MEMO

Subject	Freyberg Neighbourhood Street trial – next steps
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Executive Summary

- 1. Wellington introduced its first tactical modal filter trial as part of the Kilbirnie Connections project in November 2023. Set up as a 6-month trial, the project included a range of speed and traffic volume reduction infrastructure on Freyberg and Wha Streets in Lyall Bay.
- 2. This project was in response to various complaints from Lyall Bay School and local residents of fast-moving traffic and dangerous driving on Freyberg Street.
- 3. With vehicle traffic previously travelling down three parallel routes in Kilbirnie (Queens Drive, Freyberg St and Onepu Rd), creating a low-volume, low-speed street outside the school gate had benefits for the school community and the wider neighbourhood by allocating a safer route for walking and cycling. This was particularly helpful given the compromises to the bike network made on Onepu Rd in response to community feedback and had minimal impacts on network operations as two alternative routes are available nearby for vehicles.
- 4. The objectives of the project were to increase safety for students travelling to Lyall Bay School, increase use of active modes for students, and create a more pleasant environment for people who live and go to school here.
- 5. The project included two installations: a series of curb build-outs on the corner of Wha and Freyberg Streets, and the use of a modal filter on the northern section of Freyberg Street, outside Lyall Bay School entrance, that prohibited traffic other than people walking, cycling or scooting (see images below).
- 6. The installation was planned in close collaboration with Lyall Bay School through a working group. This group met monthly in the lead-up to the installation and was involved in designs, mural work, student engagement, and general communications.
- 7. Shortly after installation, we received complaints of private vehicles driving onto the footpath to bypass the road closure. Bollards and additional signage were installed to prevent this behaviour which has now subsided.
- 8. Monitoring and evaluation since installation has shown an increased perception of safety and amenity from students and parents of the school. Traffic speeds have decreased on Freyberg Street, Onepu Road and Queens Drive, with a decrease in traffic volumes on Freyberg Street and Onepu Road. As a result of the Freyberg St road closure, some traffic has diverted to Queens Drive.
- 9. A public survey showed that slightly more than half of respondents feel that the changes have made it safer for pedestrians and people who ride bikes in the area (see Figure 7). Over half of respondents live in the area, with over a quarter belonging to the Lyall Bay School community.
- 10. There is enthusiastic support from Lyall Bay School (see Appendix 1) and the working group to continue the trial for another 12 months.
- 11. Our recommended option is to extend the trial for a further twelve months, in conjunction with additional traffic calming on Queens Drive to address feedback from the community. This extension will allow more time for the community to adapt to the street changes, consider different modes of transport and provide for further monitoring and evaluation.

Background to Low Traffic Neighbourhoods

- 12. Low Traffic Neighbourhoods (LTNS), including the use of modal filters, were popularised recently in the UK to reduce car use on local residential streets and promote active travel such as walking, cycling, and scooting. They aim to reduce road injuries and air pollution and increase physical activity. Modal filters are also the basis of the superblock model in Barcelona.
- 13. These projects tend to use lower-cost, adaptable materials to rationalise traffic in a neighbourhood and restrict some streets from being thoroughfares. Access to all properties is retained, but lower traffic volumes and speeds create safer and more pleasant neighbourhoods with some routes prioritised for walking and cycling over vehicle traffic. They are commonly installed around schools as they create safer environments for children actively travelling to school.
- 14. LTNs have been criticised for negatively impacting transport network operations and causing longer emergency response times, although there is limited evidence to support this. In NZ, there have been LTNs installed in Christchurch, Dunedin, New Plymouth, Tasman District, Gore, Porirua, Whakatāne and Nelson through the Innovating Streets for People Programme.
- 15. Through the engagement and consultation processes on the Kilbirnie Connections package, community concerns about speeding across the suburb and near misses on Freyberg St were raised. Additionally, there was strong opposition to the removal of parking on Onepu Rd and a suggestion that Freyberg St could be an alternative safe route to the beach for people on bikes. This feedback from the community contributed to the proposal for a pilot street trial on Freyberg St. Unlike much of Wellington, this area has multiple parallel streets so access could be retained to all properties and destinations with some re-routing making it a good location for a modal filter trial.

Planning and delivery of the Freyberg Street Trial

- 16. Working with the school community: The project was developed in collaboration with Lyall Bay School through a working group. This group met approximately monthly in the lead-up to the installation, and every 6 weeks since installation to understand issues and make improvements. The group worked together to refine designs, decide on recommended drop-off zones, create student stencils to put down on the footpath that led students from drop zones to the school entrance, incorporate designs in the form of a mural by the school caretaker, and coordinate a launch event.
- 17. Installation weekend: Contractors JFC were able to install the bulk of the changes over a weekend. They included temporary curb build-outs on the corner of Freyberg and Wha Street, using blue paint, hit sticks and two pedestrian islands. In front of Lyall Bay School, a traffic filter was created using 4 planter boxes, 6 seats and a large blue-painted area to demonstrate the safe crossing. John Rauhihi the caretaker of Lyall Bay School, designed and painted a marine scape within the blue area.

Much of the infrastructure was installed in collaboration with the community, including planting out the boxes with native trees and shrubs, and putting student-designed stencils down onto the footpath to designate a safe walking path from the drop zones.

The project was launched with an event that had over 100 people attend. The event had a range of activities, including a pump track, face painting, tug of war, free kai and putting stencils down as breadcrumbs from drop zones to the school doors.



Figure 1: Modal filter in front of Lyall Bay School



Figure 2: Curb build-outs and pedestrian islands on the Freyberg/Wha Street intersection



Figure 3: Installation weekend with Lyall Bay School



Figure 4: School drop zones and information sign

18. **Feedback and adaptations**: We received several pieces of feedback immediately after installation and have made adaptations to address issues. These include:

Feedback from local residents and the school that people had been driving up on the footpath to get around the installation. In response, bollards were installed on the footpath to block cars. Since then, this issue has reduced significantly.

Another piece of initial feedback from some members of the community was that traffic volumes increased on Queens Drive, exacerbating previous concerns about speeding along this street. In response, a raised pedestrian crossing was installed in front of the school in January 2024. This crossing is manned during school drop-off time by school volunteers to allow students to cross safely.

It was identified that there was not enough signage on the entrance to Freyberg Street and on the installation itself. In response, larger orange signage was installed at the corner of Queens Drive and Freyberg Street in a more prominent position and reflective stickers were designed and installed on the planter boxes to increase visibility.

Monitoring and evaluation

The project has been monitored through qualitative and quantitative measures, including traffic counts, public surveys, on-site interviews, student interviews, school-wide travel surveys and the Kilbirnie Connections mailbox. The results are outlined below.

19. **Traffic counts:** Traffic counters were set up in September 2023 and March 2024 on Freyberg St and the two adjacent roads, Onepu Road and Queens Drive. The results can be found in Appendix 2.

In north and southbound directions, Traffic volumes decreased by 63% on Freyberg St, decreased by 23.3% on Onepu Rd and increased by 29% on Queens Drive post installation across a 7-day average. There has been a collective 12% reduction in traffic volumes across the three roads.

Average speeds decreased by 23% on Freyberg St, 6% on Onepu Rd and 11% on Queens Drive across a 7-day average.

Heavy vehicles decreased by 44% on Freyberg St (from 5.6% to 3.1% of total traffic volumes), increased by 29.3% on Onepu Rd (from 6.7% to 8.6% of traffic volumes) and decreased by 31% on Queens Drive (from 3.2% to 2.2% of total traffic volumes) across a 5-day average.

The traffic counter on Queens Drive was installed just before the raised pedestrian crossing so speed reductions in this area will be related to this new traffic calming feature. Additional traffic counters were installed in May 2023 on Queens Drive (further set back from the raised crossing), Freyberg St and Palm Ave to provide additional monitoring sites. This data will be available in June 2024.

20. Student travel survey:

A school-wide travel survey was conducted in October 2023 and April 2024 to compare changes in travel modes among students at Lyall Bay School pre and post-installation. This involved students reporting what mode they *mostly* used to get to school.

This data shows a 4% increase in students cycling to school and a 4% decrease in students travelling by car. Walking and scooting figures stayed the same.



Figure 5: How students travel to Lyall Bay School

Public feedback survey: an online survey ran between April and May 2024 which asked the public for feedback on this project. The survey closed on the 10th of May 2024 and received 185 submissions. Over half of respondents live in the area, with over a quarter belonging to the Lyall Bay School community (figure 6).

a 1 drop my kids at Lyall Bay School b 1 go to Lyall Bay School c 1 live in the area c 1 live in Wellington c 1 travel through the area

Respondents according to main relationship with Freyberg St

Figure 6: Makeup of Low-Traffic Neighbourhood survey respondents





Figure 7: Survey respondent's support for the Low-Traffic Neighbourhood

As seen in Figure 7, 53% agree the changes have made it safer for pedestrians and cyclists, with 37% disagreeing and 10% neutral.

For all respondents who belong to the Lyall Bay School community, 63% agree the changes have made it safer for pedestrians and people who ride bikes in the area (Figure 8).

Respondents using all modes of transport who drop children off at or go to Lyall Bay School: Changes have made it safer for pedestrians and people who ride bikes in the area



Figure 8: Survey respondent's who belong to the Lyall Bay School community - support for the Low-Traffic Neighbourhood

The survey was promoted through WCC's Transport Projects webpage, Lyall Bay School comms channels, local social media groups such as Lyall Bay Community Facebook page and letters to those directly impacted around the area where the changes were made.

Some comments from survey respondents include:

"Really supportive. I'm more likely to let my son (9yo) scooter to school alone, and feel much safer scootering or walking with him and his younger brother (4yo). I can see it's improved safety a lot and there appear to be a lot more kids walking, biking, rollerblading or scootering to school".

"I walk my children to Lyall Bay school and kindy from Tavistock Rd. They are usually scooting or biking. The Freyberg changes have been wonderful for reducing traffic and shifting the balance such that kids and pedestrians are the priority in this space. The intersection with Wha St is infinitely safer thanks to the dead-end Freyberg (reducing traffic and also traffic speed) and with the blue painted areas that means we can step onto the road safely to get enough visibility to cross it without being at risk of being hit. I also find this has vastly improved my experience biking through this intersection as cars no longer whip along Freyberg St".

"Every day I now have to divert to Queen St and Wha St which has become much busier with vehicular traffic. This has meant that people going to school and work as well as cyclists have to contend with more vehicles on a narrow road and increased chances of accidents. It would be better to spread the traffic back down Freyberg St by opening it back up to a normal street to lessen the possibility of any potential accidents occurring. If the issue is with speeding vehicles then put another speed bump in front of the school. I must add that my mother had to go to the hospital via ambulance which drove and then turnaround from the road closure which is not an ideal situation for anyone with a potential medical emergency. Please return it to the way it was".

"Significant increase in traffic numbers and speeds in Queens Drive".

"The changes in Freyberg Street are unnecessary. When I am using a taxi I can no longer go down Freyberg Street to avoid the traffic on other streets".

On-site interviews: In November 2023 and April 2024, WCC staff interviewed people around the school during drop-off and pick-up times. These interviews intended to gather the experiences of people using the area before and after the installation of the LTN. In November 2023, 15 interviews were conducted, and feedback was mixed with approximately half in support and half against. In April 2024, 25 interviews were conducted, and feedback was largely positive, with approximately three-quarters in support and one-quarter against. Themes across both rounds of interviews were similar.

Positive themes included more walking and cycling for school kids, increased safety around school pick up, the mural and 'blue zone' being a place to spend time with the community and Freyberg being a quieter street.

Negative themes included inconvenience, traffic being moved to other streets (Queens Drive), loss of parking/poor parking habits around the school, achieving the same objectives with different approach i.e. raised crossing or speed humps, the council didn't listen to feedback when initially consulted.

Some examples include:

"It is fabulous, what's been done here. It's clearly a place where kids can come across and it's been nicely done its attractive...... Absolutely a safer street as it is slowing people down..... I think it does make the place more connected to the school and make it a hub for the community...... Also, I think people can save a bit of money by not driving their kids to school. They can walk".

"It is a lot quieter; it is great having this set up as a permanent crossing. Overall, it is much better for overall traffic that the street generates day in and day out. And general safety for the school drops off and pick-ups is just improved significantly for us".

"I believe that the changes that have been implemented are enough that if we just kind of stick to what has been changed and done that will be a lot more settling than to go back in and undo what has been organised. If we as parents can actually agree that a child's safety is more important than convenience that is the key message at the end of the day".

"I've really liked it, I think it has created a safe space for the kids and the road does seem quieter. Cars used to just use it as a passageway and it feels more like a school community area now...the kids really like it.... I love this and I really hope it stays".

"All it's done is force traffic to Queens Drive and I've heard near misses of kids not using the crossing getting out of cars and running straight across the road because mum and dad are in a hurry to get to work. This was a drop-off point and a through street where they can do that was way safer."

"I find it quite inconvenient. When driving through you have to find a different street to drive through and this used to be a main thoroughfare fare to pick up and drop as well as other activities in the area.....It was always a fight to get a park here at this time of day and this has made it worse actually because there is even less parking."

21. **Student interviews**: Interviews with students were conducted with students from ages 5 to 11 from Lyall Bay School, to understand how students were experiencing and moving about the area. Students were asked how they used the new street changes and their experience of them, their likes, dislikes and feelings of safety, as well as any changes and improvements.

Positive themes for the Freyberg Street closure included kids feeling safe and more independent when commuting to school, seeing the 'blue zones' as safe areas, and the marine streetscape and seating making the area visually inviting and playful. At the Wha/Freyberg intersection, students reported that the shorter crossing distance and pedestrian islands made them feel safer and encouraged slower vehicle speeds. The blue intersection build-outs created better site lines to see oncoming traffic. On Queens Drive, students liked that the raised pedestrian crossing slowed cars down, with the relocation of the school road patrol to this crossing increasing the feeling of safety. Students also reported the wayfinding sea creatures helped them find their way to school. Some examples include:

"I like everything but especially the seats because school doesn't open until 8:30 and so you can sit there".

"It makes it easier as I don't have to check when I cross".

"I like the animals and sea creatures, because it makes me feel like its real"

"Safer, because there's a place to stop in the middle, it gives you a faster way to cross" (Wha Street)

"More safe, you need another speed bump, a bigger speed bump, they still go too fast" (Queens Drive).

Negative themes for the Freyberg Street closure included inconvenience in car journeys when trip-chaining, particularly if their parents feel this way. Mopeds still getting through the street closure were also mentioned to be a continuing issue. No strong themes were apparent from the Wha/Freyberg intersection, whereas many students reported the increase in traffic on Queens Drive. Some examples include:

"Heaps of adults hate it if they're driving". (Freyberg St)

"I don't like motorbikes and cyclists going through there". (Freyberg St)

"Because there's more traffic (on Queen's Drive) you have to wait for a long time to cross".

"I don't like that you can't go through because I have swimming and you have to turn around". (Freyberg St).

Design suggestions for the Freyberg Street closure included a wall of seating to stop moped riders going through, interactive and fun elements like obstacles and hopscotch to attract kids to the street closure. On the Wha/Freyberg intersection, many students suggested an additional pedestrian island across Freyberg Street. On Queens Drive, installing more speed bumps to slow down traffic, as well as turning it into a rainbow crossing to make it more visually inviting were also suggested. Some examples include:

"I would change the crossing to the other crossing". (the southern crossing of the two on Freyberg St).

"It would be cool if you could add games and things like hopscotch".

"I would like if our school, the seniors, could paint a memorial on it and plant some stuff".

"The blue should continue and go across the road". (Wha/Freyberg St intersection).

22. **Kilbirnie Connections Mailbox and other emails:** Throughout the process, we have been responding to community feedback via the Kilbirnie Connections Mailbox and emails to Council staff. Members of the project team have responded to approximately thirty separate enquiries from eleven different community members via the inbox. These enquiries have included requests for information and feedback. Feedback received has been consistent with that received through other channels with a particular focus on increased vehicle volumes on Queens Drive.

Discussion

- 23. The main objectives of the project were to increase safety for students traveling to Lyall Bay School, increase use of active modes for students, and create a more pleasant environment for people who live and go to school there. Evidence suggests that all three of these objectives have been met through the project.
- 24. In general, there is more support than not in the community for this trial. Through the online survey, a slight majority of people either agreed or strongly agreed that the project had made it safer for school kids to travel to school. Analysis of the qualitative feedback saw more people agreeing that the project had achieved its objectives than not. Analysis of the comments suggest the curb build-outs at the Wha and Freyberg intersection were working well, with more universal support whereas there was a more mixed response in relation to the modal filter on Freyberg Street.
- 25. The school in particular are supportive and school kids enjoy it. The school has seen an increase in safety on Freyberg Street and have provided a letter of support for the project (see Appendix 1). Through student interviews, there are numerous accounts of students feeling safer, using more active modes, and having more social interaction with other members of the community.
- 26. Evidence suggests that there has been a modest mode shift to more active travel to school in response to the project. With additional time for the project to embed within the community, this mode shift may increase further.
- 27. There has been a meaningful reduction in speed across the three parallel routes on and adjacent to the trial. This has helped address the concern that Kilbirnie is an area that's prone to speeding, a theme that emerged during consultation for the Kilbirnie Connections project.
- 28. Emergency services were contacted to see if the street changes have had an impact on their operations. Both police and ambulance reported no issues, we had reached out to FENZ, though we were still waiting on a response at the time of writing.
- 29. Feedback from people who don't like it are mostly concerned about increased traffic volumes on Queens Drive and previous issues around speeding being exacerbated. The additional raised pedestrian crossing on Queens Drive has helped reduce speeds at the school entrance and provided a safe crossing zone, but further traffic calming measures may be required.

- 30. Traffic numbers on Queens Drive could be impacted by commuters wanting to avoid the Rongotai and Onepu intersection upgrades that are currently under construction, which has included some road closures and diversions. The full impact of the LTN therefore won't be fully understood until these upgrades are complete.
- 31. Now that the project has been in place for 6 months, there are fewer design concerns being raised. At the start of the project, we received information that people were doing dangerous three-point turns and driving on the curb to bypass the installation. Since time has passed and adaptations put in, these issues seem to have reduced and this has been further evidenced by interviews with people using the area soon after installation, and several months later.
- 32. There is currently limited budget available to expand on this project. Originally funded through the Kilbirnie Connections project, there is no further funding available within this budget to make any significant changes. Project budget increases could be sought, or a separate minor works project could be set up.

Kōwhiringa | Options

The following options have been considered in terms of next steps for the project.

Option name	Description	Cost	Benefit	Risks
Remove immediately	Remove all infrastructure immediately	\$18,400	Possible reduction in traffic volume on Queens Drive	Increased risk of dangerous driving around Lyall Bay School Safety and mode shift gains lost Would require a cost scope adjustment for Kilbirnie Connections
Extend project for another 12 months through TMP	This option will include extending the TMP for another 12 months and leaving the installation as it is with temporary materials. Writing the TMP extension will cost around \$2000, additional labour, relationship management and maintenance for 12 months is estimated at \$3000.	\$5000	Able to deliver in current Kilbirnie Connections Behaviour Change and budgets. Opportunity to continue monitoring new style of traffic calming and school safety approach. Preferred option for officers and school working group	Increased traffic on Queens Drive likely to continue in the short to mid-term. Safety concerns could be mitigated through additional traffic calming measures.
Legal changes progressed, maintain current materials in the short term	This option will include consulting on a road closure process to make the traffic filter permanent and a traffic resolution to make the curb changes permanent, but not make any immediate changes to the materials used. This process would require a review of infrastructure options, two rounds of formal engagement with wider stakeholder groups and the local community, and final approval through a Council Committee meeting. Advice is that two rounds of engagement are required for a road closure, the first with wider community and emergency services and the second with the local	\$27,000	Retain existing infrastructure but formalise road closure for future permanent upgrade. Allow for longer settling-in period of new infrastructure type but complete formal consultation process. Lower financial	Another round of community consultation may cause engagement fatigue. Will require a cost scope adjustment to Kilbirnie Connections project

	community who will be directly impacted. Most of this estimation is 300 hours of staff time, which includes preparing information for consultation, consulting with the public, writing the TR paper and submitting to committee, plus ongoing relationship management time.		term than installing permanent upgrades now.	
Legal changes progressed, upgrade Wha & Freyberg intersection with permanent build outs	This option includes replacing paint and hit sticks on Wha and Freyberg intersection with permanent curb build- outs which cost approx. \$100K, in addition to the above steps involved in a TR process.	\$127,000	Improved aesthetic and reduced maintenance for intersection, where support was universal.	Another round of community consultation may cause engagement fatigue. Will require a cost scope adjustment to Kilbirnie Connections project
Legal changes progressed, upgrade full project with permanent materials	This option includes improvements from option 4, and creating permanent curb build-outs, concrete planter boxes and adding play equipment in front of Lyall Bay School to make the traffic filter permanent.	\$200,000	Reduces uncertainty about the future of the trial Reduced long- term maintenance costs On-going benefits secured eg. speed and traffic volume reductions, increase in active travel Improved local amenities could be provided eg. garden beds or play equipment for local children	Another round of community consultation may cause engagement fatigue. Will require a larger cost scope adjustment to Kilbirnie Connections project or a new minor improvement projects

33. The preferred option is to extend the project through another 12 month TMP because:

- Continues to provide safety and mode share benefits with minimal additional road works
- Able to deliver within existing budgets
- Preferred option of Lyall Bay School working group

- Opportunity to continue monitoring new style of traffic calming approach, including on-going mode shift, speed reductions and potential changes to travel patterns through the area
- Reduces additional consultation fatigue in this area
- 34. It is recommended that the above option is done in conjunction with further adaptations on Queens Drive to further reduce vehicle speeds, for example adding a speed hump, which would cost approx. \$15,000. This could either be funded via a cost scope adjustment to Kilbirnie Connections or a separate minor work.

Appendix

Appendix 1: Letter from Lyall Bay School



Lyall Bay School Building the Best Learners Waihangatia ngā Ākonga Tino Pai

8-05-24

Kia ora koutou

This is a letter from Lyall Bay School in reference to the Low Traffic Neighbourhood plan for Freyberg St.

We have found the new roading to have positive effects within the school community on Freyberg St. Cars are moving more slowly, tamariki can easily cross the road where the closure has been put, and we have been able to have road patrollers on Queen's Drive. Queen's Drive is now safer for school tamariki to cross the road before and after school as there are road patrollers and a hump slowing traffic. Queen's Drive is busier than it was as traffic has been diverted there.

Our data has shown that there are slightly more tamariki coming to school in ways other than a car, we are hoping this will improve over time.

We are in support of the Low Traffic Neighbourhood Freyberg St plan to stay as it is.

Ngā mihi nui Melanie Dean Principal Lyall Bay School

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	AVERAGES											
		5 Day A	verage		7 Day Average							
	ADT (Vehicles per Day) %HCV			ADT (Vehicles per Day)			85th Percentile Speed		Mean Speed			
	Southbound	Northbound	Both	Both	Southbound	Northbound	Both	Southbound	Northbound	Southbound	Northbound	Both
	Freyberg St - Freyberg St-#1 Slip to Wha St											
06-12/09/23	585.0	706.0	1291.0	5.6%	556.0	702.0	1258.0	49.0	50.6	38.0	42.6	40.3
20-26/03/24	264.0	268.0	532.0	3.1%	231.0	232.0	463.0	40.1	41.6	31.5	30.6	31.1
% Diff.	-55%	-62%	-59%	-44%	-58%	-67%	-63%	-18%	-18%	-17%	-28%	-23%
	Onepu Rd - Endeavour St to Resolution St											
06-12/09/23	3649.0	3644.0	7293.0	6.7%	3731.0	3754.0	7485.0	50.2	49.7	44.9	44.7	44.8
20-26/03/24	2136.0	3691.0	5827.0	8.6%	2102.0	3641.0	5743.0	48.8	46.8	43.4	41.1	42.3
% Diff.	-41.5%	1.3%	-20.1%	29.3%	-43.7%	-3.0%	-23.3%	-2.8%	-6.2%	-3.3%	-8.1%	-6%
	Queens Dr - Lerwick Tce to Tavistock Rd											
06-12/09/23	1,784.0	2,039.0	3,823.0	3.2%	1,742.0	2,028.0	3,770.0	45.4	47.9	38.9	41.2	40.1
20-26/03/24	2446.0	2506.0	4952.0	2.2%	2404.0	2456.0	4860.0	42.1	43.4	35.2	35.8	35.5
% Diff.	37%	23%	30%	-31%	38%	21%	29%	-7%	-9%	-10%	-13%	-11%
Total vehicle nu	otal vehicle numbers 06-12/09/23 12407.0				06-12/09/23	12513.0						
		20-26/03/24	11311.0			20-26/03/24	11066.0					
		% Diff.	-9%			% Diff.	-12%			Average total spee	d reduction	-13%

Appendix 2: Traffic count averages and speeds on Freyberg Street, Onepu Road and Queens Drive pre and post LTN install