



Berhampore to Newtown

'How things are currently working' survey analysis

22 December 2022

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Introduction

The purpose of this document is to summarise community feedback received about their current experiences of the Berhampore and Newtown area. The large amounts of information from the community are presented in themes, maps and graphs to give Councillors, officers, stakeholders, and the community a sense of the feedback.

We've summarised all data and information provided to us. No representative adjustments or sampling has been done based on demographics; instead, we present all information and provide transparency about who provided feedback.

This survey was open between 31 October to 27 November 2022. We had 838 individuals and organisations provide feedback. This survey was open to all community members, and we were especially interested to hear from people who live, work and regularly use the area. The survey was shared as far as possible through direct mail to people living and working in the area, email newsletters, Council and community social media channels.

We sought feedback about people's current experiences moving along the route we are looking to improve for people walking, on bikes and or using the bus. We asked about parking across the area and thoughts and ideas about the Berhampore shopping area.

We have themed and summarised feedback relating to the bus and bike route and parking in the area, and we received a lot of detailed information about the area which has also been summarised in this report.

Berhampore shopping area

Thank you to everyone who provided feedback on the Berhampore shopping area. All feedback was reviewed by the City Design team. The insights from the feedback supported engagement with the community representatives at two workshops held in November. Notes from the workshops are available on our website.

Engagement

How many responses did we get?

The survey enabled people to provide feedback on any combination of three topics: bus and bike route, parking in Newtown and Berhampore, Berhampore shopping area. This report analyses the feedback from the bus and bike and parking topics.

817

people, schools or organisations submitted feedback on the bus and bike route and parking in Newtown and Berhampore.

Bus and bike route:

737

responses included feedback about the proposed bus and bike route

Parking in Newtown and Berhampore:

557

responses included feedback about parking in Newtown and Berhampore

477 responses included feedback on both topics

Engagement

Level of engagement

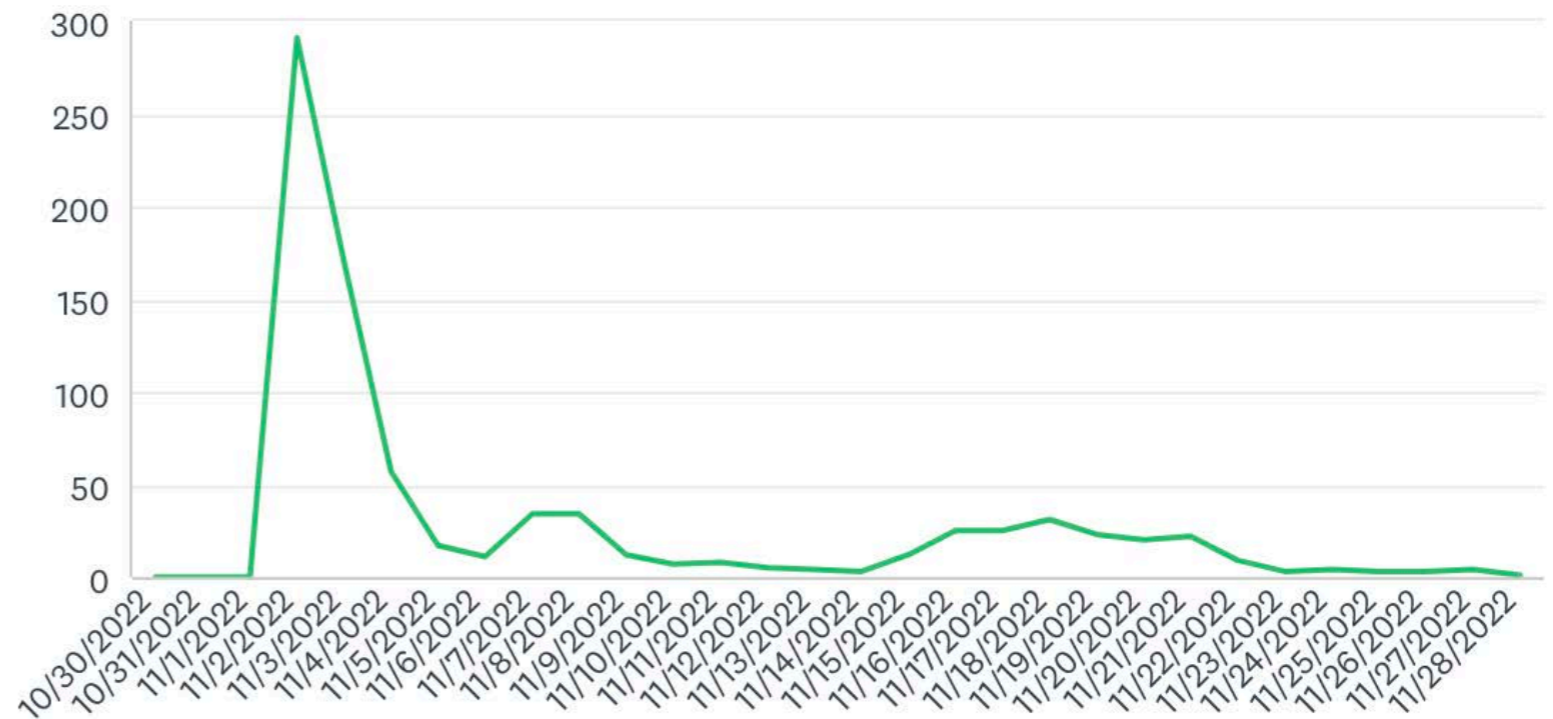
~10 mins

people spent an average of 9 minutes and 55 seconds completing the survey.

~136 hours

the community collectively spent about 136 hours providing feedback.

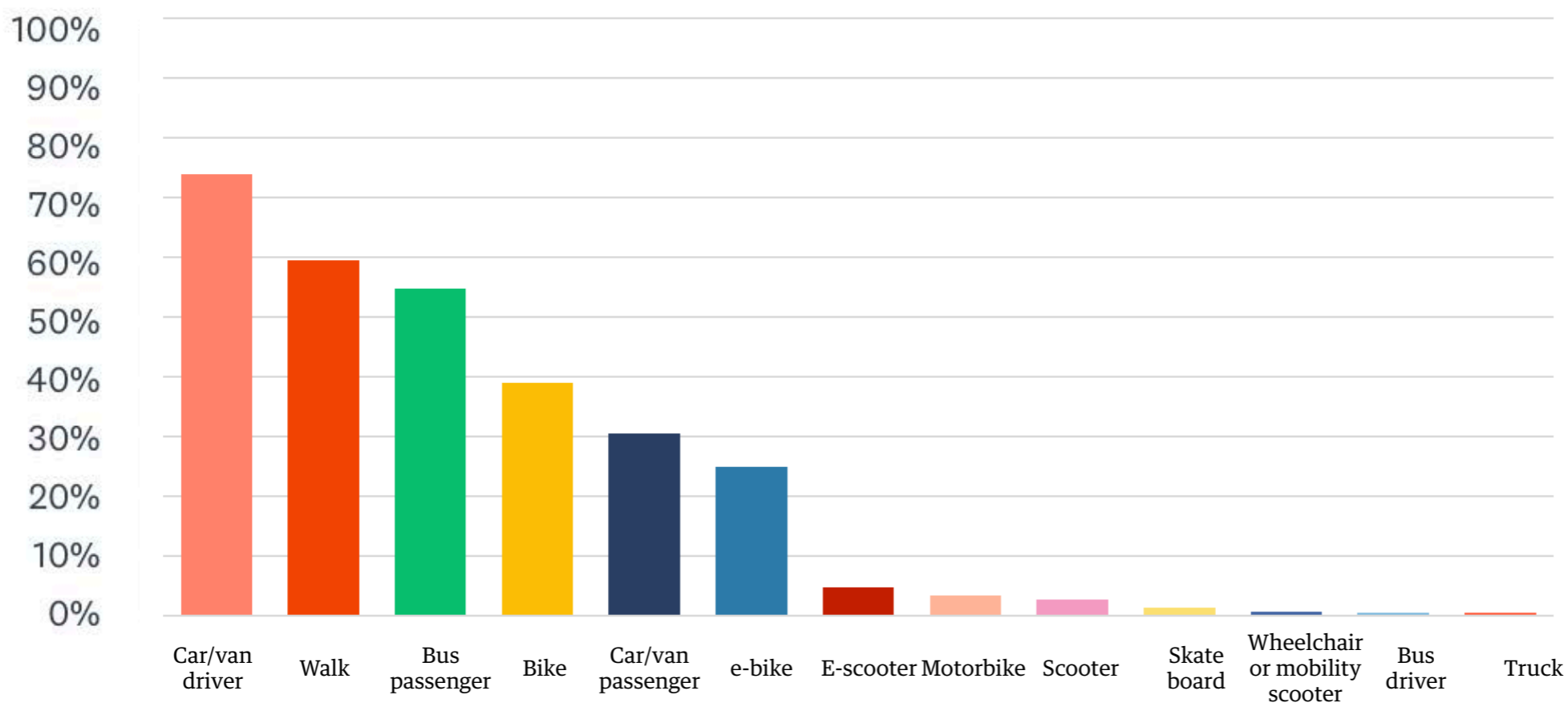
Daily submissions over the duration of engagement:



How people travel around the area

How do you currently travel on Rintoul Street, Luxford Street and Adelaide Road (between Berhampore and Dee Street in Island Bay)?

n= 737



Respondents could select multiple modes

Modes of travel by frequency in the area

About the same number of respondents travel in the area by bikes as drive on a daily basis

Manual bikes are used more frequently than e-bikes for less regular travel



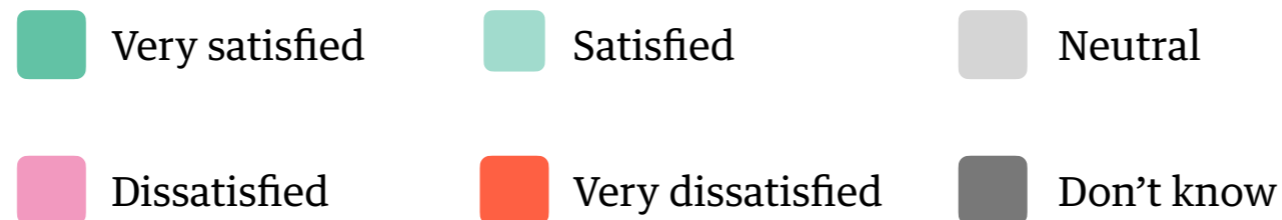
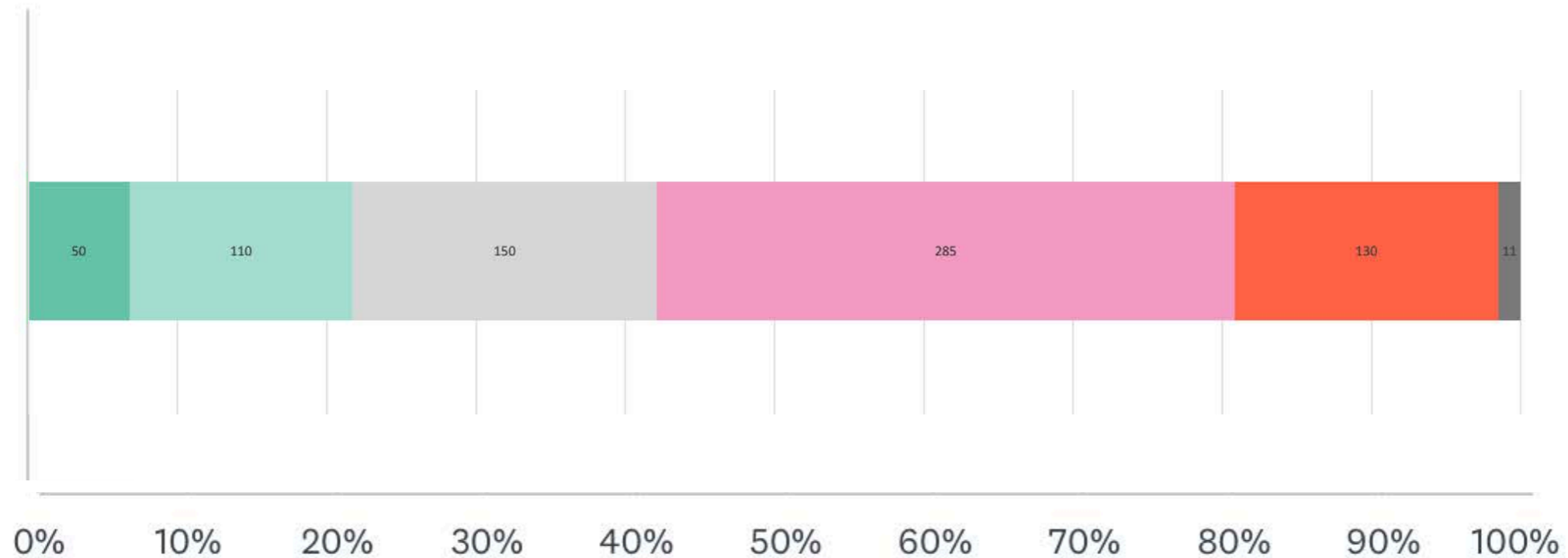
What people thought about the streets

Level of satisfaction (overall)

Overall, how satisfied are you currently with Rintoul Street, Luxford Street and Adelaide Road (between Berhampore and Dee Street in Island Bay)?

n= 736

56% of respondents are dissatisfied or very dissatisfied with the current situation



Level of satisfaction (by daily travel mode)

Overall, how satisfied are you currently with Rintoul Street, Luxford Street and Adelaide Road (between Berhampore and Dee Street in Island Bay)? by daily travel mode



Daily bike users are far **less satisfied** than daily walkers or car users

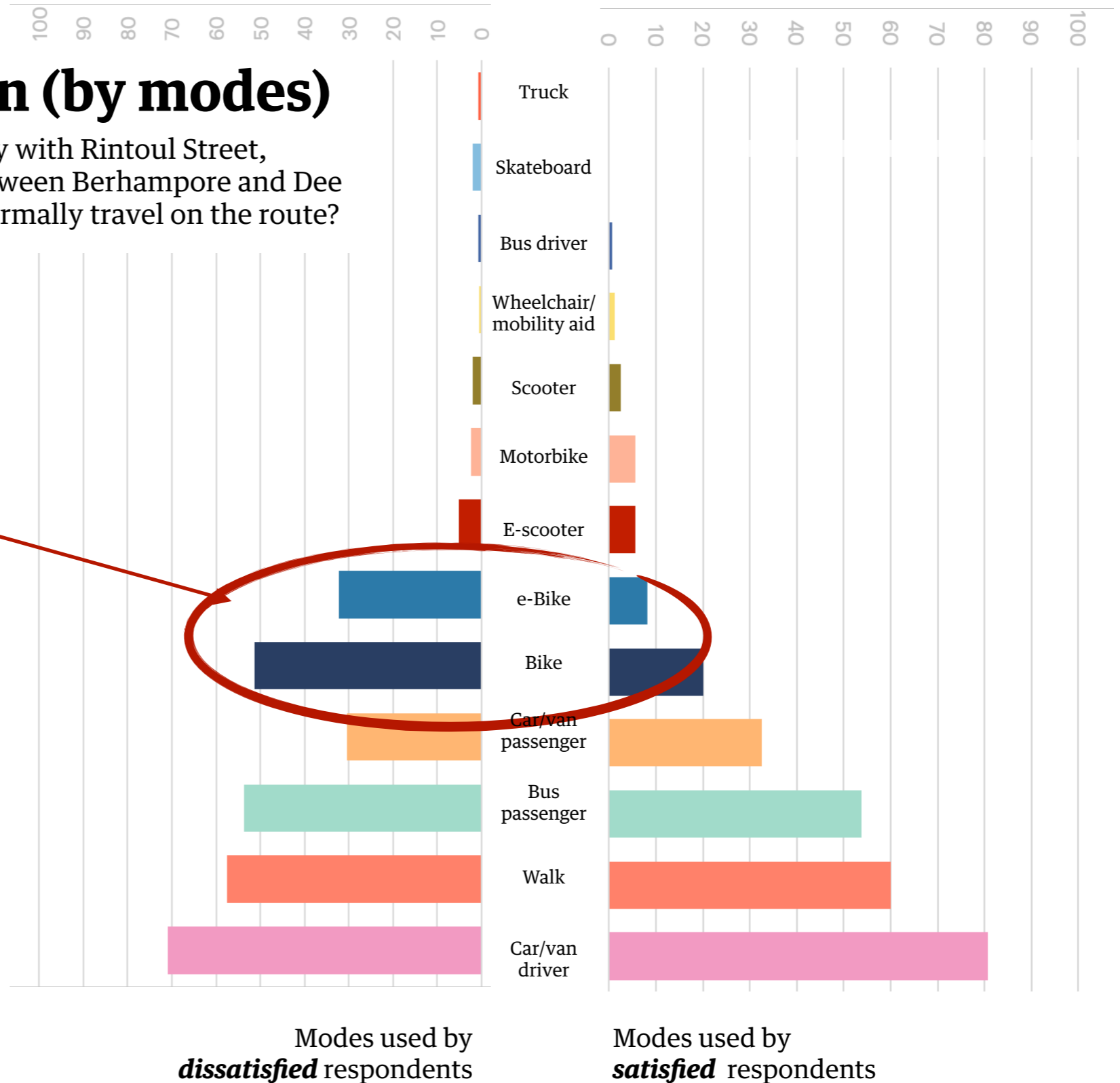
- Don't know
- Very dissatisfied
- Dissatisfied
- Neutral
- Satisfied
- Very satisfied

Level of satisfaction (by modes)

Overall, how satisfied are you currently with Rintoul Street, Luxford Street and Adelaide Road (between Berhampore and Dee Street in Island Bay) by How do you normally travel on the route?

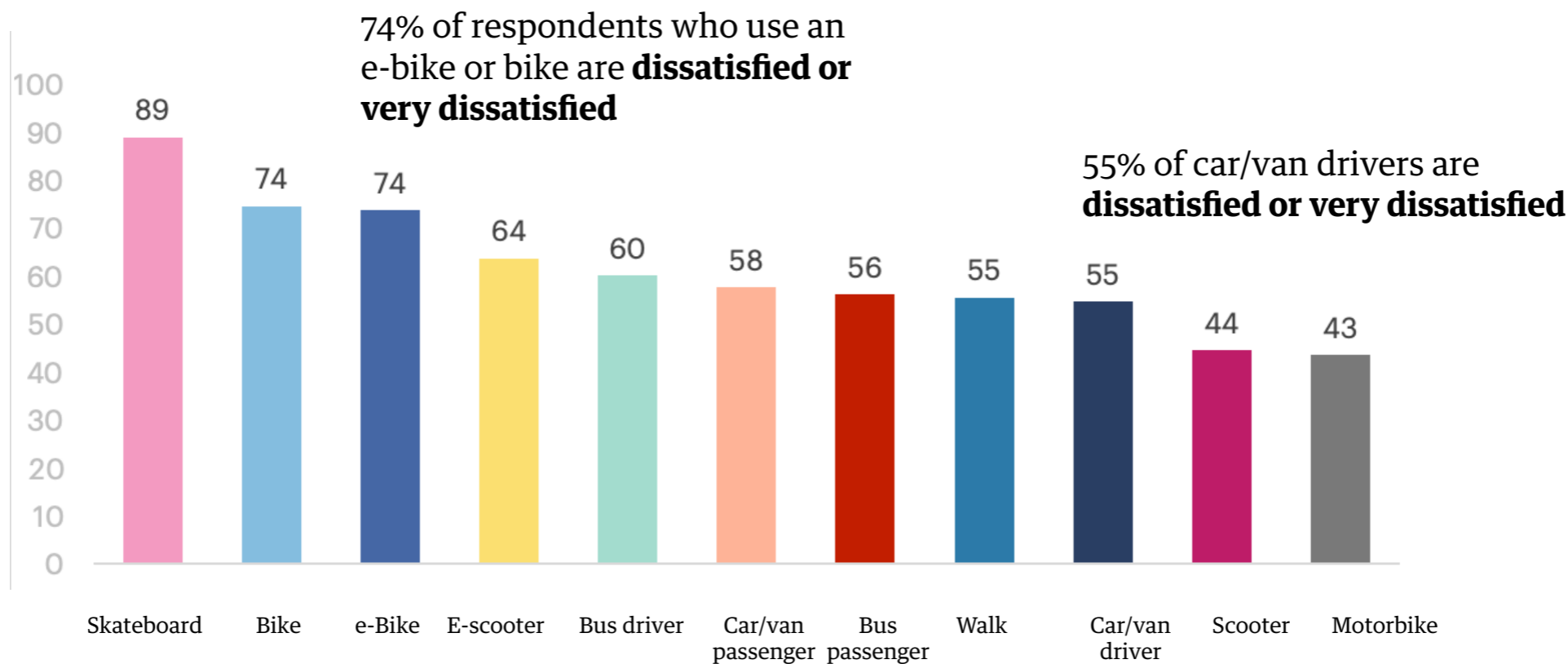
Respondents who use an e-bike or bike are **far more likely to be dissatisfied** with the current situation

Car/van drivers are the **most satisfied** with the current situation



Level of dissatisfaction (by modes)

Overall, how satisfied are you currently with Rintoul Street, Luxford Street and Adelaide Road (between Berhampore and Dee Street in Island Bay) by How do you normally travel on the route?



Dissatisfaction - Themes

The themes below are based on all comments in answer to the question: Can you please tell us why you are dissatisfied with Rintoul Street, Luxford Street and Adelaide Road (between Berhampore and Dee Street in Island Bay)? One comment can contain multiple themes.

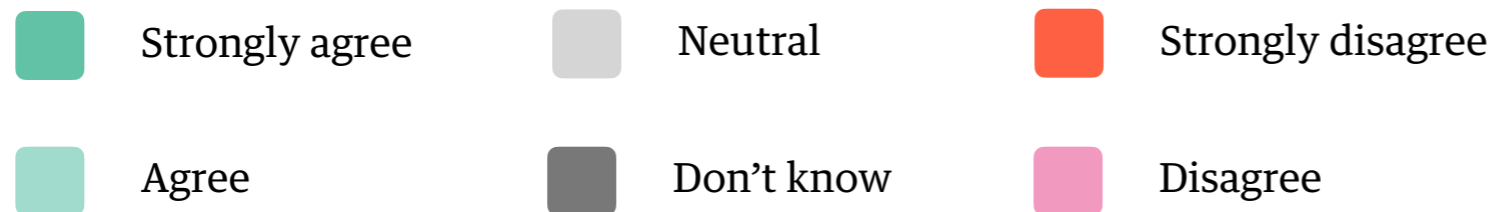
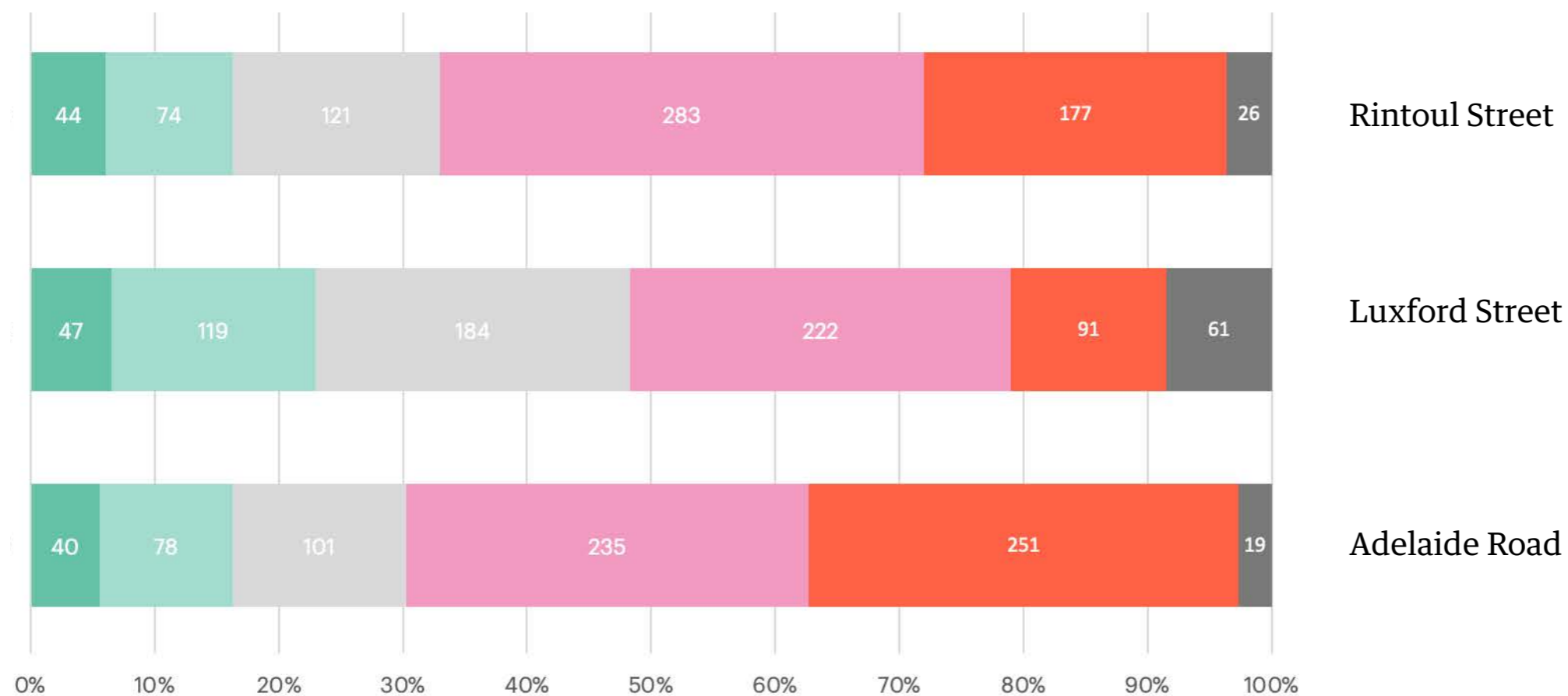
Note:
these themes exclude specific location feedback which was analysed separately.

415 comments



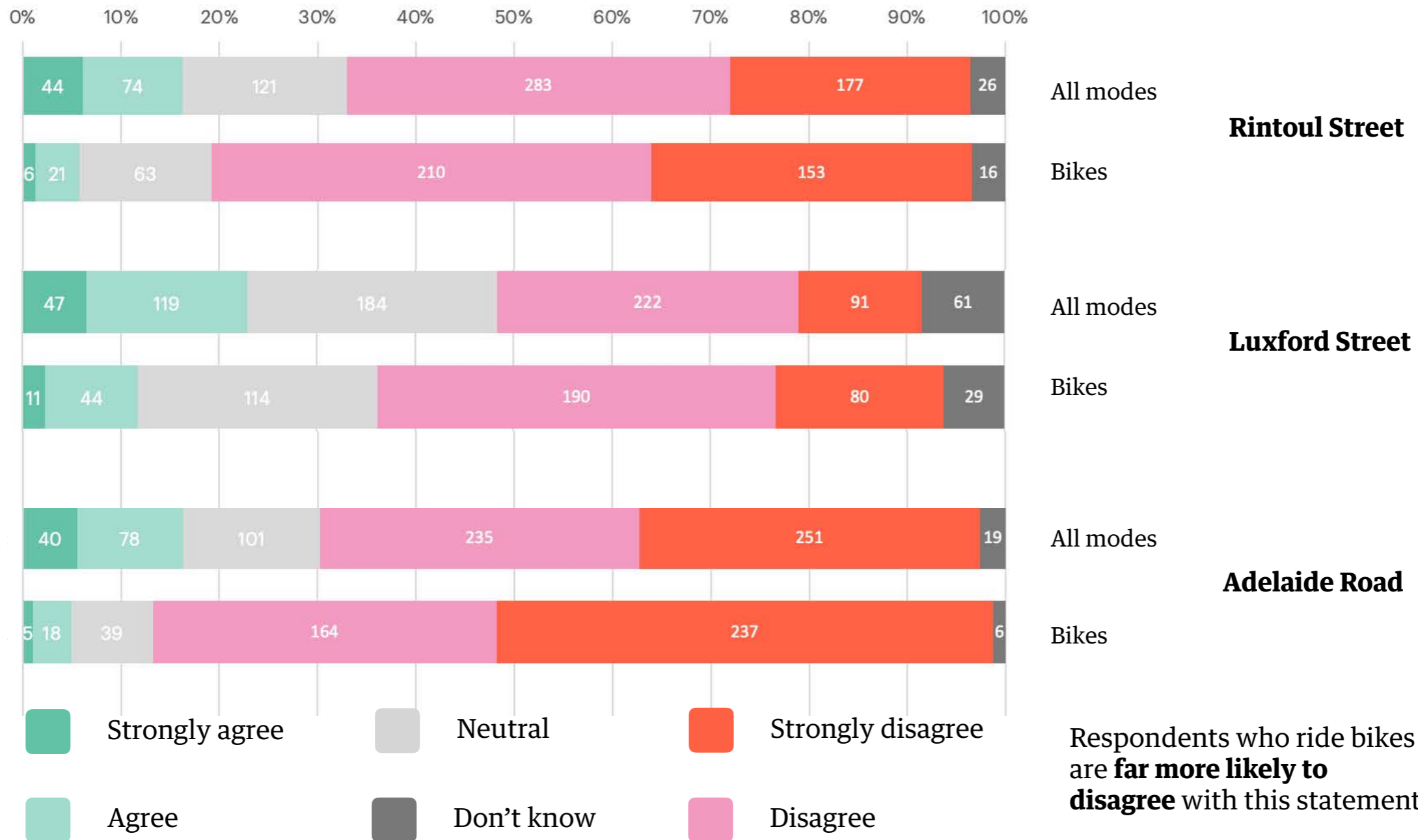
Experience of each street

To what extent do you agree that the following streets currently provide a positive experience for people walking, on bikes, on scooters, on skateboards or on the bus?



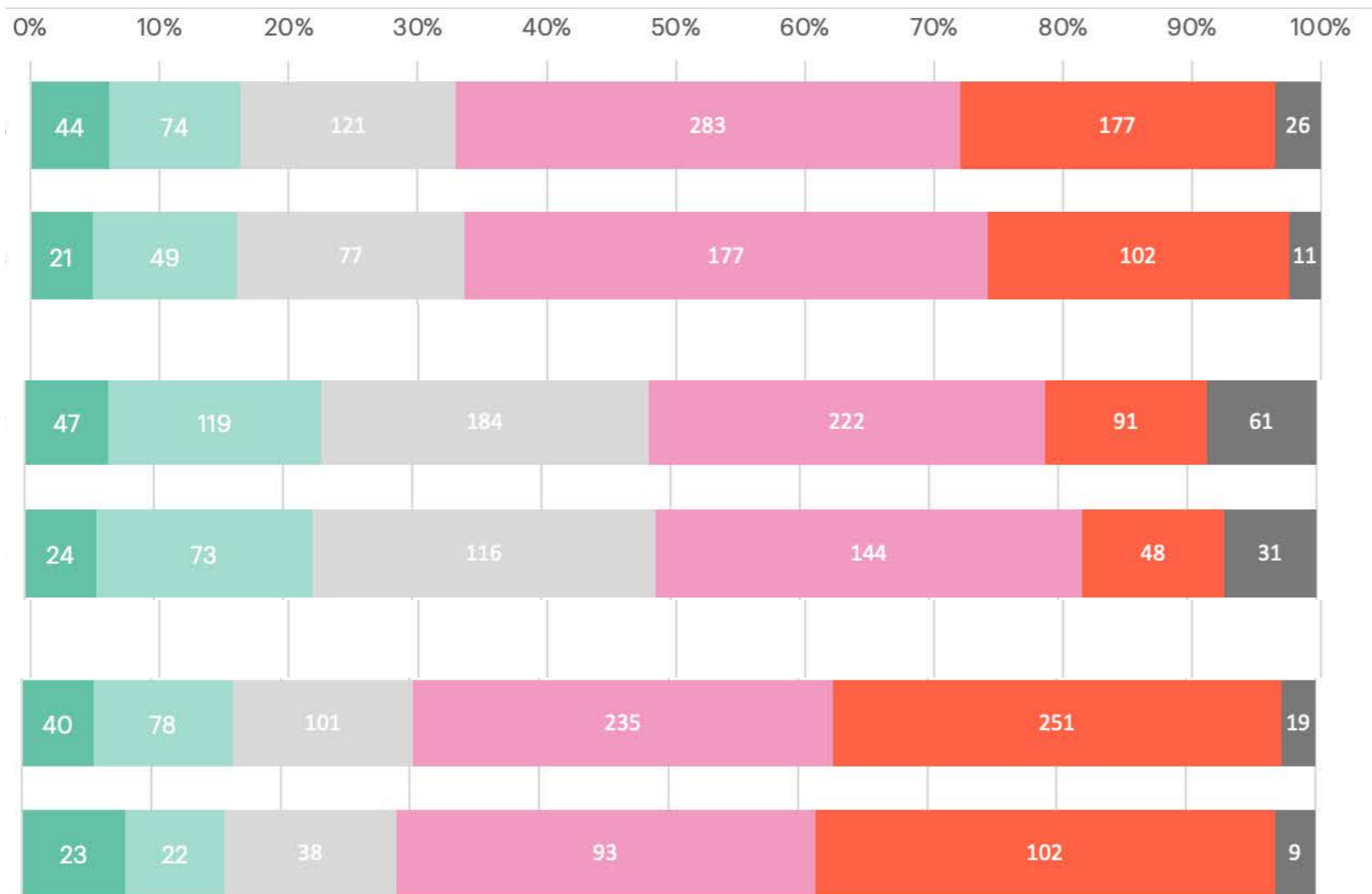
Experience of each street for people who bike

To what extent do you agree that the following streets currently provide a positive experience for people walking, on bikes, on scooters, on skateboards or on the bus?



Experience of each street for people who walk

To what extent do you agree that the following streets currently provide a positive experience for people walking, on bikes, on scooters, on skateboards or on the bus?



Rintoul Street

Luxford Street

Adelaide Road

Respondents who walk broadly feel the same as the overall 'all modes' sentiment*

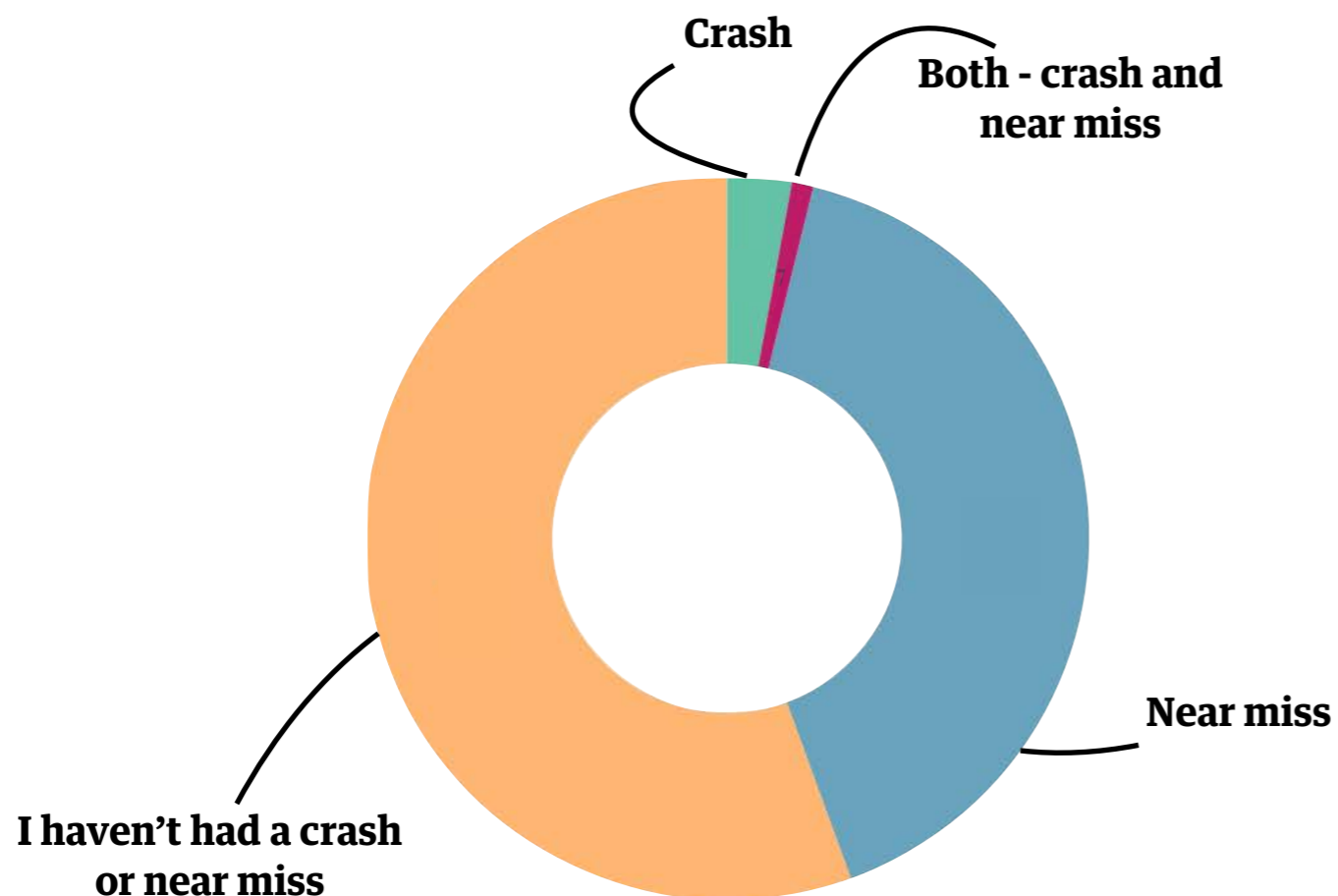
*60% of respondents said they walked.

Crashes and near misses in the area

Crashes and near misses

Have you been involved in any crashes or near misses on Rintoul Street, Luxford Street and Adelaide Road (between Berhampore and Dee Street) in the last six months?

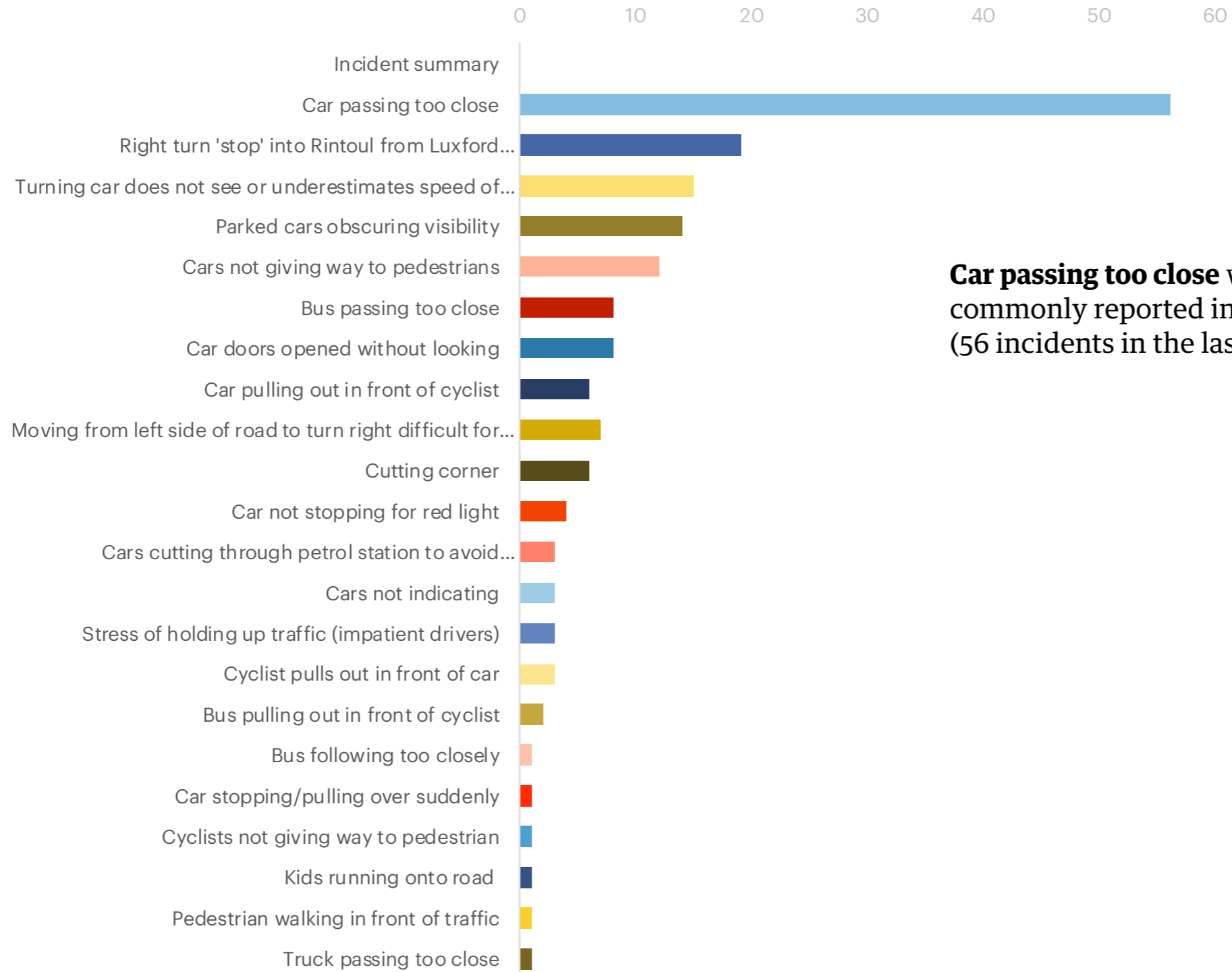
n= 727



44% of respondents have had a crash or near miss (or both) in the last six months.

Types of crashes and near misses

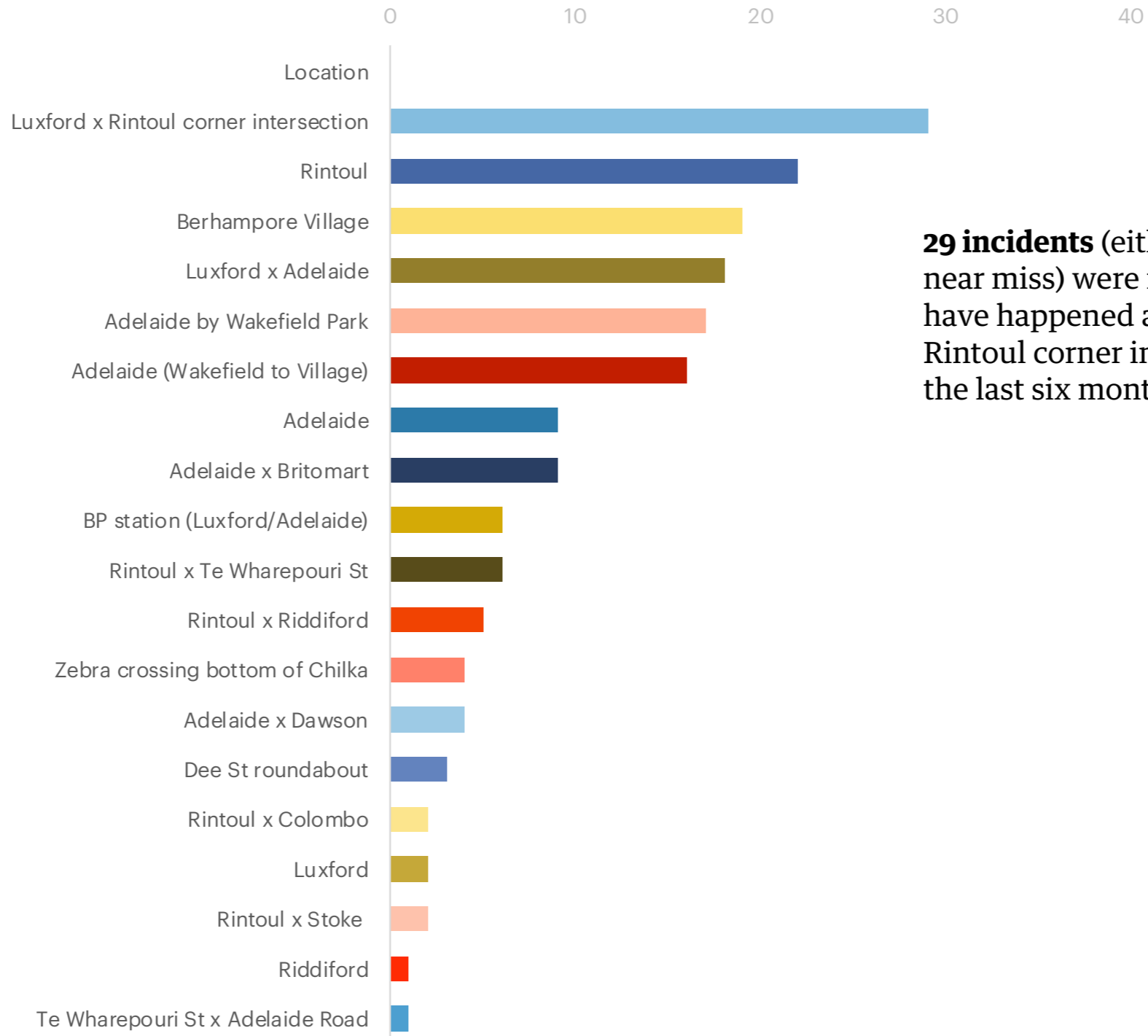
Based on a detailed analysis of the answers to the question: If you feel comfortable, please explain what happened with the crash/near miss.



Car passing too close was the most commonly reported incident type (56 incidents in the last six months).

Locations of crashes and near misses

Based on a detailed analysis of the answers to the question: If you feel comfortable, please explain what happened with the crash/near miss.



29 incidents (either crash or near miss) were reported to have happened at the Luxford/Rintoul corner intersection in the last six months.

Where were the crashes and near misses?

Where specific locations within the study area could be identified in the incident reports, these are shown on the map below.

175 detailed crash/near miss reports were analysed



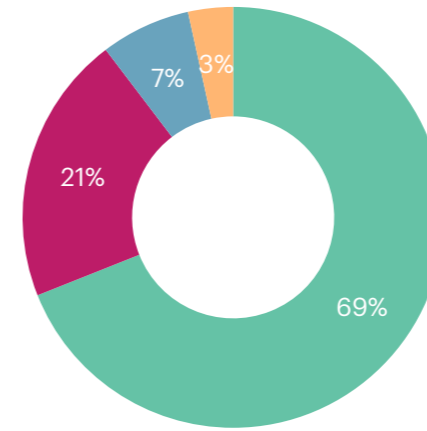
Luxford/Rintoul corner intersection

People at Rintoul/Luxford do not know when to stop or go. The bend blocks view. And cars come around the bend on the other side of the road. I have witnessed crashes, road rage and accidents.

ADELAIDE RD

29

At the intersection of Luxford and Rintoul a car was waiting to go at the give way and clearly didn't understand it had precedence over me on the stop sign. It had traffic behind it beeping and it eventually went at a tight gap and was nearly hit



Luxford/Rintoul incident breakdown

- Right turn 'stop' into Rintoul from Luxford difficult/dangerous
- Cutting corner
- Car pulling out in front of cyclist
- Cars not indicating

The Luxford/Rintoul corner intersection was the location with the most incidents reported and several different types of incidents happen at this location.



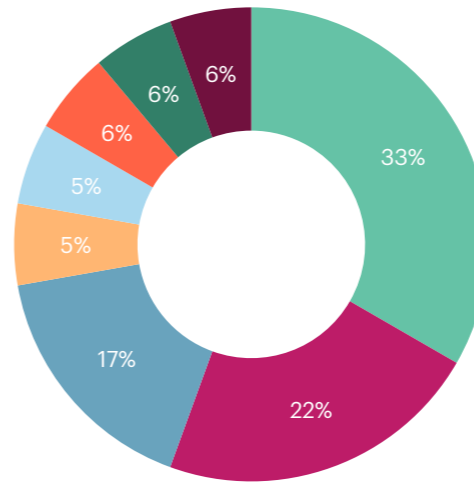
Berhampore Village + Luxford/Adelaide

Also quite dodgy (travelling North) trying to get across from the left side of the road to turn right on to Luxford St by the BP. Cars that are travelling straight up the hill (continuing on Adelaide Rd) tend to speed up in anticipation of the hill.

18

19

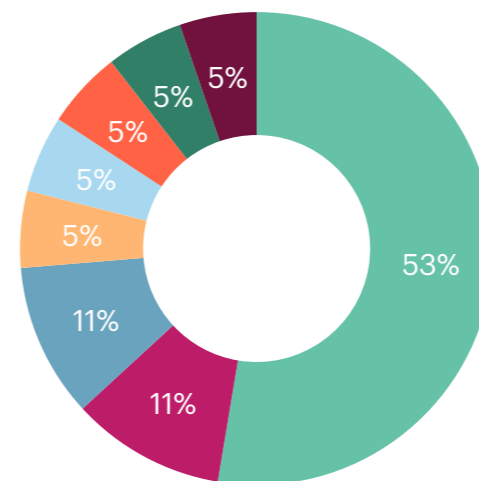
On bike cycling through Berhampore shops and squeezed by bus towards parked cars. Had to take evasive action to avoid collision with car or bus. An opening car door could have sent me under the wheels of the bus.



Luxford/Adelaide incident breakdown

- Cars not giving way to pedestrians
- Car passing too close
- Moving from left side of road to turn right difficult for cyclists
- Cyclist pulls out in front of car
- Bus passing too close
- Cyclists not giving way to pedestrian
- Car not stopping for red light
- Turning car does not see or underestimates speed of straight-through cyclist

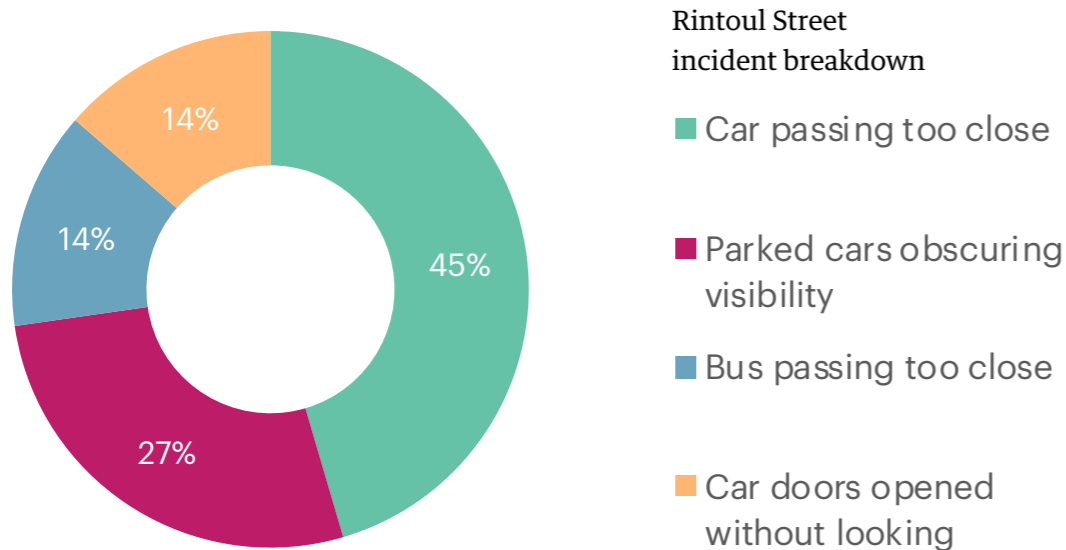
There is a large number and a large variety of different incidents reported in this short stretch.



Berhampore Village incident breakdown

- Car passing too close
- Bus passing too close
- Turning car does not see or underestimates speed of straight-through cyclist
- Car stopping/pulling over suddenly
- Car pulling out in front of cyclist
- Car doors opened without looking
- Pedestrian walking in front of traffic
- Moving from left side of road to turn right difficult for cyclists

Rintoul Street



On Rintoul Street, away from the intersections, a large number of incidents were reported, but a small number of incident types (largely reflecting the narrowness of the street)



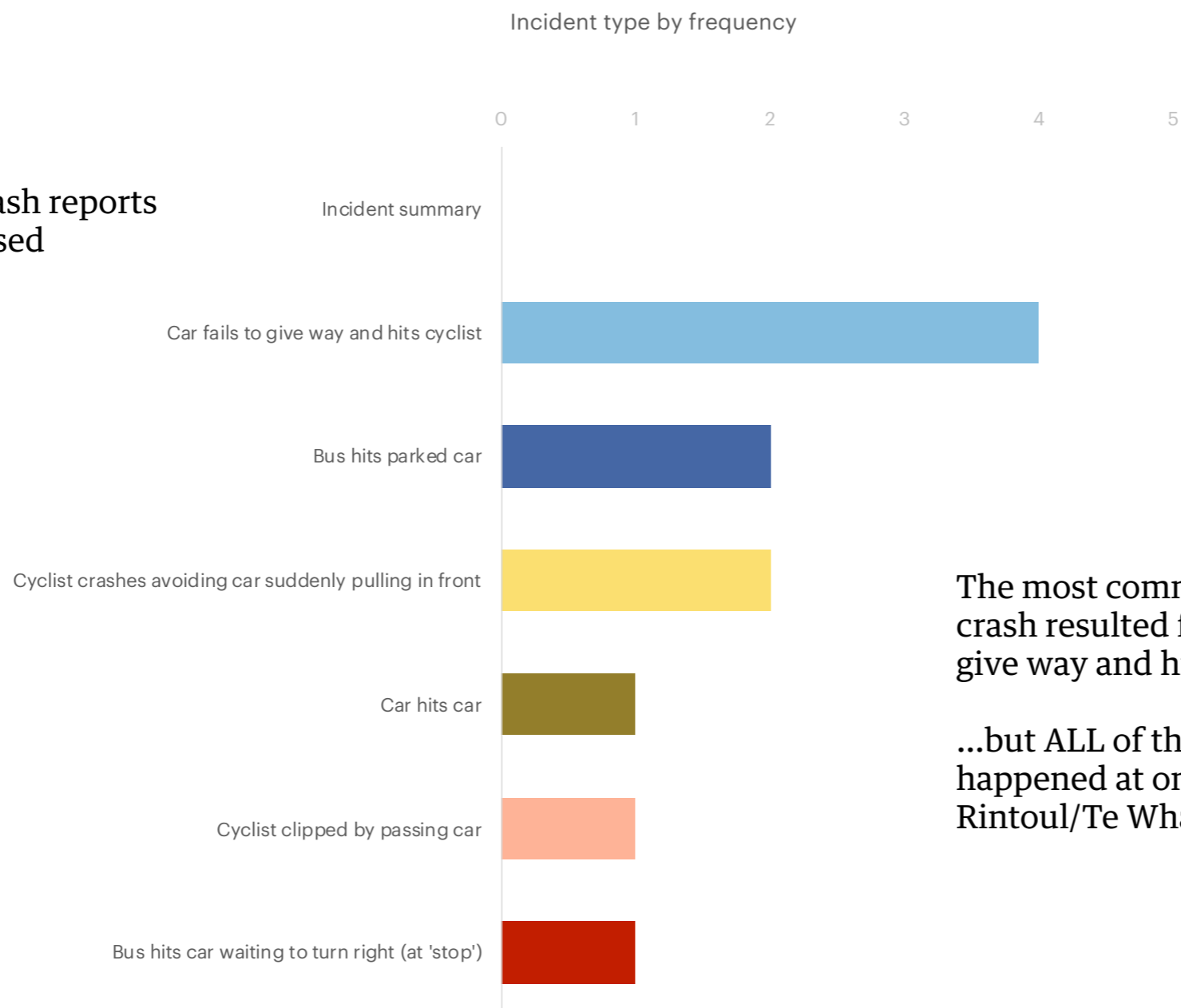
Just crashes

What were the specific crashes?

Where specific crashes within the study area could be identified in the incident reports, the incident types have been analysed.

11

detailed crash reports were analysed



The most common cause of an actual crash resulted from a car failing to give way and hitting a cyclist...

...but ALL of these incidents happened at one location: Rintoul/Te Wharepōuri St

Where did the reported crashes happen?

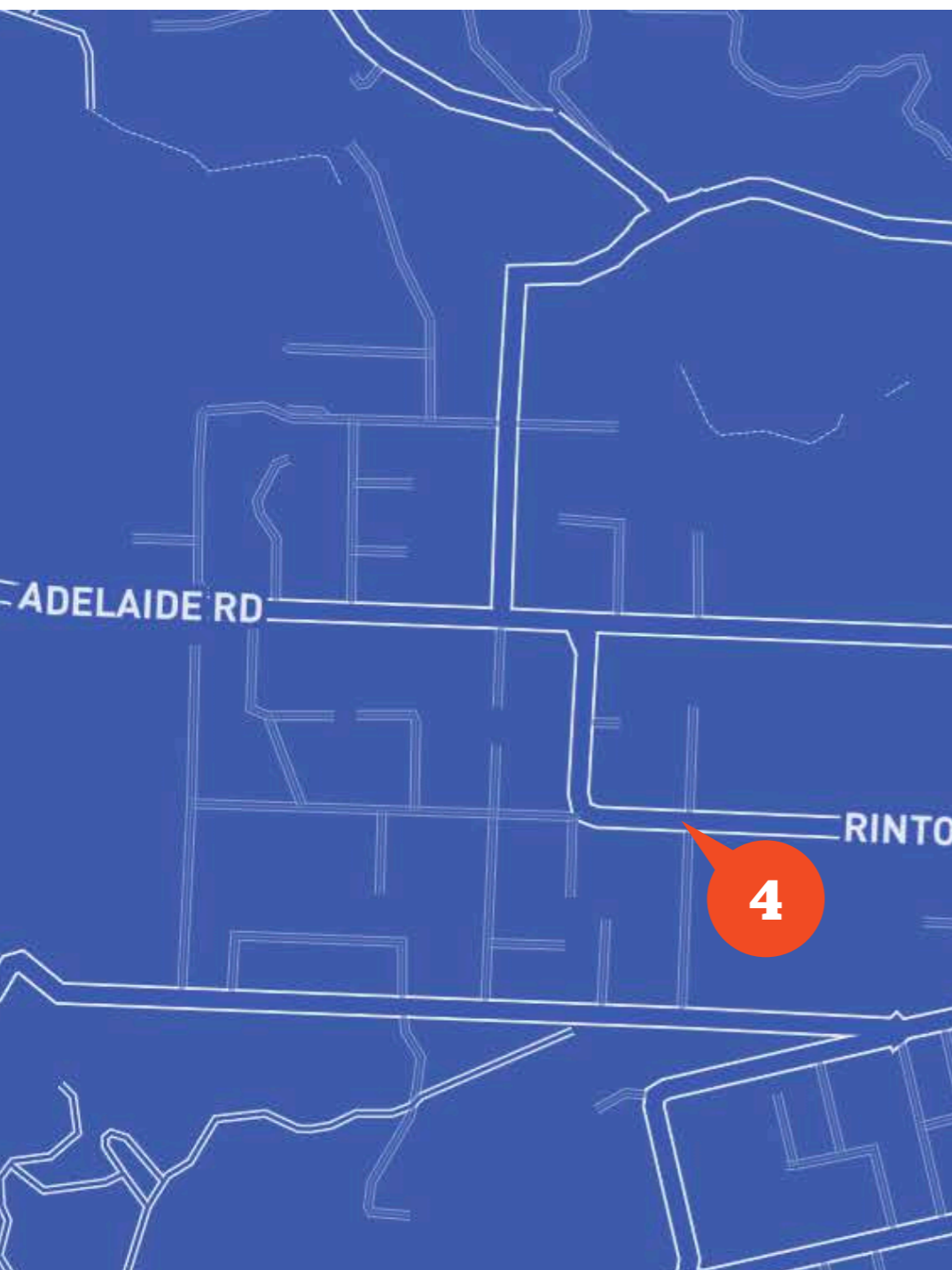
Where specific crashes within the study area could clearly be identified in the incident reports, these are shown on the map below.

11 detailed crash reports were analysed



The most dangerous locations: Rintoul/Te Wharepōuri St

Based on self-reported crashes, people on bicycles are most at risk at the Rintoul/Te Wharepōuri St intersection.



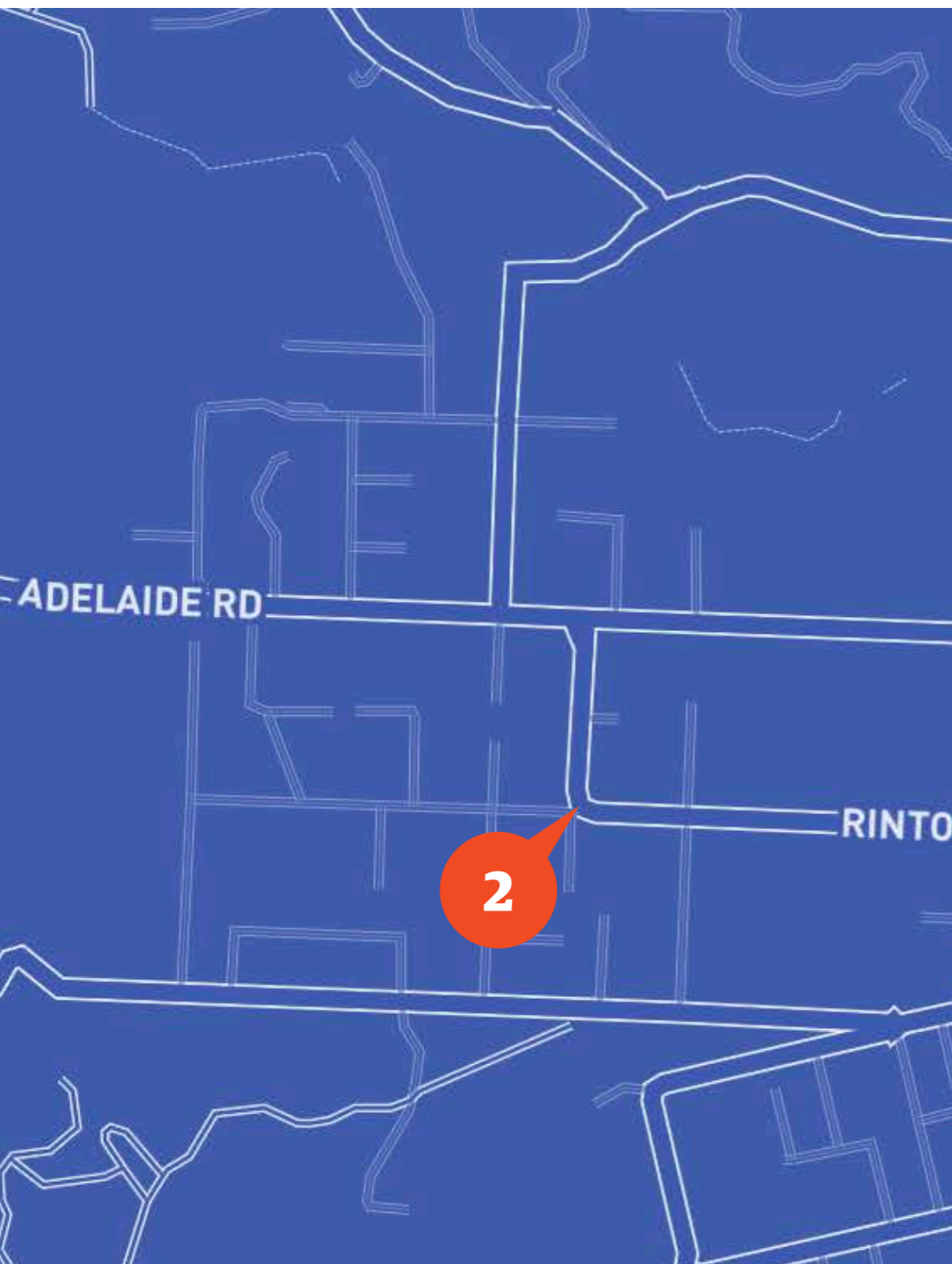
Although only 5 crash/near miss incidents were reported at this location, 4 of them were serious crashes involving cars failing to give way and hitting cyclists.

I was a witness to a bike v car accident at the te Wharepouri st and rintoul st intersection. The driver turned across the path of the cyclist - the cyclist had right of way. The cyclist went over top of the car, the bike went under and was mangled. The cyclist was lucky not to have died. The car driver did not believe they were at fault (police report found they were).



The most dangerous locations: Luxford/Rintoul

Based on self-reported crashes, multiple modes are at risk at the Luxford/Rintoul corner intersection.



Many different types of incidents, including two crashes, were reported at this location.

i was biking from up Rintoul street down the hill, in the intersection with Luxford st, a car came off their park and I fell off my bike avoiding the impact.



Self-reporting vs Waka Kotahi (CAS) data

Based on self-reported crashes, multiple modes are at risk at the Luxford/Rintoul corner intersection.



CAS data shows three recent crashes involving bicycles (red dots) occurring in the same dangerous spots identified in the survey.

2021 - Serious Crash

2020 - Minor Crash

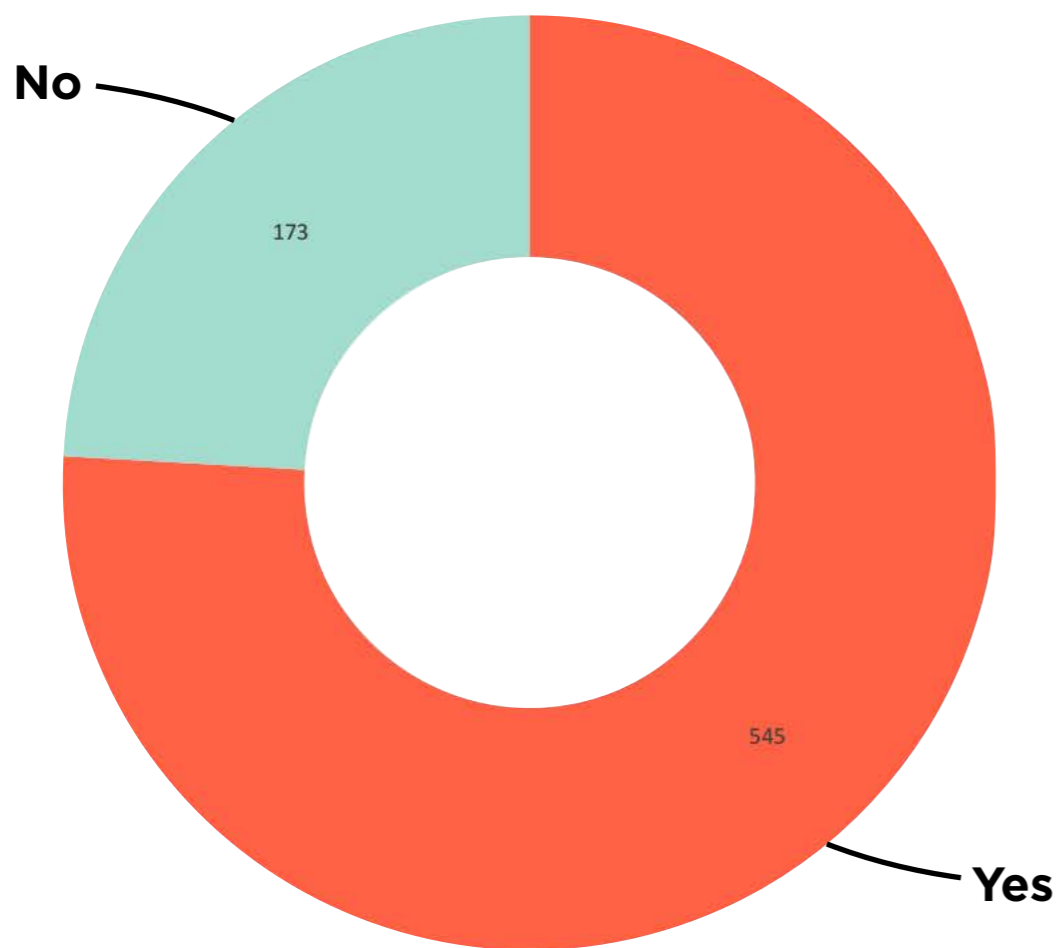
2021 - Minor Crash

**Difficulty getting around the area
(for non-vehicle modes)**

Difficulty for non-vehicle modes

Is there currently anything on Rintoul Street, Luxford Street and/or Adelaide Road (between Berhampore and Dee Street) that makes walking (including with a mobility aid), riding a bike, scooter, skateboard or bus difficult?

n= 718



76% of respondents say that there is something that makes it difficult to get around the area by non-vehicle modes.

Difficulty - Themes

The themes below are based on all comments in answer to the question: Please tell us what makes it difficult: which is the follow up question to: Is there currently anything on Rintoul Street, Luxford Street and/or Adelaide Road (between Berhampore and Dee Street) that makes walking (including with a mobility aid), riding a bike, scooter, skateboard or bus difficult? One comment can contain multiple themes.

Note:
these themes exclude specific location and design feedback which was analysed separately.

530 comments

Concerns about bus/bike conflict

Number of times theme is mentioned

100+

50-99

25-49

10-24

Road too narrow

Cars passing too closely

Dangerous driver behaviour

Roads/footpaths in poor condition

Too congested

Poor visibility

Too many parked cars

Speeding cars

Concerns for safety

Lack of protected/separate cycleway

Unsafe behaviour from cyclists

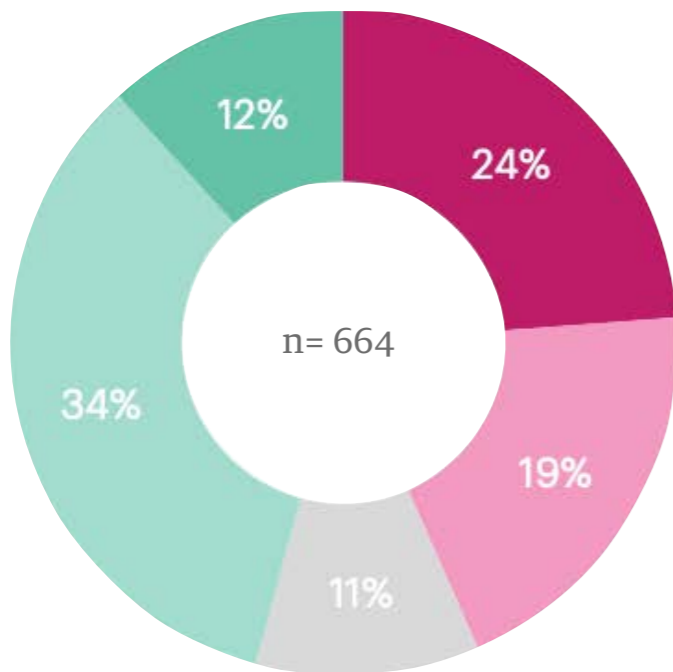
Lack of infrastructure for pedestrians

Poor public transport

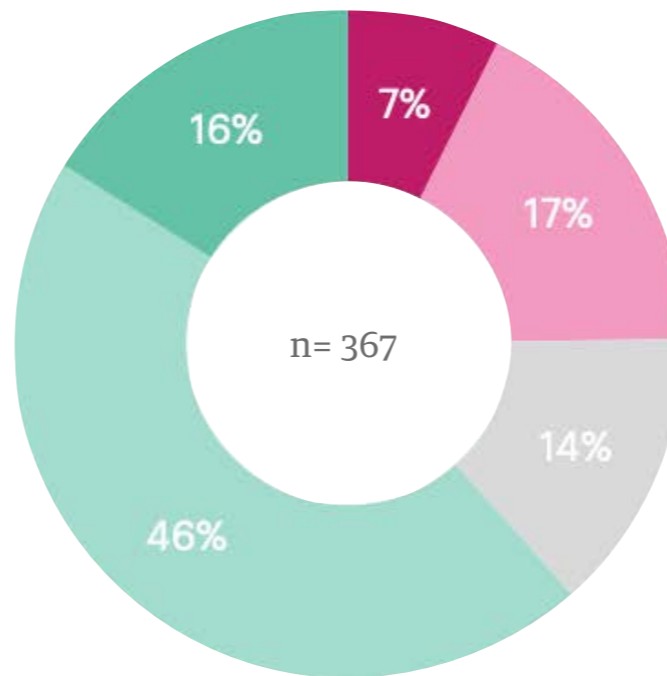
Trust and confidence

Trust in process

How much do you trust the process the Council uses to install safer infrastructure for cycling, walking and other active transport?



Distribution of trust from all respondents



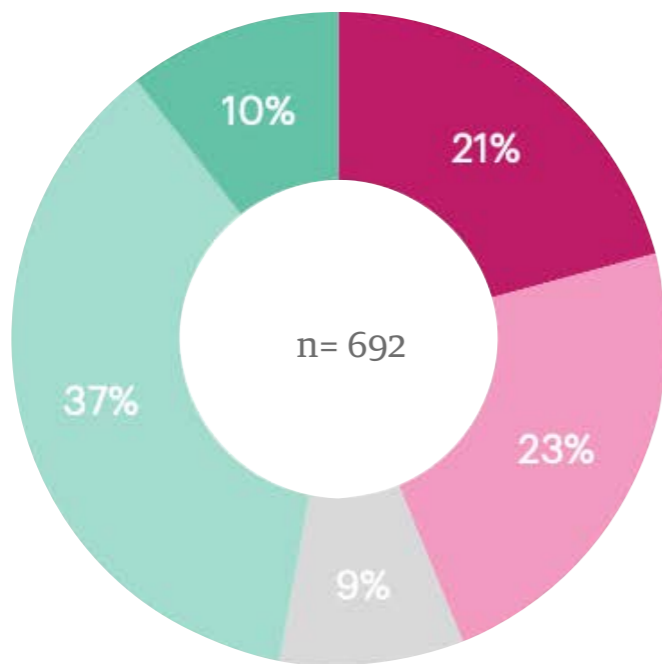
Distribution of trust from respondents who ride bikes

People who ride a bike have **higher trust** in the process.

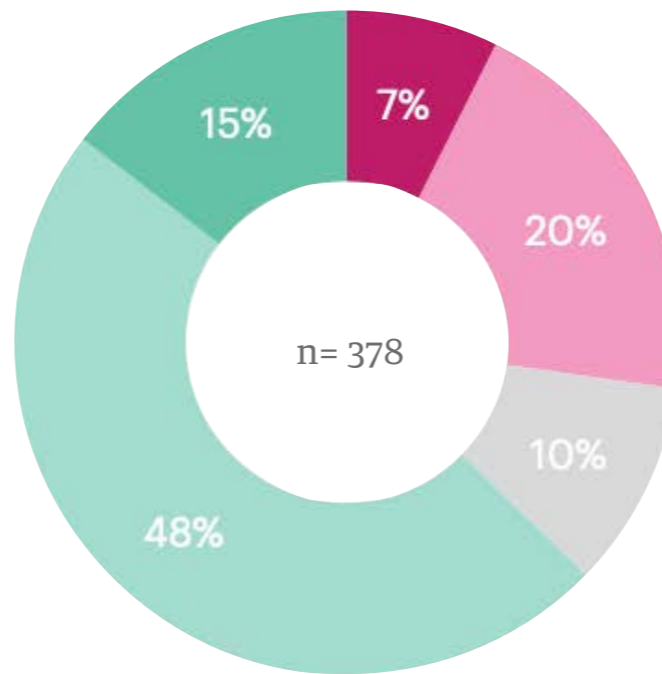


Confidence in Council

How confident do you feel in the Council's ability to install safer infrastructure for cycling, walking and other active transport?



Distribution of confidence from all respondents



Distribution of confidence from respondents who ride bikes

People who ride a bike have **more confidence** in the Council.



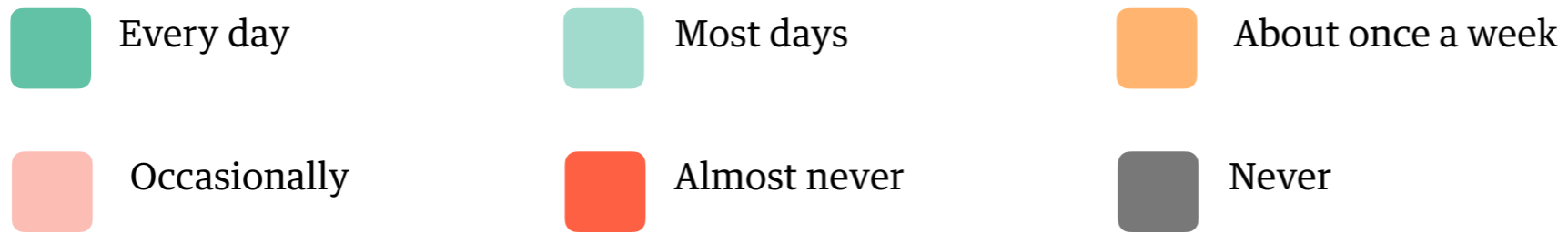
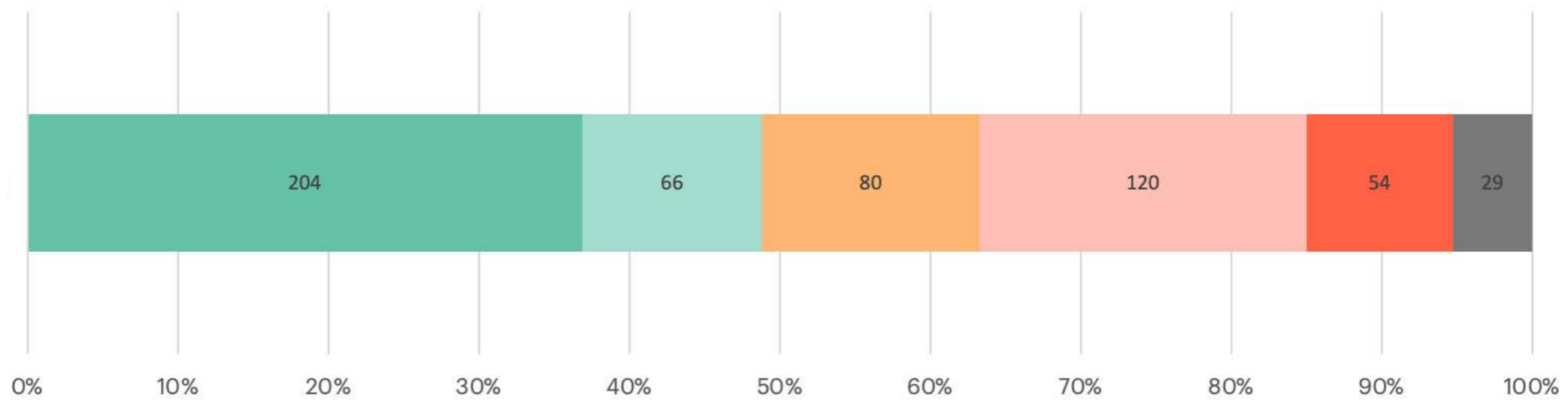
Parking in the area

Parking use

How often do you currently use on-street parking in the Newtown and Berhampore area?

n= 553

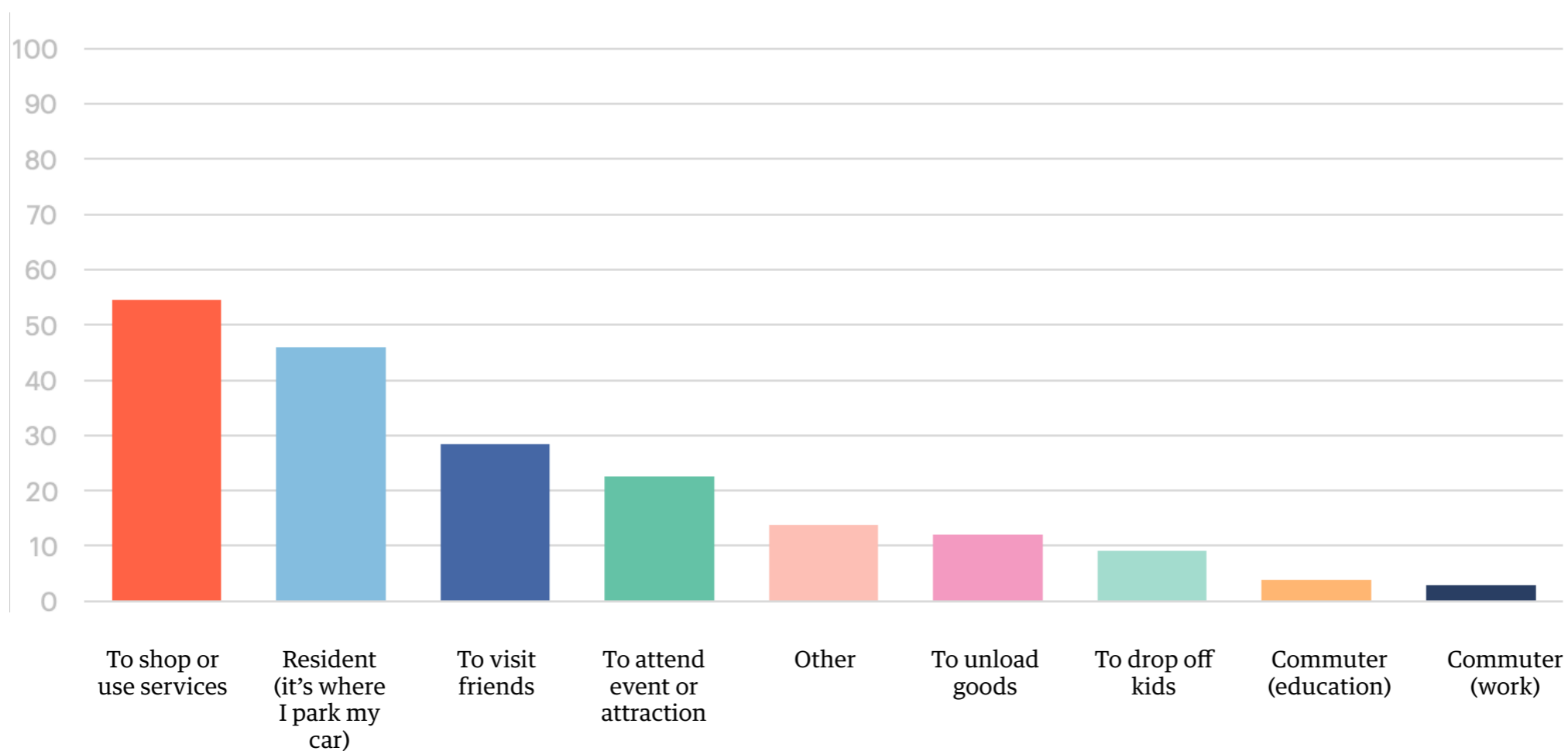
37% of respondents
use on-street parking
every day



Parking use

Why do you use on-street parking in the area?

Of the respondents who park on the street, these are the reasons given (respondents could select more than one reason)

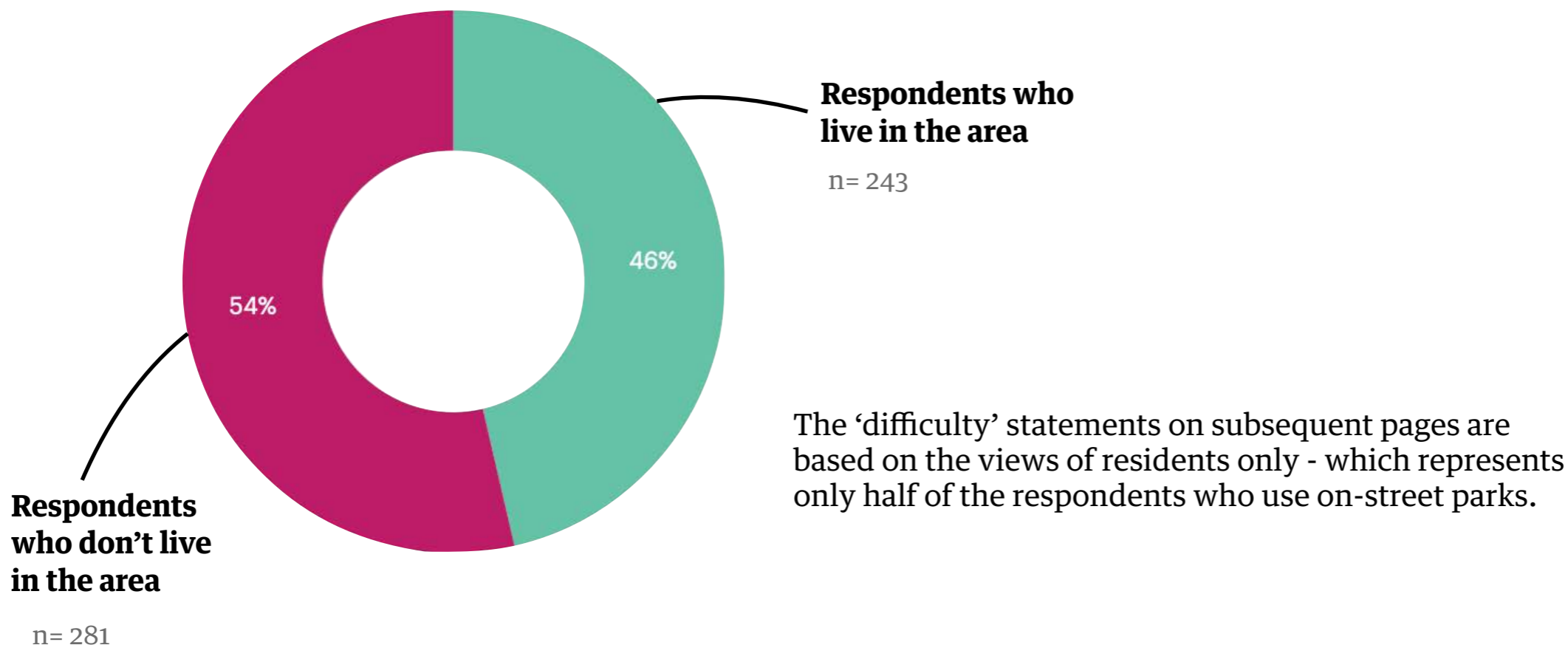


‘Other’ main reasons include:

- to park a Mevo/rented car
- when my off-street park has been taken or blocked
- to provide services like ‘pick up elderly’
- to charge my EV
- to visit the hospital

Residents and non-residents both use on-street parks

But the survey only asked about ‘difficulty’ finding a park for residents.



Residents and non-residents both use on-street parks... but feel differently

The following theme counts are created by dividing respondents who use on-street parking into two groups. The first ‘residents’ group is the people who live in the zones. The second ‘non-residents’ group is people who don’t live in the zones and use on-street parking to shop or use services.

Residents: top themes

Theme name	Theme count
Specific parking feedback	24
Need for residents parking	20
Specific location	13
Hospital parking issues	12
Need for off street parking	11
Parking overwhelmed by commuters	9
Insufficient car parking	8
Concern for impact on residents	8
General opposition	7
Need for enforcement	5
Specific design feedback	5
Need for secure bike parking	5

Non-residents: top themes

Theme name	Theme count
Specific parking feedback	36
Insufficient car parking	25
Hospital parking issues	20
Specific location	14
Improve/ change public transport	13
General opposition	12
Concern for impact/ access to businesses	11
Consider impact on people with mobility/accessibility issues	11
Concern for loss of carparks	9
General support	7
Need for off street parking	6

The top general themes show the tension in the area: people who live there want more resident-only parks, the people who visit want more unrestricted parks.

Residents and non-residents both use on-street parks... but feel differently

The following theme counts are created by dividing respondents who use on-street parking into two groups. The first 'residents' group is the people who live in the zones. The second 'non-residents' group is people who don't live in the zones and use on-street parking to shop or use services.

The difference in what the two groups want is also reflected in artificial intelligence (AI) analysis of the sentiment in the free text comments.

Residents: sentiment

1. More residents parking
2. More EV charging
3. More bike parking/storage
4. Less parking in 'pinch points' where it's hard to get around
5. More short-stay parking around shopping areas

Non-residents: top themes

1. More short-stay parking
2. More mobility parking
3. More EV charging
4. More car share options
5. More secure bike parking locations

Which zone do you live in?

n= 244

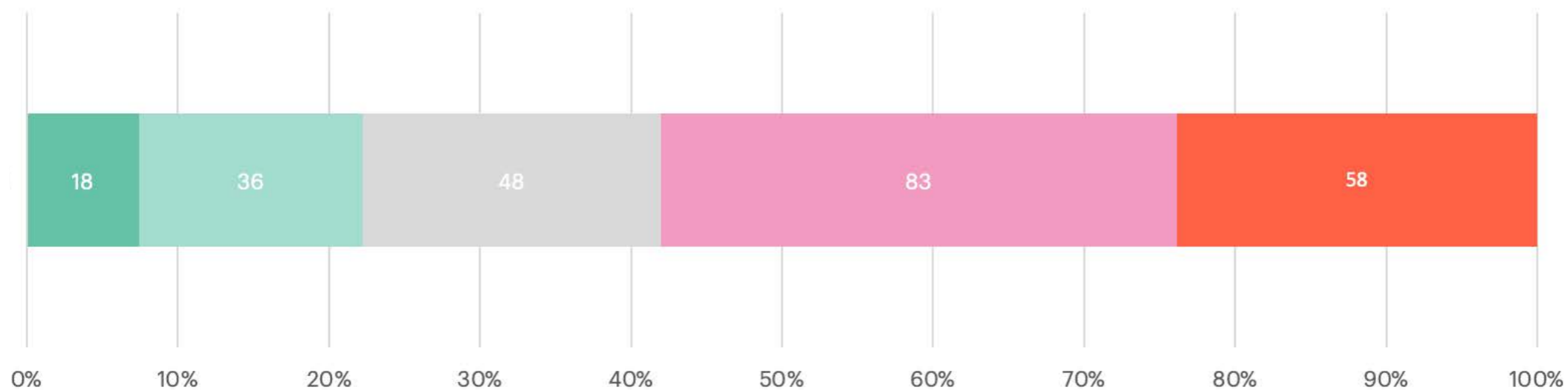


Difficulty finding a park for residents

Of respondents who live in the area, how difficult is it to find a park on the street where you live?

n= 243

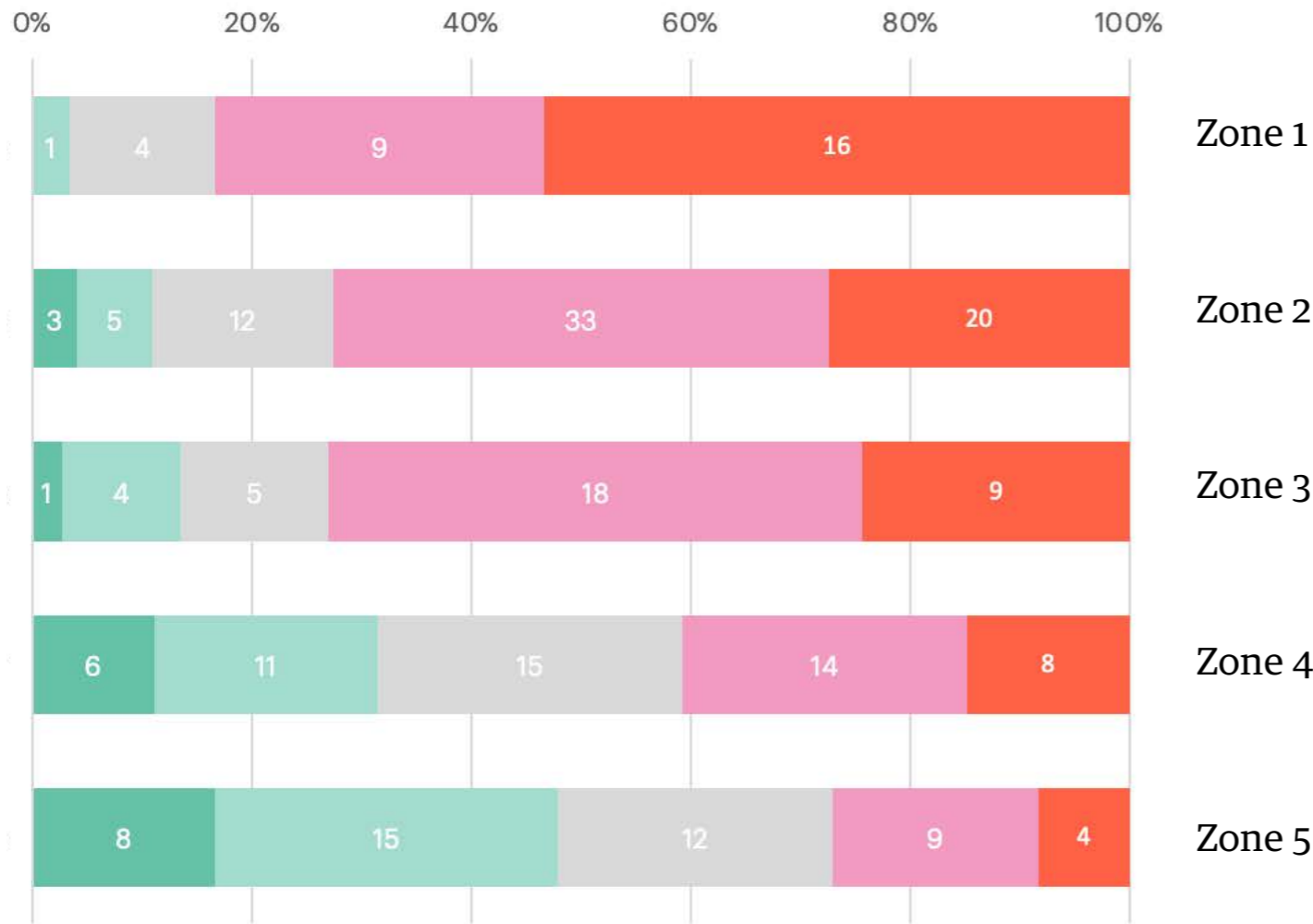
58% of respondents say it is difficult or very difficult to find a park on their street



- Very easy
- Easy
- Neither easy nor difficult
- Difficult
- Very difficult
- Don't know

Parking difficulty for residents by zone

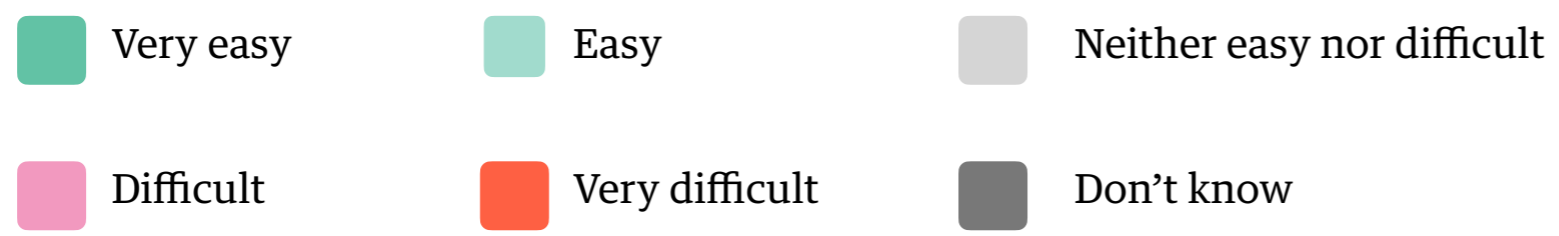
How difficult is it to find a park?



The further south, the easier it is to find a park.

Only 27% of respondents in Zone 5 have difficulty finding a car park

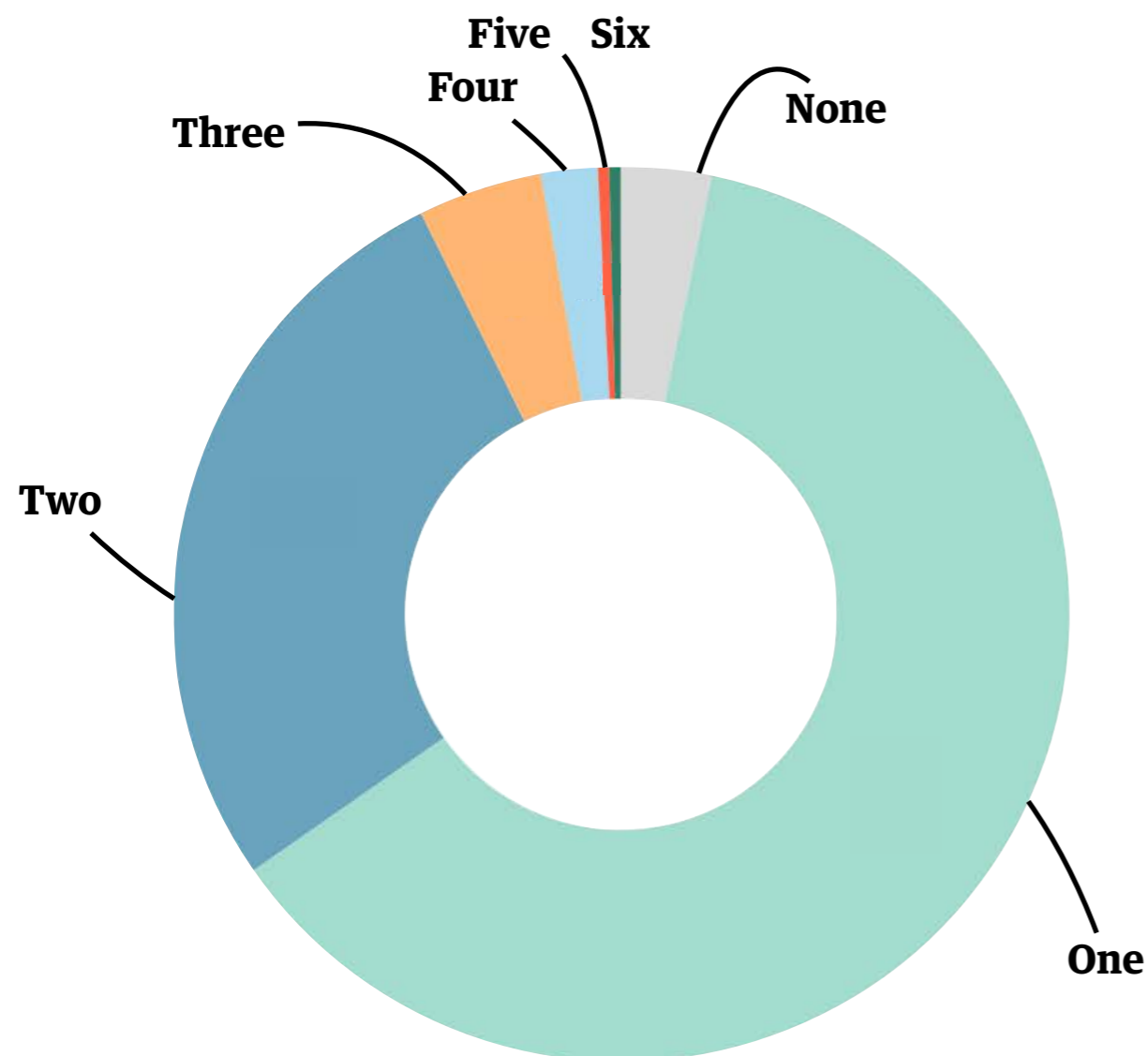
See Appendix for parking difficulty by street (noting the response numbers are too low to draw any meaningful street conclusions)



How many cars for residents?

For residents of the area who park their car on the street overnight and/or during the day, how many cars are owned by you or others who live in the same house as you?

n= 243



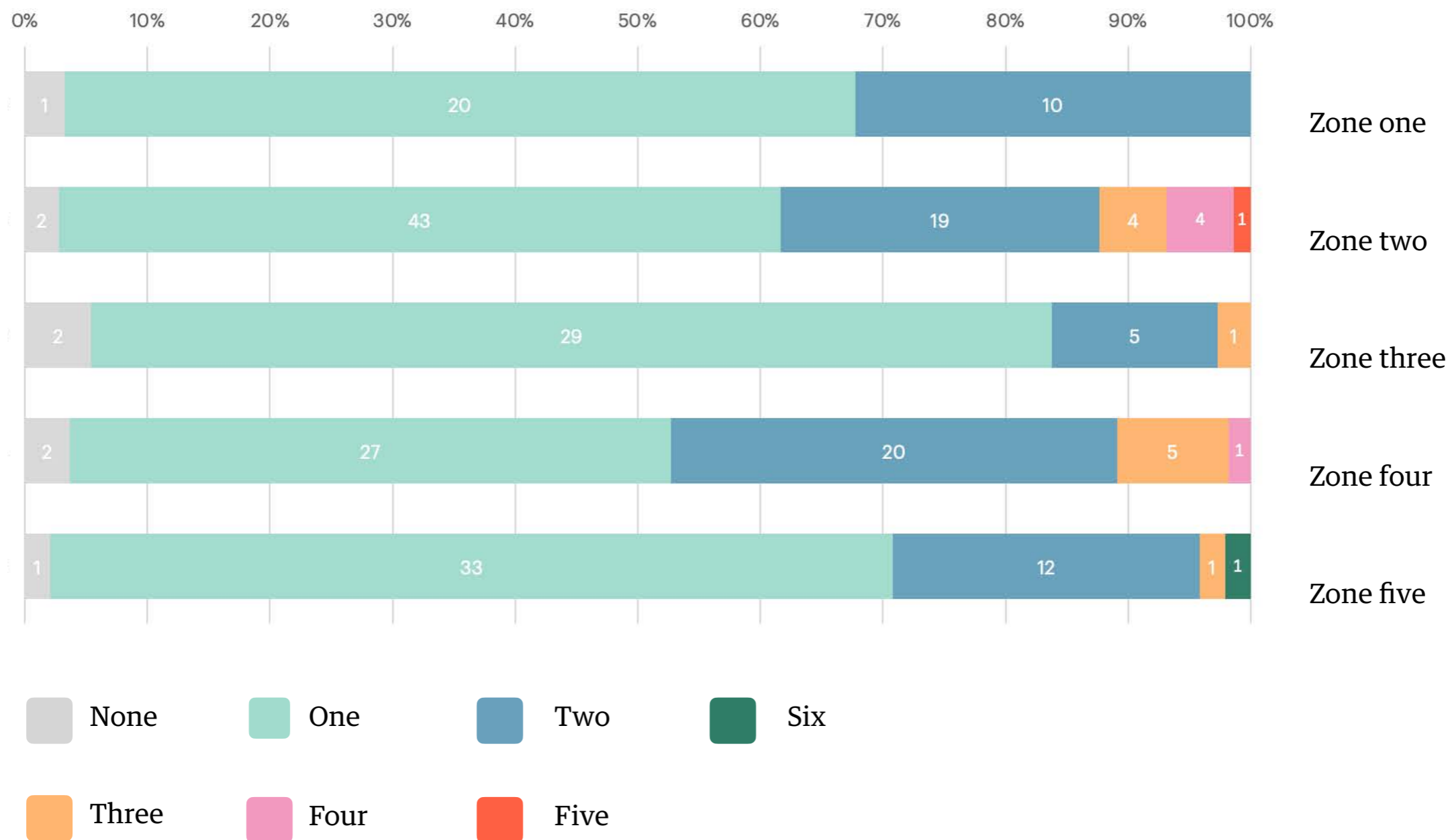
62% of respondents who say they use on-street parking as a resident own one car.

Note: this does not necessarily reflect car ownership in the area (but it's similar when compared to StatsNZ data).

How many cars by zone

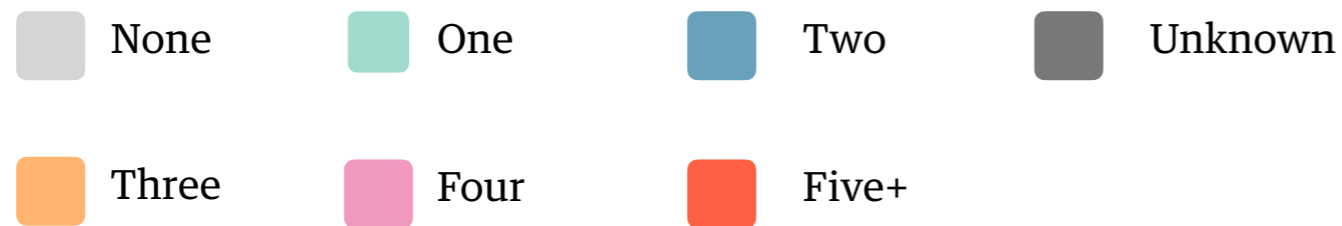
For residents of the area who park their car on the street overnight and/or during the day, how many cars are owned by you or others who live in the same house as you?

n= 244



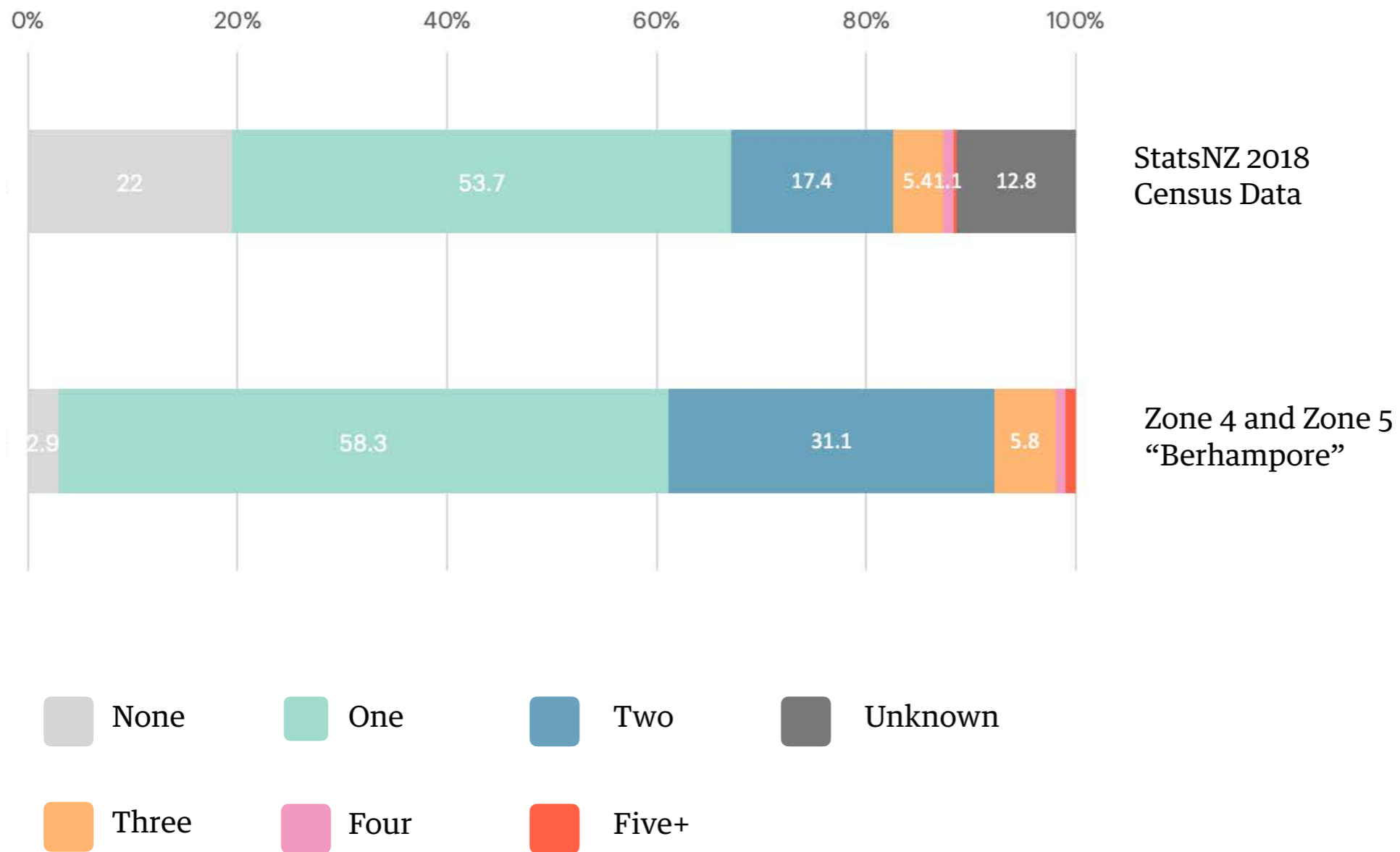
Census Data vs Zone 1: Newtown Data

How many motor vehicles (not counting motorbikes) do the people who live here have available for their use? - 2018 Census



Census Data vs Berhampore Data

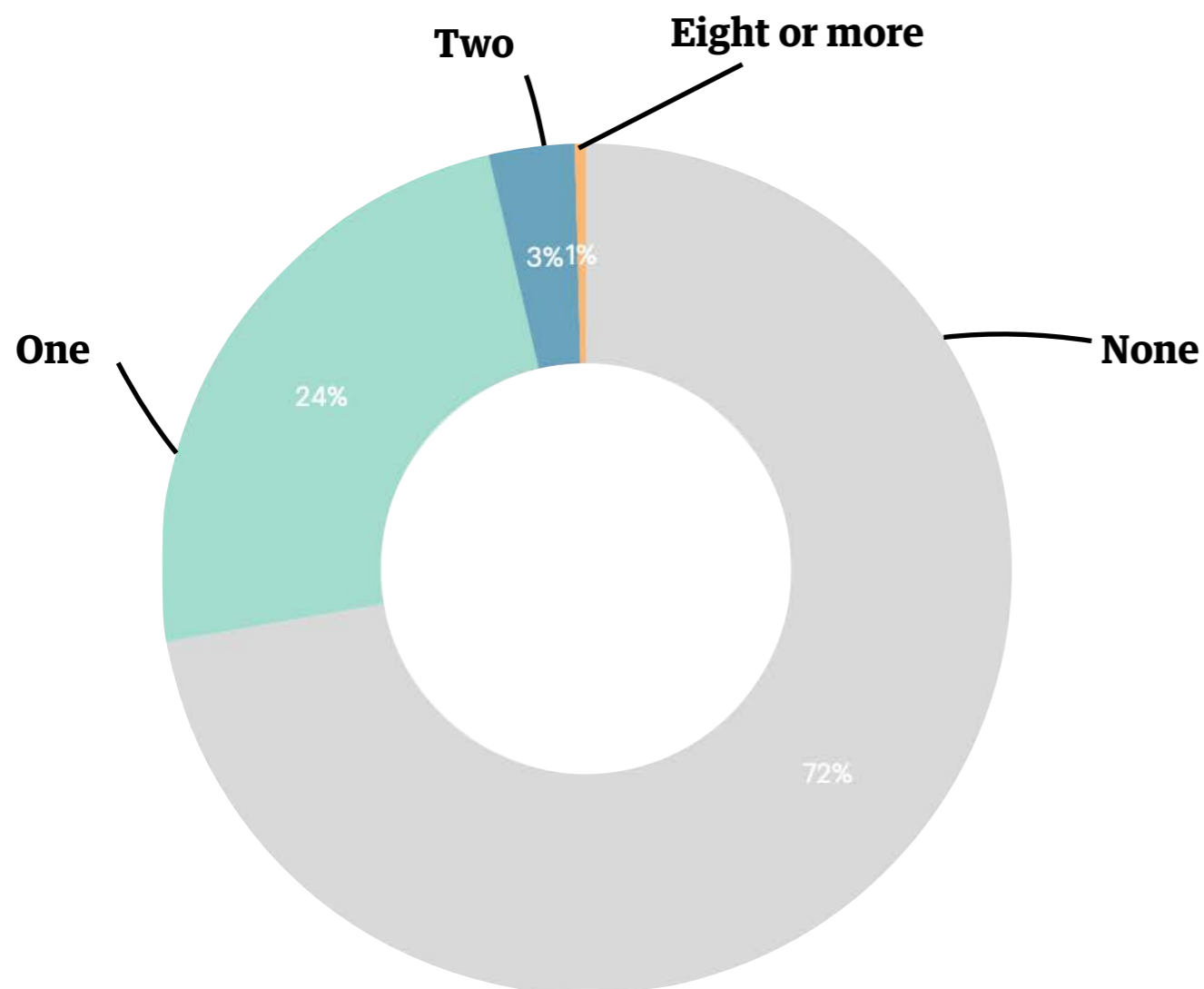
How many motor vehicles (not counting motorbikes) do the people who live here have available for their use? - 2018 Census



How much off-street parking?

For residents of the area who park their car on the street overnight and/or during the day, how much off-street space do you have for car parking? This includes garages, driveways, carpads or carports etc.

n= 245



72% of respondents who say they use on-street parking as a resident have no off-street parking available.

Parking - Themes

The themes below are based on all comments in answer to the question: Is there anything you'd like us to know about parking in Newtown and Berhampore? Please let us know if there are any specific types of parking you'd like to see, such as electric vehicle charging, car share, mobility parking, loading zones or short stay parking. One comment can contain multiple themes.

Note:
Specific parking feedback is shown on subsequent pages.

432 comments



General (non-specific) parking feedback

Based on all comments in answer to the question: Is there anything you'd like us to know about parking in Newtown and Berhampore? Please let us know if there are any specific types of parking you'd like to see, such as electric vehicle charging, car share, mobility parking, loading zones or short stay parking.

- Stop commuters parking on residential streets
- Increase quantity of resident parking spaces in Berhampore
- Reduce the number of vehicles per households that can receive parking permits
- Better enforcement needed to prevent cars parking on footpaths
- Do not remove parking spaces in Berhampore
- Build EV charging stations off main roads (and provide more EV charging stations)
- Allow Mevos to park in resident-only parking or have more spaces for car share
- More short stay parking
- Mark all car parks with white lines, so that cars don't take up more space than they need
- Council needs to take a stand in promoting, facilitating and encouraging car share uptake in Berhampore and Newtown. Discounts for early adopters, discounts and heavy promotion. Could provide discounts to those with community service cars.
- Provide communal bike parking near council flats or apartment buildings
- All apartments (without dedicated parking) should have loading zones for residents.
- Provide secure bike parks
- Provide ability to share residents parking permits with visitors
- More enforcement needed of parking times
- More mobility parking
- Allow short stays within residents parking.
- Parking permits should be transferable to other parks in the same city
- Take over Wilsons and other private parking companies.
- Improve pickup and drop-off arrangements for schools
- Prioritise car share over EV charging parks
- Provide 'tradie-only' parks

Top five themes by zone

Automated analysis of themes from all comments in answer to the question: Is there anything you'd like us to know about parking in Newtown and Berhampore? Please let us know if there are any specific types of parking you'd like to see, such as electric vehicle charging, car share, mobility parking, loading zones or short stay parking (based on zone)



Zone 1

1. The need for more parking in Newtown, especially for residents
2. The problem of hospital staff and visitors taking up parking spaces
3. The need for better enforcement of parking restrictions
4. The need for more bike parking
5. The need for the hospital to provide better parking for staff and visitors

Zone 2

1. The need for more parking, especially for residents
2. The difficulty of finding parking, especially near homes and businesses
3. The impact of construction on parking
4. The impact of the cycleway on parking
5. The need for alternative transport options

Zone 3

1. The need for more residents parking in Newtown
2. The negative impact of commuters parking in Newtown
3. The need for better parking for hospital staff and visitors
4. The need for more short-term parking in Newtown
5. The need for fewer cars in Newtown

Zone 4

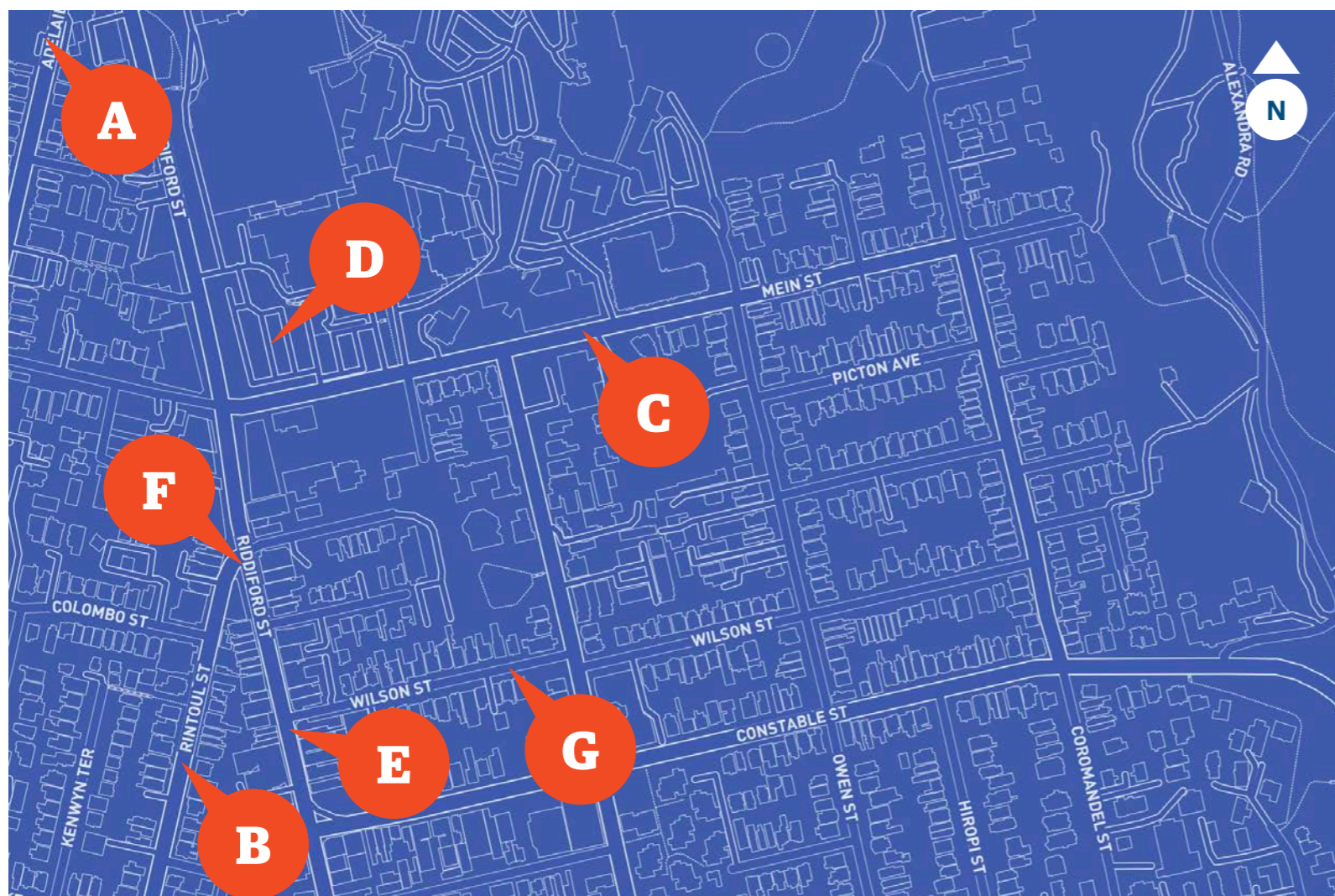
1. The impact of removing parking on residents
2. The need for more parking for residents
3. The impact of new developments on parking
4. The need for better public transport
5. The need for more bike parking

Zone 5

1. The need for safe and secure bike parking
2. The need for more electric vehicle charging
3. The need for less parking overall
4. The need for better public transport
5. The need for more car share spaces

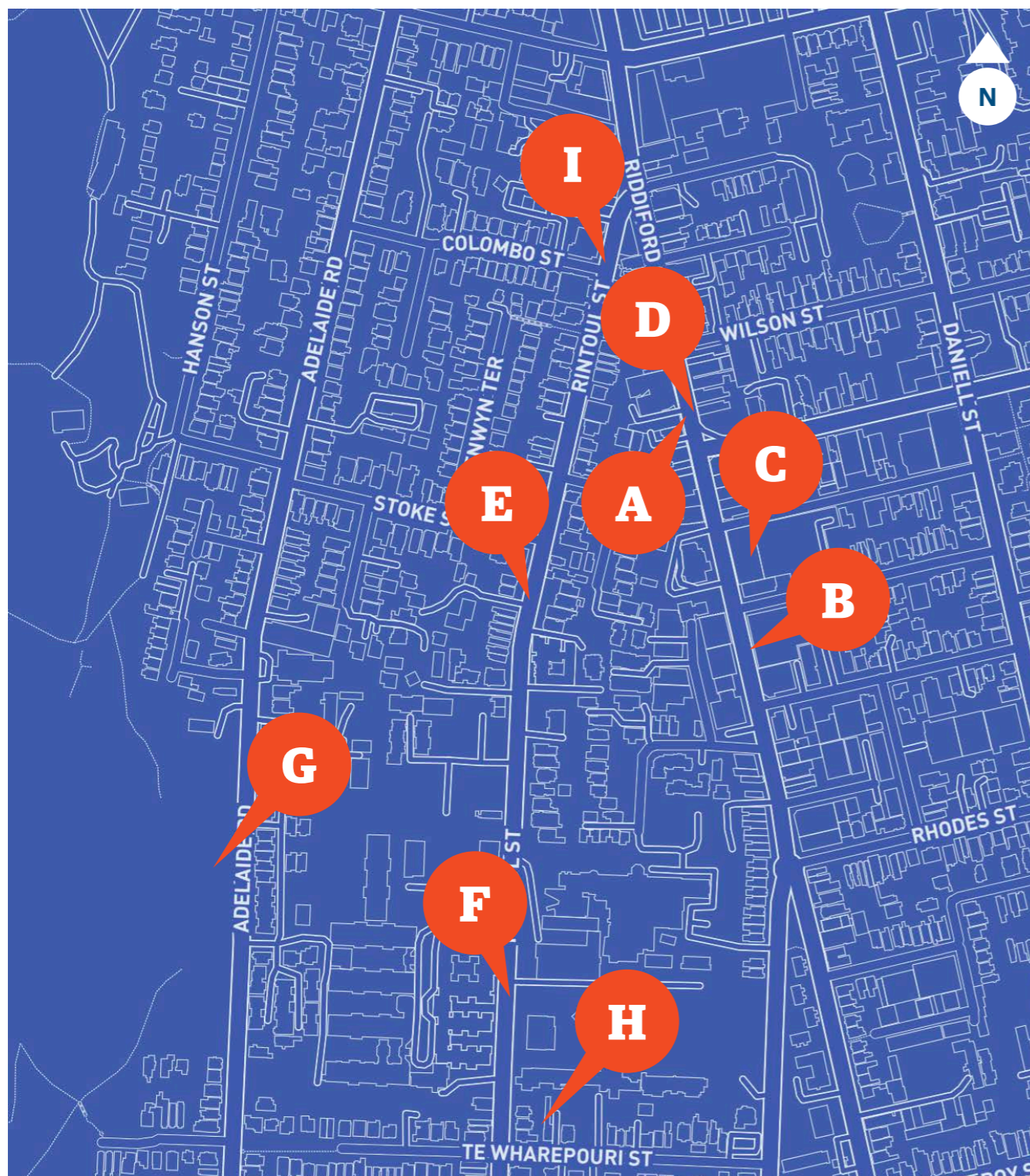
Zone 1: specific parking feedback

Specific parking feedback extracted from comments in answer to: Is there anything you'd like us to know about parking in Newtown and Berhampore? Please let us know if there are any specific types of parking you'd like to see, such as electric vehicle charging, car share, mobility parking, loading zones or short stay parking (based on zone)



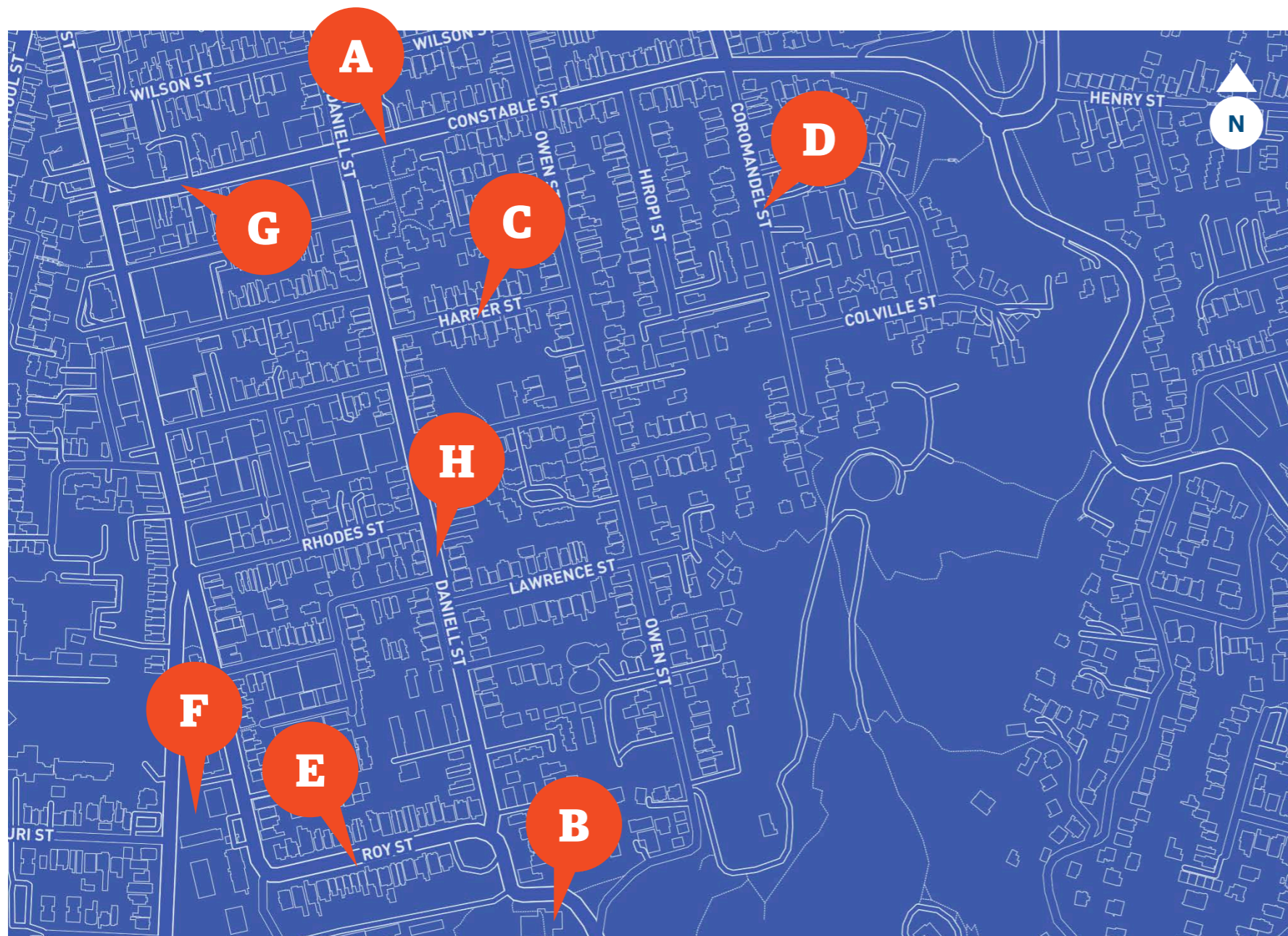
- A. Newtown Countdown
 - Increase bike parks
 - Increase EV charging stations
- B. Too much parking on Rintoul St holds up the buses
- C. Parking should be removed from Mein Street.
- D. Hospital issues:
 - Increase parking availability at the hospital
 - Parking building needed near the hospital
 - Stop hospital workers parking in residential streets
- E. Mobility parking should be the priority for main roads
- F. Remove car parks near Rintoul/Riddiford St intersection as they are unsafe to exit from
- G. Ban off street carparks that partially block footpath (eg Wilson St)

Zone 2: specific parking feedback



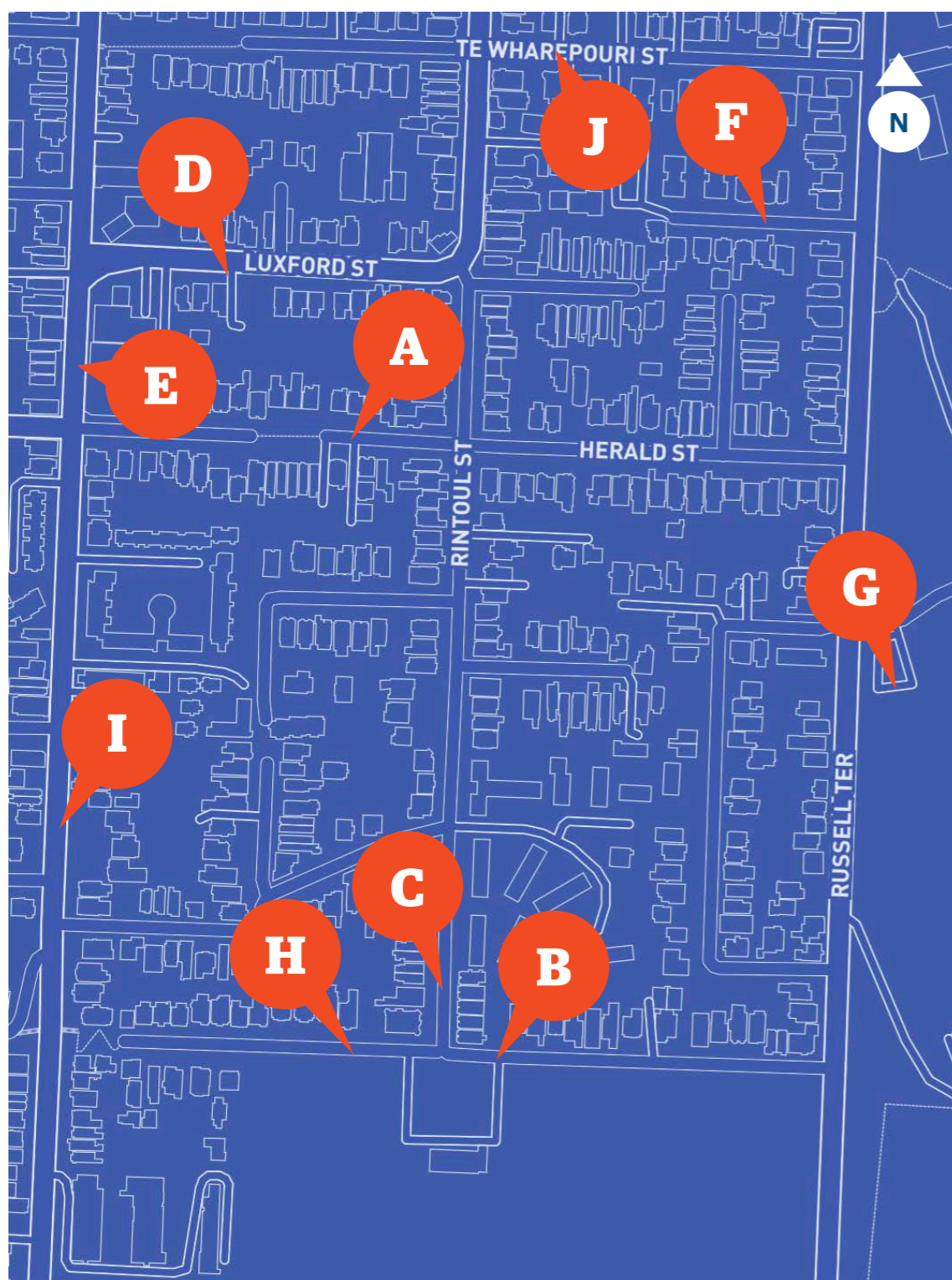
- A. Riddiford St
 - Remove parking and make footpaths wider
 - Replace car parks with outdoor sitting for cafes and restaurants
- B. Multi-story parking building needed in Newtown
- C. New World Supermarket
 - Increase bike parks
 - Increase mobility parking
 - Provide EV charging stations
- D. Newtown Shopping Area
 - Increase short stay, EV parks and loading zones
 - Increase mobility parking
 - Increase parking limit to P120
- E. 88-102 Rintoul Street has no off-street parking. Resident car parking is needed
- F. Remove parking on one or both sides of Rintoul to make more room
- G. Ensure safe drop off parks for MacAlister park
- H. Allow Berhampore residents to use SWIS car parks during weekend/overnight
- I. Increase loading zones on lower Rintoul Street

Zone 3: specific parking feedback



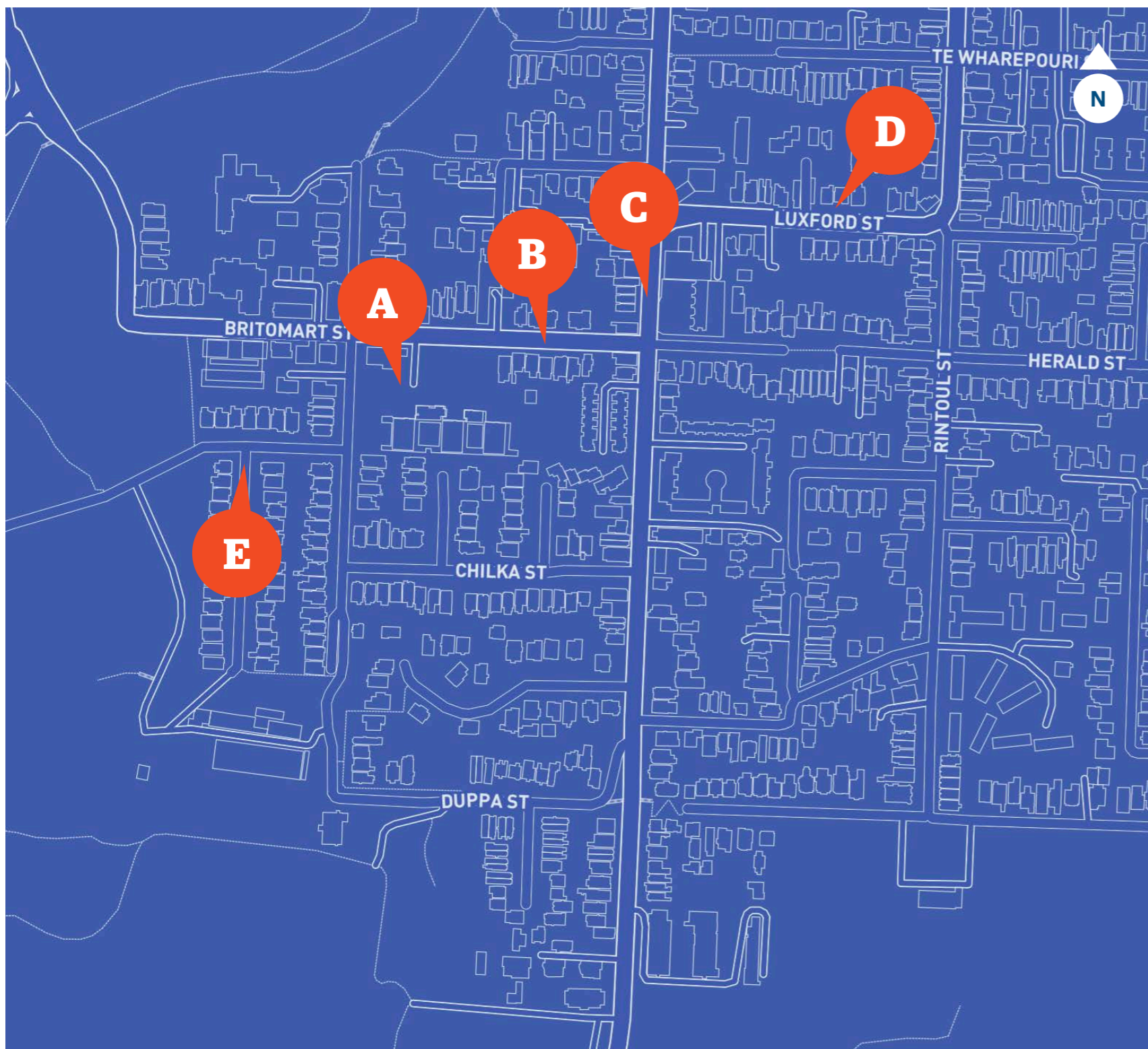
- A. Remove parking on one side of Constable Street (to allow better bus flow)
- B. Zoo
 - Protect parking for people visiting
 - Increase mobility parking
 - Improve signage for upper zoo carpark
- C. More parks needed on Harper St for parents dropping kids off to Playcentre. Currently, many parks taken by commuters
- D. Residents parking needed on Coromandel St.
- E. Residents parking needed on Roy St.
- F. Increase off-street parking for Newtown Park flats
- G. Increase mobility parks outside Newtown library
- H. Residents parking needed on Daniell St.

Zone 4: specific parking feedback



- A. Install an EV charging station on Herald Street
- B. Do not change parking on Lavaud Street
- C. Install EV charging station at top of Rintoul St by tennis club
- D. Luxford Street
 - Replace bus stop with more car parks
 - Transfer to angle parking
- E. Remove car parks in Berhampore village
- F. Install an EV charging station on Angus Ave
- G. Make car parks below Treetops Skate Park available for residents.
- H. Increase angle parking on Lavaud St under trees in front of Football ground.
- I. Adelaide Road
 - Remove parking on one or both sides where #1 bus route goes
 - Make parking for residents only
 - Remove all on-street parking between John St and Luxford St
- J. Te Wharepouri St should be residents only parking

Zone 5: specific parking feedback



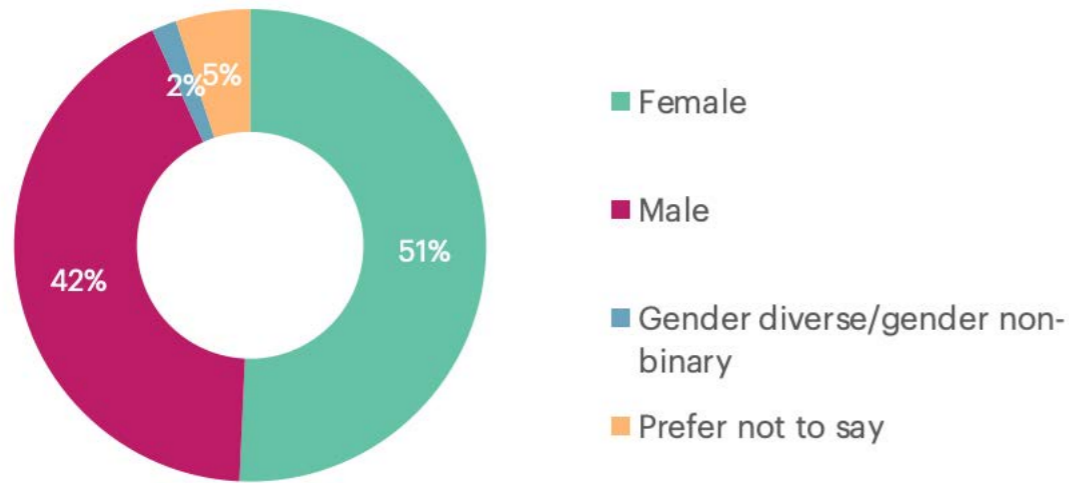
- A. Improve drop-off zone for Berhampore School
- B. Britomart Street
 - Parallel parks are very difficult to access
 - Remove on-street parks
- C. Berhampore Village
 - Increase parking to P120
 - Increase enforcement to prevent cars parking over yellow lines during weekend
 - More parking needed at and around Berhampore village
 - Increase short-stay parking
- D. Make parking residents only on Luxford St
- E. Emerson St and Morton St
 - Install EV charging station
 - Increase residents parks

Who we heard from

Demographics

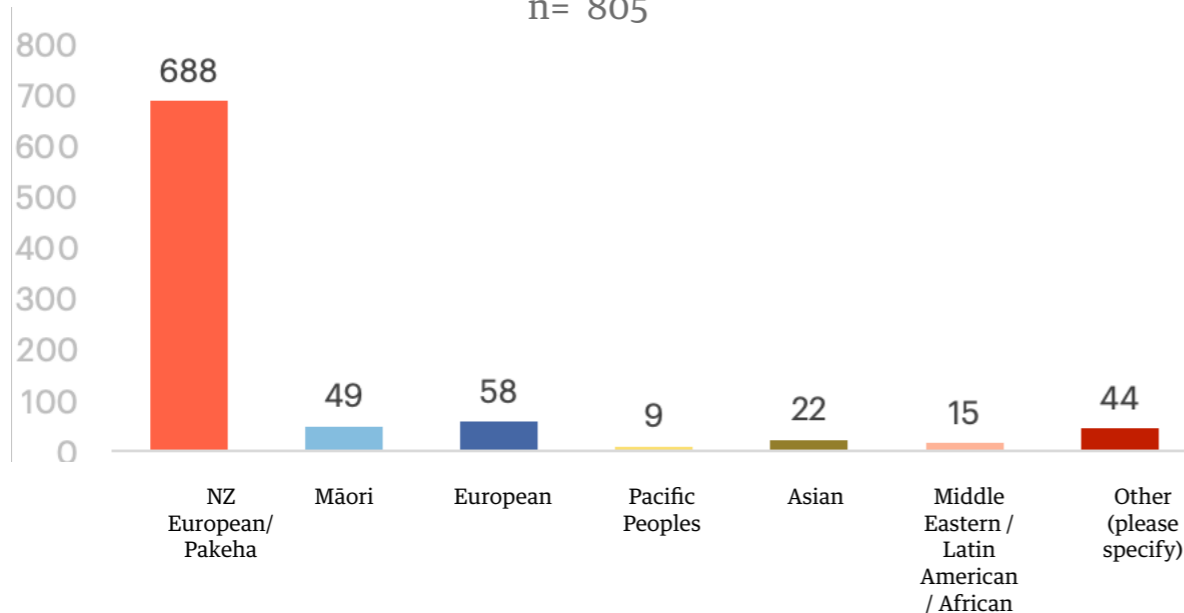
Please choose the gender that best identifies you:

n= 824



Please choose the ethnicity group/s you identify with:
(You can select more than one)

n= 805



79 respondents

Answered 'yes' to living with a disability or accessibility issue

Total does not add up to 100% as people can select more than one ethnicity.

85% of respondents identified as NZ European/Pakeha

6% identified as Māori

7% identified as European

1% identified as Pacific Peoples

3% identified as Asian

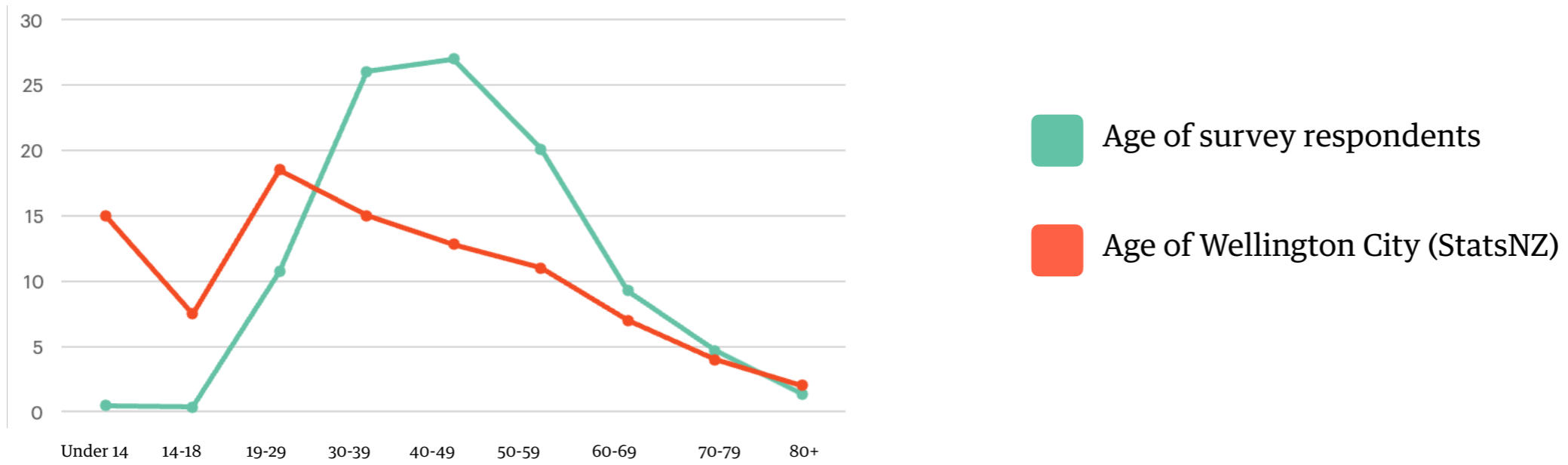
2% identified as Middle Eastern / Latin American / African

5% specified another ethnicity

Age groups

Please choose the age group you belong to:

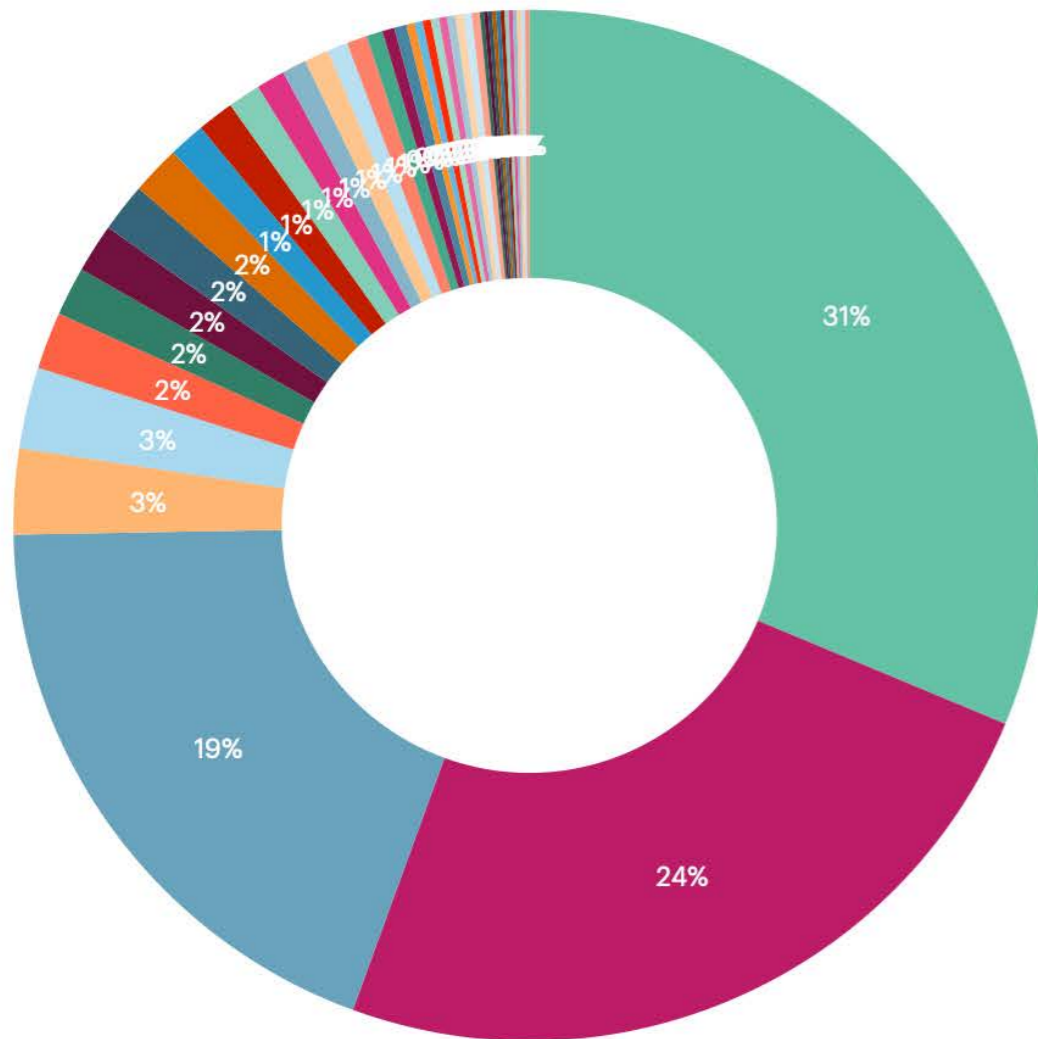
n= 811



Which suburb do you live in?

If you live outside Wellington City, please select 'other'

n= 783



245	Berhampore	7	Houghton Bay	2	Johnsonville	1	Strathmore Park
190	Newtown	6	Hataitai	2	Wellington Central	1	Rongotai
150	Island Bay	6	Karori	2	Oriental Bay	1	Tata
21	Brooklyn	5	Kelburn	2	Roseneath		
20	Mount Cook	5	Wadestown	1	Thorndon		
14	Melrose	4	Northland	1	Wilton		
12	Other	3	Aro Valley	1	Happy Valley		
12	Southgate	3	Ngaio	1	Crofton Downs		
12	Kingston	2	Kilbirnie	1	Highbury		
12	Mornington	2	Churton Park	1	Newlands		
9	Vogeltown	2	Seatoun	1	Khandallah		
9	Mount Victoria	2	Lyll Bay	1	Maupuia		
8	Miramar	2	Te Aro	1	Owhiro Bay		

Appendix: parking difficulty by street

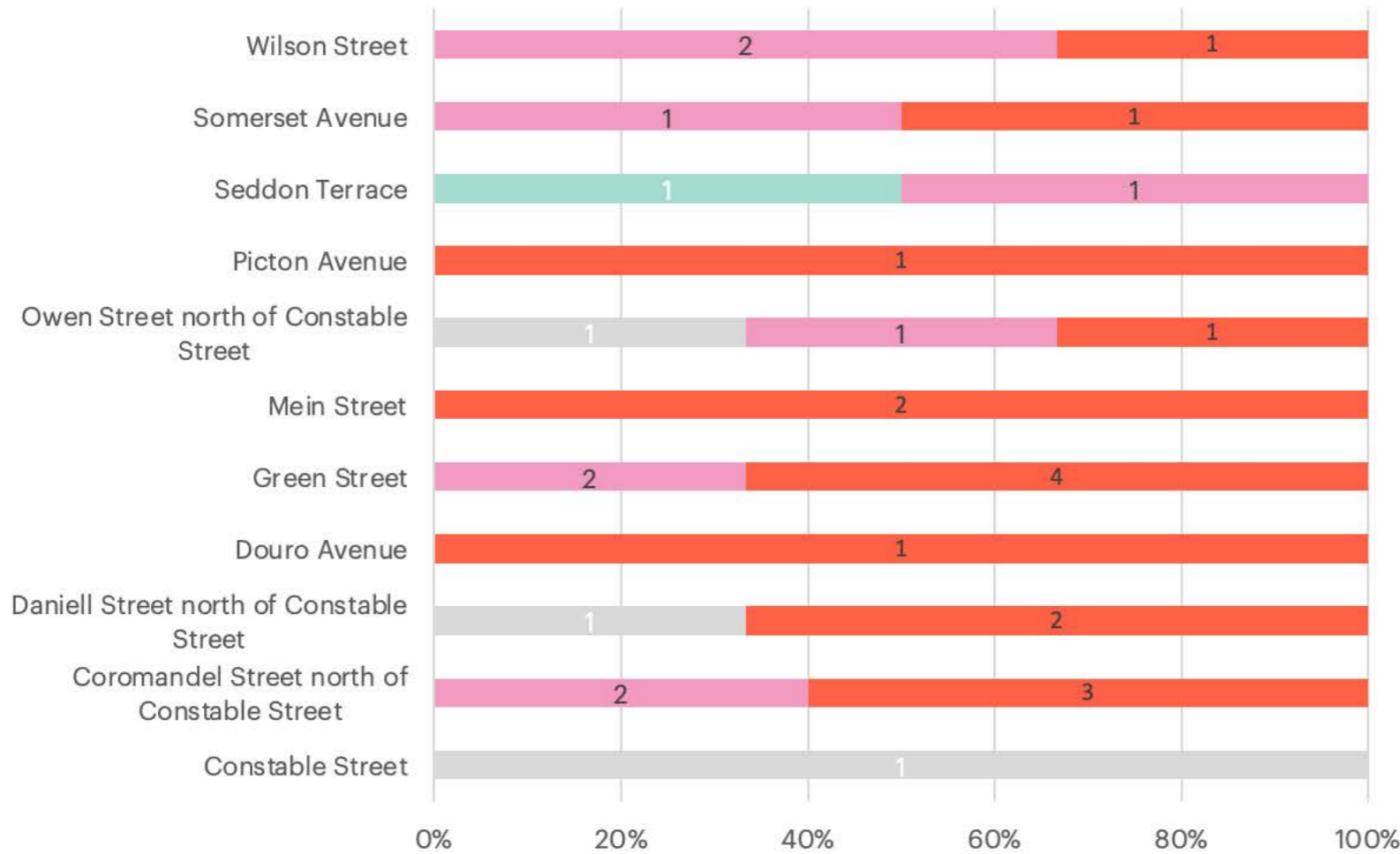
Zone 1

How difficult is it to find a park?

n= 29

Note:

At a street level, the numbers are generally too low to draw meaningful conclusions



- Very easy
- Easy
- Neither easy nor difficult
- Difficult
- Very difficult

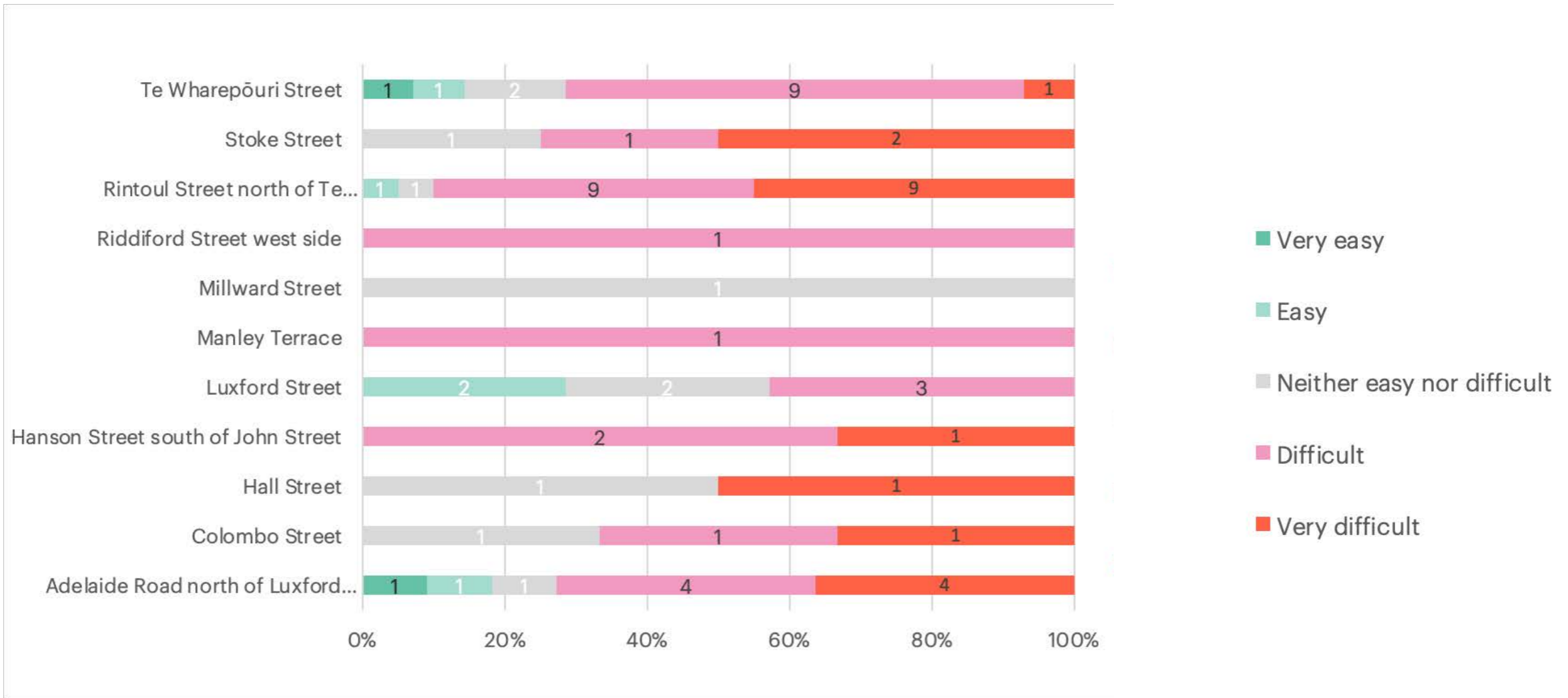
Zone 2

How difficult is it to find a park?

n= 67

Note:

At a street level, the numbers are generally too low to draw meaningful conclusions



Zone 3

How difficult is it to find a park?

n= 36

Note:

At a street level, the numbers are generally too low to draw meaningful conclusions



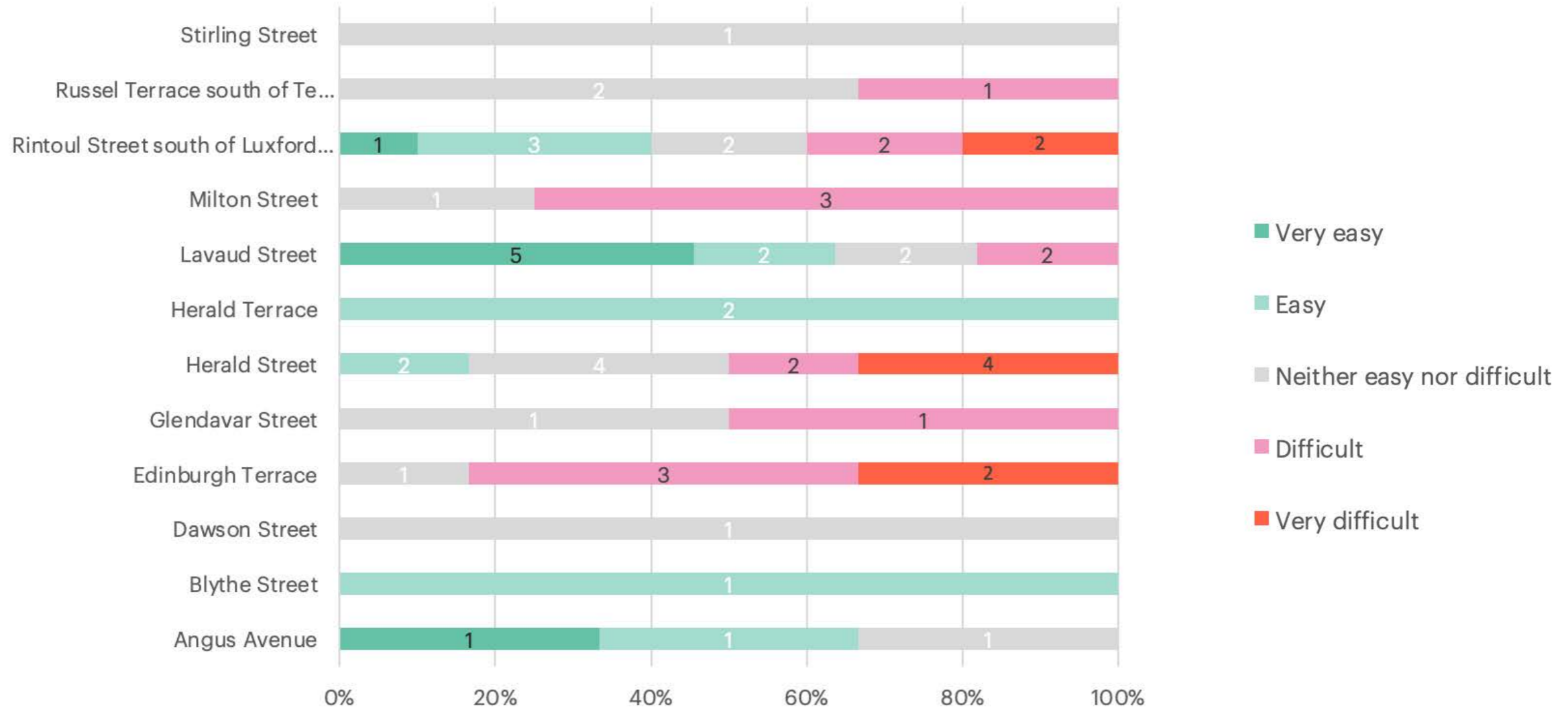
Zone 4

How difficult is it to find a park?

n= 56

Note:

At a street level, the numbers are generally too low to draw meaningful conclusions



Zone 5

How difficult is it to find a park?

n= 46

Note:

At a street level, the numbers are generally too low to draw meaningful conclusions

