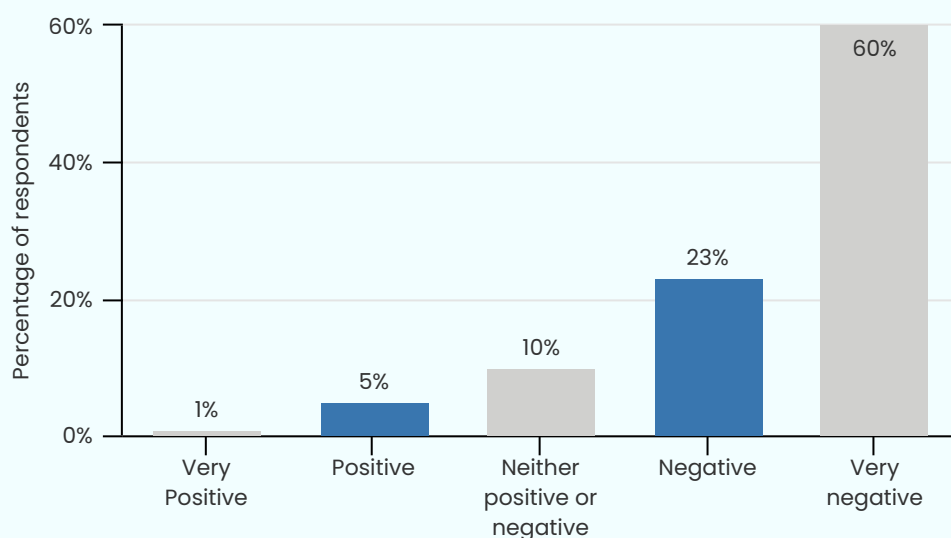
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Pocket Parks/Street Closures: June 2021 Survey

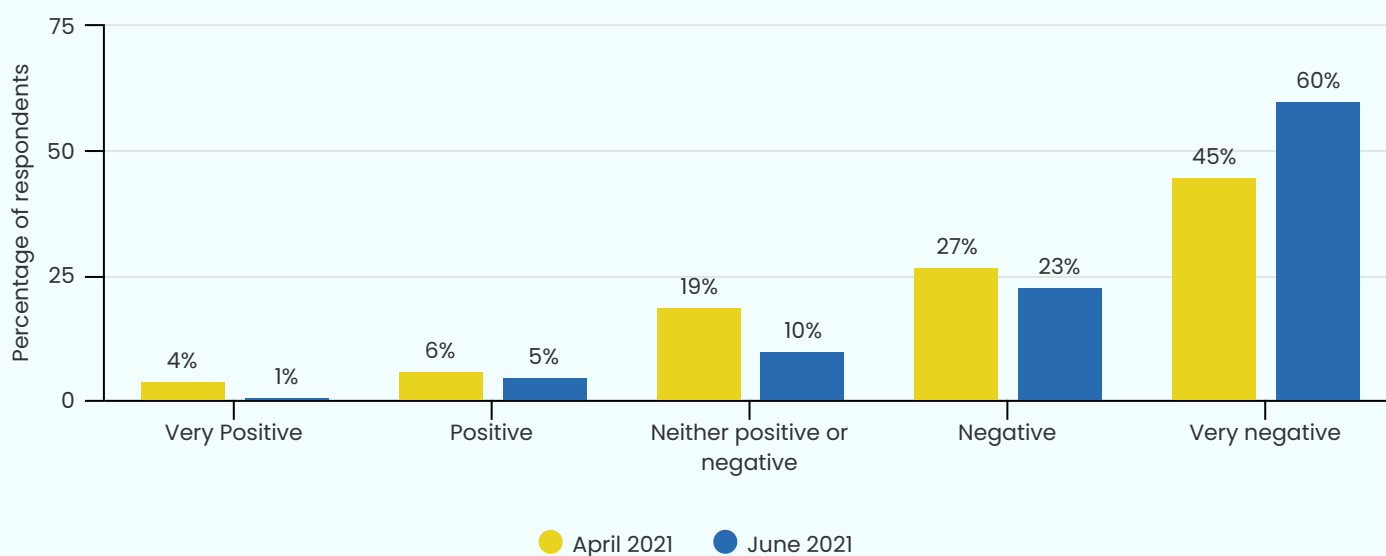
How would you describe your experience with the street closures trialled in Gore?

532
survey
responses



Of those surveyed, 60% indicated that their experience of the street closures/pocket parks was very negative while 23% said it was negative. It was mentioned by 10% that their experience was neither positive or negative while 5% said their experience was positive and 1% said it was very positive.

April 2021 and June 2021 Survey Comparison



The April 2021 survey had 726 respondents and in June 2021 there were 532 people who responded the survey. The percentage variation for most of the experience responses is **fairly small** with the exception of those who had a very negative experience

The percentage variation for those who had a very negative experience was 15% more at the end of the trial.



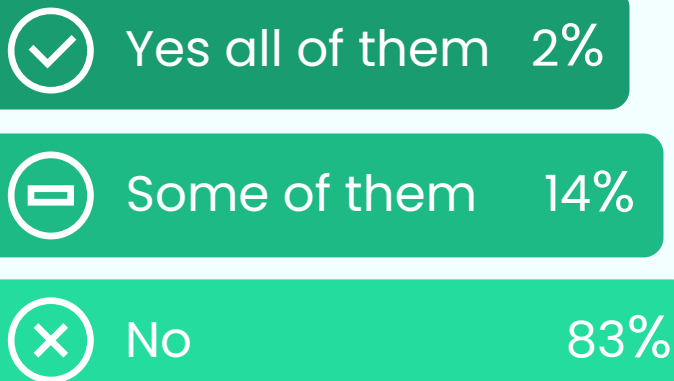
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Pocket Parks/Street Closures: June 2021 Survey

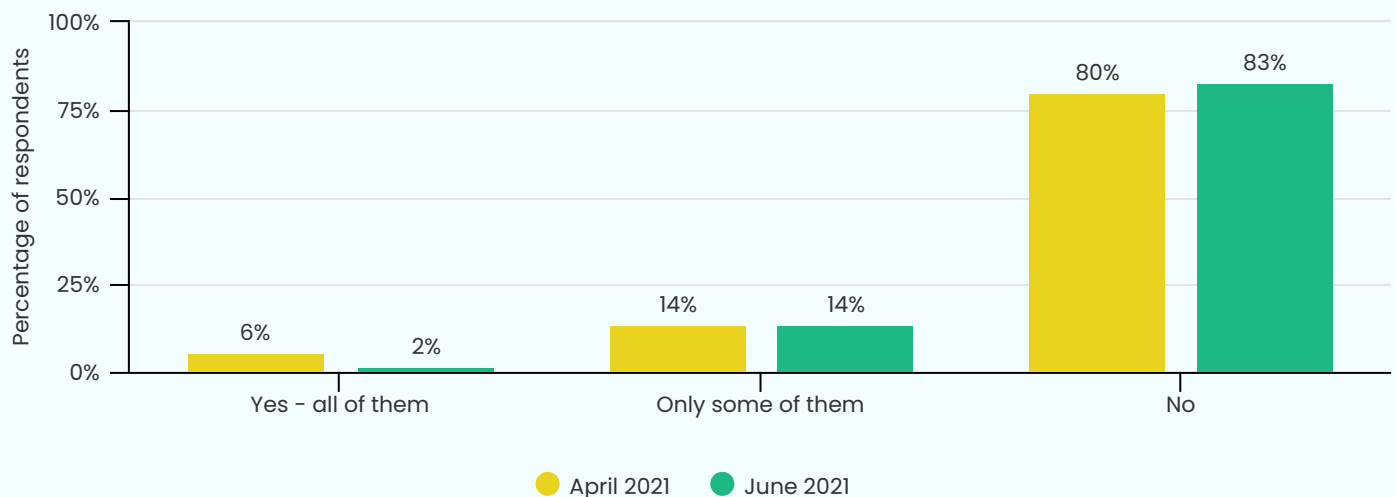
Do you think the trial street closures were safe and effective?

524
survey
responses



It was mentioned by 83% of those surveyed that they didn't think the street closures were safe and effective, while 14% said that only some of them were safe and effective. It was indicated by 2% that all the street closures were safe and effective.

April 2021 and June 2021 Survey Comparison



For the April 2021 survey 721 people commented on whether or not they thought the street trial closures were safe and effective and in June 2021 there were 524 people who commented.

Between the beginning and end of the trial there was **very little percentage variation** and the respondents' views remained fairly consistent.

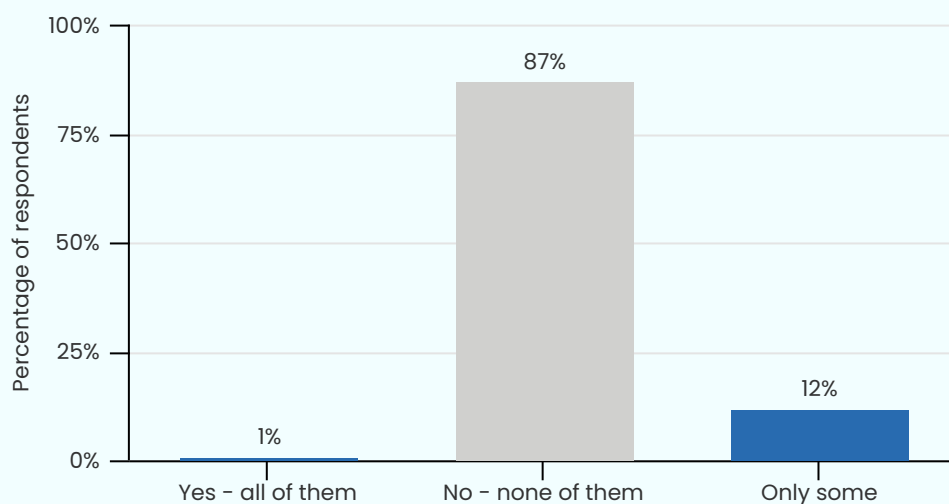


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Pocket Parks/Street Closures: June 2021 Survey

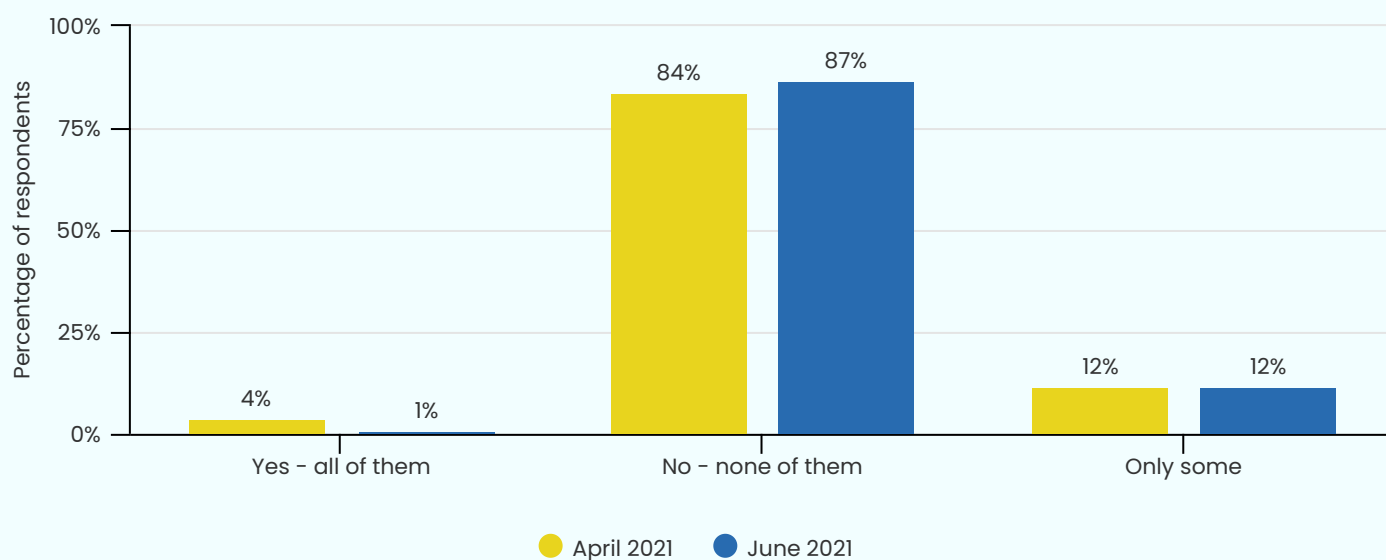
Would you like to see these street closures become more permanent?

525
survey
responses



Of the 525 respondents, 87% said they didn't want the street closures/pocket parks to become permanent while 12% said they only wanted some of them to become permanent. It was indicated by 1% that they wanted all of them to be permanent.

April 2021 and June 2021 Survey Comparison



In April 2021 there were 728 people who expressed their view on whether or not they wanted the street closures to become permanent. In June 2021 there were 525 respondents.

The percentage variation between the beginning and end of the trial was **minimal** and the respondents views were **mainly consistent**.



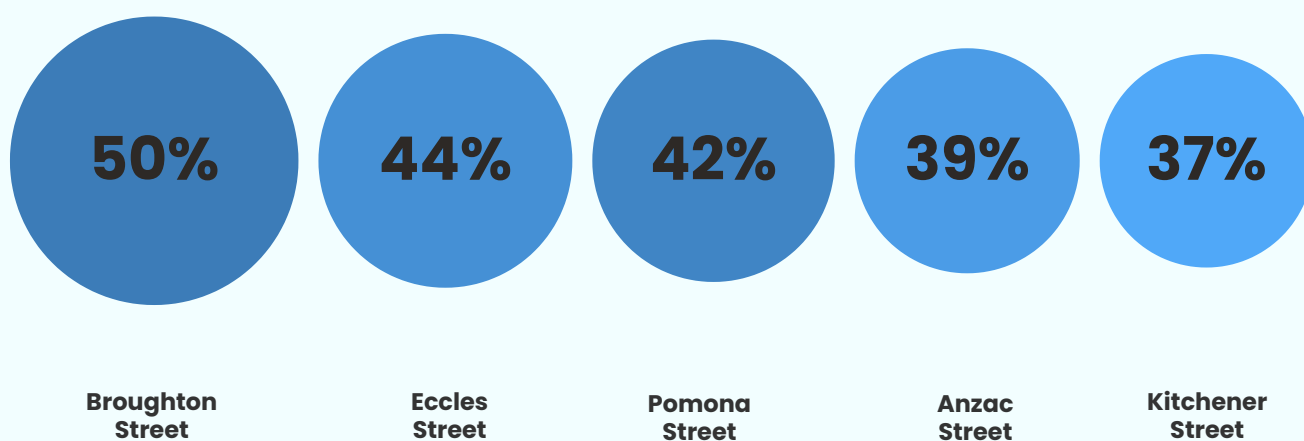
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Pocket Parks/Street Closures: June 2021 Survey

Would you like to see these street closures become more permanent?

If so, which ones?

62
survey
respondents

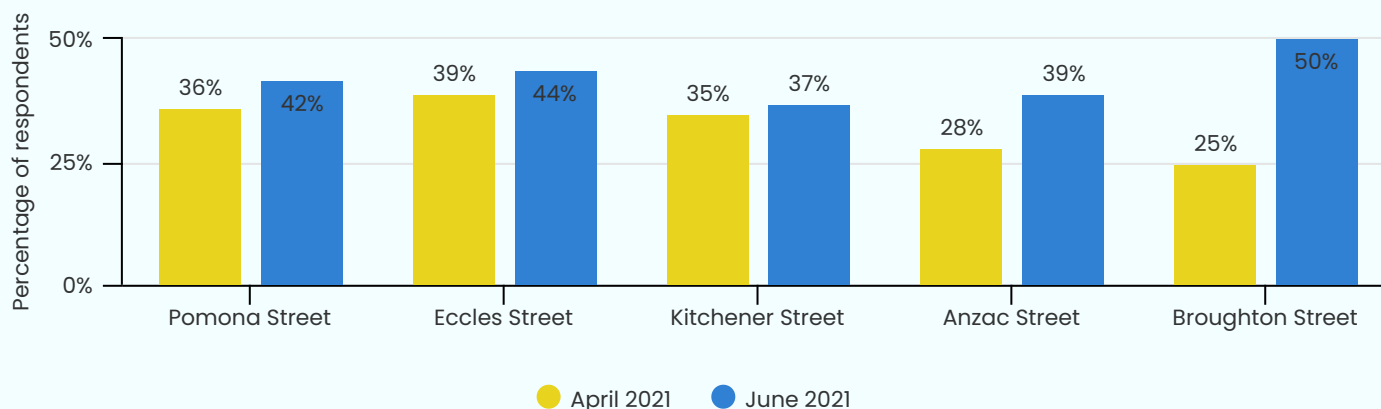


It is relevant to note that 67 people said in they wanted to have some or all pocket parks/closures to become permanent but 62 people gave specific suggestions as to which pocket parks should be kept permanent.

50% of the 62 respondents to this question suggested keeping the closure on Broughton street followed by Eccles street at 44%. Pomona street was mentioned by 42%, Anzac street by 39% and Kitchener street by 37% of respondents.

Other locations were also mentioned by individuals such as **Irak street**. A few people commented on other aspects of the trial such as the **left turn out of Eccles street** being safer which was mentioned a few times. It was mentioned once that **Eccles street should be kept open for ambulances**.

April 2021 and June 2021 Survey Comparison



In April 2021 there were 107 people who gave suggestions as to which street closures should become permanent and there were 62 suggestions in June 2021.

The percentage variations differed for Pomona Street and Anzac street by 6% and 11%, respectively. There is a **very significant variation** of 25% for Broughton Street.



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Pocket Parks/Street Closures: June 2021 Survey

If you want some or all of the street closures to become permanent, which of the following best describes your reason?

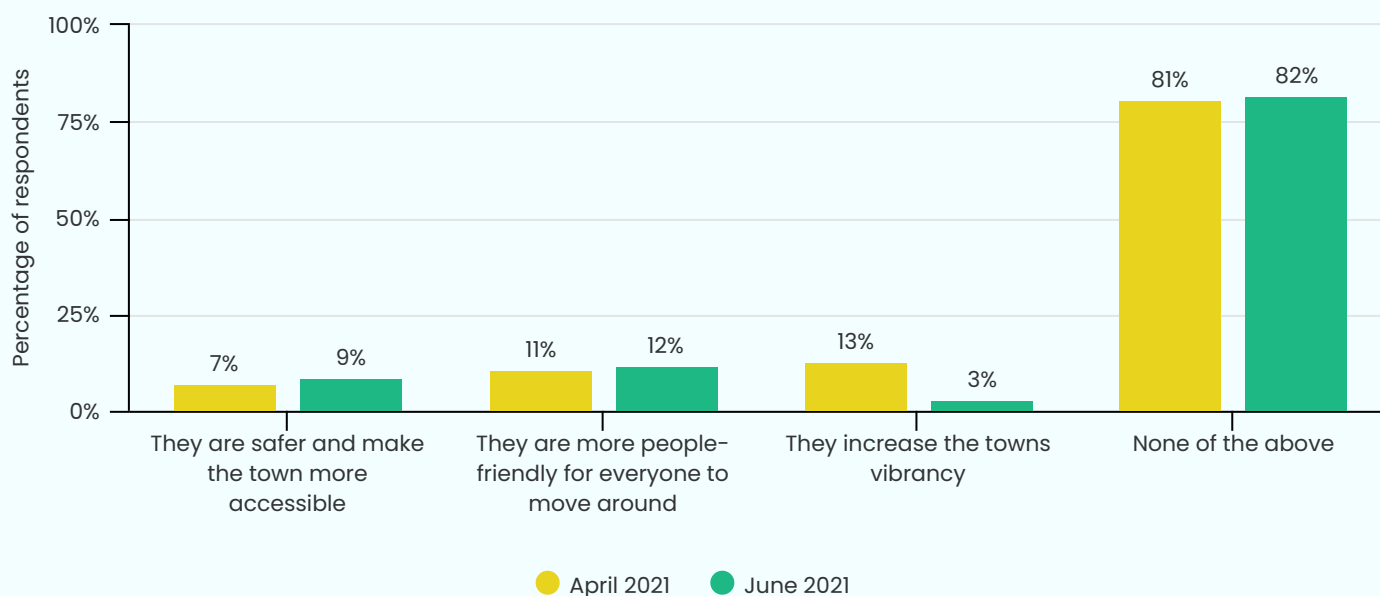
337 survey respondents



Of the 337 people that responded, 82% indicated that they agreed with none of the reasons given in the question while 9% said that they felt the closures made the town safer and more accessible.

It was indicated by 12% that the closures made the streets more people-friendly for everyone to move around. It was commented by 3% that the street closures/pocket parks thought they increased the towns vibrancy.

April 2021 and June 2021 Survey Comparison



For the April 2021 survey 441 people gave their view on why they thought the street closures should become permanent. In June 2021 there were 337 people who commented.

There were only **small percentage variations** for all the reasons except for the reason that the courtesy crossings increase the towns vibrancy.

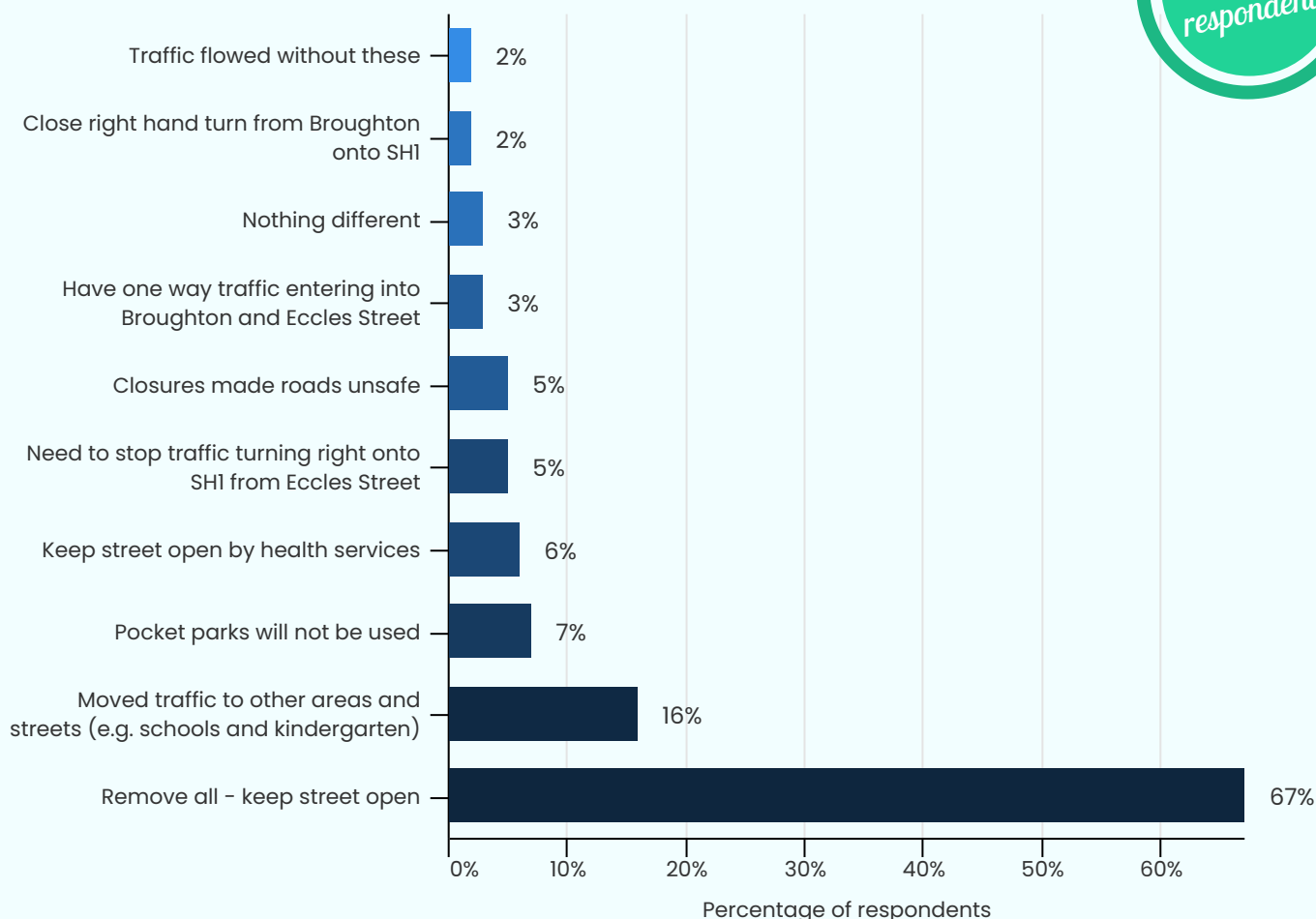


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Pocket Parks/Street Closures: June 2021 Survey

Is there anything we should change, or do differently, to improve the effectiveness of the street closures?

263
survey
respondents



Of the 263 people interviewed there were multiple suggestions given regarding the street closures/pocket parks. This graph reflects those comments mentioned by more than 2% of respondents.

The largest percentage of comments given was that the **streets should remain open** and this was shared by 67% of the people. Following this, 16% of respondents suggested the **traffic had simply moved to other streets** and caused traffic to increase around the schools and the kindergarten. Six percent of respondents expressed concern that the **street closures/pocket parks were limiting access to health services**. It was mentioned by 5% that the **street closures were unsafe or dangerous** and by 7% of people that the **pocket parks will not be used**. It was mentioned by 2% of people that the **traffic flowed better without the street closures** and a further 2% suggested they would **not do anything differently**.

It was commented on by 2% that the right hand turn from Broughton street onto Sate Highway 1 (SH1) **should be closed** and by 3% that there should **one way traffic entering Broughton and Eccles street**. A further 2% of respondents expressed their concern over the **increased carbon footprint**. It was also mentioned by 2% of respondents that **speed bumps** should be added to reduce the speed on streets.

Those relevant comments not mentioned in the graph are represented by the 1% of respondents who made the same or similar comments.

Mention was made of the **roads that were already busy where even busier** during the trial. Several people indicated that the crossings needed to have **better signage and road markings needed** to be clearer. There were comments made that Kitchener, Anzac and Pomona street **should not be closed off**. It was also mentioned that that because cars needed to use **Crombie street it meant there was safer access onto SH1**. It was also mentioned by few people that the closures where **good near the schools and on wider roads**. It was also questioned the extent of research done with regards to how **delivery trucks movements and bus routes would be effected**. It was suggested that doing the trial over an **extended period of time would have been more beneficial** and a further small group of respondents said that **pocket parks was teaching children it was 'okay' to play in the streets**.

Other comments not mentioned were those only expressed by one or two people or they were not relevant to street closures/pocket parks.

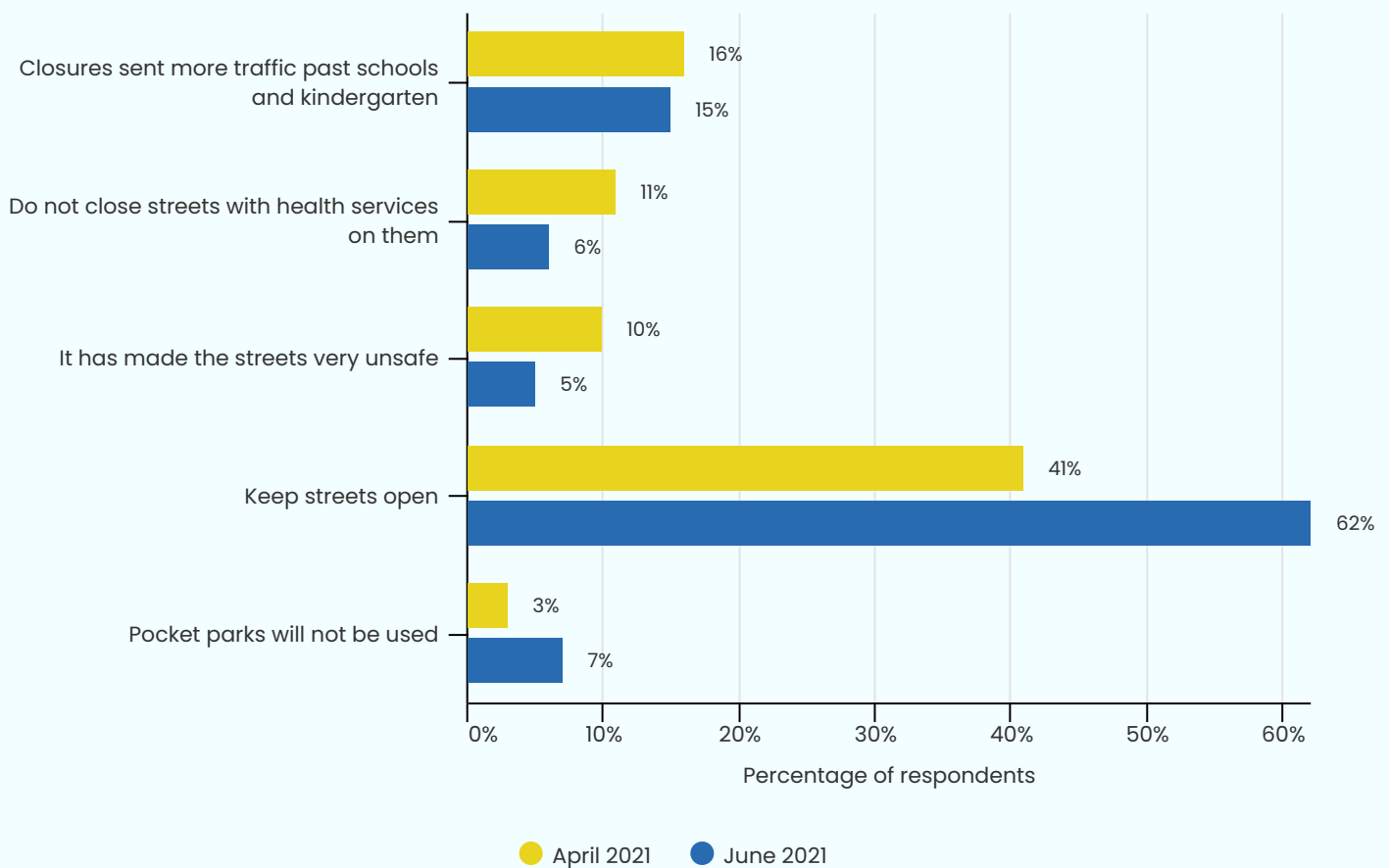


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Pocket Parks/Street Closures: June 2021 Survey

Is there anything we should change, or do differently, to improve the effectiveness of the street closures?

April 2021 and June 2021 Survey Comparison



In the April 2021 survey there were 447 people who shared their views regarding the street closures. In June 2021 there were 263 people who shared their views.

The graph reflects themes common in both the April 2021 and the June 2021 surveys and those views expressed by more than 5 people.

The percentage variation between each of the same comments was **fairly small** for most of the comments with the exception of one. There was a 21% increase in people wanting the streets to be kept open at the end of the trial.



Irk Street



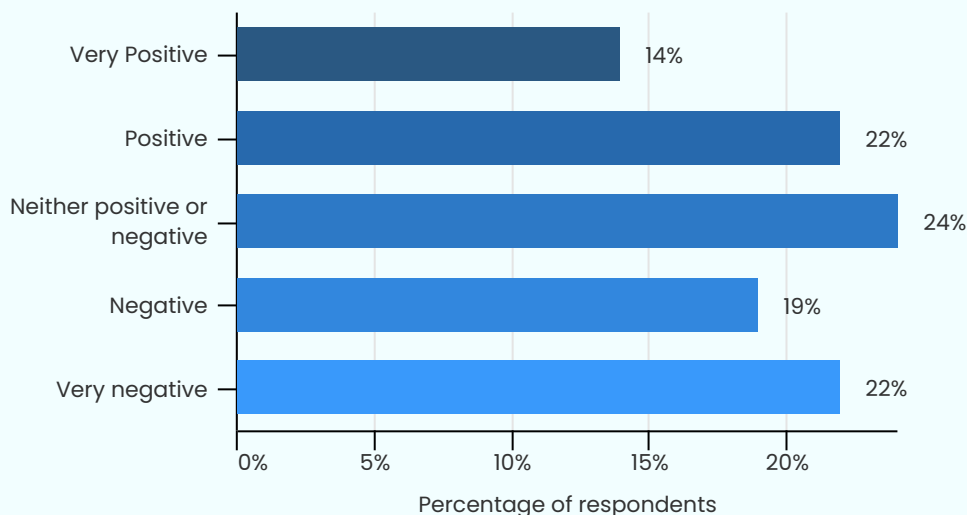


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Irk Street: June 2021 Survey

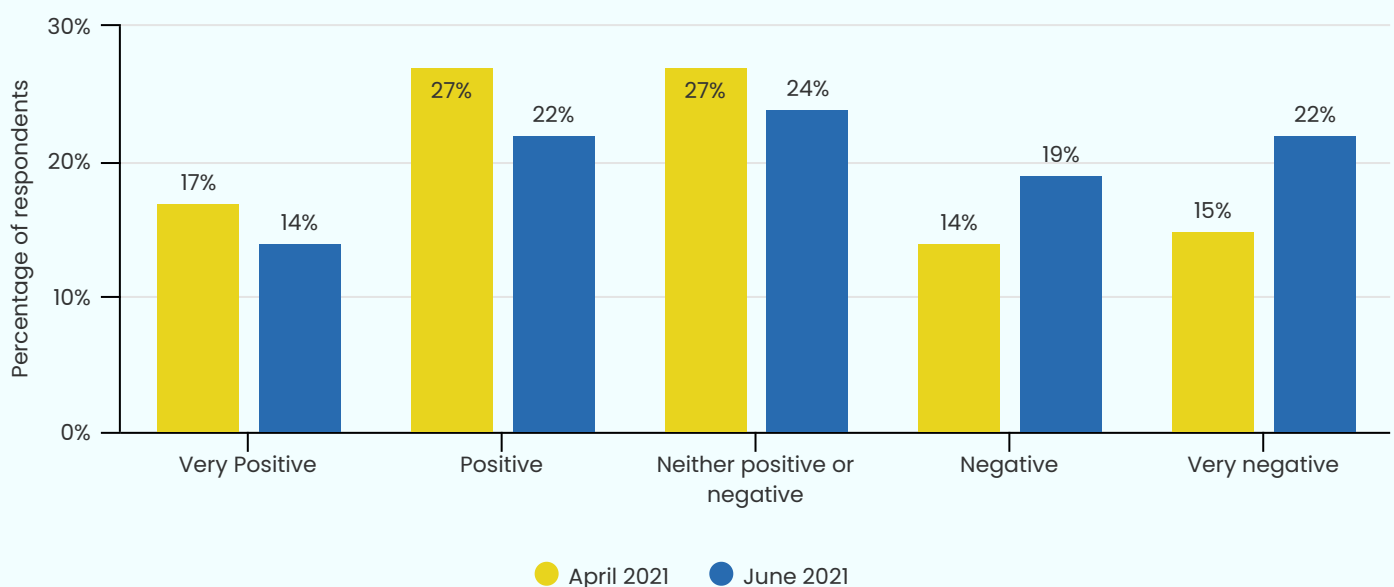
How would you describe your experience with the new parklets, seating and landscaping trialled at Irk street?

513
survey
responses



Of those who responded, 36% indicated they had a positive to very positive experience with the Irk street trials and 24% said they experience was neither positive or negative. It was indicated by 41% that their experience was negative or very negative.

April 2021 and June 2021 Survey Comparison



For the April 2021 survey there were 734 respondents to this question and in June 2021 there were 513 respondents who shared their experience of the Irk street trials.

Comparing the two surveys there was **some variation** between the experiences from the beginning to the end of the trial. The most notable variation was 7% increase of those whose who had a very negative experience at the end of the trial.

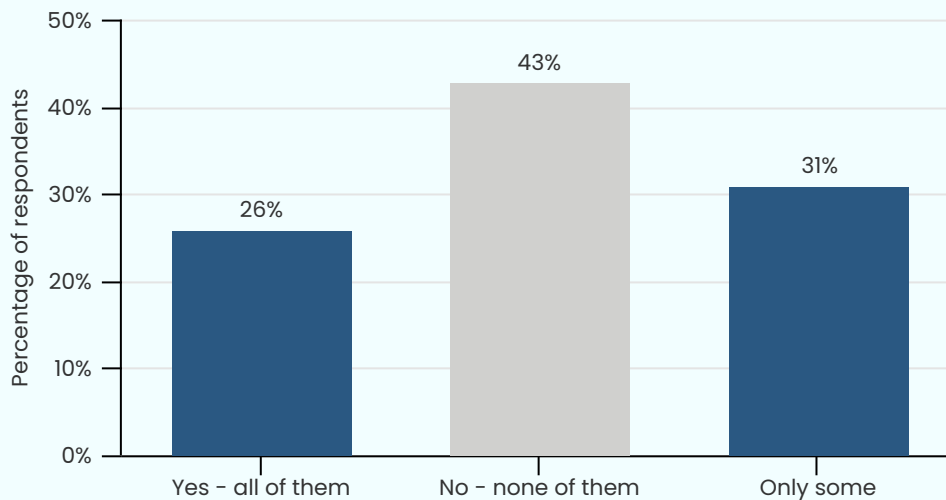


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Irk Street: June 2021 Survey

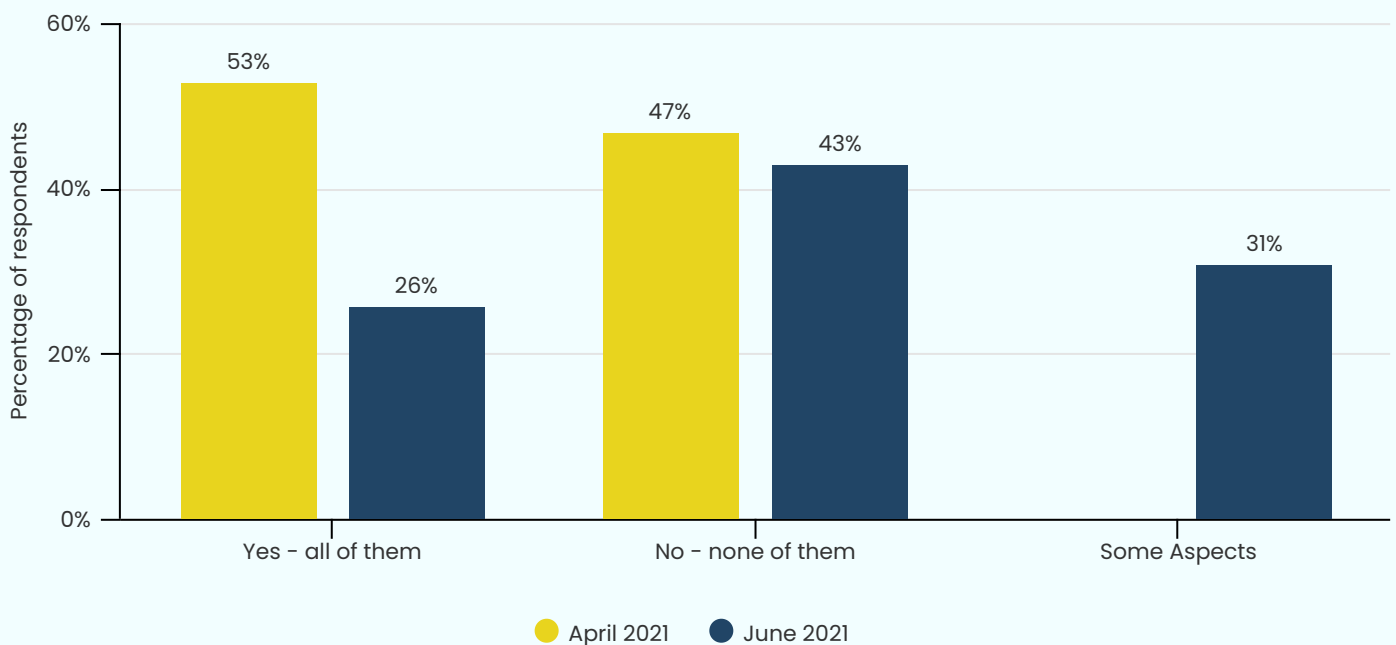
Would you like the Irk Street Parklets to become a permanent feature of our town scape?

508
survey
responses



It was indicated by 26% of people that they wanted all the aspects of the Irk street trial to remain while 43% said they wanted none of the aspects to remain and 31% said they wanted only some aspects to remain.

April 2021 and June 2021 Survey Comparison



In April 2021 there were 712 people who responded to this question and in June 2021 there were 508. For the April 2021 survey the question varied and the option 'some aspects' was not included.

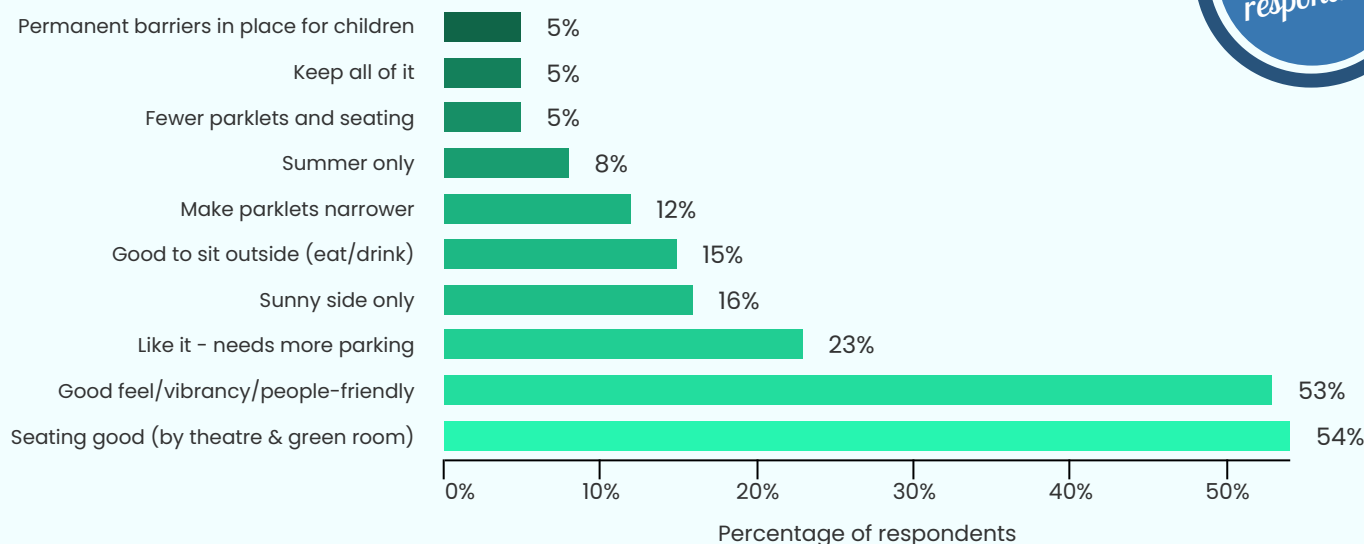
This difference most likely explains the large variation for the answer 'yes' as there was no other option. The percentage variation for those who did not want the Irk street changes was minimal.



Streets Alive - Shaping our Future Paper and Online Survey - Analysis

Irk Street: June 2021 Survey

If yes, what are your reasons?



This graph is a representation of positive comments given 5% or more respondents.

The most notable positive comments was Irk street had **a good feel about it, it added to the vibrancy of the town and it was people-friendly**. This was expressed by 57% of respondents. It was mentioned by 54% that the **seating areas were good**, specifically outside the theatre and the Green room. Twenty-three percent of people said they **liked Irk street** but they commented that **more parking was needed** and 16% of people suggested only having **seating on the sunny side of the street**. **Sitting outside, eating and drinking** was mentioned by 15% as a positive aspect of the trial. It was suggested by 12% of respondents that the **parklets should be made narrower so the street could be straight and this would make the street safer**. Eight percent of respondents made the suggestion that the seating only be put out in the **summer months**. It was mentioned by 5% of respondents that there should be **less parklets and seating**, a further 5% said there should be **permanent barriers in place for children**. Another positive comment given was that **all the changes should be kept** and this was by 5% of the respondents.

Comments mentioned by between 2% and 4% of respondents are as follows. It was suggested by 4% of people that the Irk street changes **slowed the traffic down** and another 4% said that **Irk street should be closed off permanently**. It was mentioned by 2% of people that the **bike stands and the stage would be better off being parking**. Contrary to this, however 2% of people said that the **stage was great idea for events**. A further 2% mentioned that the street changes had made the **street pedestrian friendly** and a further 2% said that they **liked the courtesy crossings**. It was commented that the changes had been good as it they **encouraged people to be outside** and this was said by 2% of people. Two percent of respondents said that the **seating provided were good resting places for people**, while 2% said the **seating needed to have covers**. Another 2% said that **parklets were good** but there needed to be assurance that all the **equipment was well maintained and safe**.

Some other notable comments given by a few respondents were that not all crossings were needed, that affected businesses should be consulted, that all retailers should not be charged for outside seating and that a good way forward would be to make Irk street a one way.

April 2021 and June 2021 Survey Comparison

Due to the open ended nature of this question a wide range of non-similar comments were given. There were, however, some clear intersecting themes between the April 2021 survey and the June 2021 survey.

Both surveys mentioned that the changes on Irk street had **increased the vibrancy of the area** and there was a **overall good feeling** that had made the area **people-friendly**. This was expressed by 44% in the April 2021 survey and 53% in the June 2021 survey. More than half of the respondents mentioned in the June 2021 survey that the **seating outside was good** and 15% of people suggested was **good to sit outside whilst eating, drinking and socialising**. The April 2021 survey also mentioned this positive point.

Other comments that appeared in both surveys were that the changes had **slowed the traffic** in the area. This was mentioned by 3% of people in the April survey and 4% in the June 2021 survey. Only making changes to the **sunny side of the street** was mentioned in both surveys. In the April 2021 survey it was mentioned 8% in conjunction with the point that there needed to be **less parklets**. In the June 2021 survey it was mentioned by 16% of respondents.

In the June 2021 survey it was mentioned by 23% of people that they liked the changes but **more parking was required**. This however, did not come up as a significant suggestion in April 2021 survey.

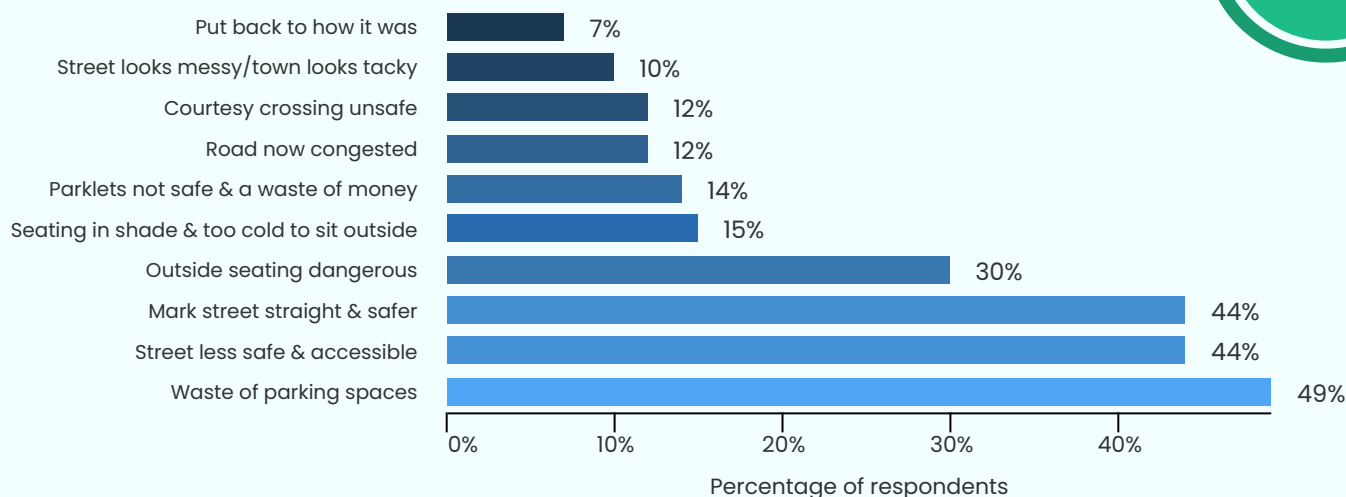


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Irk Street: June 2021 Survey

If no, what are your reasons?

182
negative
respondents

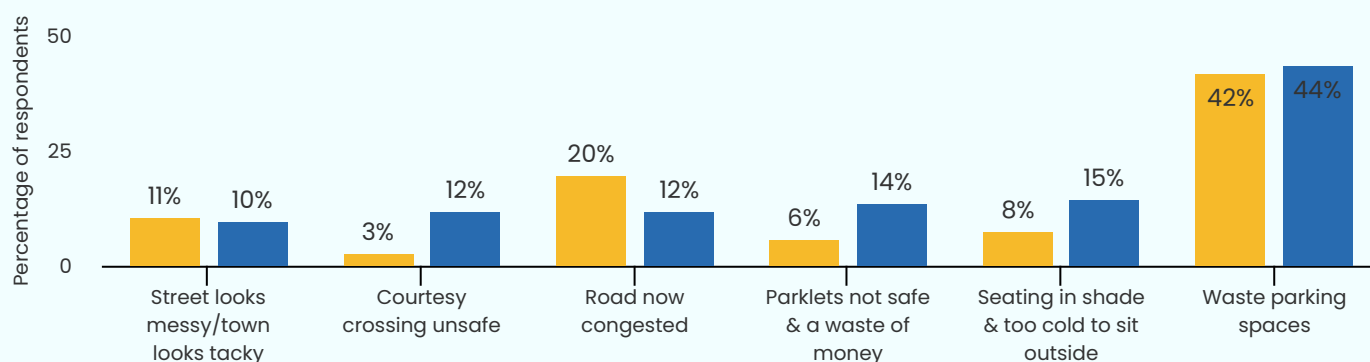


This graph is a representation of comments given by 5% or more respondents. It was mentioned by 49% of respondents that the changes had resulted in a **waste of parking spaces along Irk street**. Forty-four percent of people commented that the **street was no longer safe**, that it had become **less accessible** and it was **difficult to do shopping**. A further 44% of people commented that Irk street should be made **straight again** as the narrower street was **dangerous**. It was mentioned by 30% of respondents that the **outside seating was dangerous** and specific mention was made to certain seats being in dangerous or unsafe locations. A further 15% of respondents said there wasn't enough **sun or it was too cold to sit outside** and that too many of the **seats where in the shade**. Mention was made of the **parklets not being safe** and a **waste of money** by 14% of people while 12% of respondents said that the changes had made the **road congested**. The **courtesy crossings were said to be unsafe** by 12% of people and 7% suggested putting the **street back to how it was**. Ten percent of respondents commented that the street **looked messy and the town looked tacky**.

Relevant comments mentioned by between 2% and 4% of respondents are as follows. It was suggested that the **amount of seating** be reduced by 4% of people while 3% of people said that the **outside seating was hardly used**. An additional 4% of respondents suggested that Gore **didn't have the weather for outdoor seating** while 2% said that the idea would work better in the **summer months**. A further 4% of people said that the **traffic flow was compromised** and another 4% said that the **road markings were confusing**. It was mentioned by 2% of people that the **narrow roads were dangerous for cyclists** and a further 2% said that **Gore's gardens were good** and people should be encouraged to use them more.

Additional relevant comments given by under 2% of respondents were that the equipment was not good quality, the street should be completely closed off, better lighting was needed and that Gore was a service town that did not need all the "trendy" changes.

April 2021 and June 2021 Survey Comparison



The April 2021 survey had 341 respondents and the June 2021 had 182 respondents. The responses where the themes were similar are shown on the graph above. There is **some percentage variation** for the responses given.



Other comments



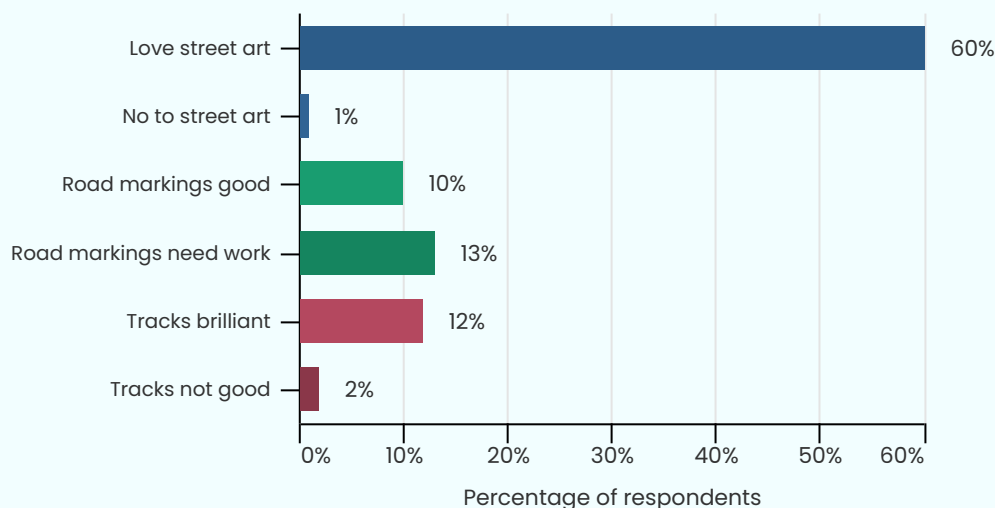


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Other comments: June 2021 Survey

Do you have any other comments in relation to the Street Alive projects? (i.e. street art trials, road markings and tracks across parks)?

204
relevant
responses



This graph represents the comments relevant to the question. It was mentioned by 60% that they loved the street art and by 1% that they didn't. The road markings were mentioned as good by 10% and 13% mentioned they needed some improvements. Twelve percent mentioned the tracks were brilliant while 2% said they were not good.

Examples of notable relevant comments

Love the Beattie street Park path to Bannerman Park, we use it daily!

I think the street art was very well done and brightened up dull concrete walls

Get rid of the distracting lrk street coloured crossing opposite the theatre - dangerous as it is

One thing I don't agree with is the pathway that has been placed around the Bannerman playground

Road markings are clear and easy to see and make sense

Street art was good but should be significant to gore and local artist should have been given a option to to do them

Love the Beattie street Park path to Bannerman Park, we use it daily!

More art would be great for the whole town

Road markings in other streets like Crombie St are really helpful

