



Transport Projects

Newtown Connections Engagement results - Data analysis

5 June to 17 July 2018

Appendix 2: Newtown School analysis

Diagram

+

**Absolutely Positively
Wellington City Council**
Te Hēke Ki Pōneke

Engagement summary

This first phase of community engagement for the Newtown Connections engagement period was open for six weeks, from 5 June to 17 July 2018. During that time, we heard from a total of 787 people and groups/organisations.

The opportunity to provide feedback was widely promoted, including adverts in Cook Strait News, online adverts on Metservice and a mix of other websites, posts through the Council's social media channels and Neighbourly (organic and paid), and Phantom street posters in the target area, Island Bay, and Wellington central. A brochure was also distributed to mailboxes in the Newtown Connections area. We made it clear we were keen to hear from everyone, no matter how they travelled.

We hosted four drop-in sessions in Newtown (two on weekday evenings and two on Saturday afternoons) to promote the engagement and give people a chance to learn more and share their thoughts. We distributed brochures outside the Newtown Market before one of the Saturday drop-in sessions. An estimated 120 people attended the sessions.

We also contacted schools, community groups, businesses, and other organisations to let them know about the project, and to ask them to promote the engagement to their membership via their own communications channels. We had great support on this front, including reminders through school newsletters. A full list of the organisations contacted is available at <https://www.transportprojects.org.nz/current/newtown-connections/groups-list>.

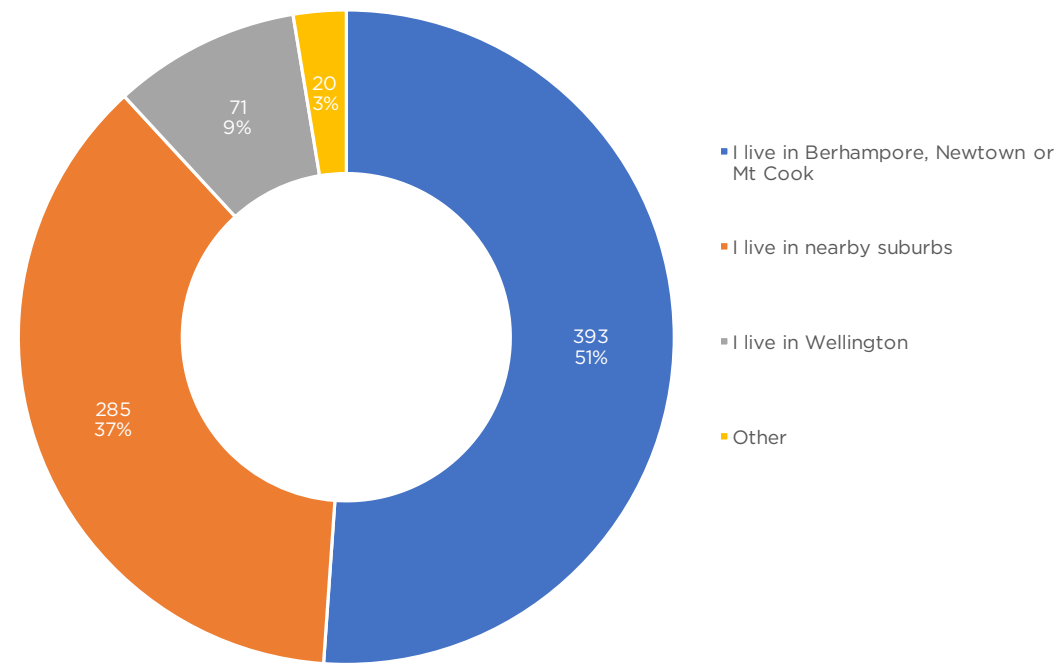
We were invited to attend meetings and events hosted by the Berhampore Community Association, Newtown Residents Association, Bike Newtown, Village at the Park, and the Wellington Hospital/CCDHB. We also promoted the engagement by attending Community Action Programme chats with Wellington City Council City Housing advisors at Hanson Court, Rintoul Village, Te Ara Hou Apartments, Granville Flats, and Newtown Park. We were also invited to attend workshops with students at Wellington East Girls College and South Wellington Intermediate, and parents at Newtown School organised their own workshop. These events involved an estimated 220 people.

The analysis in this report includes feedback from the online and paper forms, drop in sessions, and additional feedback sent directly to the Council.

Overview

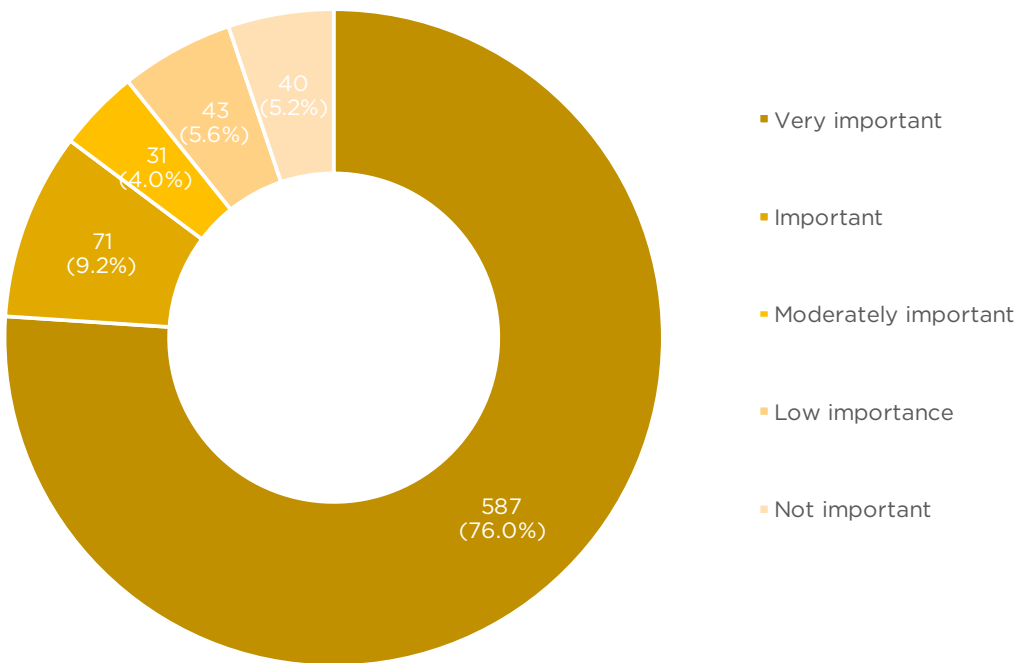
- 775 people gave feedback (via transportprojects.org.nz)

Relationship to the area



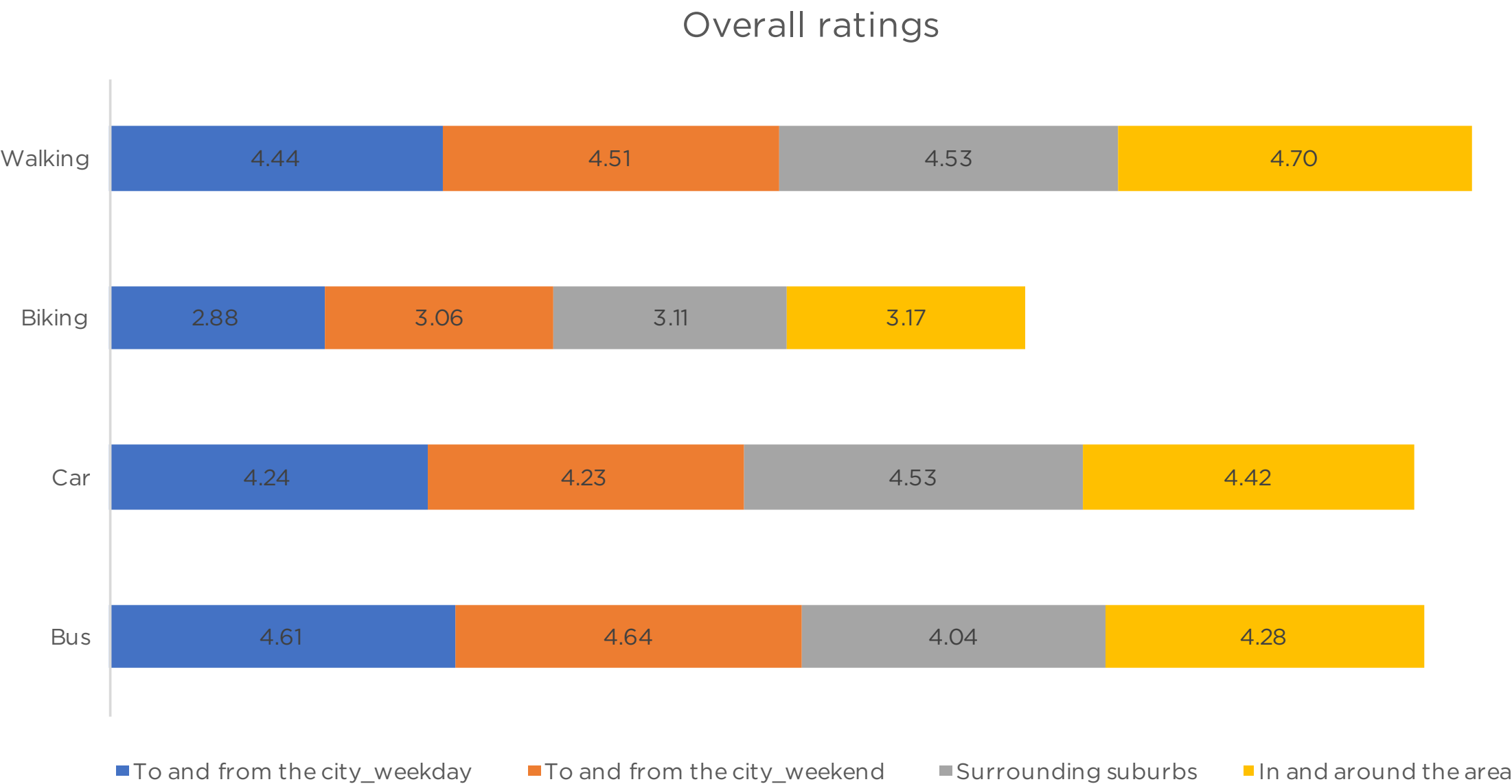
51% from the area

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'

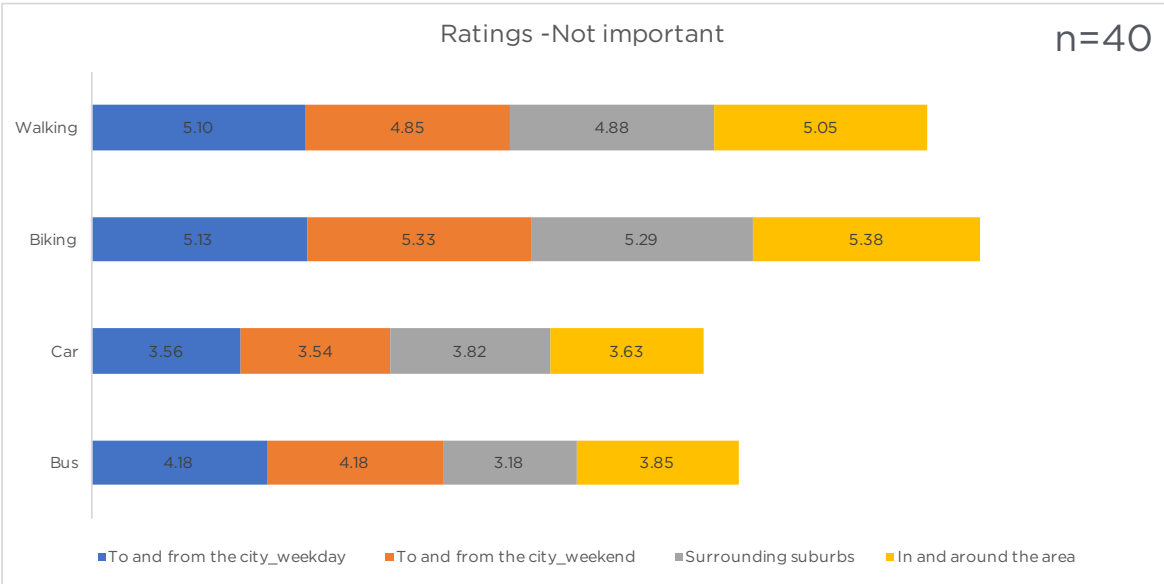
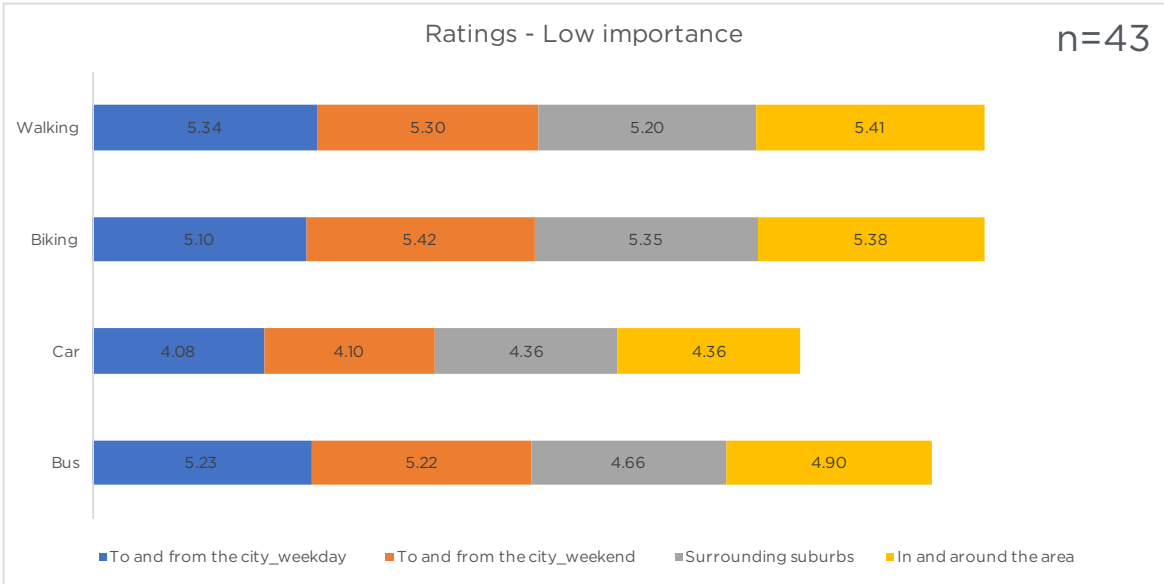
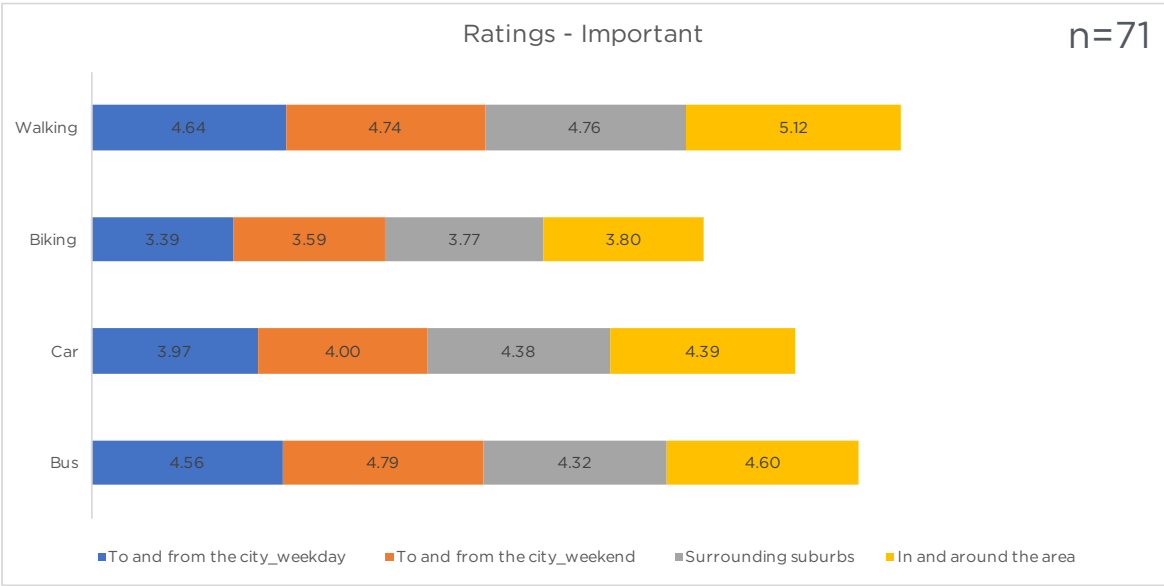
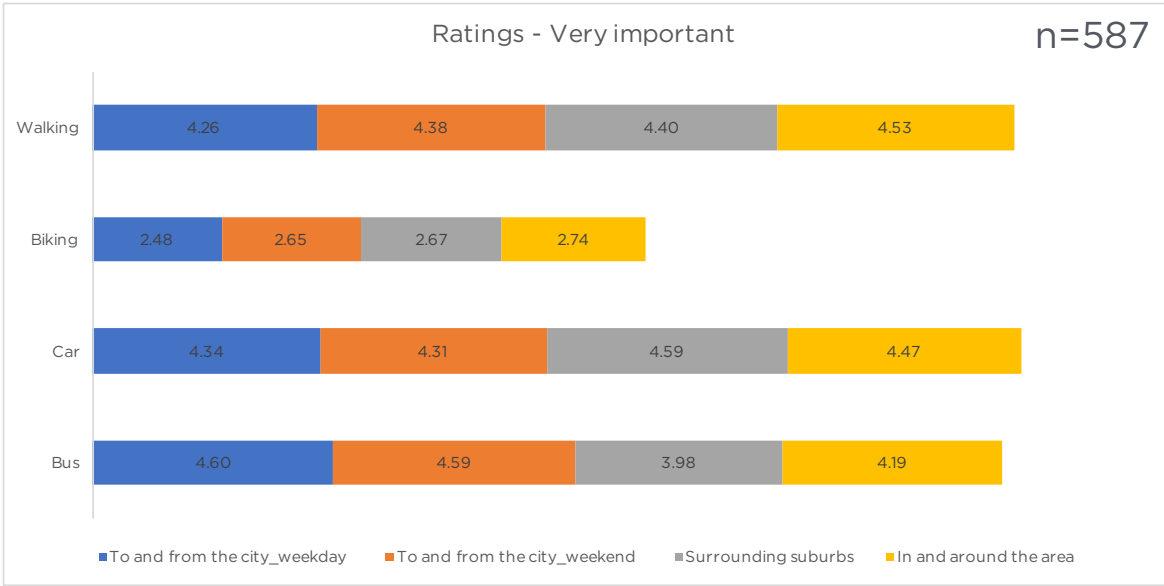
Overview - Rating the experience for different users



This shows the average rating from all responses – maximum value is 7

n=775

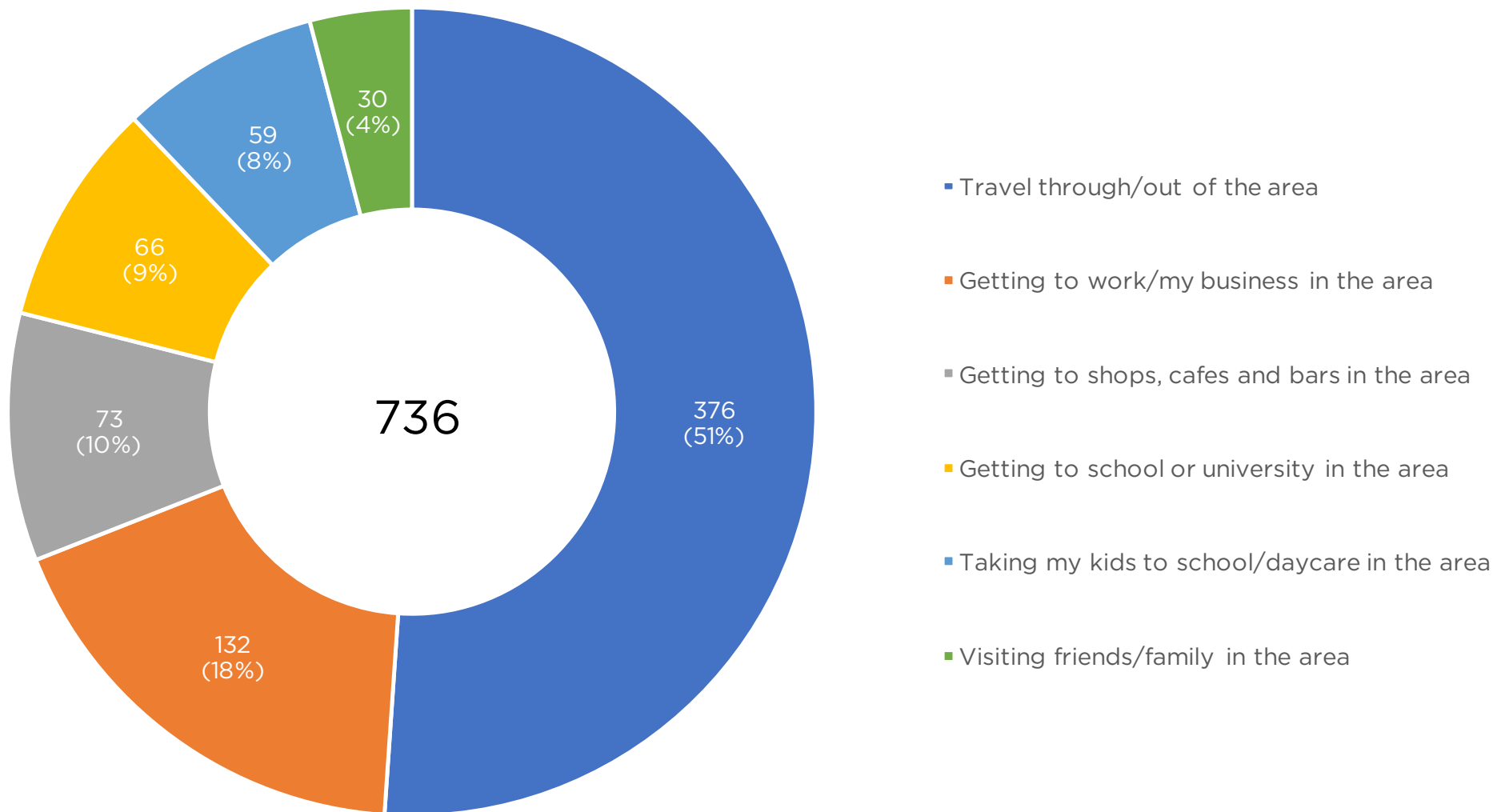
Overview - do ratings change depending on the degree you value improvement for people on bikes?



This shows the average rating from all responses – maximum value is 7

What are the most important trips?

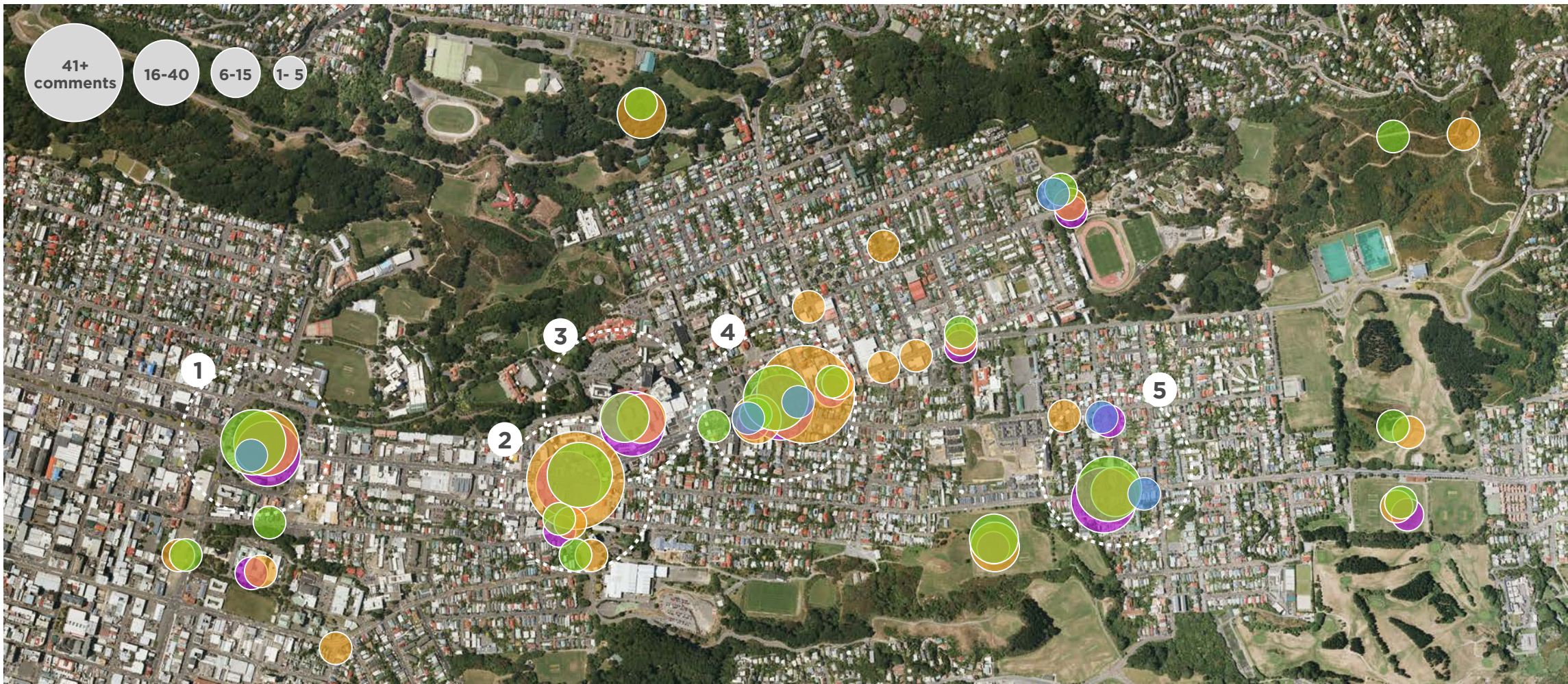
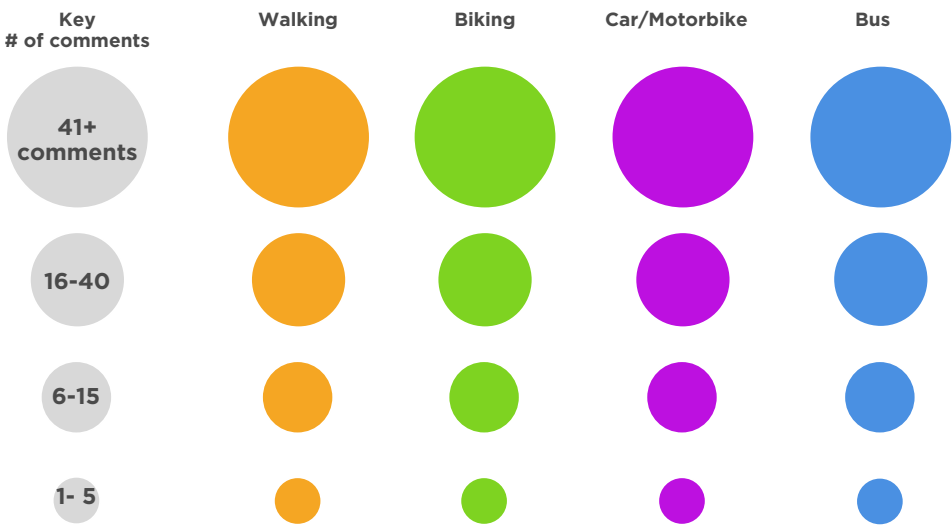
Most important trip



Comments - locations

Five key points

- 1. Basin reserve
- 2. Adelaide/John/Riddiford st intersection
- 3. The Wellington Regional Hospital
- 4. Newtown Centre (includes intersections of Mein, Rintoul and Constable)
- 5. Berhampore Centre

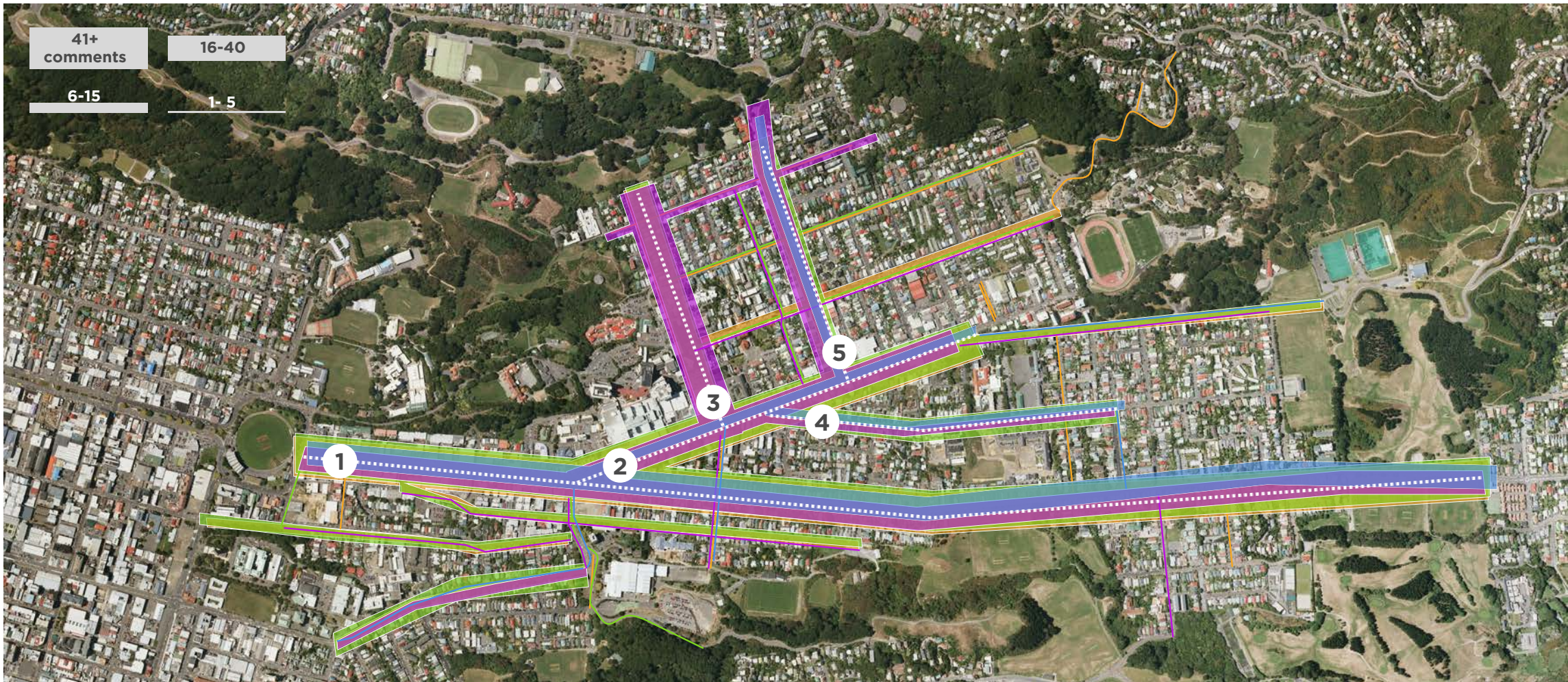


Comments - streets

Five key streets

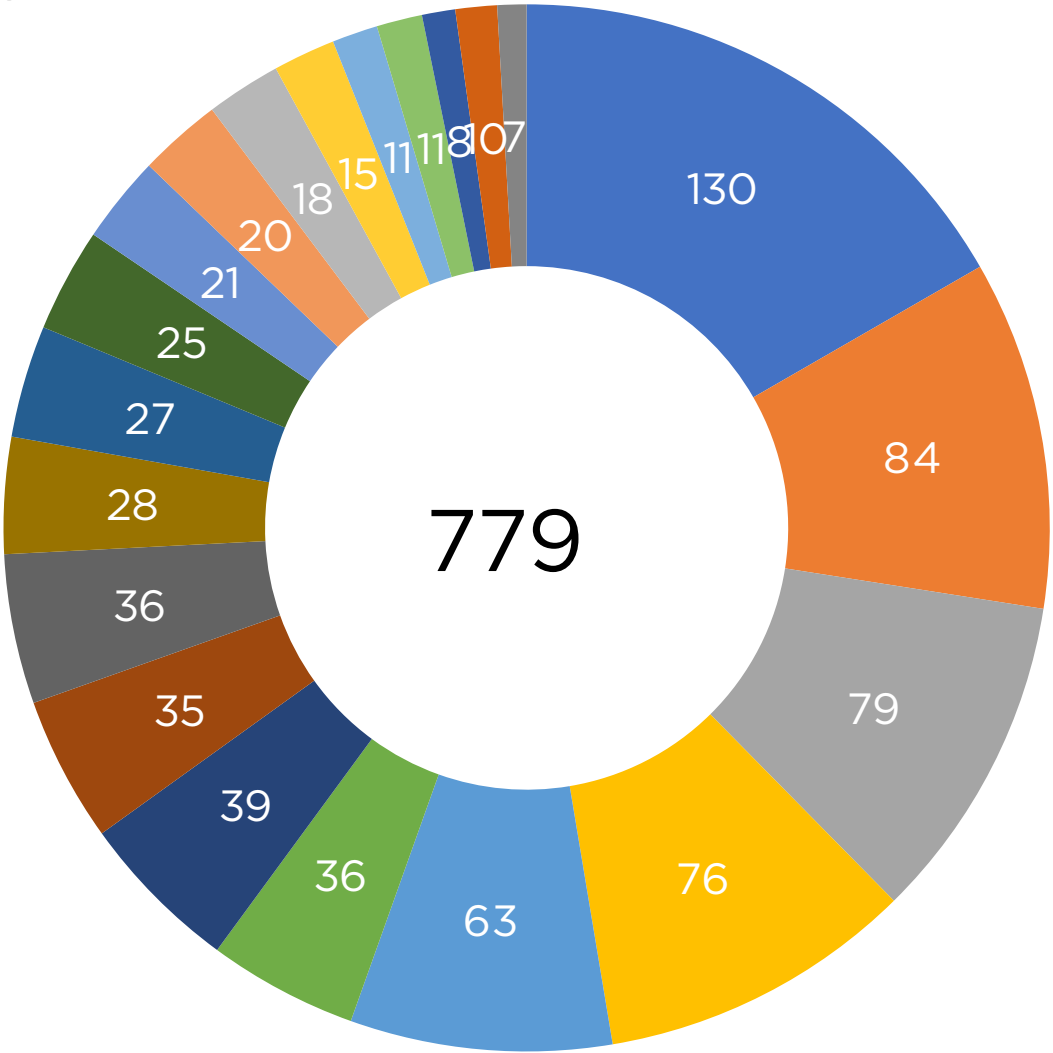
- 1. Adelaide Rd (north of John = urban design, south of John = narrow & parking)
- 2. Riddiford St (north of Mein = urban design, south of Mein = narrow & parking)
- 3. Mein St (Hospital/Market/School all come together)
- 4. Rintoul St (Narrow & parking)
- 5. Constable St (Narrow & parking)

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



The experience for people walking

Walking comments



- More lighting needed
- Crossing roads is hard/dangerous
- Feels unsafe/unpleasant
- Give pedestrians more priority
- Pedestrian crossing wait times too long
- More pedestrian crossings
- It's ugly
- Reduce speed limit
- Congestion is an issue
- Weather is an issue
- More shelter needed
- Improve appearance
- Improve accessibility
- Improve safety
- More infrastructure needed
- Parked cars are an issue
- Bikes on footpath issue
- Other
- Off-road route preference
- Poor motorist behaviour
- Narrow footpaths

The experience for people walking - comment theme map

This theme map groups and shows relationships between comment themes. The larger the bubble, the more comments.

The aim is to distill the comment themes into broad ideas, getting a sense of the community's desire to change or preserve different aspects.

1-20

21-40

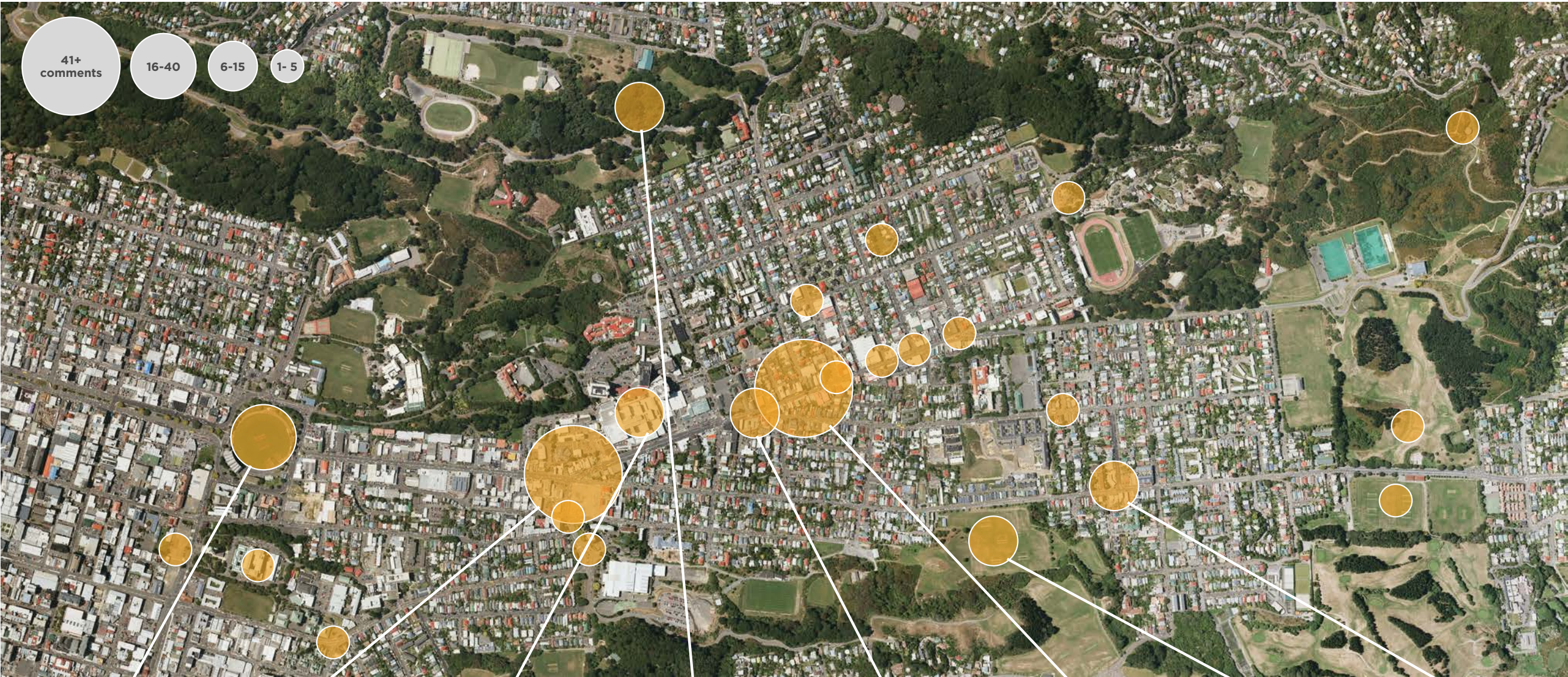
41-80

81 - 150

150+
comments



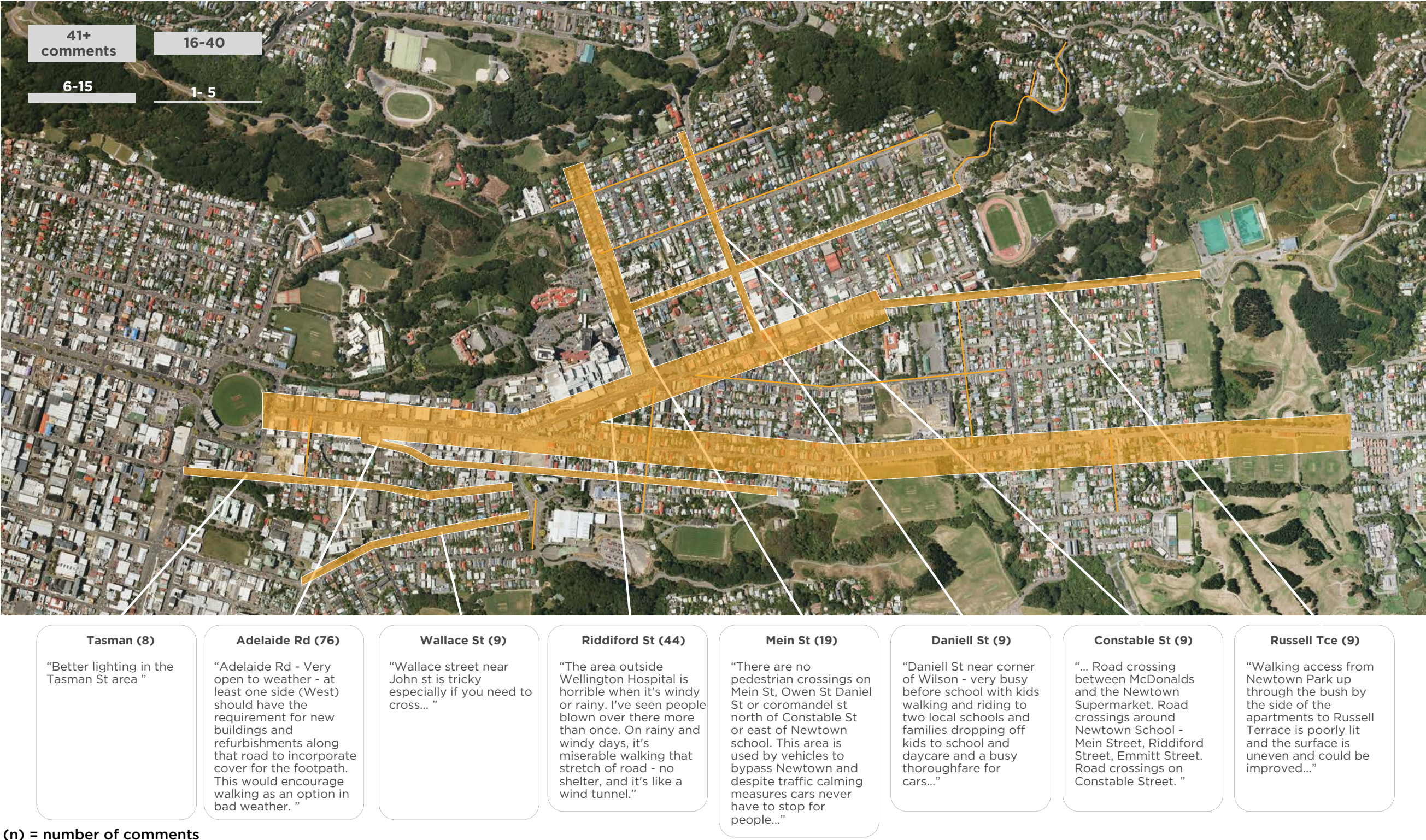
The experience for people walking - comment locations



Basin Reserve (27) "Basin reserve is very slow to navigate as so many pedestrian crossings..."	Adelaide/John/ Riddiford intersection (50) "The Newtown junction (by countdown) is frustrating for pedestrians, as it takes quite a while to get across, especially when you need to cross two roads." "Better pedestrian access at intercetion of Adelaide Rd, ridiford st and john st, can wait ages to get over to countdown."	Hospital (11) "Long delays for pedestrians near hospital. Lots of jay walking cos of it "	Town Belt (6) "Town belt linkages are lost at the top of constable Street. What about a benched walking biking track from above Crawford road tennis courts to zoo"	Rintoul/Riddiford St intersection (8) "The traffic lights opposite Monterey are on a really long cycle for pedestrians so you wait ages. "	Newtown Centre (42) "Crossing Riddiford Street in the main shopping area could be better. Want to avoid j-walking but there's few and far between pedestrian crossings. I think it's also why so many people dangerously j-walk across that road."	MacAlister Park (7) "Absolutely need to consider a sealed pathway around the south edge of the lower Macalister park connecting Adelaide road to the pathway that runs on the top level Macalister park...."	Berhampore Centre (20) "Wider footpaths in places, safer crossing zones in the suburb centres"
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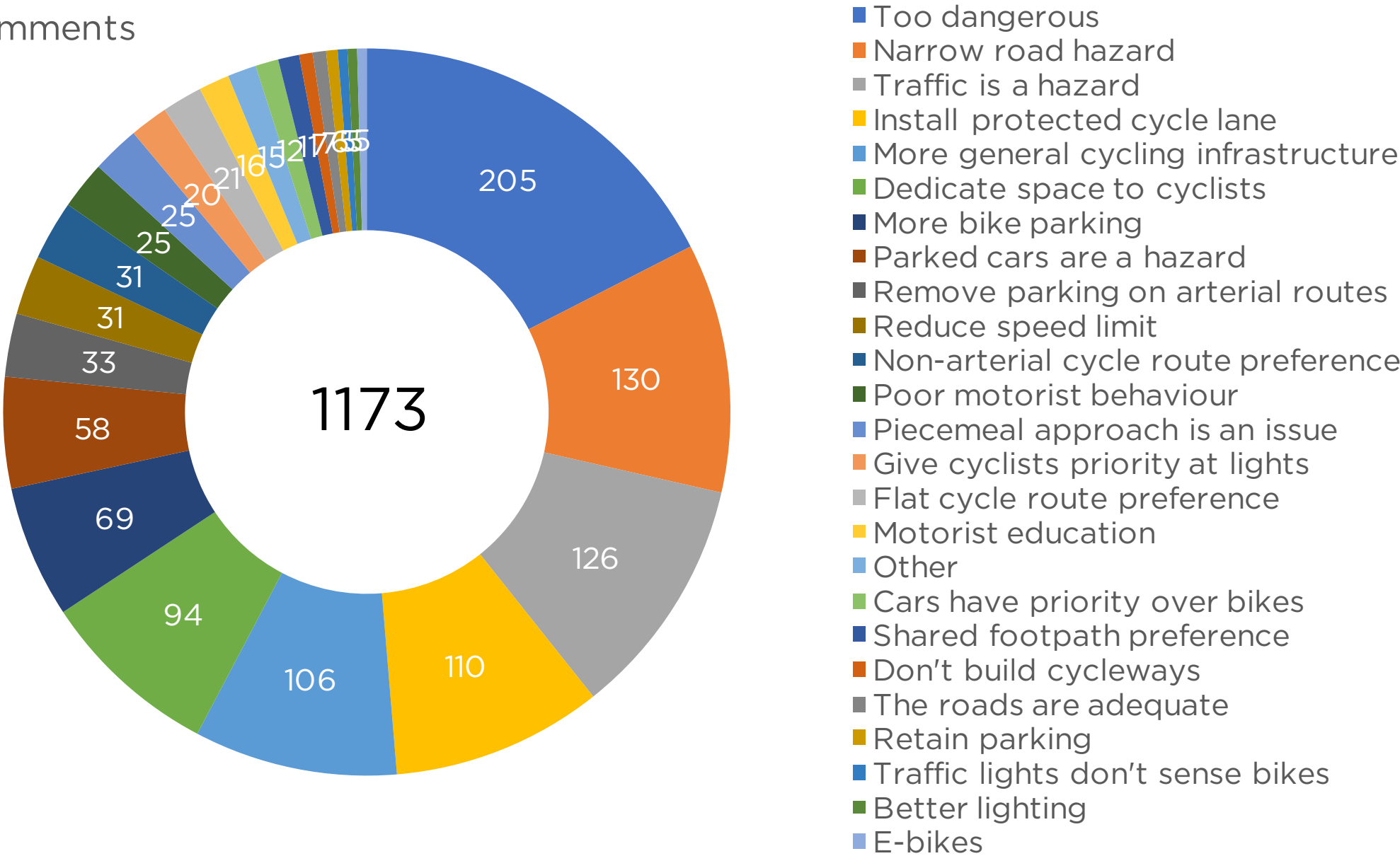
(n) = number of comments

The experience for people walking - comment streets



The experience for people on bikes

Bike comments



The experience for people on bikes - comment theme map

This theme map groups and shows relationships between comment themes. The larger the bubble, the more comments.

The aim is to distill the comment themes into broad ideas, getting a sense of the community's desire to change or preserve different aspects.



The experience for people on bikes - comment locations



Pukeahu (4)

“The area around the war memorial is great, but connecting this for a commute is poor....”

Basin Reserve (37)

“The basin reserve is a particularly tricky area for bicycles - lane changing is hazardous. Also, travelling toward the city from the hospital to the basin is difficult with lots of traffic”

Adelaide/John/Riddiford intersection (40)

“John st intersection and riddiford street frighten me and as a cyclist I try and avoid as much as possible ”

Hospital (10)

“Poor cycle parking facilities outside the main hospital...”

Newtown Centre (26)

“Needs more bike parking + segregated cycleway in Central Newtown.”

MacAlister Park (12)

“Absolutely need to consider a sealed pathway around the south edge of the lower Macalister park connecting Adelaide road to the pathway that runs on the top level Macalister park...”

Berhampore Centre (24)

“Cycling through Berhampore is very dangerous”

Wakefield Park (5)

“There is adequate space for bikes, cars and pedestrians at the moment without adding a cyleway. Especially around Wakefield park where I live where parking is already hard to get due to the added pressure from Wakefield park uses.”

(n) = number of comments

The experience for people on bikes - comment streets



Tasman St (12)

“Would be great to be able to bike up Tory/ Tasman Str then down to Adelaide road before it’s too hilly...”

Adelaide Rd (148)

“It is too narrow. Parked cars and narrow roads make it dangerous. The buses on Adelaide road are aggressive and dangerous. There needs to be cycle separation.”

“Adelaide Road, especially the section between Wellington Hospital and the Basin Reserve is scary for cyclists! There is no safe lane for cyclists to use, and it is frustrating for both cyclists and bus drivers to have to share a lane.”

Wallace St (19)

“Wallace St is very narrow for cycling, especially at the southern end. Cars also go very fast around the corner at the southern end of Wallace St.”

Hanson St (10)

“I think need to look at moving cycleways away from major arterial routes. Putting cycles down Hanson street for example...”

Riddiford St (76)

“Very tight and busy for cyclists around the hospital on Riddiford Street - have to squeeze past trucks and buses. Very off-putting for new/less confident cyclists”

Mein St (25)

“The junction on riddfird at mein street can be dangerous for bikes who are going straight on. Mein Street is very narrow with double parked cars”

Constable St (27)

“Streets like constable so narrow ,scary to bike when buses around”

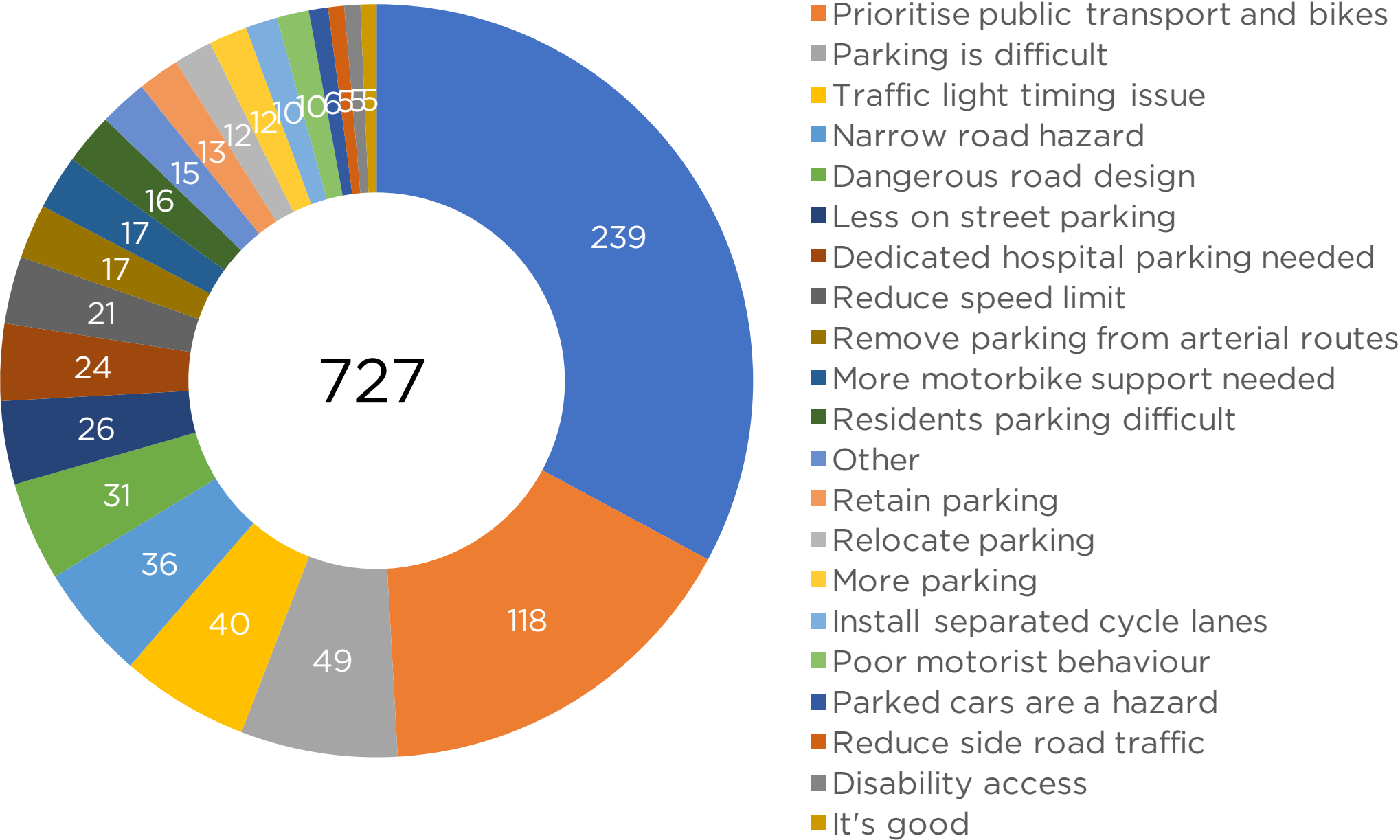
Rintoul St (21)

“Many of the streets around Newtown are very narrow, Rintoul Street, Adelaide Road, Mein St parts of Constable St...”

(n) = number of comments

The experience for people in cars/on motorbikes

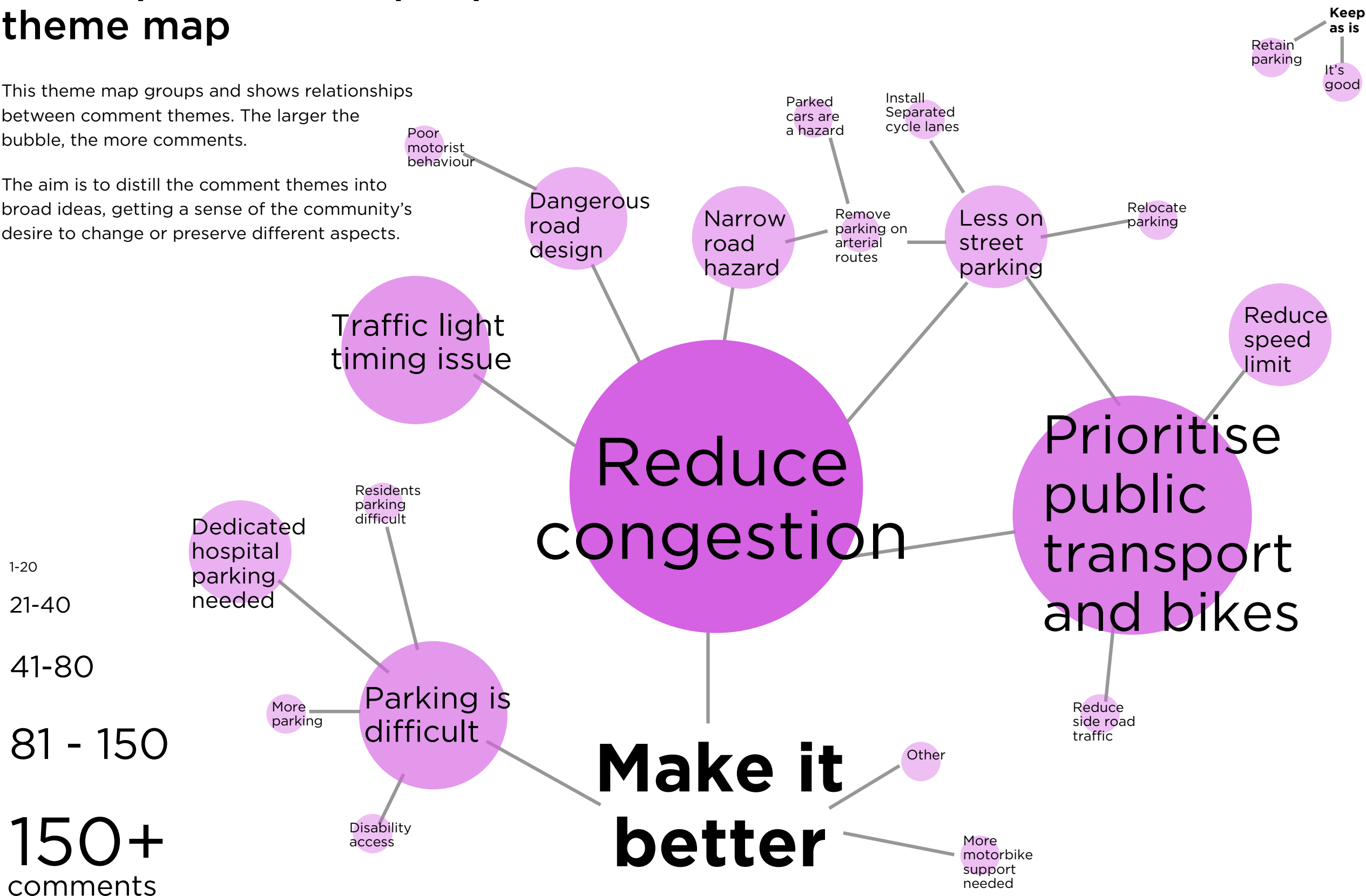
Car/motorbike comments



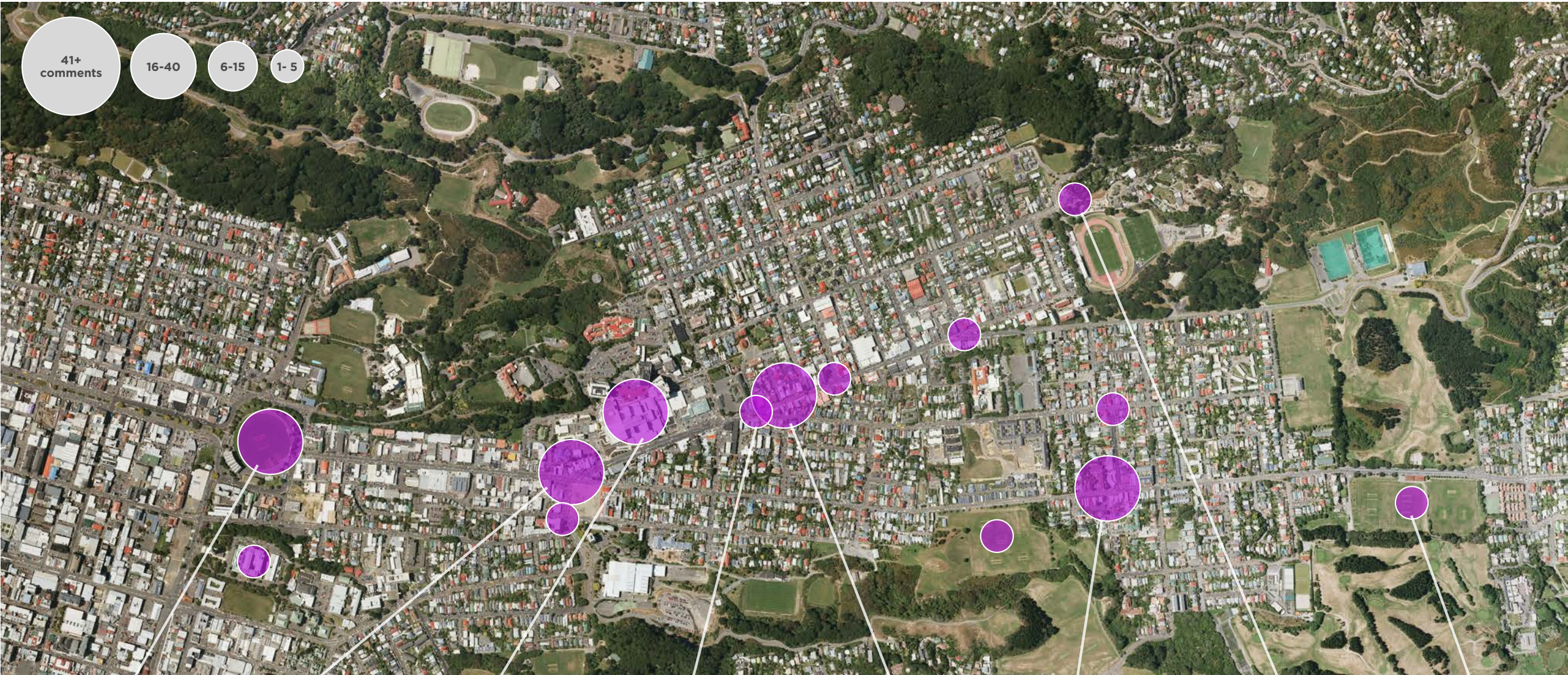
The experience for people in cars/on motorbikes - comment theme map

This theme map groups and shows relationships between comment themes. The larger the bubble, the more comments.

The aim is to distill the comment themes into broad ideas, getting a sense of the community's desire to change or preserve different aspects.



The experience for people in cars/on motorbikes - comment locations



Basin Reserve (33)

“The basin reserve and the countdown supermarket are major choke points. But then people shouldn’t expect to commute easily to the CBD by private car.”

**Adelaide/John/
Riddiford intersection (21)**

“Heavy peak time (weekday) and weekend traffic getting through John St intersection.”

Hospital (35)

“Hospital needs more parking so the surrounding streets aren’t congested with people at the hospital.”

**Rintoul/Riddiford
intersection (5)**

“Yes the intersection at Riddiford/Emmett/ Rintoul has become extremely busy and needs attention.”

Newtown Centre (21)

“When shopping in Newtown shops (Riddiford St) it is very difficult to find parking particularly at busy times...”

Berhampore Centre (23)

“Berhampore shops has become a choke point most weekends due to the increased traffic flow to Wakefield park and Island Bay. There is not enough room for a cycle way on Adelaide road without taking out parking which is needed by residents as most houses do not have off street parking, and for uses of Wakefield park...”

Zoo (4)

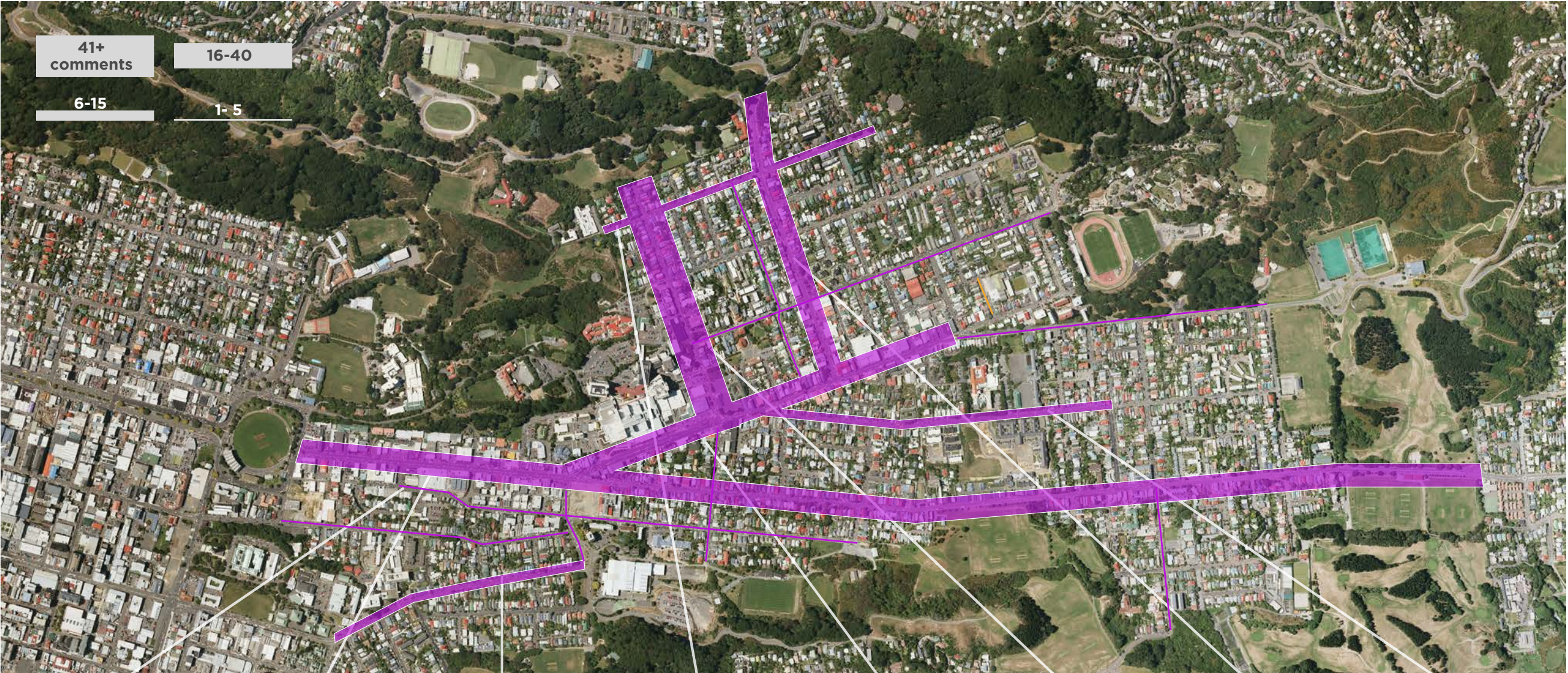
“I do think the zoo and hospital need to address the pressure they put on Newtown streets from a parking perspective...”

Wakefield Park (4)

“There is an issue with car parking for people playing Saturday sport at Wakefield park. These people will not come by cycle. Please also slow down the traffic through Berhampore...”

(n) = number of comments

The experience for people in cars/on motorbikes - comment streets



Hanson St (5)

"The south end of Hanson Street (between Stoke Street and Hall Street) should be made one-way (going north). It is too narrow to have cars going in both directions at this end of the stree"

Adelaide Rd (38)

"Riddiford Street and Adelaide Road are too narrow for parked cars. Their role is for moving people, not parking."

Wallace St (11)

"Peak hour traffic morning and late afternoons is crazy congested. It is worse on Wallace St. near Massey when the High School lets out and the crosswalk is occupied..."

Coromandel St (7)

"Parking on upper Coromandel Street is a big problem! It is hotly contested and residents often have to park far away."

Riddiford St (29)

"its very very common to have traffic jams on riddiford st, delaide rd, and Wallace st. some solution to improve traffic flow are urgently required"

Mein St (47)

"The Newtown area becomes gridlocked on the weekend with Saturday market."

Constable (20)

"Constable st is so tight, it is generally a pretty poor experience for everyone trying to use it, no matter the mode."

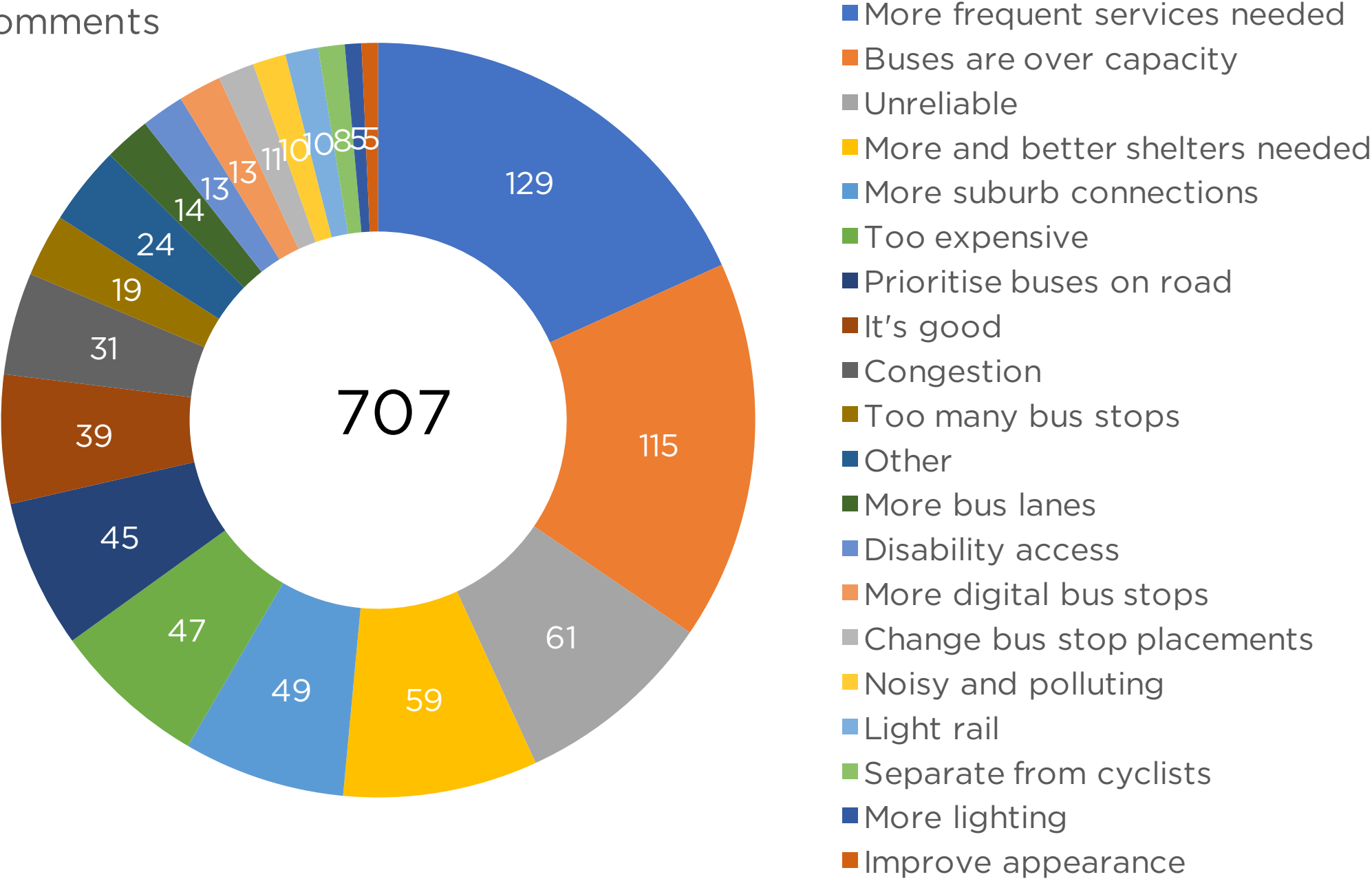
Rintoul (6)

"Parking in Rintoul St is often very difficult at night with most parks taken up by residents."

(n) = number of comments

The experience for people using the bus

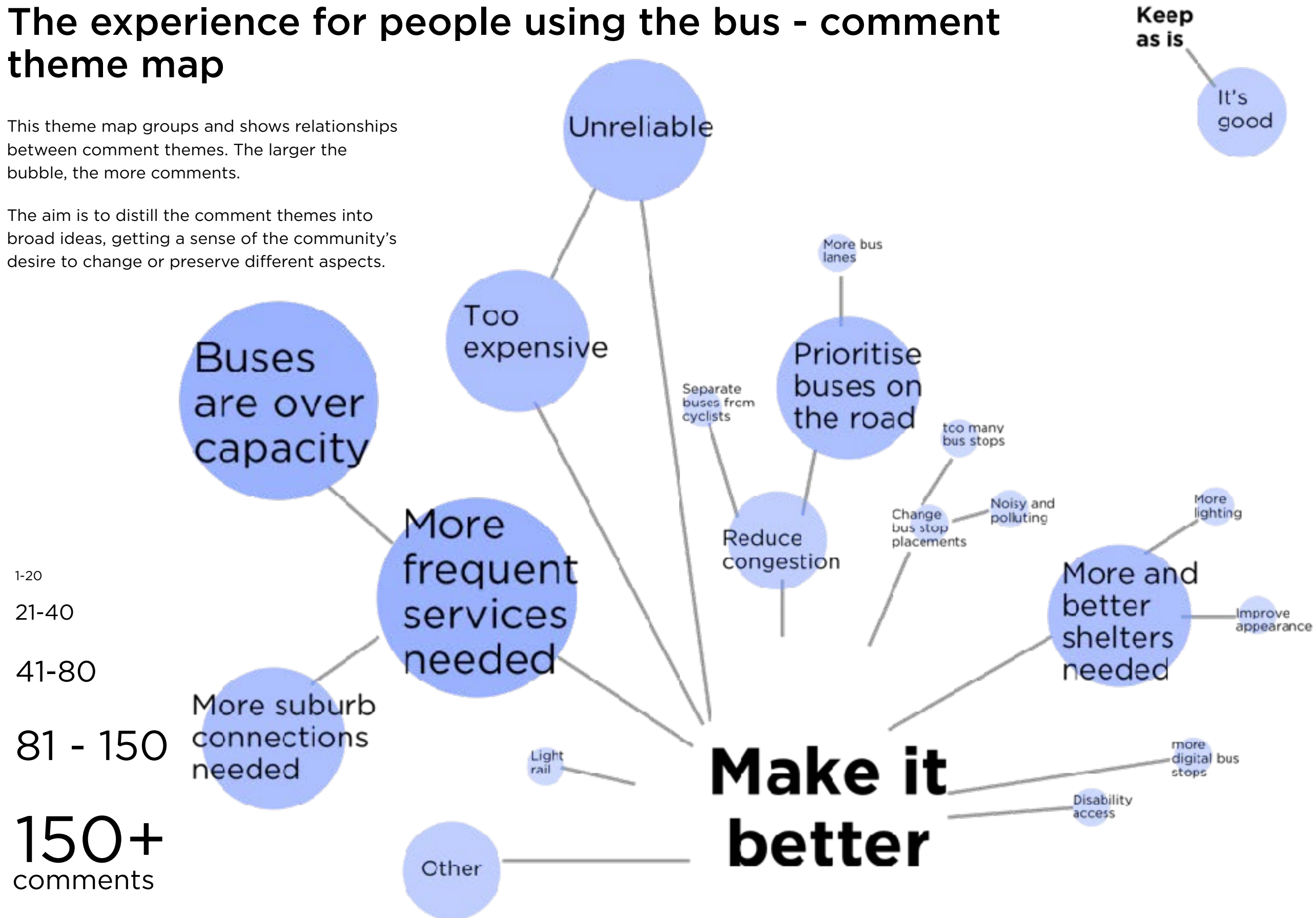
Bus comments



The experience for people using the bus - comment theme map

This theme map groups and shows relationships between comment themes. The larger the bubble, the more comments.

The aim is to distill the comment themes into broad ideas, getting a sense of the community's desire to change or preserve different aspects.



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Comments for GWRC

This bubble groups comments about routes, service frequency, bus capacity and cost. This feedback will be passed onto Greater Wellington Regional Council.

The remaining comment themes will be considered for this project.

1-20

21-40

41-80

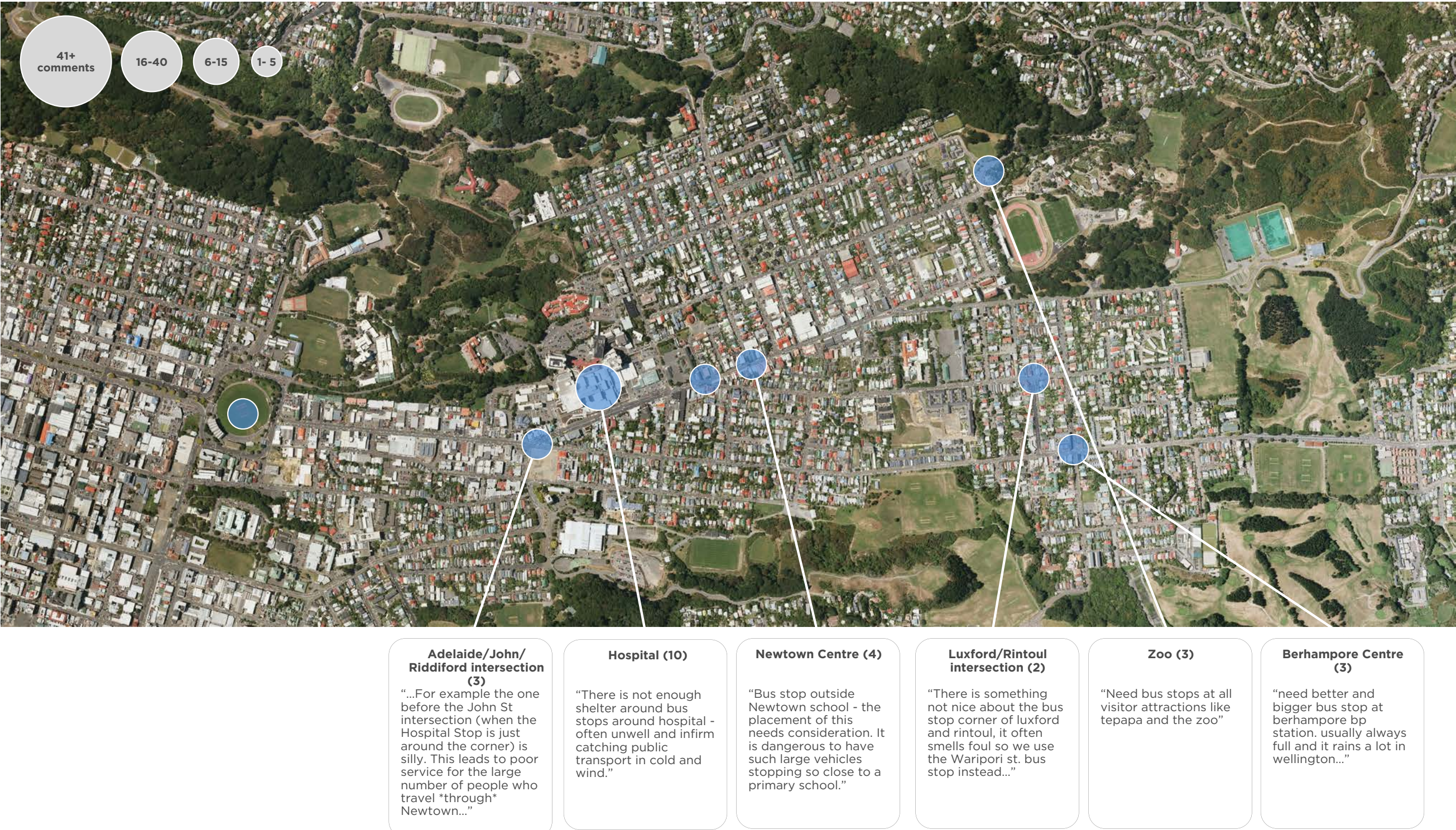
81 - 150

150-250

250+
comments



The experience for people using the bus - comment locations



(n) = number of comments

The experience for people using the bus - comment streets



Adelaide Rd (19)

“Bus priority lanes on Adelaide need to operate for longer - both directions between 6am and 10am, and 4pm and 8pm.”

Wallace (3)

“There are lots of very close stops (esp, Wallace Street, with 4 stops). Buses are always completely full during peak morning times; usually can't catch the first bus that passes.”

Riddiford St (7)

“There are too many stops, especially on Riddiford Street. Also, buses get caught up in traffic (for example from the zoo to Newtown centre and from Constable to Newtown centre).”

Rintoul St (9)

“Many bus routes have stops that are too close together. There do not need to be three stops along Rintoul St between Newtown and Wakefield Hospital.”

Constable (8)

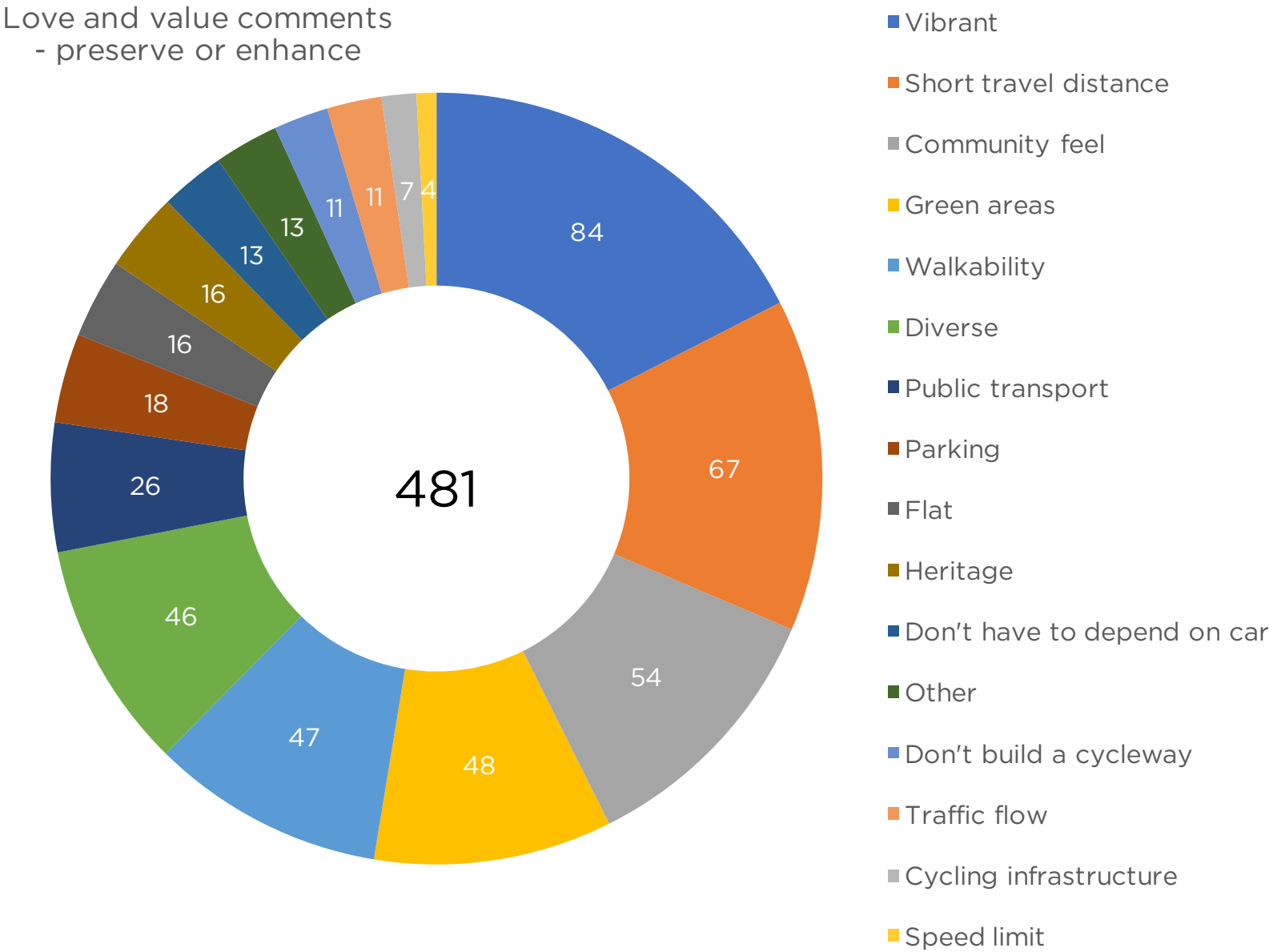
“Often around 20 people waiting at Constable Street bus stops, a shelter for 4 people isn't much use. Remove the seating to create a larger sheltered space. The timetable often means that all of the buses go at the same time and then there are no buses for 30 minutes in non-peak times.”

Luxford (2)

“In some places there are possibly too many bus stops? Eg Luxford St. Could have one bus stop in the middle, rather than two at either end? Also the bus signs & shelters (if they have them) often don't match where the bus stops - a couple of stops in particular along Adelaide Rd.”

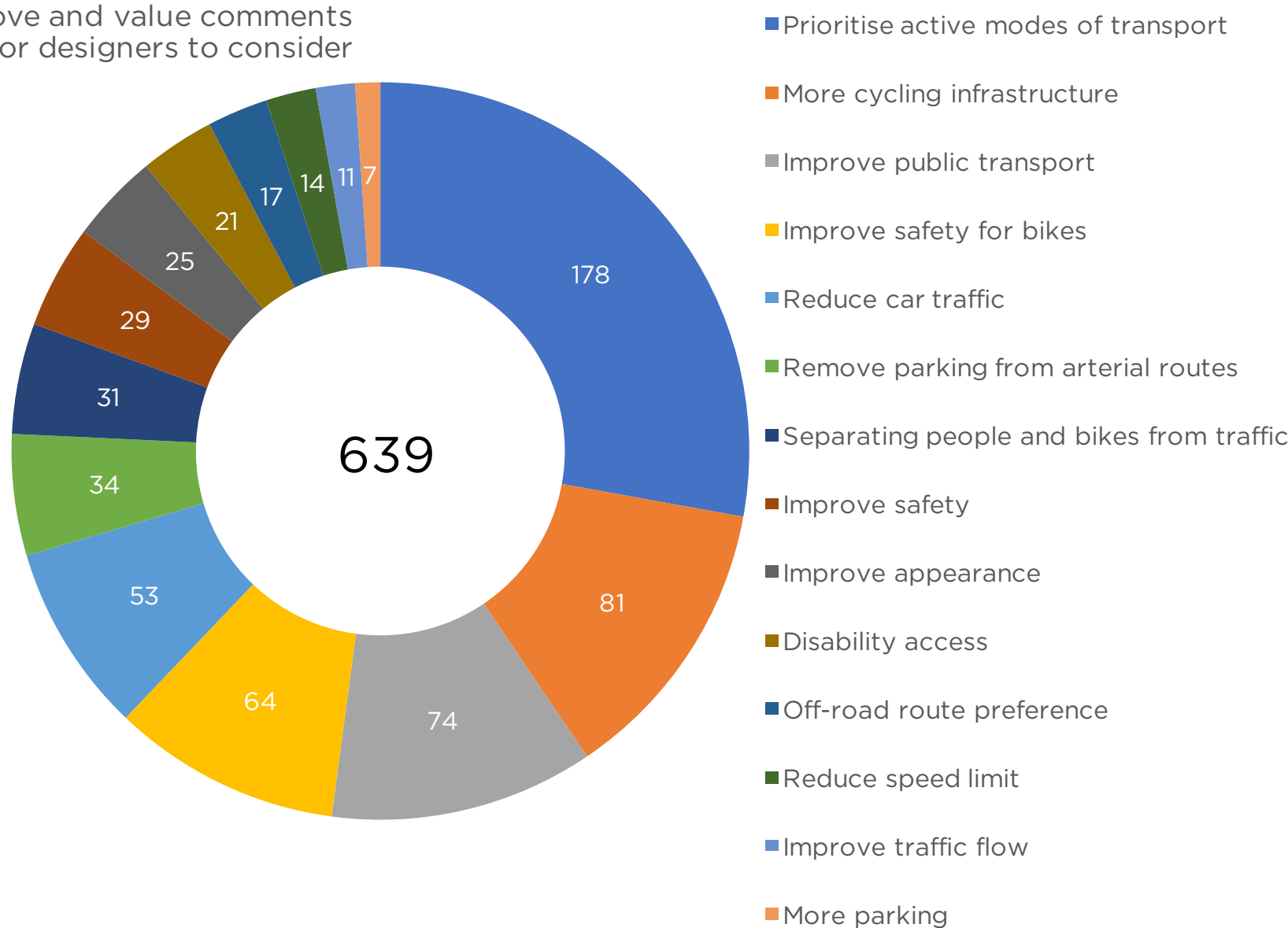
(n) = number of comments

Overall, what are the things you love or value most about the Newtown Connections area that you would like designers to consider?



Overall, what are the things you love or value most about the Newtown Connections area that you would like designers to consider?

Love and value comments
- for designers to consider

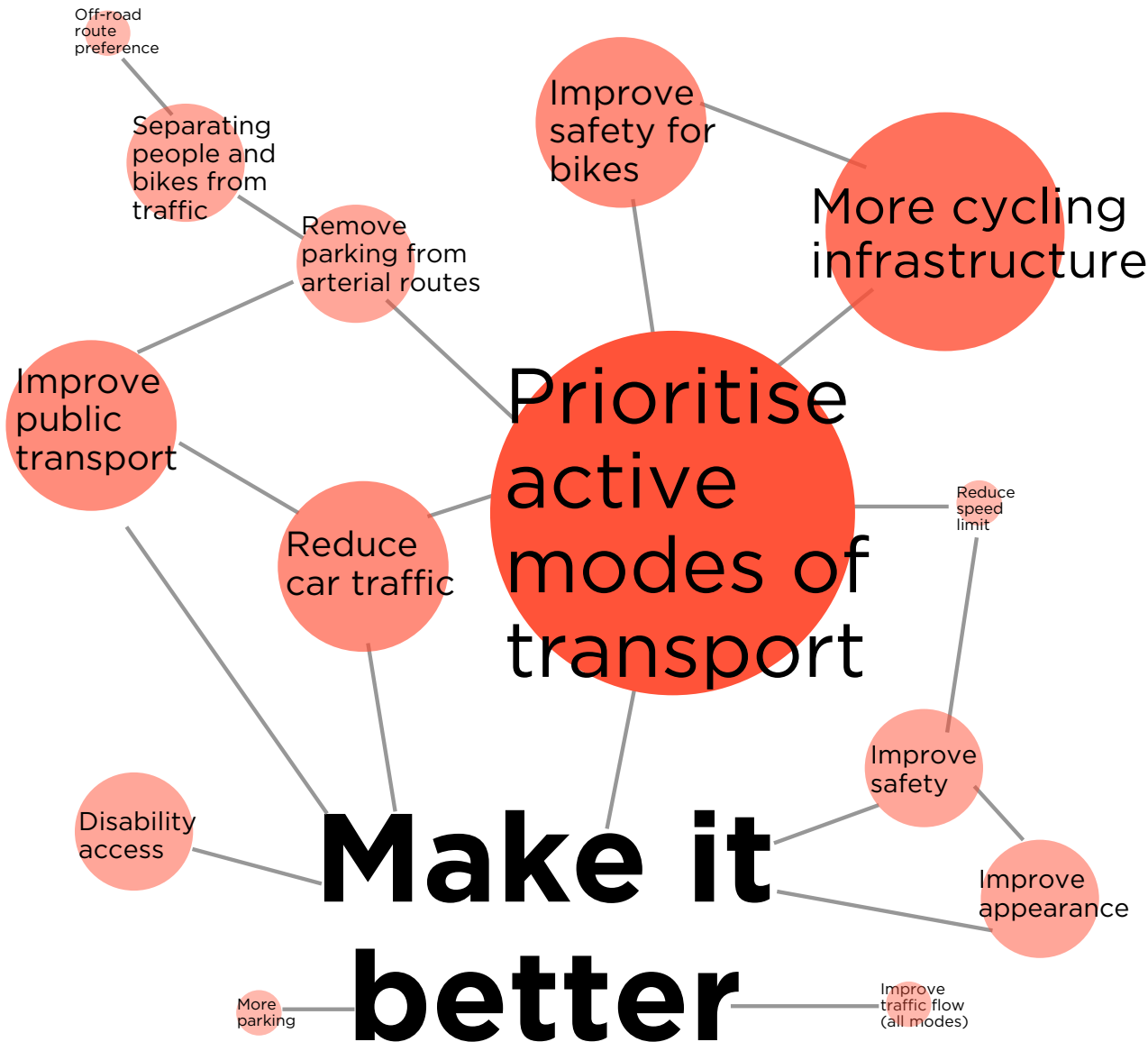
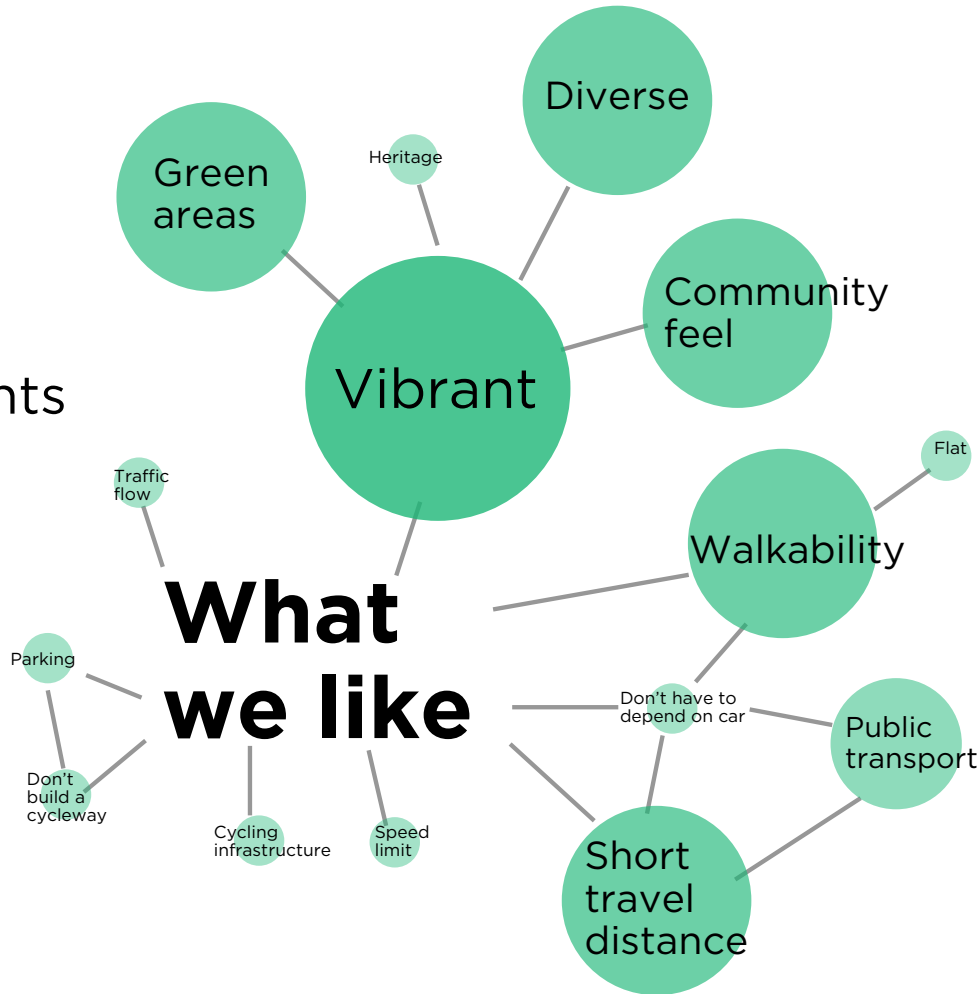


Overall, what are the things you love or value most about the Newtown Connections area that you would like designers to consider? - comment theme map

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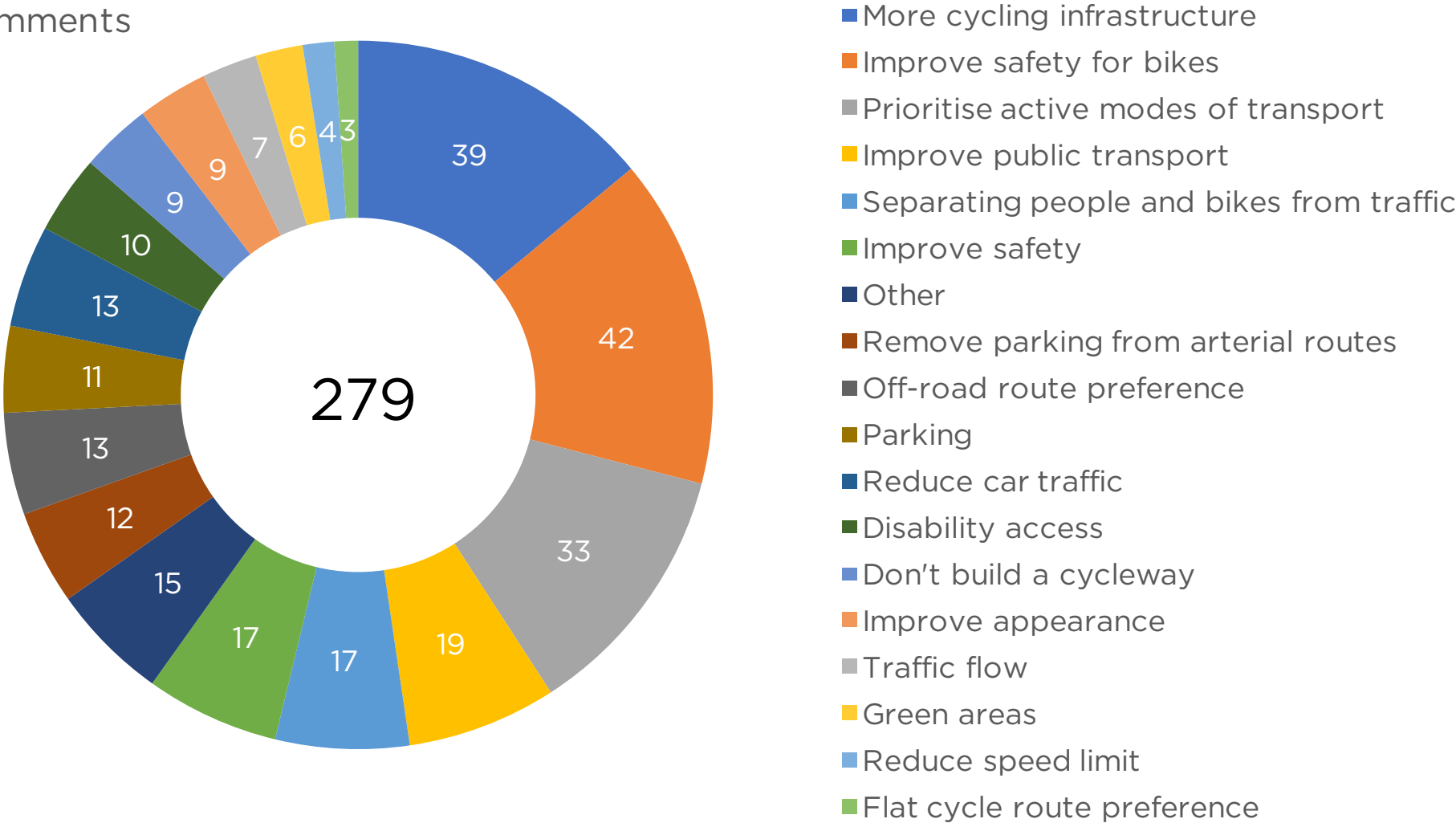
The aim is to distill the comment themes into broad ideas, getting a sense of the community's desire to change or preserve different aspects.

- 1-20
- 21-40
- 41-80
- 81 - 150
- 150+ comments



Other comments

Other comments



Other comments - comment theme map

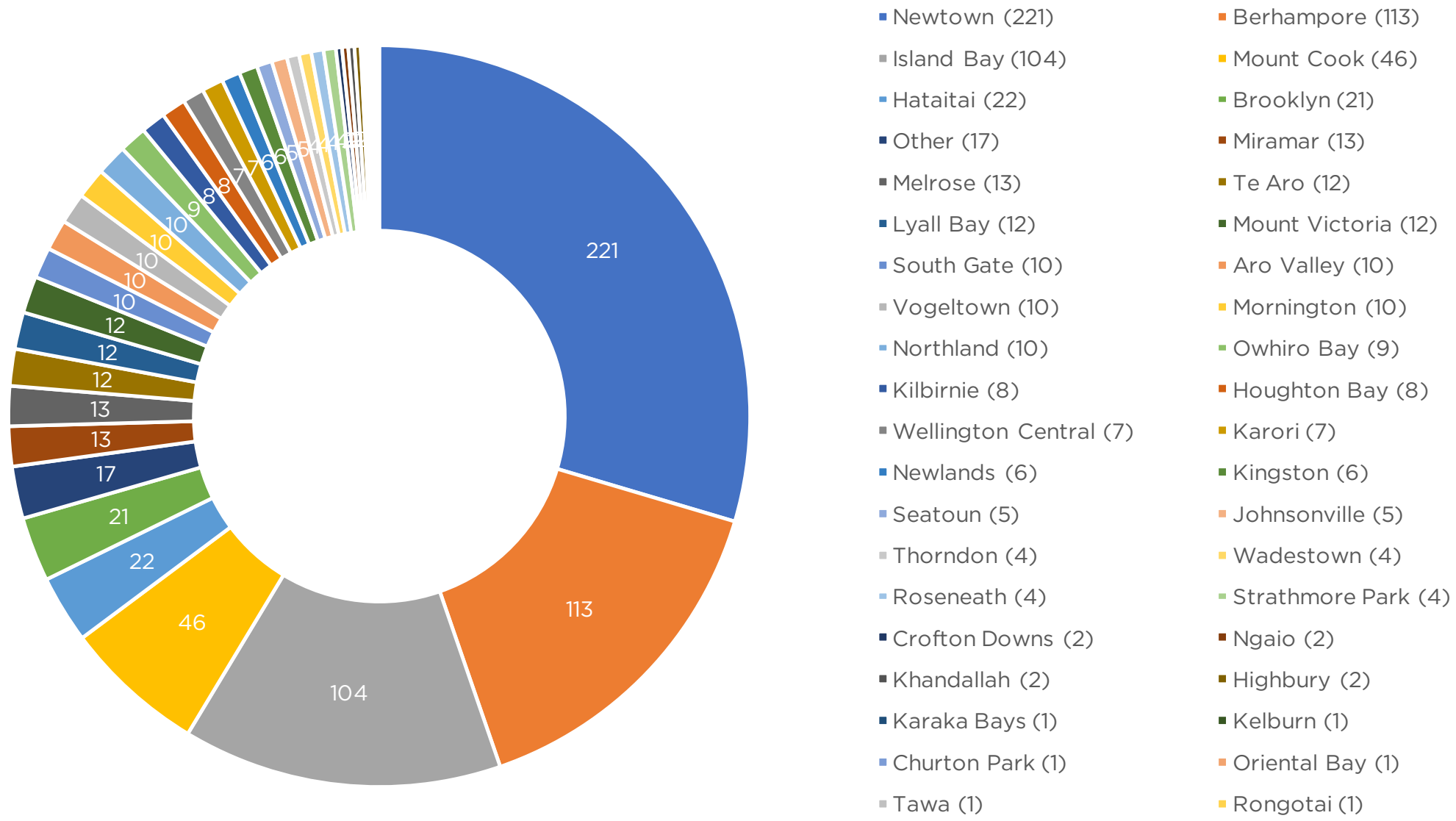
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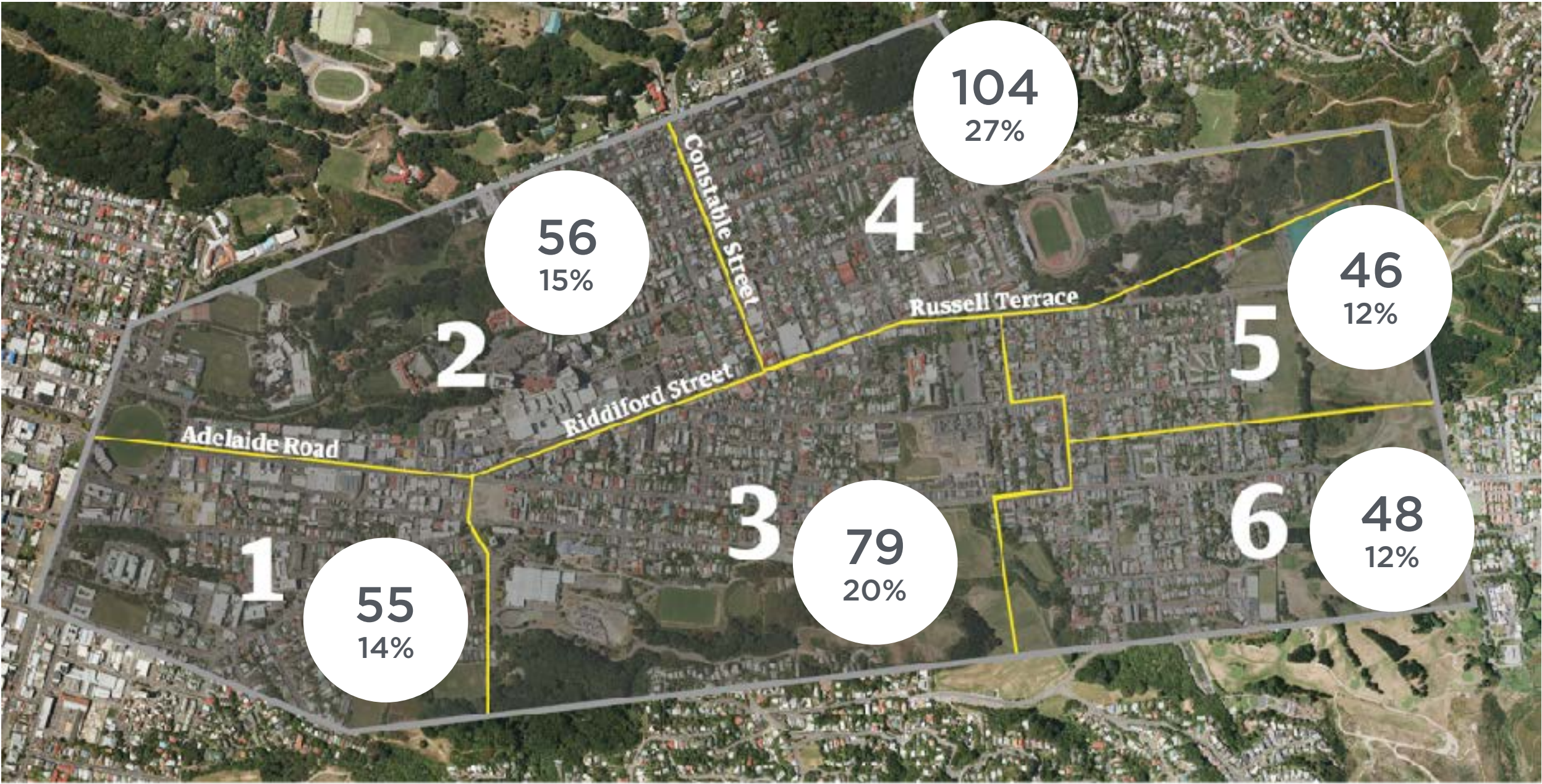


Where is the feedback from?

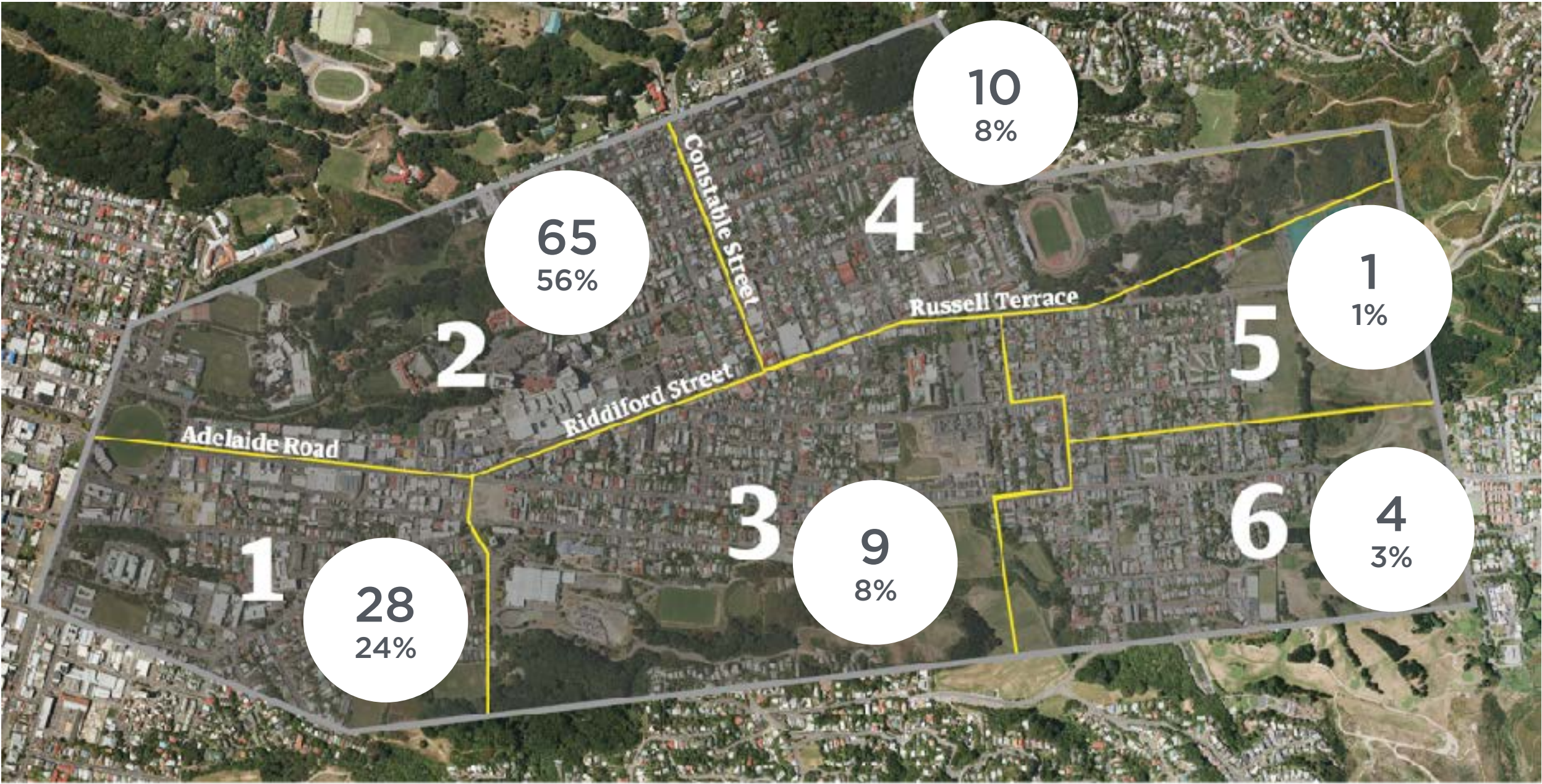
Suburbs



Where is the feedback from? - Sections people live in



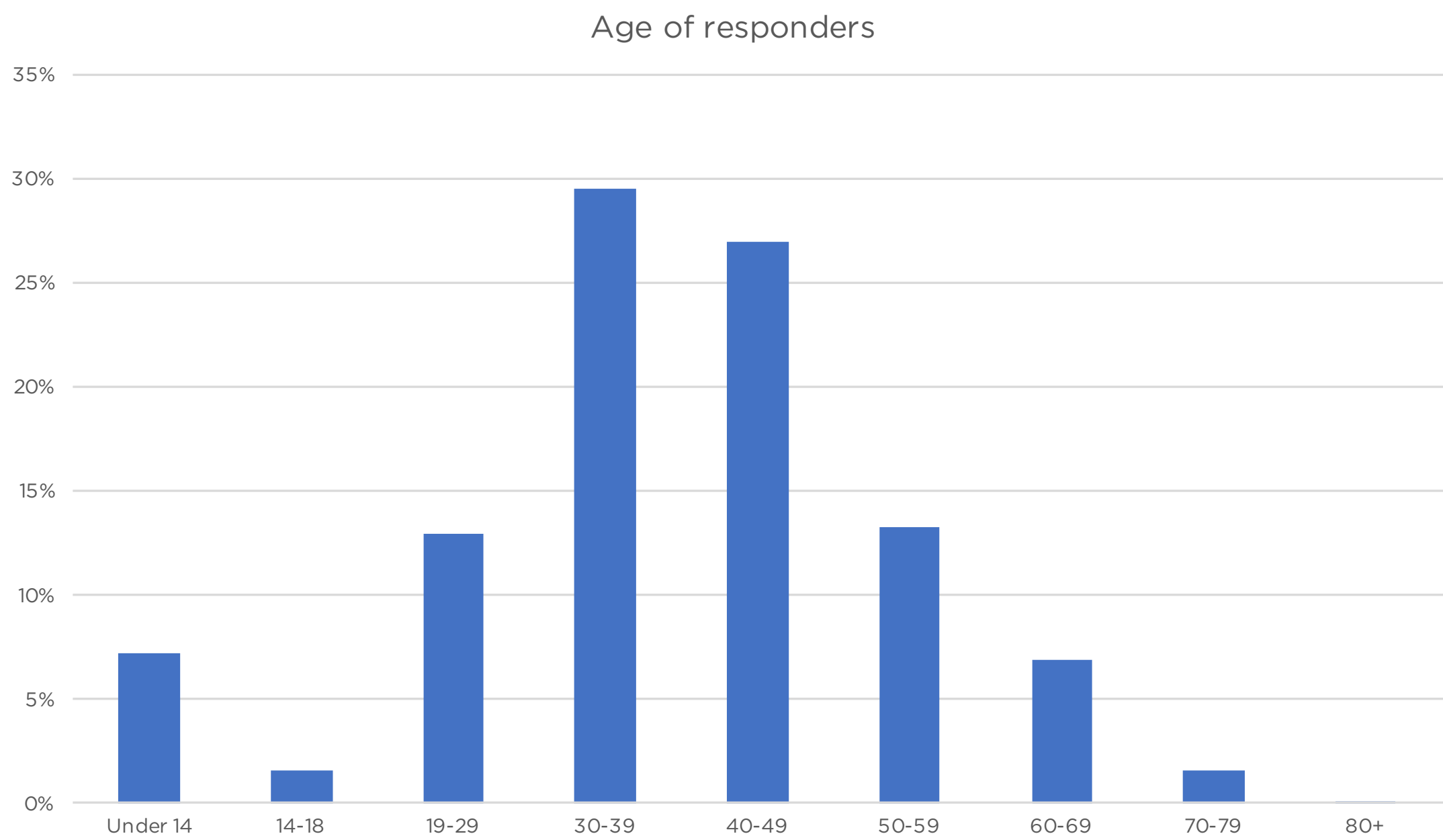
Where is the feedback from? - Sections people work in



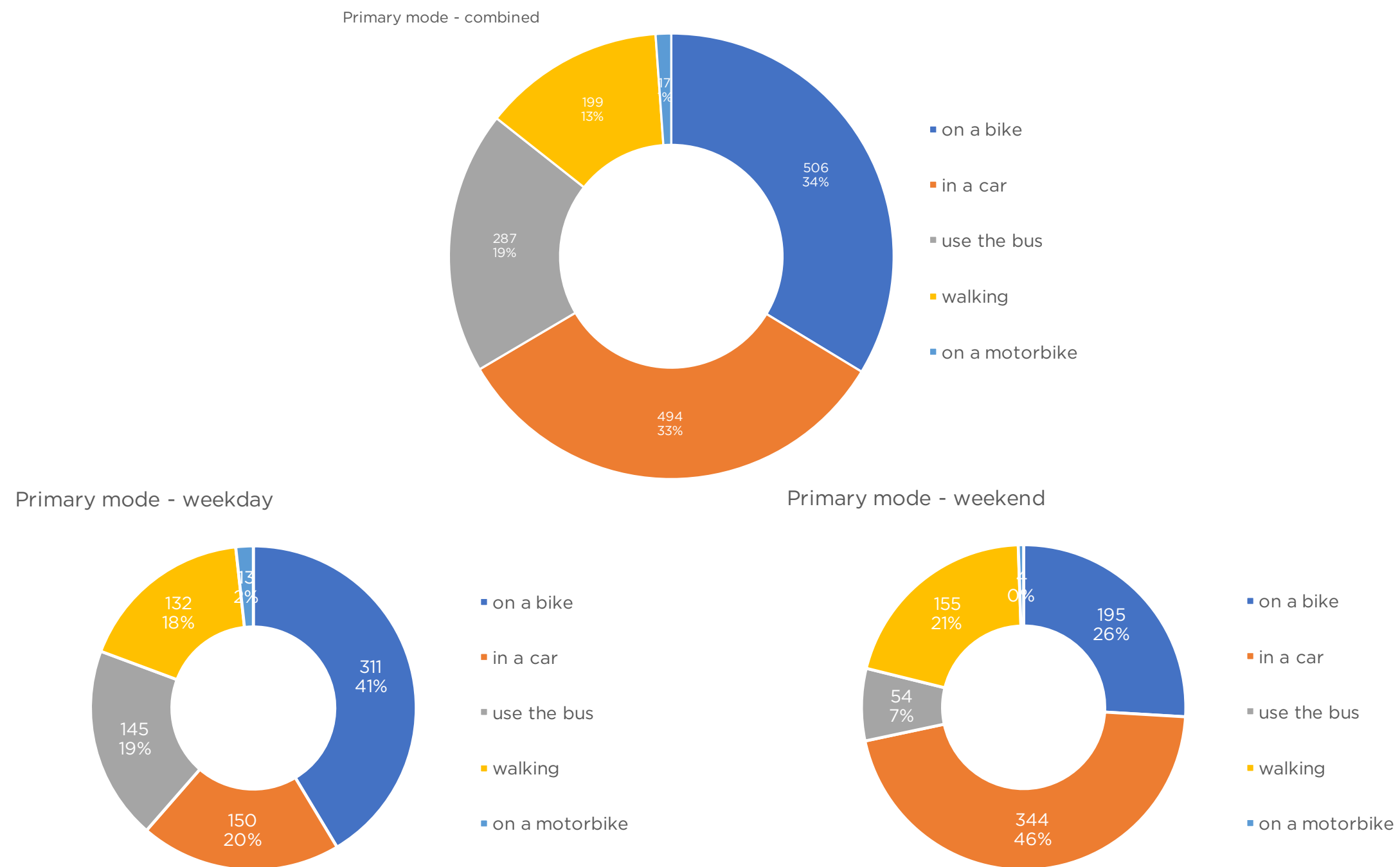
Where is the feedback from? - Engaged students and parents



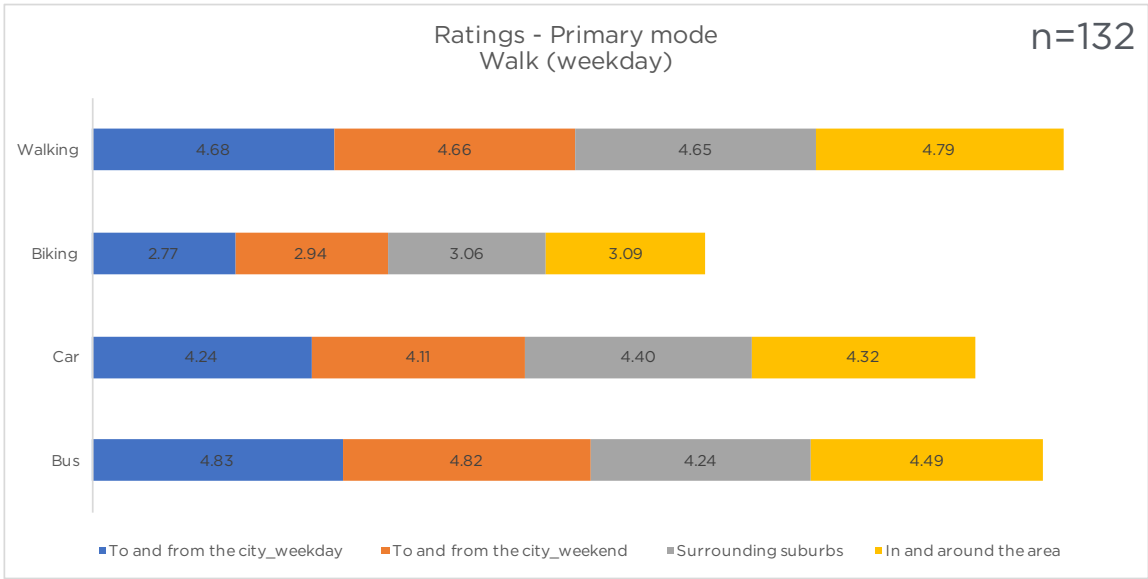
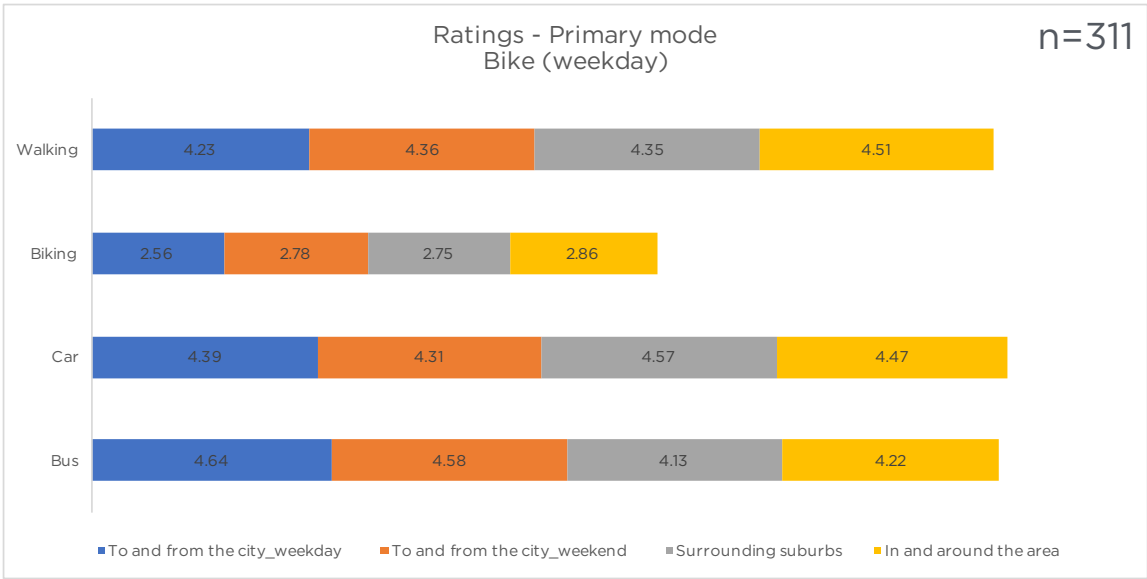
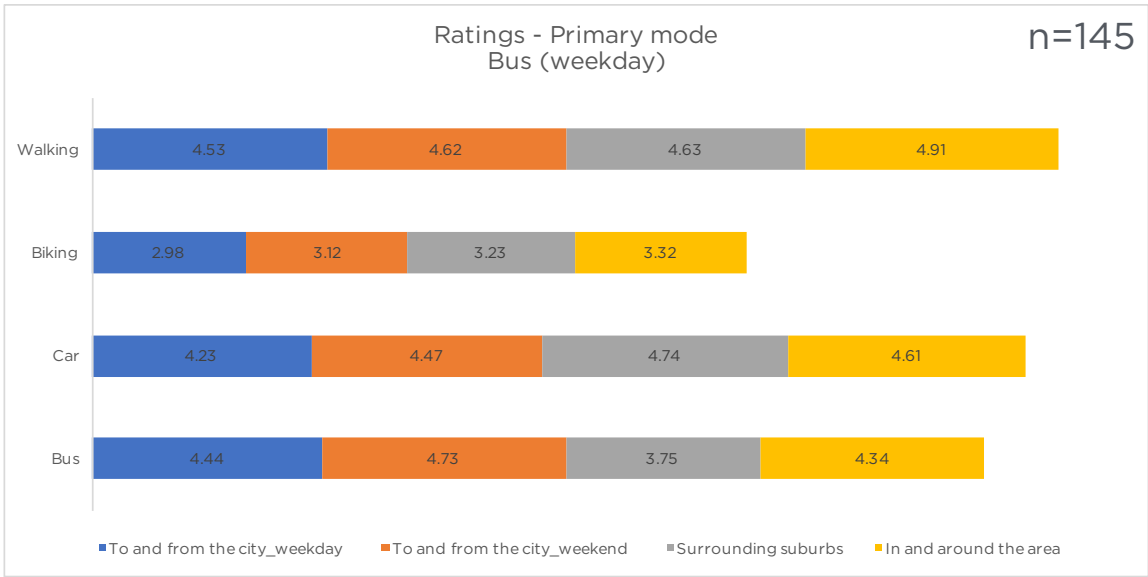
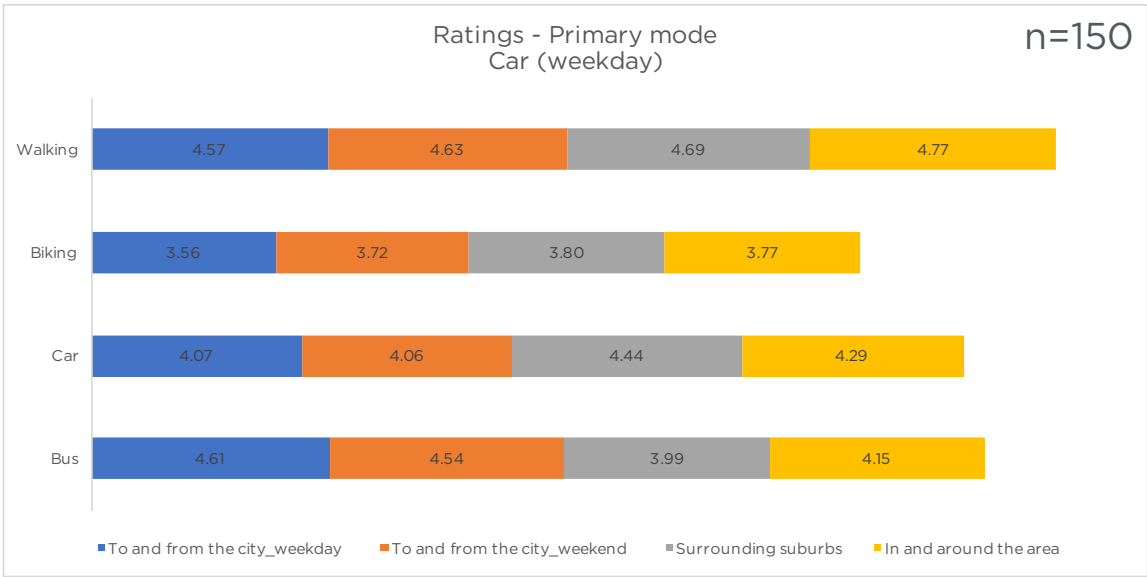
Where is the feedback from?



Did we only hear from the people who ride bikes?

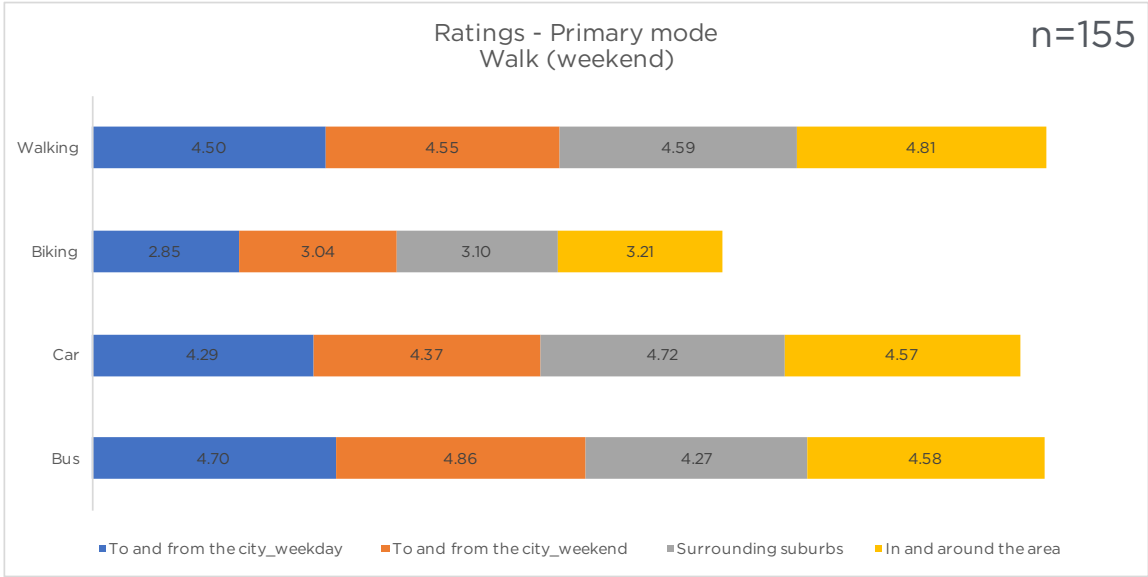
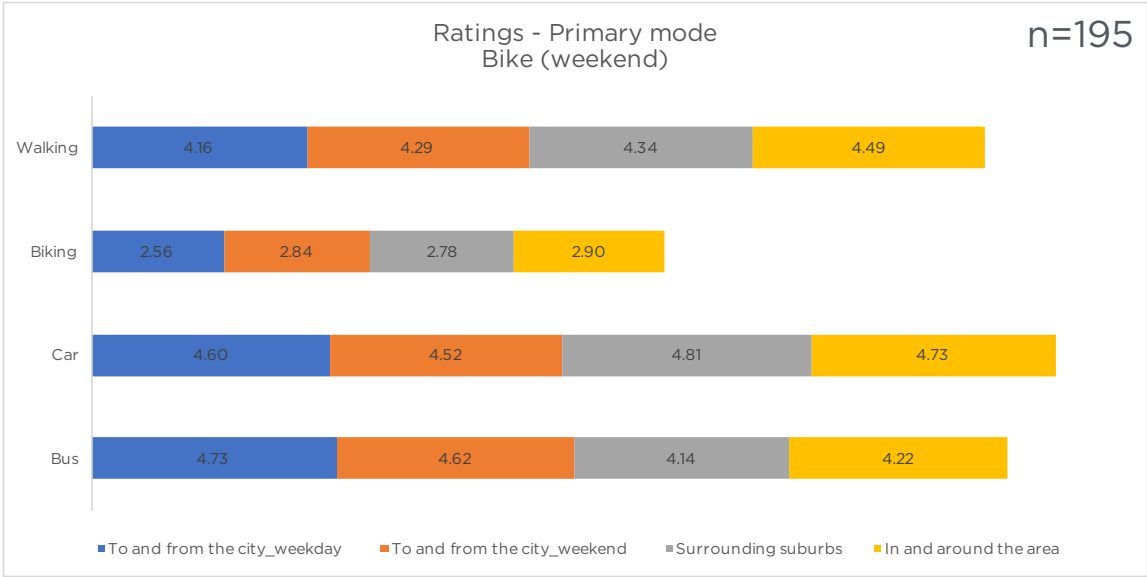
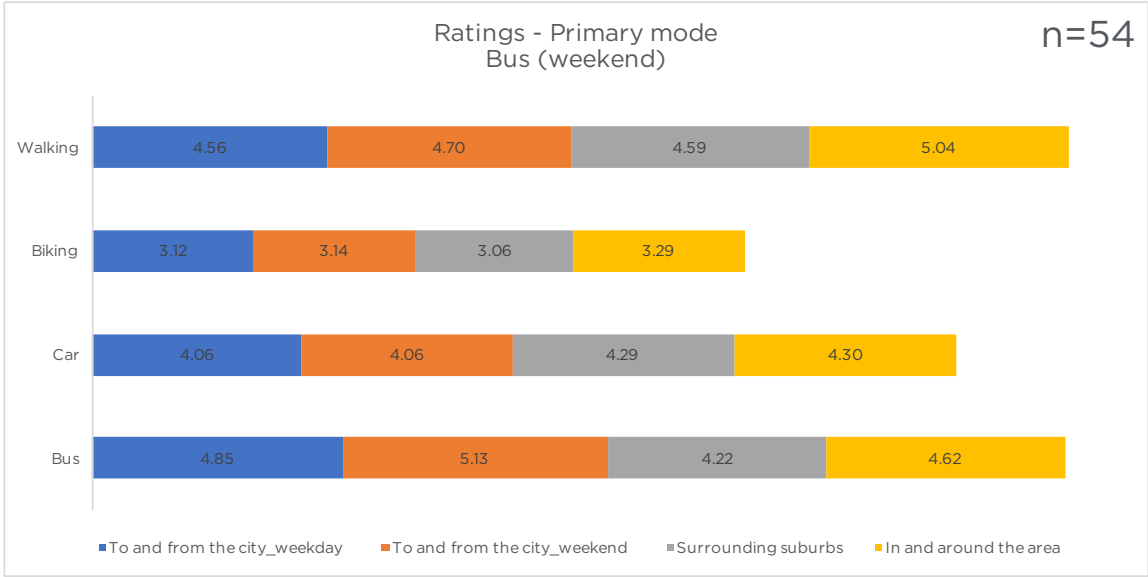
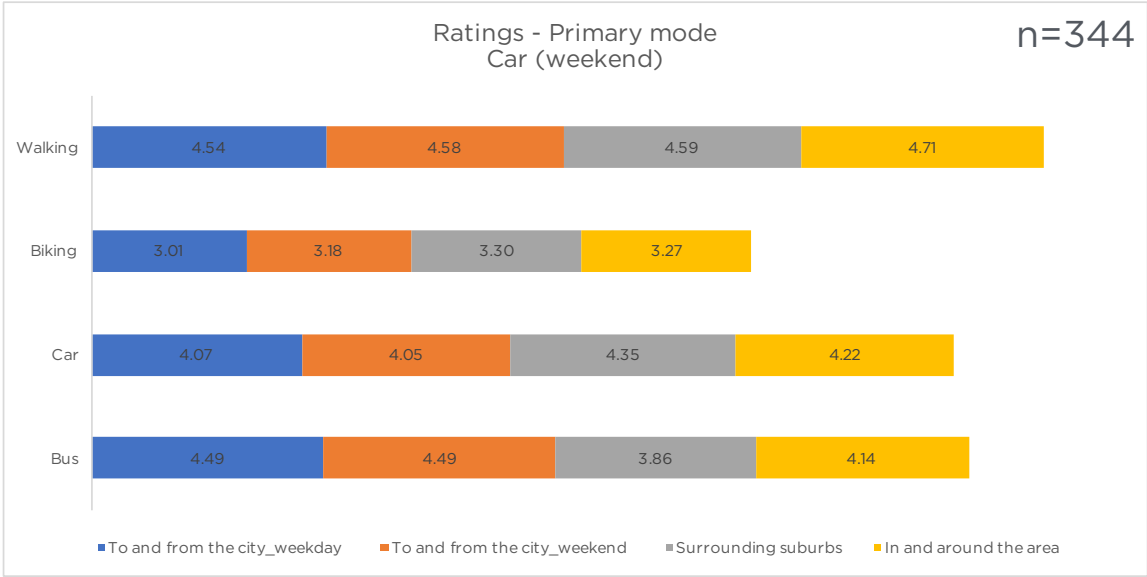


Do you rate the experience differently depending on your primary mode? (Weekday)



This shows the average rating from all responses – maximum value is 7

Do you rate the experience differently depending on your primary mode? (Weekend)



This shows the average rating from all responses – maximum value is 7



Appendix 1

Theme descriptions

People walking comments – theme descriptions

Theme	Description
More lighting needed	Streets are too dark - more lighting needed.
Crossing roads is hard/dangerous	Crossing the road is hard and dangerous due to traffic, speed limit, lack of infrastructure, or other general factors.
Feels unsafe/unpleasant	This area feels unpleasant and unsafe to walk.
Give pedestrians more priority	Give pedestrians more priority than cars when they are crossing the road and walking around the area.
Pedestrian crossing wait times too long	Pedestrian crossing wait times are too long.
It's ugly	The area is poorly maintained, grim, or not aesthetically pleasing.
More pedestrian crossings	More pedestrian crossings are needed.
Congestion is an issue	Excessive car traffic makes the area unpleasant and unsafe to walk around.
Reduce speed limit	Lower the speed limit for safety.
Weather is an issue	Bad weather makes walking in some areas unpleasant.
More shelter needed	More shelter from the weather is needed.
Improve appearance	Improve the aesthetic value of the area.
Improve accessibility	Improve the disability access of the area.
Improve safety	Improve the general safety of the area.
More infrastructure needed	More walking infrastructure, such as paths across muddy field routes, is needed.
Parked cars are an issue	Parked cars make walking unsafe/unpleasant.
Bikes on footpath issue	Bikes on the footpath makes walking unpleasant.
Poor motorist behaviour	Poor motorist behaviour makes walking unsafe/unpleasant.
Off-road route preference	Indicates a preference for a walking route away from car traffic.
Narrow footpaths	The paths are too narrow in some areas.
Other	Any other comments

People on bikes comments – theme descriptions

Theme	Description
Too dangerous	Cycling is too dangerous.
Narrow road hazard	The narrow road is a safety hazard.
Traffic is a hazard	Car and bus traffic is a safety hazard.
Install protected cycle lane	Install protected cycle lanes on high traffic routes.
More general cycling infrastructure	More general cycling infrastructure is needed.
Dedicate space to cyclists	Dedicate on-road space to cyclists, such as marked cycle lanes.
More bike parking	More bike parking is needed.
Parked cars are a hazard	Parked cars are a safety hazard.
Remove parking on arterial routes	Remove parking on arterial routes to allow for better all-round traffic flow and the installation of cycle lanes.
Reduce speed limit	Lower the speed limit for safety.
Non-arterial cycle route preference	Indicates a preference for cycle routes away from main car traffic.
Poor motorist behaviour	Poor motorist behaviour is a hazard.
Piecemeal approach is an issue	Unconnected cycling infrastructure, due to a piecemeal construction approach, is an issue.
Flat cycle route preference	Indicates a preference for a flat cycling route.
Give cyclists priority at lights	Allow cyclists to go ahead of other traffic at the lights, or to turn left on red lights if it is safe.
Motorist education	Motorist education about how to behave around cyclists is needed.
Cars have priority over bikes	Cars have priority on the road over bikes.
Shared footpath preference	Preference for a shared footpath in some areas.
Don't build cycleways	Preference for no cycleways to be built.
The roads are adequate	No other cycle infrastructure is needed.
Retain parking	Preserve car parking when constructing cycleways.
Traffic lights don't sense bikes	That traffic lights are not activated by bikes is an issue.
Better lighting	More route lighting is needed for cycle safety.
E-bikes	E-bikes should be considered.
Other	Any other comments.

People in cars/motorbike comments – theme descriptions

Theme	Description
Congestion	Traffic congestion is an issue.
Prioritise public transport and bikes	Public transport and cycling need to be prioritised to make driving better.
Parking is difficult	Parking is difficult due to many factors.
Traffic light timing issue	Poor traffic light timing contributes to congestion and bad traffic flow.
Narrow road hazard	The narrow road is a hazard.
Dangerous road design	The road design, signage, or road markings here are confusing and dangerous.
Less on street parking	Remove on street parking to improve congestion.
Dedicated hospital parking needed	Dedicated hospital parking is needed for shift workers and patients to avoid them taking the resident's parking.
Reduce speed limit	Lower the speed limit for safety.
Remove parking from arterial routes	Remove parking from arterial routes to improve congestion.
More motorbike support needed	More infrastructure and support for motorbikes is needed.
Residents parking difficult	Parking as a resident is difficult.
Other	Any other comments
Retain parking	Retain the existing parking.
Relocate parking	Relocate on street parking to somewhere like a parking building, or away from main routes
More parking	Add more parking.
Install separated cycle lanes	Install separated cycle lanes on high traffic routes
Poor motorist behaviour	Poor motorist behaviour is a hazard.
Parked cars are a hazard	Parked cars are a hazard.
It's good	Driving in Newtown is good.
Reduce side road traffic	Reduce car traffic in quiet residential streets.
Disability access	Retain car access and parking for disability.

Using the bus comments - theme descriptions

Theme	Description
More frequent services needed	More frequent services both morning and night, for weekday and weekend, in more areas, are needed.
Buses are over capacity	The buses are over capacity and not everyone can get on.
Unreliable	Buses are slow and unreliable, in terms of both journey time and whether the bus will show up.
More and better shelters needed	More shelters are needed, and of better quality for weather protection.
More suburb connections	More inter-suburb connections that avoid the CBD are needed.
Too expensive	The buses are too expensive, for level of service and in general.
Prioritise buses on road	Prioritise buses above cars and other traffic on the road.
It's good	The bus services are good.
Congestion	Traffic congestion is an issue.
Other	Any other comments
Too many bus stops	There are too many bus stops, or the bus stops are too close together.
More bus lanes	More on-road bus lanes are needed.
Disability access	Improve the disability access for buses.
More digital bus stops	More digital bus stops are needed.
Change bus stop placements	Change the placement of some bus stops for various reasons.
Noisy and polluting	The diesel buses are noisy and polluting.
Light rail	Install light rail.
Separate from cyclists	Separate buses from cyclists on the road.
More lighting	More lighting is needed at bus shelters.
Improve appearance	Improve the maintenance of bus shelters.

Newtown Connections ‘value’ comments – theme descriptions

Theme	Description
Vibrant	Newtown connections area is vibrant, quirky, and unique.
Short travel distance	The short travel distance to the CBD and surrounding suburbs.
Community feel	The community feel.
Green areas	The planting and green areas in the city.
Walkability	The walkability
Diverse	The diversity of people living here
Public transport	The easy access to public transport and the level of service provided
Parking	The ease of parking
Flat	The flatness makes an easy journey by foot or bike
Heritage	The heritage and history of the area
Don't have to depend on car	The ability to not have to depend on a car to live here and travel around
Other	Other comments
Don't build a cycleway	The lack of cycleways
Traffic flow	The good traffic flow and the ease of access for all modes of transport
Cycling infrastructure	The existing cycling infrastructure such as advance stop boxes
Speed limit	The 40k speed limit

Newtown Connections 'change' comments - theme descriptions

Theme	Description
Prioritise active modes of transport	Prioritise active modes of transport and public transport within the area, and prioritise cars less.
More cycling infrastructure	More cycling infrastructure is needed.
Improve public transport	Improve public transport's cost, reliability, safety, and general level of service.
Improve safety for bikes	Improve safety for cyclists.
Reduce car traffic	Disincentivise and reduce cars within the area.
Remove parking from arterial routes	Remove parking on arterial routes to allow for better all-round traffic flow and the installation of cycle lanes.
Separating people and bikes from traffic	Separate car traffic from people and bikes.
Improve safety	Improve the general safety of the area.
Improve appearance	Improve the maintenance and aesthetic value of the area.
Disability access	Improve the disability access.
Off-road route preference	Indicates a preference for a walking and cycling route away from car traffic.
Reduce speed limit	Lower the speed limit for safety.
Improve traffic flow	Improve the flow of traffic and reduce congestion.
More parking	Add parking.

Other comments – theme descriptions

Theme	Description
More cycling infrastructure	More cycling infrastructure is needed.
Improve safety for bikes	Improve safety for cyclists.
Prioritise active modes of transport	Prioritise active modes of transport and public transport within the area, and prioritise cars less.
Improve public transport	Improve public transport's cost, reliability, safety, and general level of service.
Separating people and bikes from traffic	Separate car traffic from people and bikes.
Improve safety	Improve the general safety of the area.
Other	Other comments
Off-road route preference	Indicates a preference for a walking and cycling route away from car traffic.
Reduce car traffic	Disincentivise and reduce cars within the area.
Remove parking from arterial routes	Remove parking on arterial routes to allow for better all-round traffic flow and the installation of cycle lanes.
Parking	Retain parking.
Disability access	Improve the disability access.
Don't build a cycleway	Preference for no cycleways to be built.
Improve appearance	Improve the maintenance and aesthetic value of the area.
Traffic flow	Improve the flow of traffic and reduce congestion.
Green areas	Keep or enhance planting and green areas.
Reduce speed limit	Lower the speed limit for safety.
Flat cycle route preference	Indicates a preference for a flat cycling route.



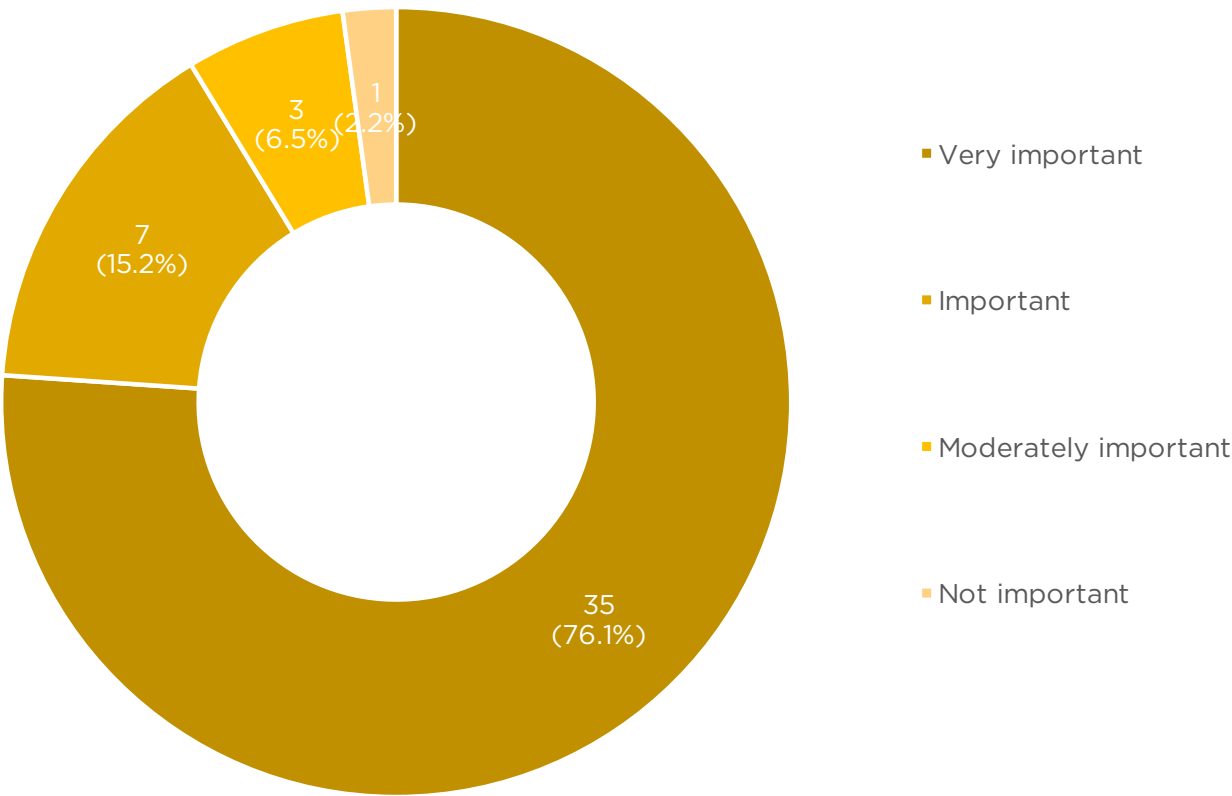
Appendix 2

Newtown School analysis

Overview

- In total, 47 people gave feedback from Newtown School - 18 students and 29 parents/guardians
- 775 people gave feedback in total

How important is it to make improvements for people on bikes?



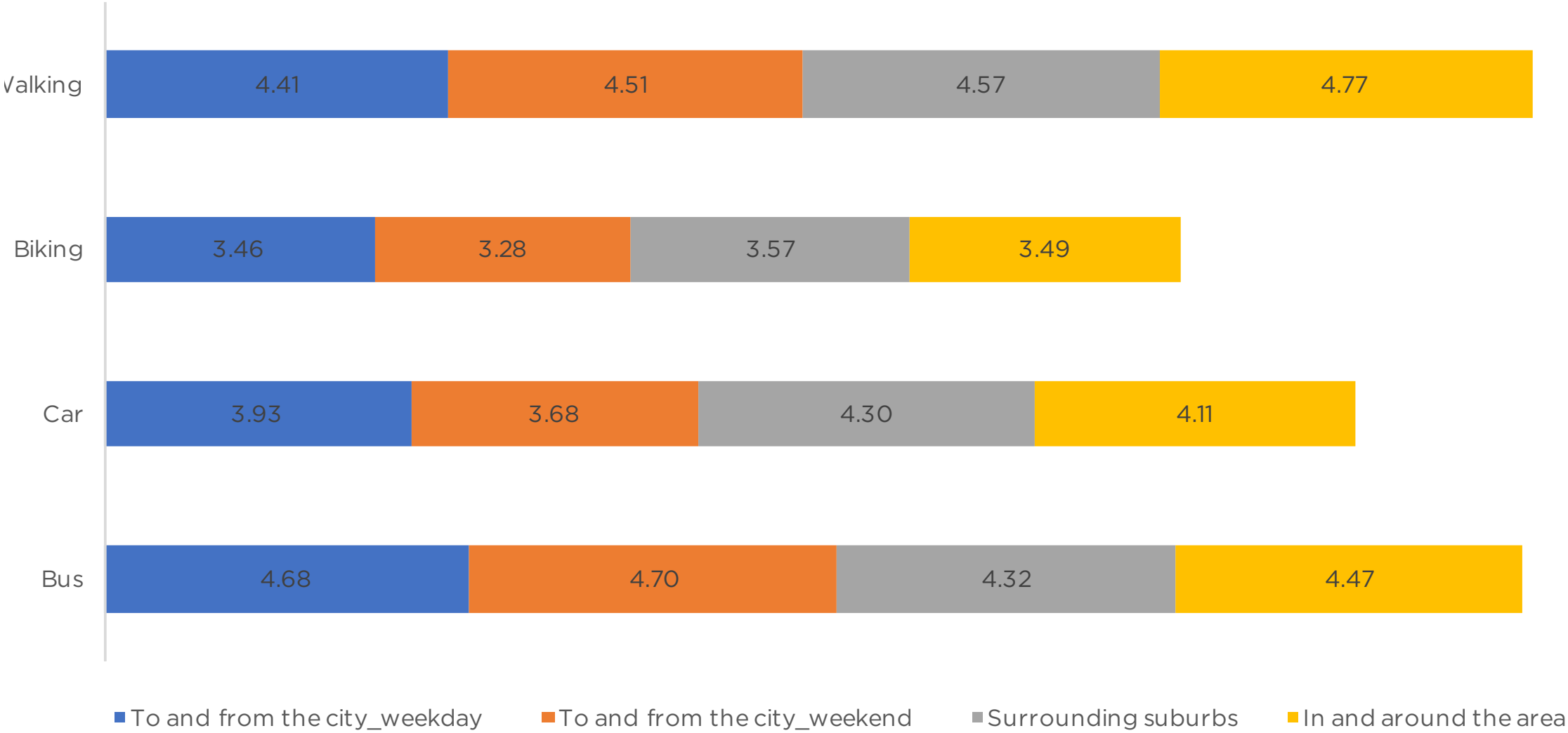
91.3% rate it 'very important' or 'important'

Where is the feedback from? - Engaged schools



Rating the experience for different users

Newtown School

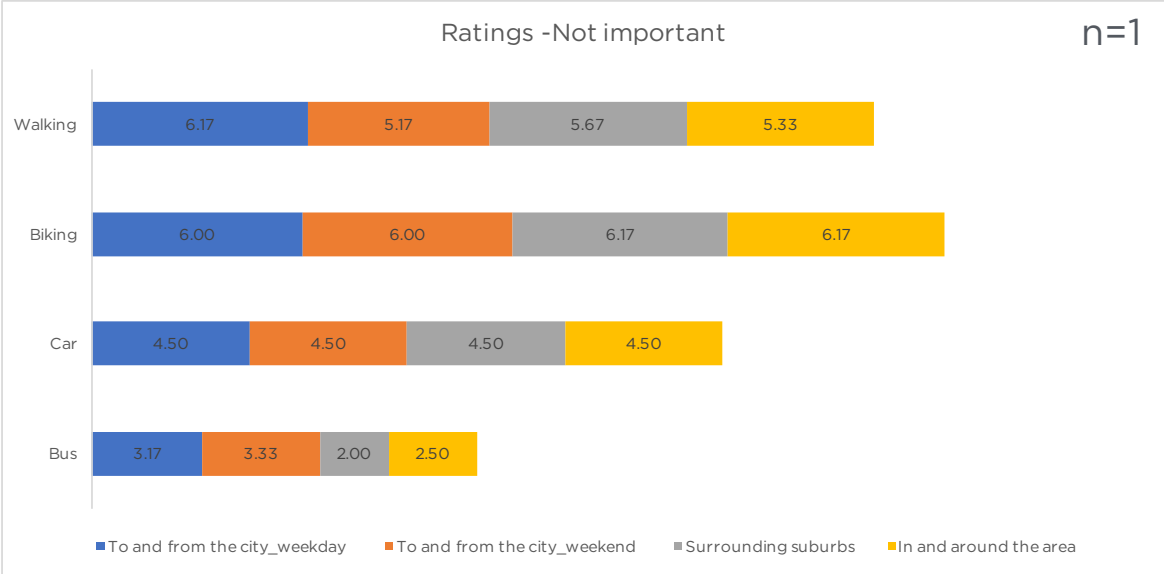
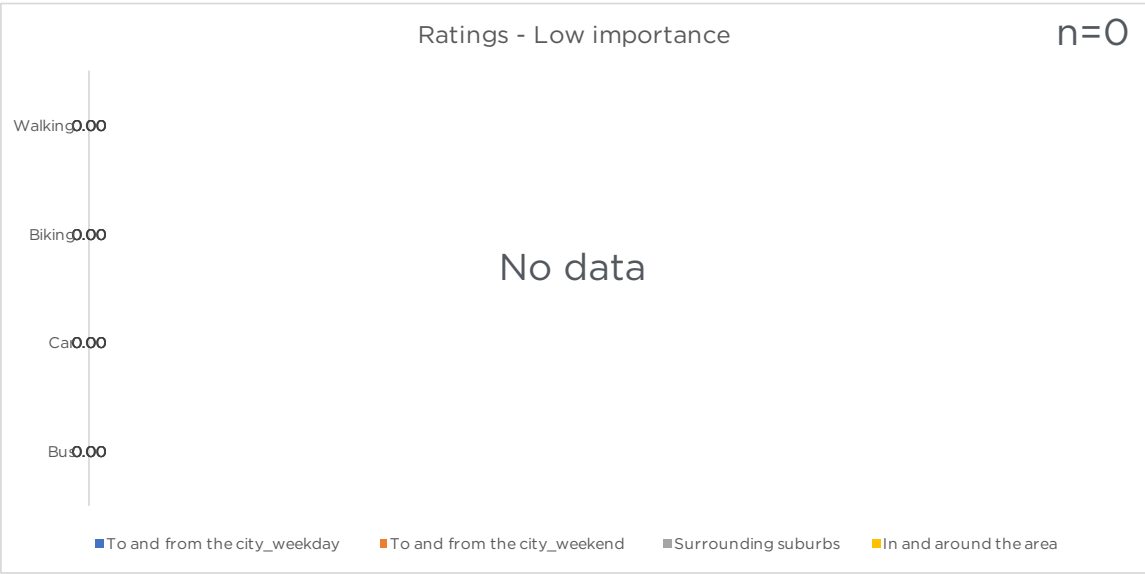
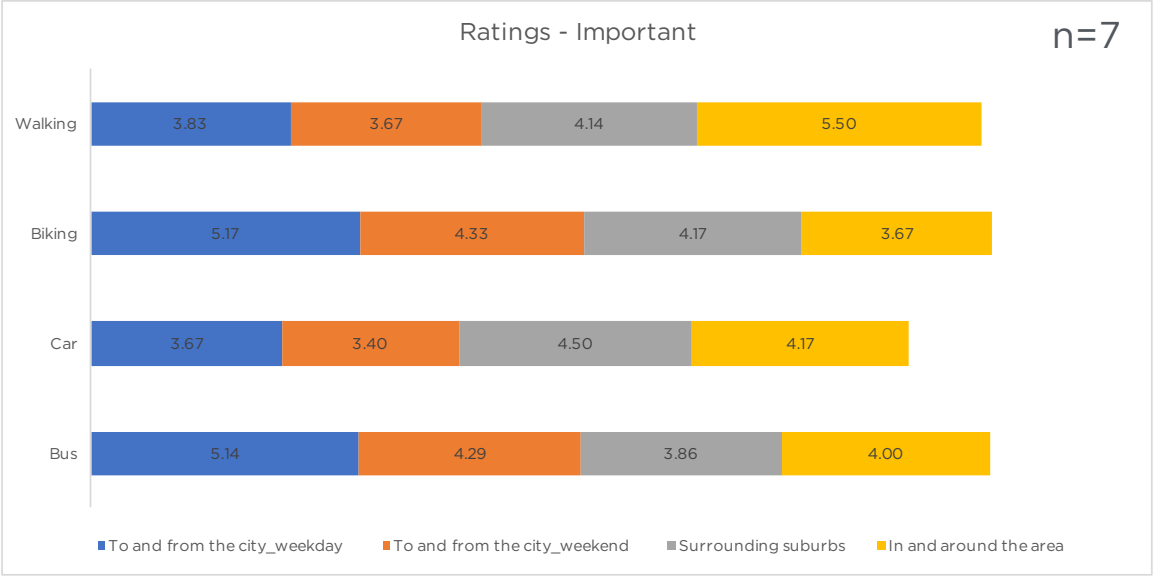
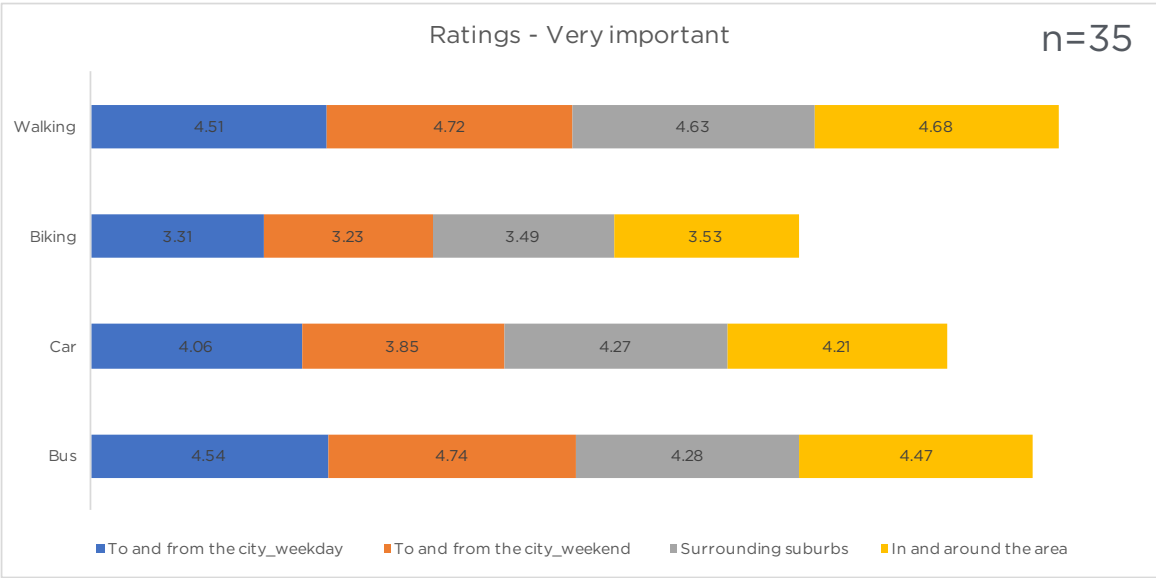


This shows the average rating from all responses - maximum value is 7

n=47

Do ratings change depending on the degree you value improvement for people on bikes?

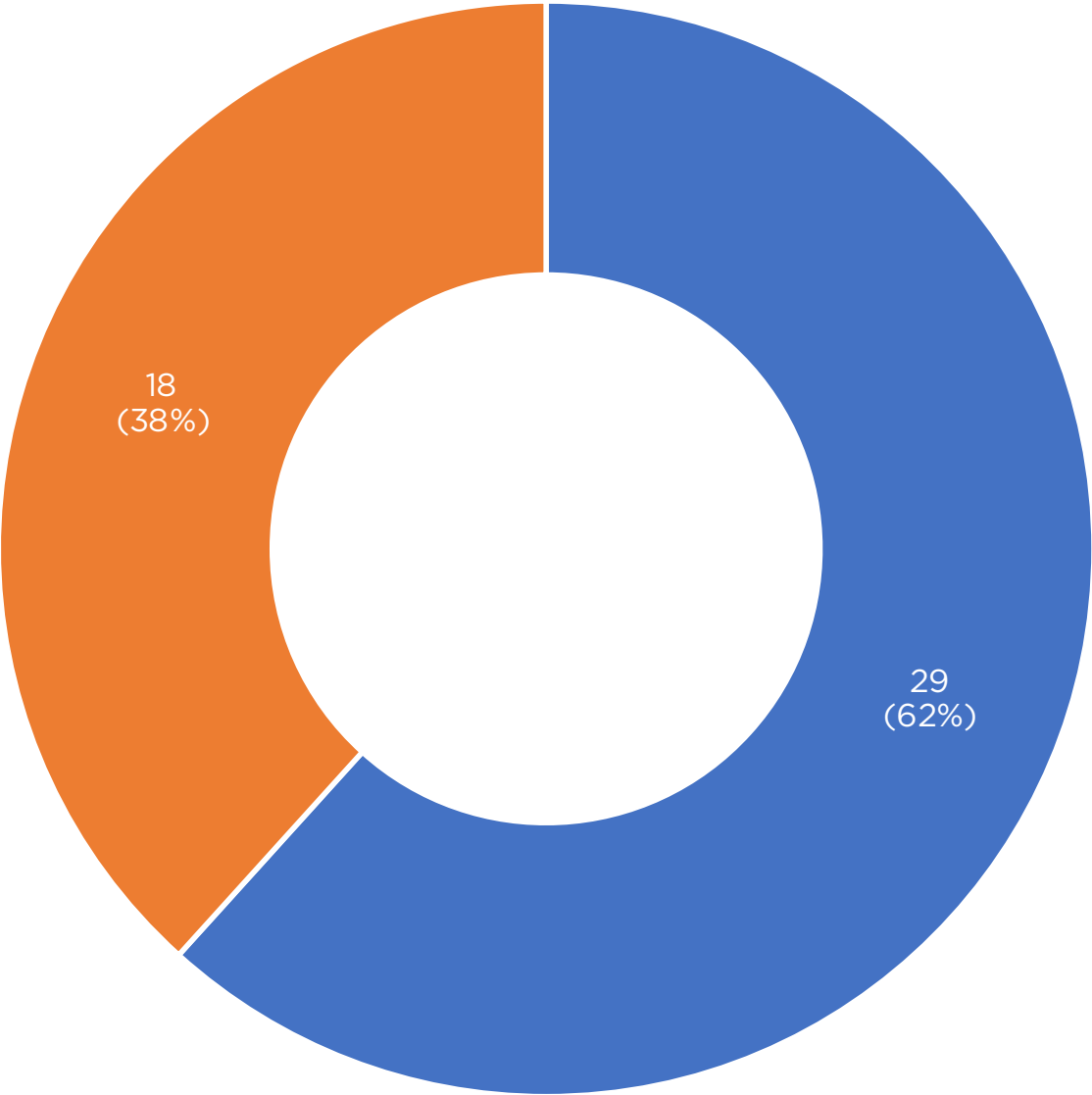
Newtown School



This shows the average rating from all responses – maximum value is 7

What are the most important trips?

Newtown School

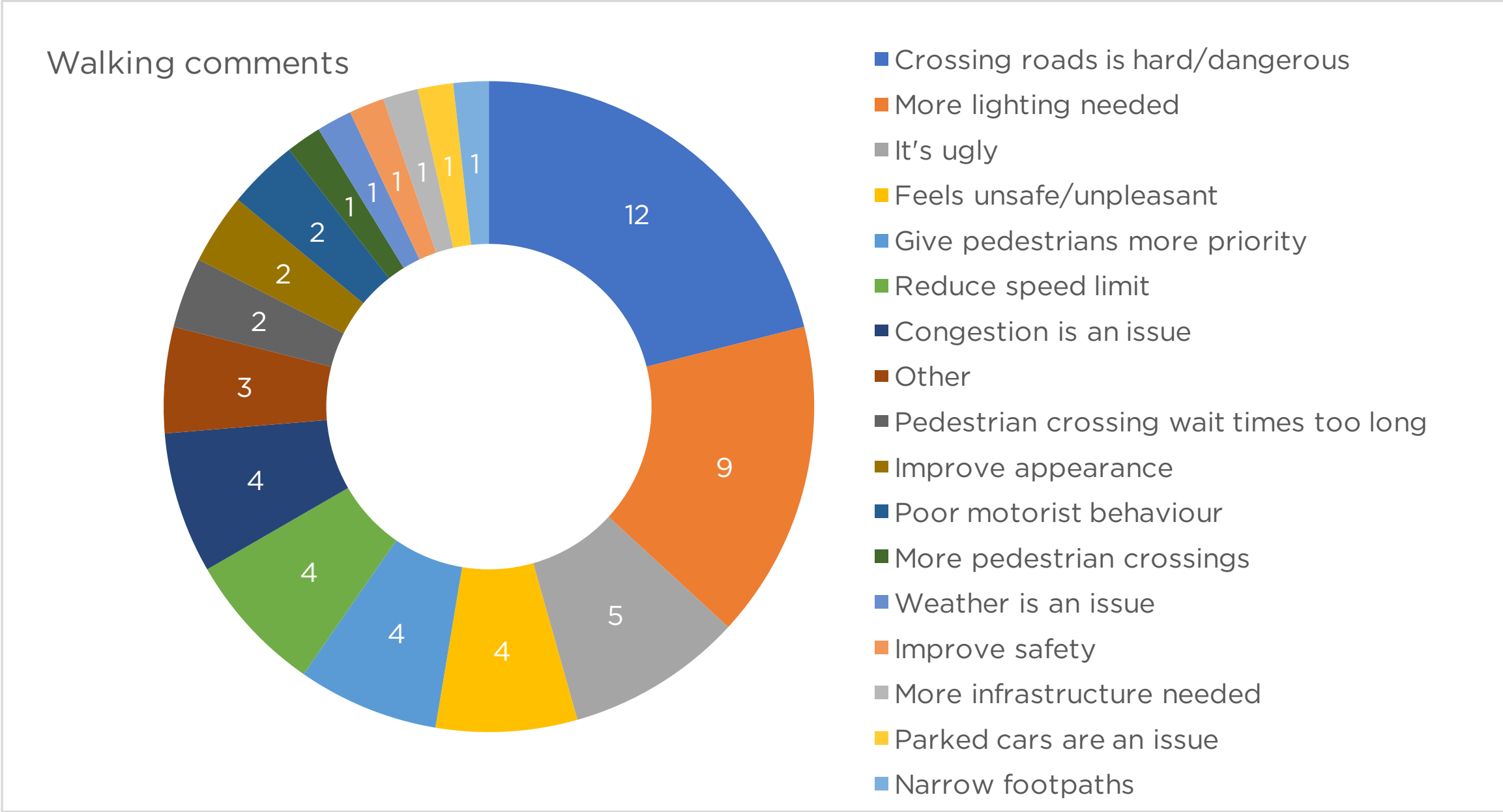


■ Taking my kids to school/daycare in the area

■ Getting to school or university in the area

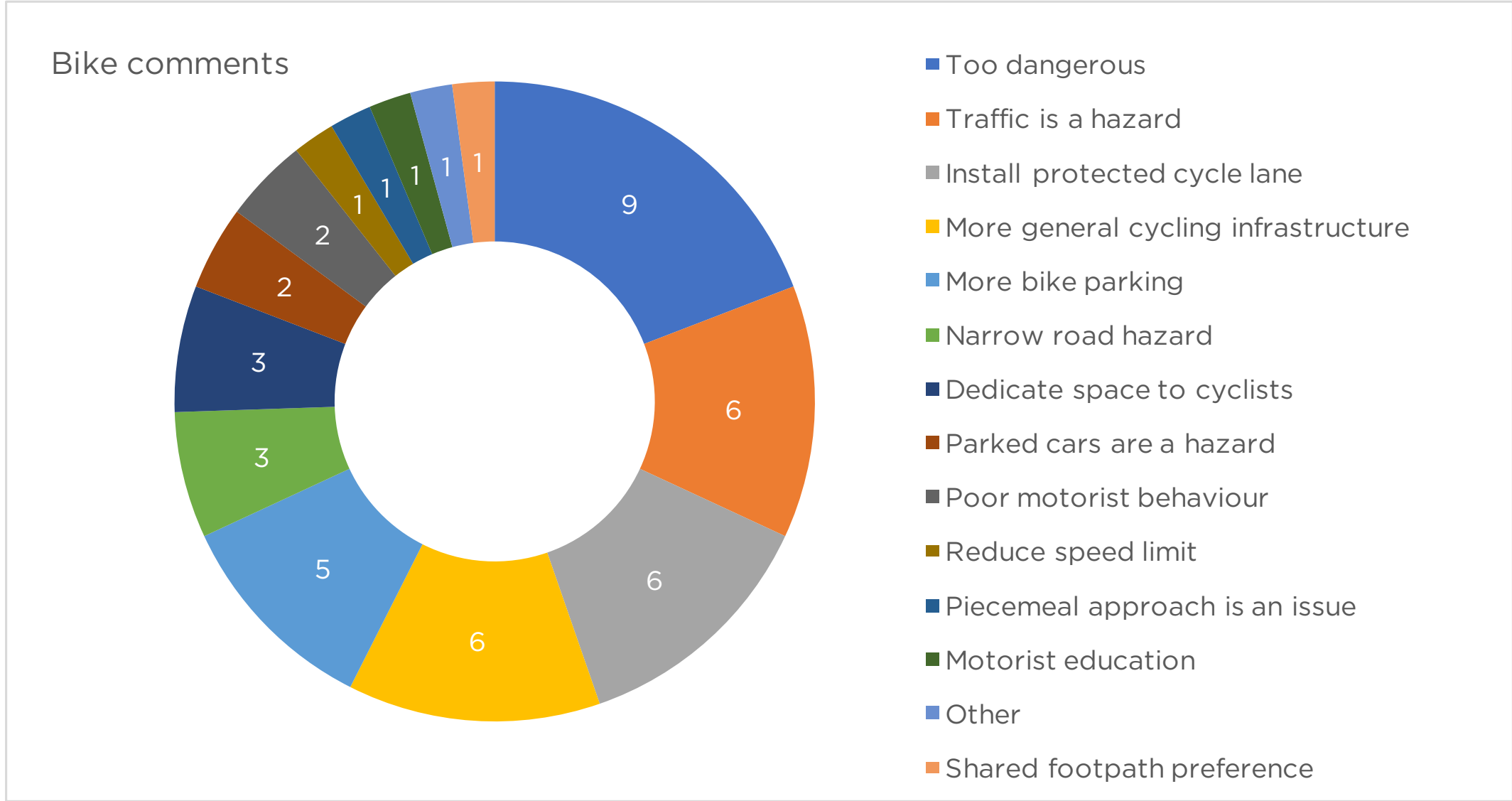
The experience for people walking

Newtown School



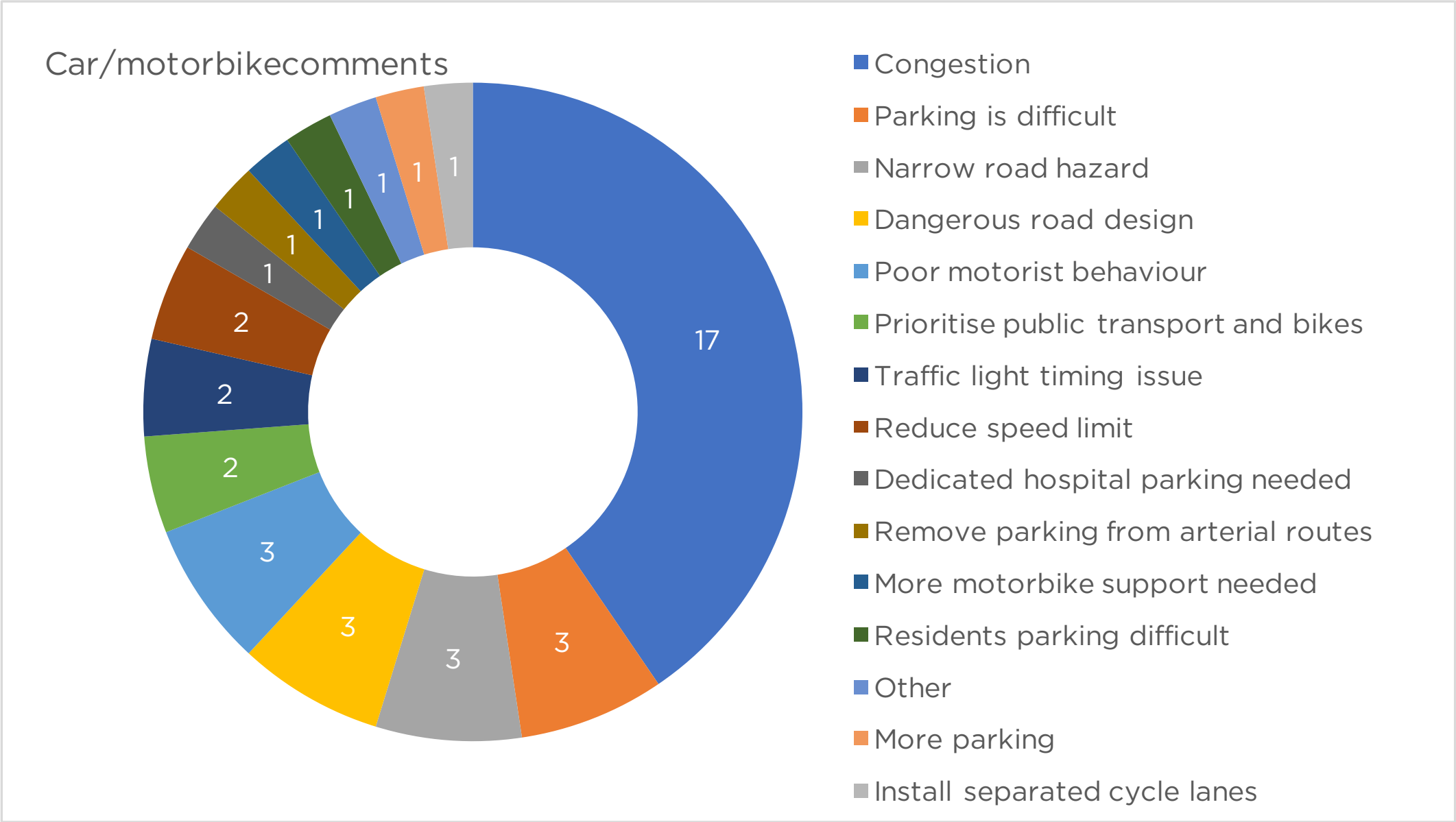
The experience for people on bikes

Newtown School



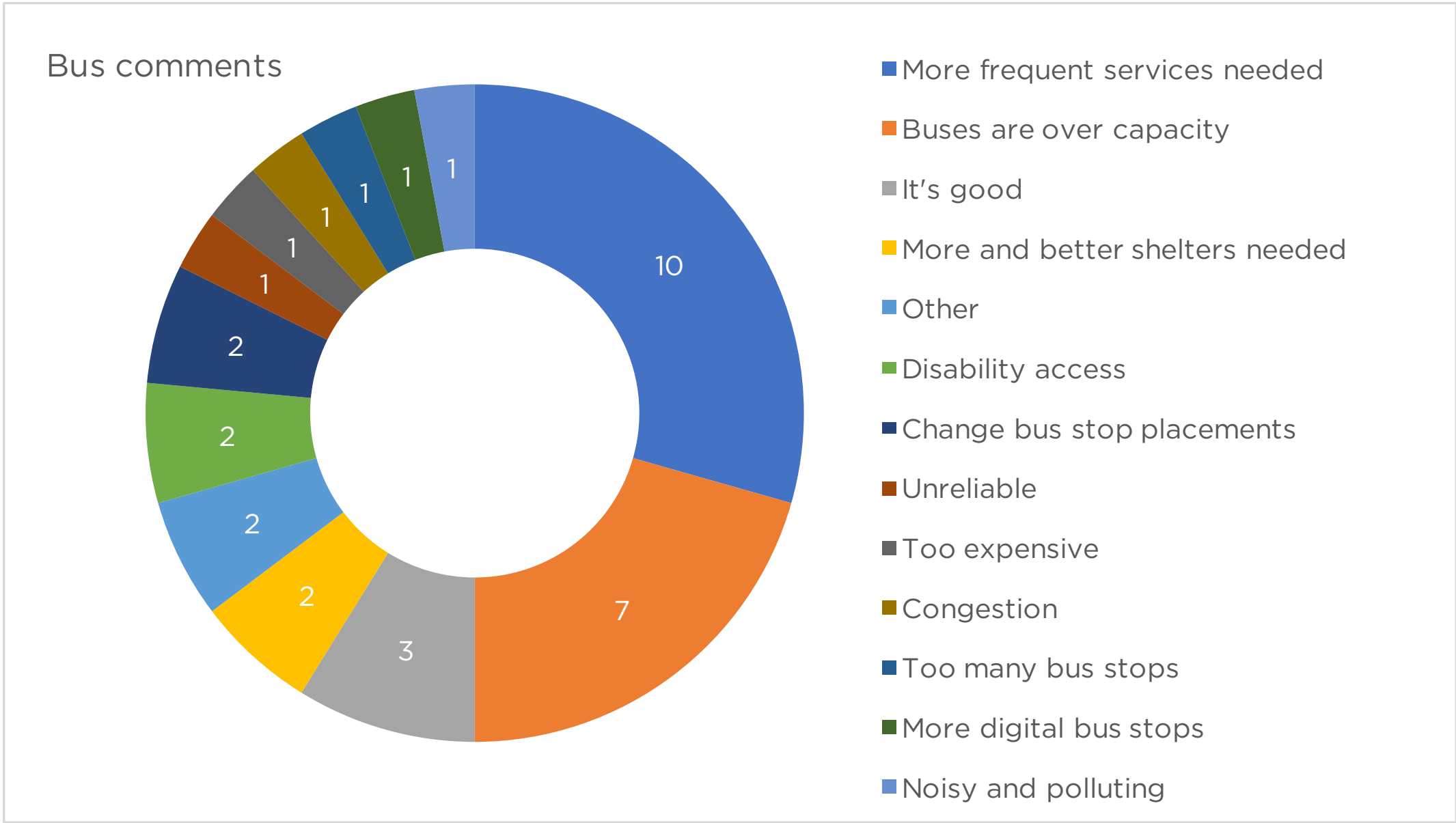
The experience for people in cars/on motorbikes

Newtown School



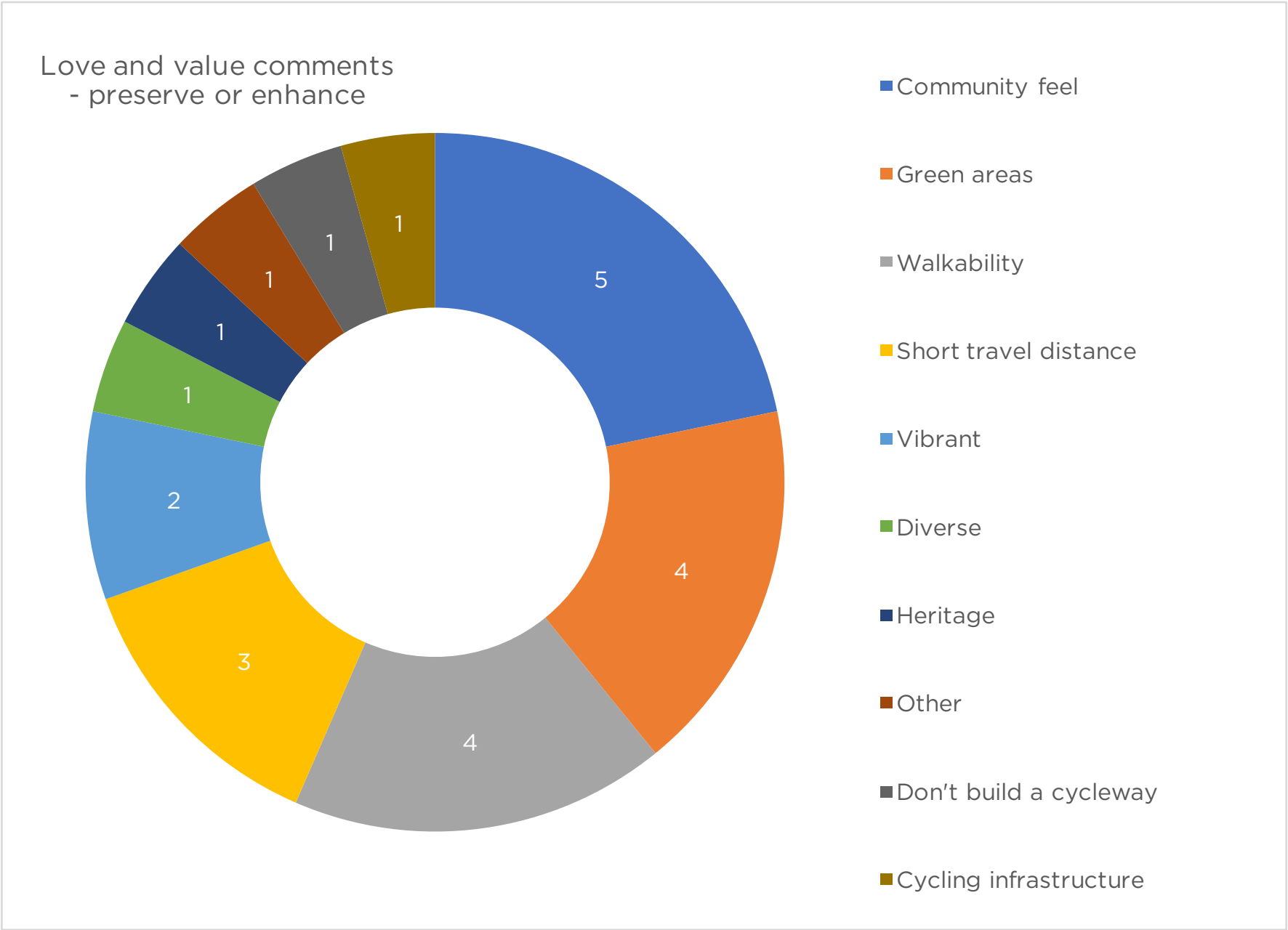
The experience for people using the bus

Newtown School



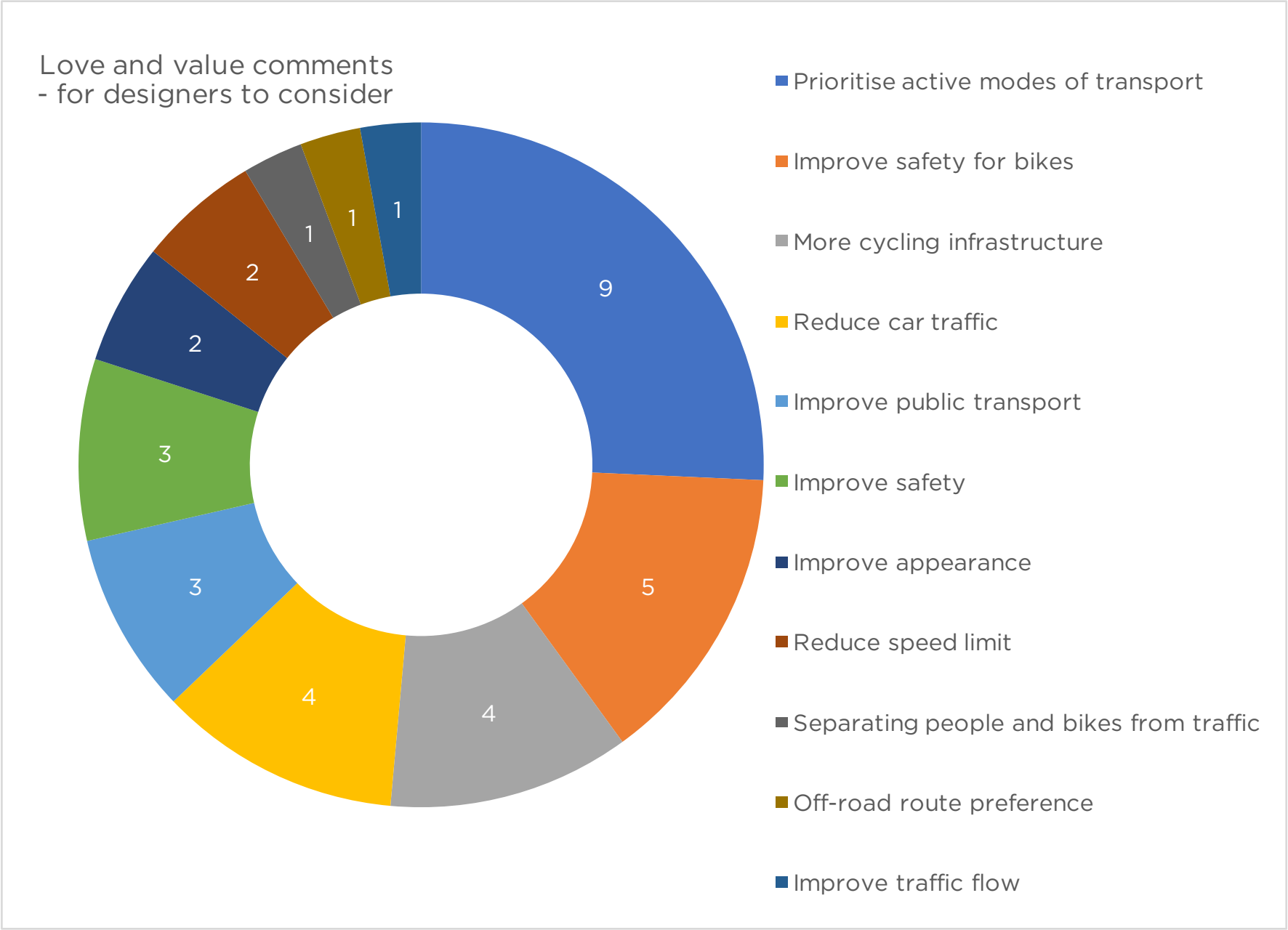
Overall, what are the things you love or value most about the Newtown Connections area that you would like designers to consider?

Newtown School



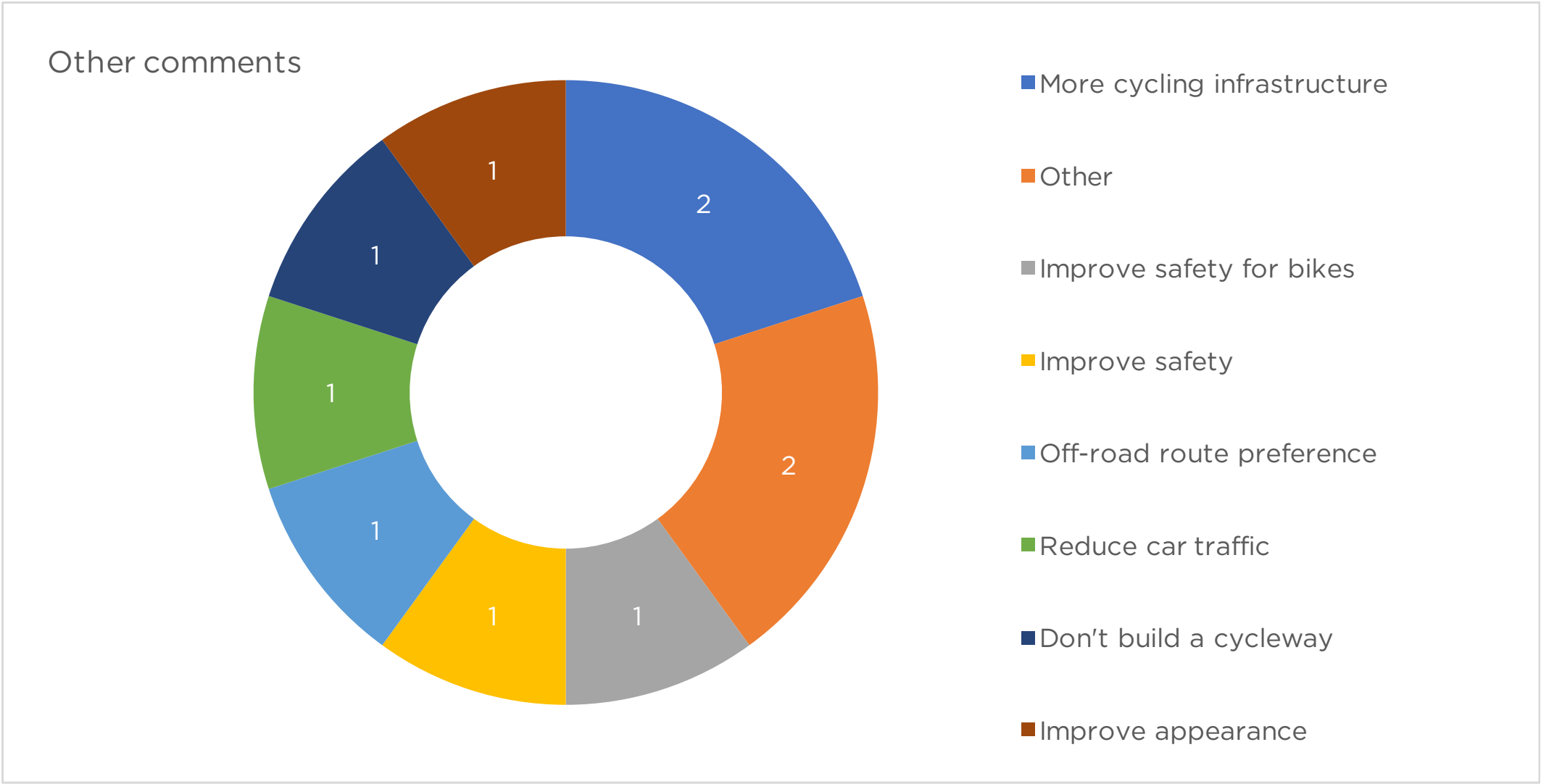
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Newtown School



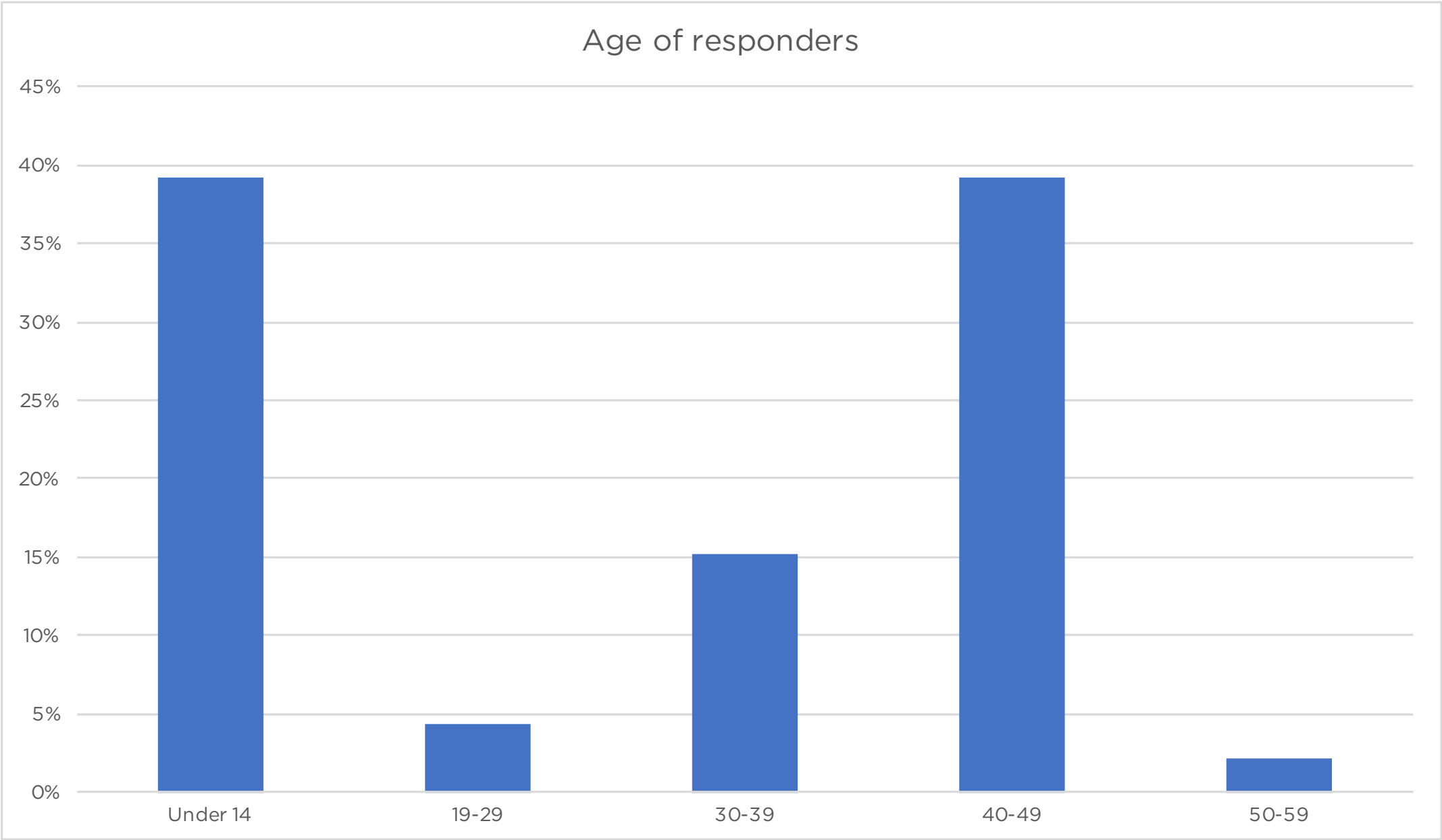
Other comments

Newtown School



Age groups

Newtown School



Did we only hear from the people who ride bikes?

Newtown School Primary mode - combined

