



Transport Projects

Newtown Connections - Community objectives report

August 2018

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

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Introduction

About this report

The purpose of this report is to explain how the community objectives for the Newtown Connections project have been developed, and how they will help shape what happens next. It shows how information gathered from the community engagement (5 June–17 July 2018) has been analysed, and then used to draft the objectives.

These objectives have been written on behalf of the community by Wellington City Council, and the community will be able to provide feedback on them through the Transport Projects website (transportprojects.org.nz).

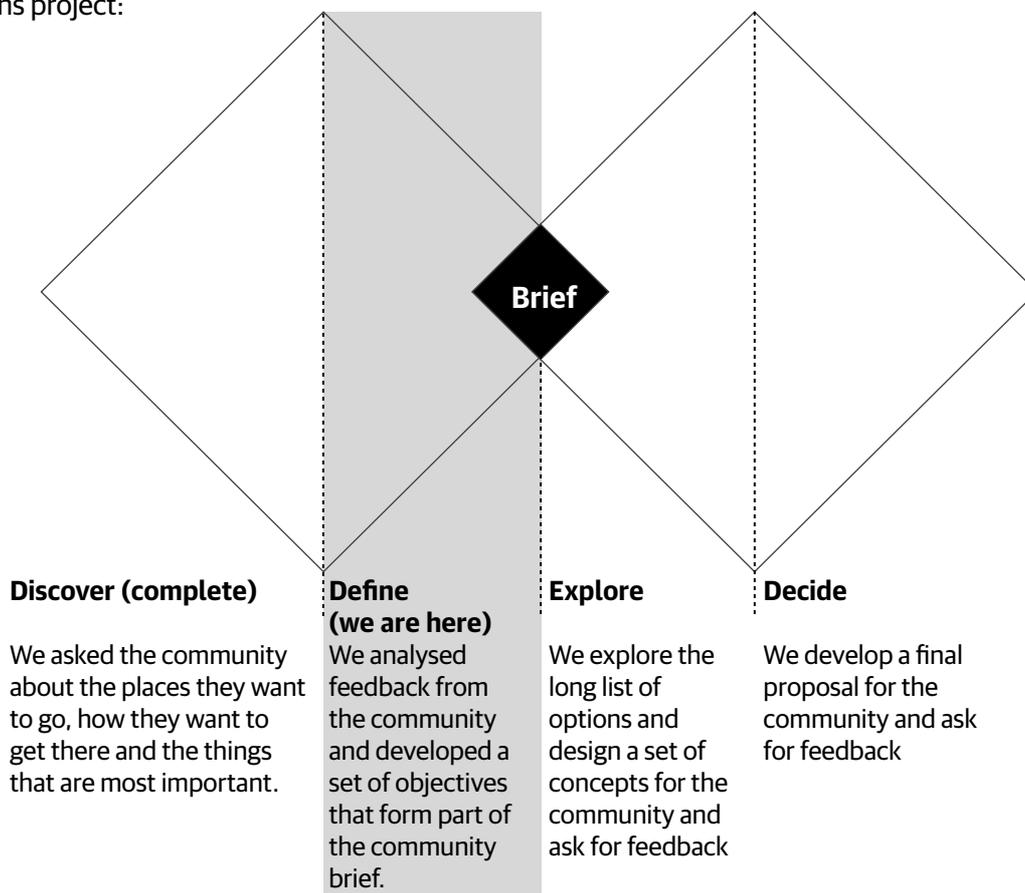
The objectives will help determine what changes are made in the Newtown Connections area which includes the Newtown, Berhampore, and Mt Cook neighbourhoods.

Newtown Connections is part of Wellington City Cycleways Programme, which is being planned in partnership with the Government and NZ Transport Agency. The aim of the programme is to make getting places by bike safer and easier, and a viable option for more people of all ages and abilities.

In the Newtown, Mt Cook and Berhampore area, we'll be considering a wide range of options and assessing how well they meet the community's aspirations (through the community objectives), and the goals of the City's Cycling Program.

Later in the year, the community will have an opportunity to provide feedback on short-listed options, which are likely to be packages of routes and proposed changes to streets. In 2019, we'll seek feedback on a final proposal.

Council is following a design process. Below shows the stages of design development for the Newtown Connections project:



This report includes a community brief, which is a summary of the community objectives and provides a focus for the design phase.

There is also a breakdown of each objective, with diagrams to show how each was developed and a table showing how they will be measured through a process called a multi-criteria analysis.

Community brief

Brief on behalf of the Newtown Connections community to project designers

This brief was written (by Wellington City Council, on behalf of the community) based on feedback received from approximately 770 people during the first phase of community engagement.

Options produced for the project will be scored against the objectives in this brief and the Council's Cycling Programme objectives. The scoring, along with consideration of the effects of the options such as cost and impact on the transport network including parking, and the views expressed during future community engagement on this project, will help the Council make decisions for the Newtown Connections area.

What is the main goal of this brief?

This brief provides designers with information to be used in the design process for making it safer and easier for people who ride bikes.

What is this brief based on?

This brief is based on the Newtown Connections project feedback, collected by Wellington City Council through public engagement from 5 June to 17 July 2018. The feedback is summarised in this brief and the [Community Engagement Feedback Analysis Report](#).

Who is this project for?

It is for people who live, work, study, visit, or travel to or through the Newtown Connections area, and for the wider city.

What is the vision for this work?

Mt Cook, Newtown and Berhampore are great places to live and spend time. Places where everyone can feel safe, accepted and supported through better and healthier transport design.

What are the community objectives?

This project is primarily about making biking safer and easier for more people. Based on the feedback, the community have told us to:

- A: Provide connected facilities for people biking through and around Newtown, Mt Cook and Berhampore
- B: Provide safe cycle facilities

When developing the above, the community seeks to:

1. Improve the safety of facilities for people walking through and around the area
2. Make it easier and safer for people to cross roads in the area
3. Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus
4. Minimise the impact on parking, especially for residents and businesses
5. Encourage more people to use the bus by providing bus lanes, rationalising bus stop locations, and creating opportunities to let buses go first at some traffic lights
6. Create opportunities to improve safe access, seating and shelter at bus stops
7. Preserve, or create opportunities to enhance, the special character of the Newtown, Berhampore, and Mt Cook area

What are the main design challenges that need to be solved?

The Newtown Connections area is complex and diverse with a variety of design challenges. Designers need to consider the full spectrum of challenges and meet them wherever practical. Many of these challenges are highlighted in the [Community Engagement Feedback Analysis Report](#).

Below are the key locations and streets highlighted in the Community Engagement Feedback Analysis Report:

8. Create opportunities to improve these key locations identified in data analysis from the Newtown Connections community engagement:

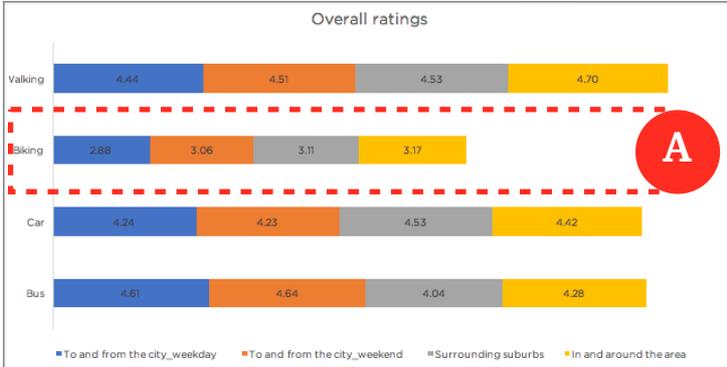
- The Basin Reserve roundabout
- The Adelaide/Riddiford/John St intersection
- Around the Wellington Regional Hospital
- Newtown town centre including the intersections of Mein Street, Rintoul Street and Constable Street
- Berhampore town centre

9. Create opportunities to improve these key streets identified in data analysis from the Newtown Connections community engagement:

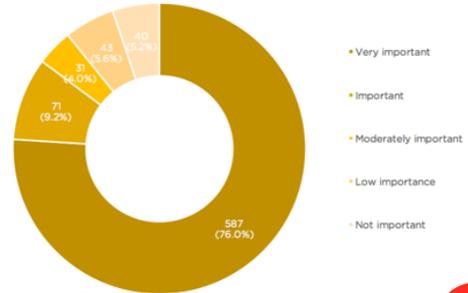
- Adelaide Road
- Riddiford Street
- Mein Street
- Rintoul Street
- Constable Street

Themes for people on bikes

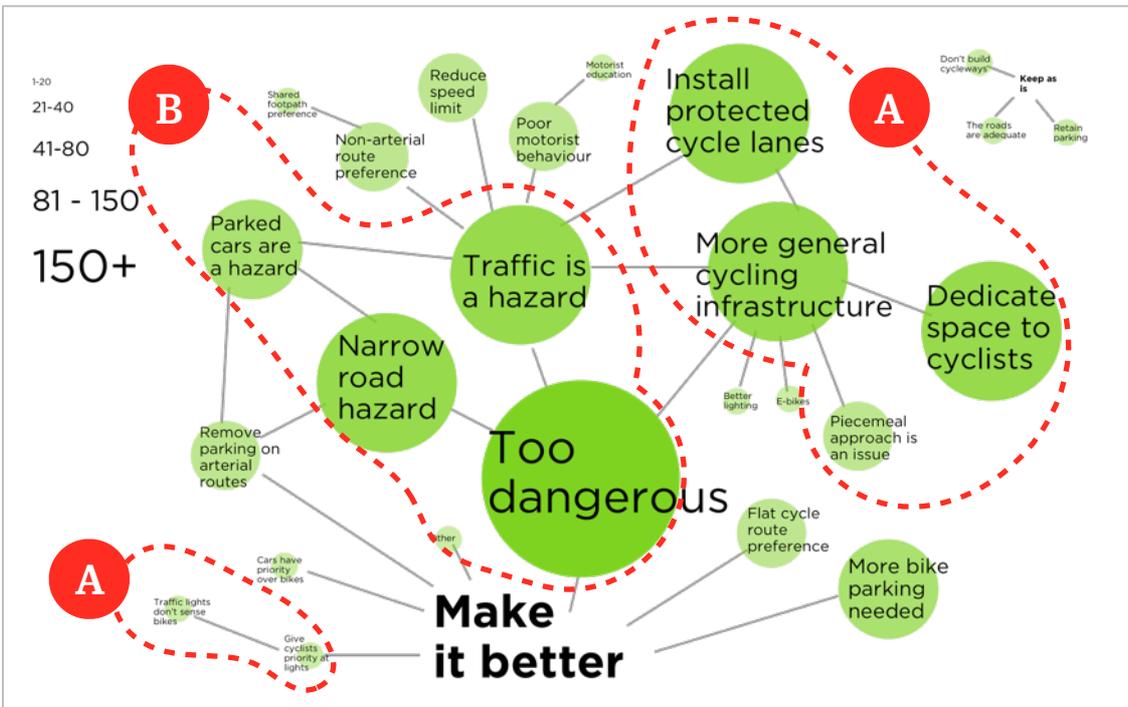
How the experience rated for the different ways people move through and around the Newtown Connections area.



How important is it to make it easier and safer for more people to ride bicycles in and around the Newtown Connections area?



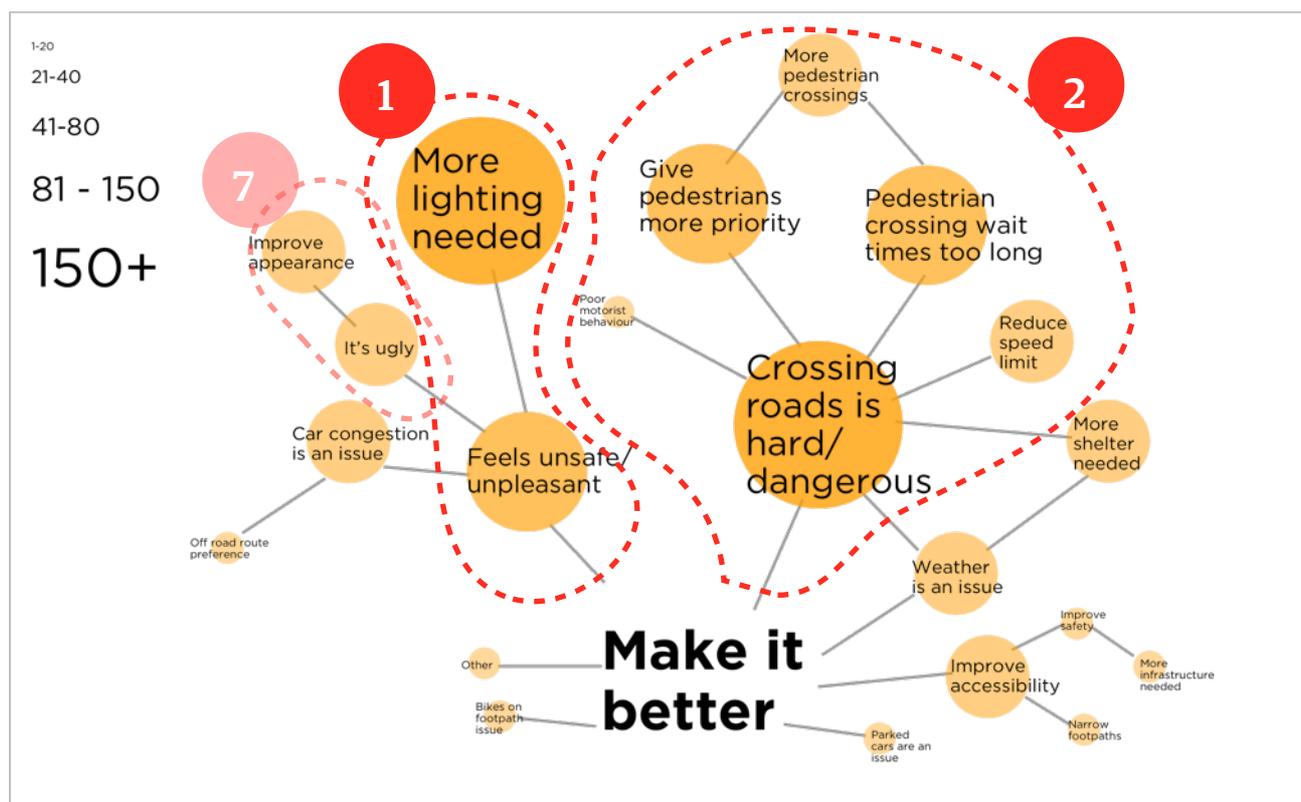
85.2% rate it 'very important' or 'important'



Objectives		
A	Objective A	Provide connected facilities for people biking through and around Newtown, Mt Cook and Berhampore
	Measures (A)	A1. Population served by the cycle network A2. Proportion of cyclists served by the proposed cycle facility A3. Number of suburbs and key destinations served by the cycle network
B	Objective B	Provide safe cycle facilities
	Measures (B)	B1. Number and severity of crashes involving cyclists ¹

1. Crash risk assessed as per Austroads Level of Service Metrics Research Report AP-R475-15, 2015

Themes for people walking

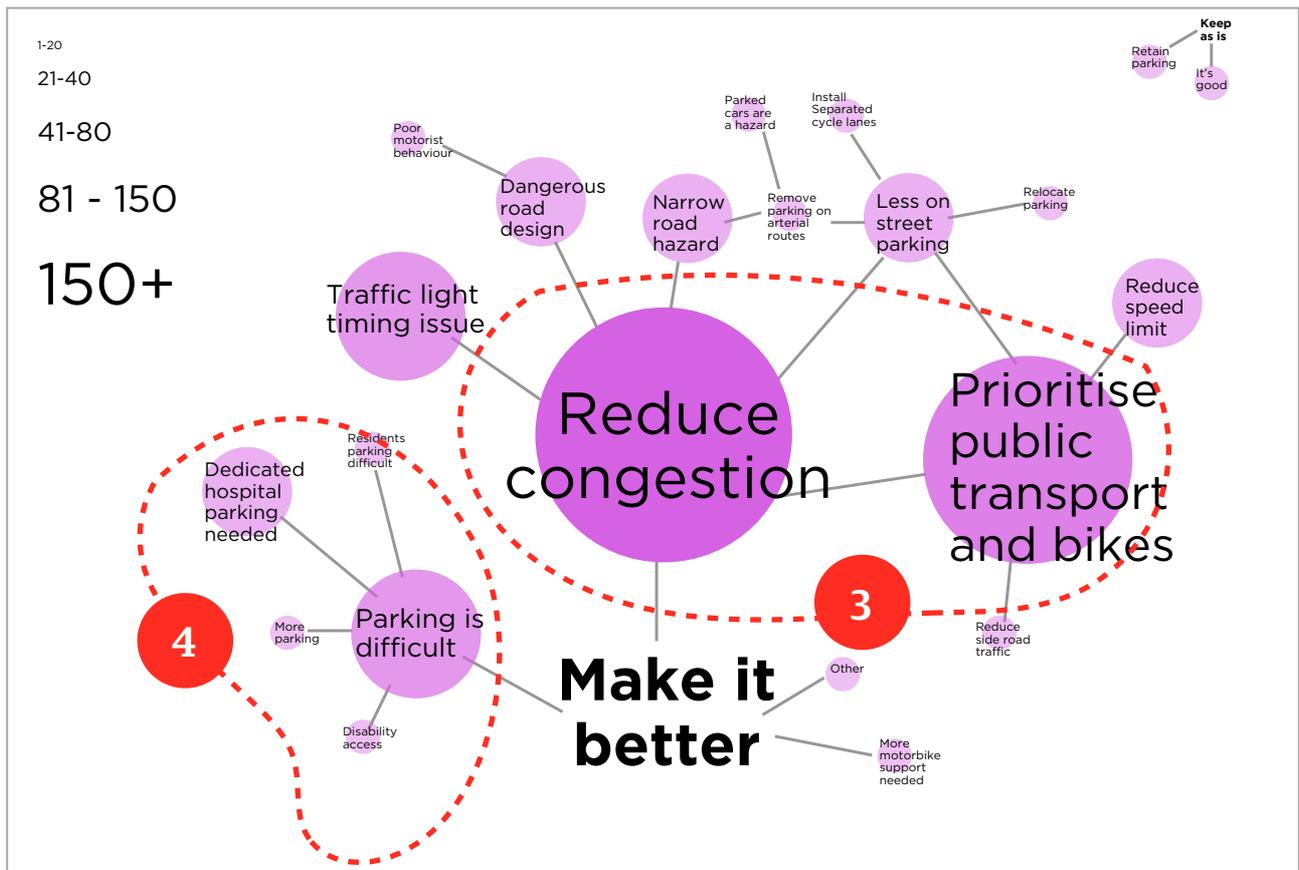


Objectives

1	Objective 1	Improve the safety of facilities for people walking through and around the area
	Measures (1)	1.1 Number and severity of crashes involving pedestrians ²
2	Objective 2	Make it easier and safer for people to cross roads in the area
	Measures (2)	2.1 Number of formal (ie any intended crossing facility eg median refuge, kerb extensions, raised platforms, zebra crossings, traffic signals) crossings 2.2 Prioritisation of pedestrians at intersections

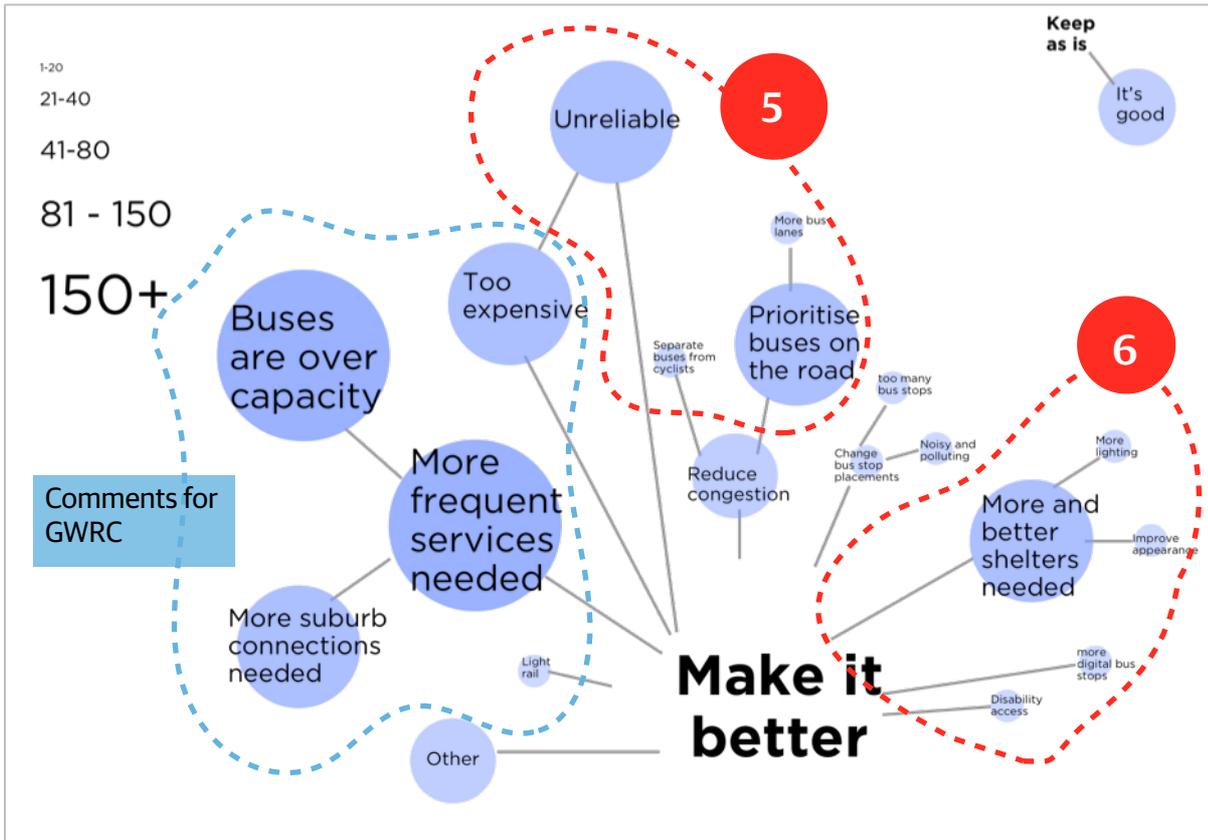
2. Crash risk assessed as per Austroads Level of Service Metrics Research Report AP-R475-15, 2015

Themes for people in cars



Objectives		
3	Objective 3	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus
	Measures (3)	3.1 High-level estimate of the change in the number of people walking, and cycling, and using public transport (a measure of predicted mode shift)
4	Objective 4	Minimise the impact on parking, especially for residents and businesses t easier and safer for people to cross roads in the area
	Measures (4)	4.1 The changes in the existing parking supply are consistent with the thresholds in the the Council's Cycling Framework

Themes for people using the bus



Objectives		
5	Objective 5	Contribute to reducing car congestion in the area by creating better facilities that encourage more people to bike, walk, and take the bus
	Measures (5)	5.1 Bus lanes are provided on the route corridors in partnership with Greater Wellington Regional Council (GWRC). 5.2 Signal priority facilities are provided on the route corridors (in partnership with GWRC) 5.3 Bus stop locations along the cycle network are rationalised (in partnership with GWRC)
6	Objective 6	Create opportunities to improve safe access, seating and shelter at bus stops
	Measures (6)	6.1 Amount of space available at bus stop locations to achieve the objective

General themes - locations



Objectives		
	Objective 8	<p>Create opportunities to improve the key locations identified in data analysis from the Newtown Connections community engagement:</p> <ul style="list-style-type: none"> • The Basin Reserve roundabout • The Adelaide Road/Riddiford Street/John Street intersection • Around the Wellington Regional Hospital • Newtown town centre including the intersections of Mein Street, Rintoul Street and Constable Street • Berhampore town centre
	Measures (8)	8.1 Number of identified key locations that the network passes through

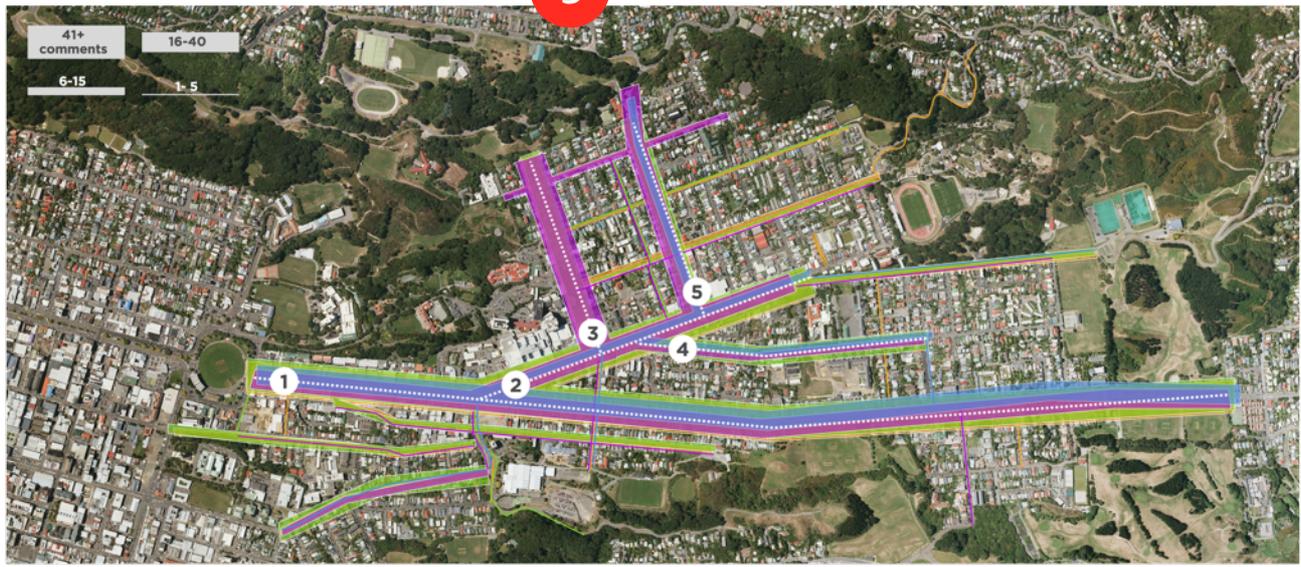
General themes - streets

Five key streets

1. Adelaide Rd (north of John = urban design, south of John = narrow & parking)
2. Riddiford St (north of Mein = urban design, south of Mein = narrow & parking)
3. Mein St (Hospital/Market/Schools all come together)
4. Rintoul St (Narrow & parking)
5. Constable St (Narrow & parking)

Key # of comments	Walking	Biking	Car/Motorbike	Bus
41+ comments				
16-40				
6-15				
1-5				

9



Objectives		
<div style="background-color: red; color: white; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">9</div>	Objective 9	<p>Create opportunities to improve the key streets identified in data analysis from the Newtown Connections community engagement:</p> <ul style="list-style-type: none"> • Adelaide Road • Riddiford Street • Mein Street • Rintoul Street • Constable Street
	Measures (9)	9.1 Number of identified key streets that are part of the network