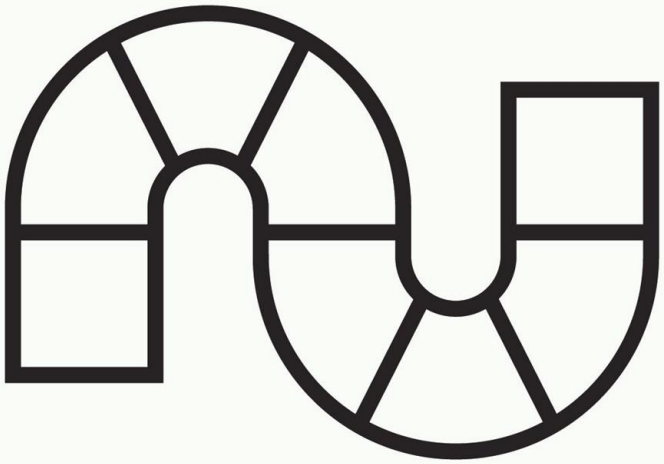


AUAHA

EVOLVING SPACES



National picture



NZ goal of 40% mode shift towards active transport and public transport by 2030. This:

- reduces congestion
- helps meet climate targets
- improves health

It's a big shift in a short time.

- To get there, BAU is not an option.
- Councils have a responsibility to provide safe options for other modes
- Safety, and perception of safety, is a major barrier nationally.

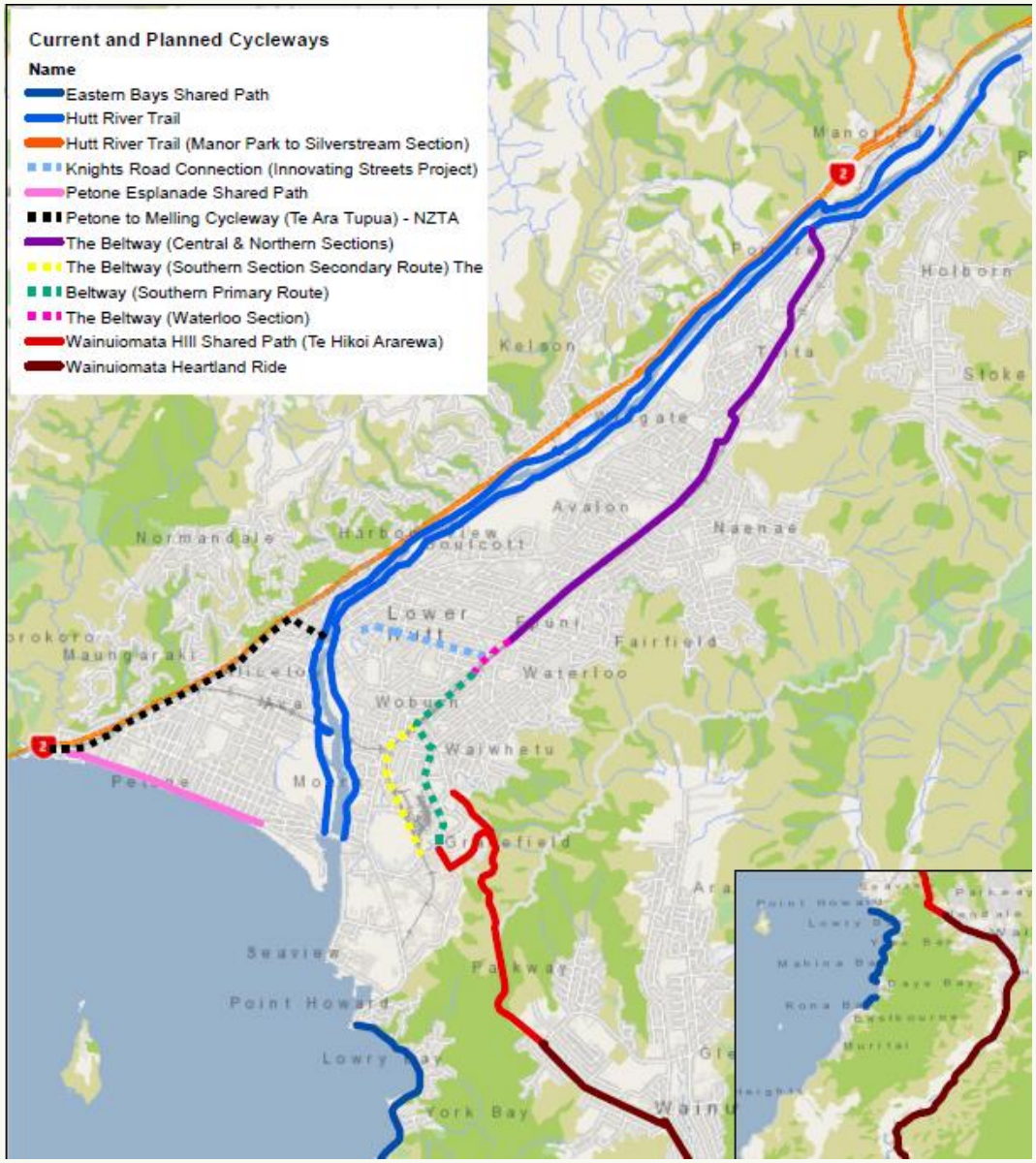
THE OPPORTUNITY

- Innovating Streets funding from Waka Kotahi NZ Transport Agency announced in late March 2020, opened April-May 2020
- Allows temporary trials to real-world test ideas with EVERYONE who is affected
- These trials form part of the engagement with community





CURRENT AND PLANNED CYCLEWAYS AND SHARED PATHS



In Lower Hutt and across Wellington there is a lot of investment in shared paths and off-road cycleways.

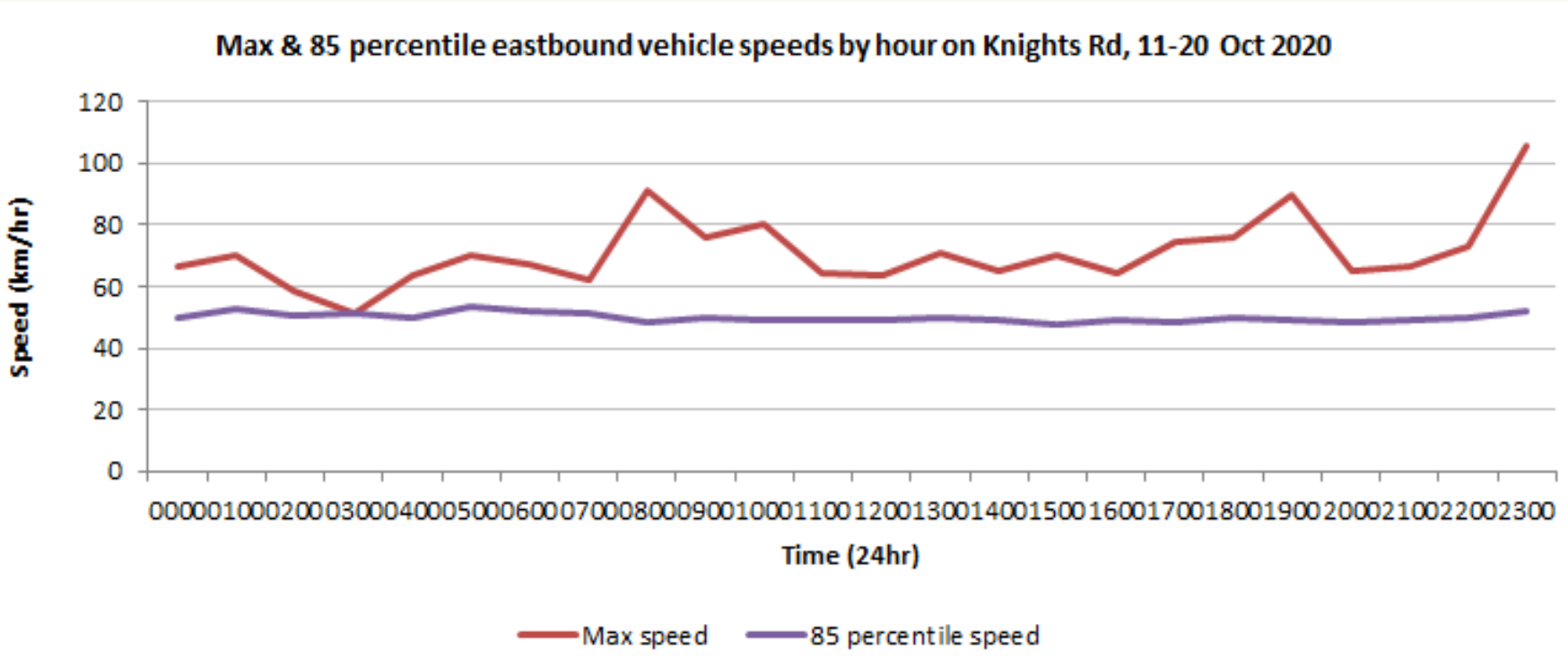
These types of facilities are generally seen as safe, and allow travel between local suburbs and close to public transport.

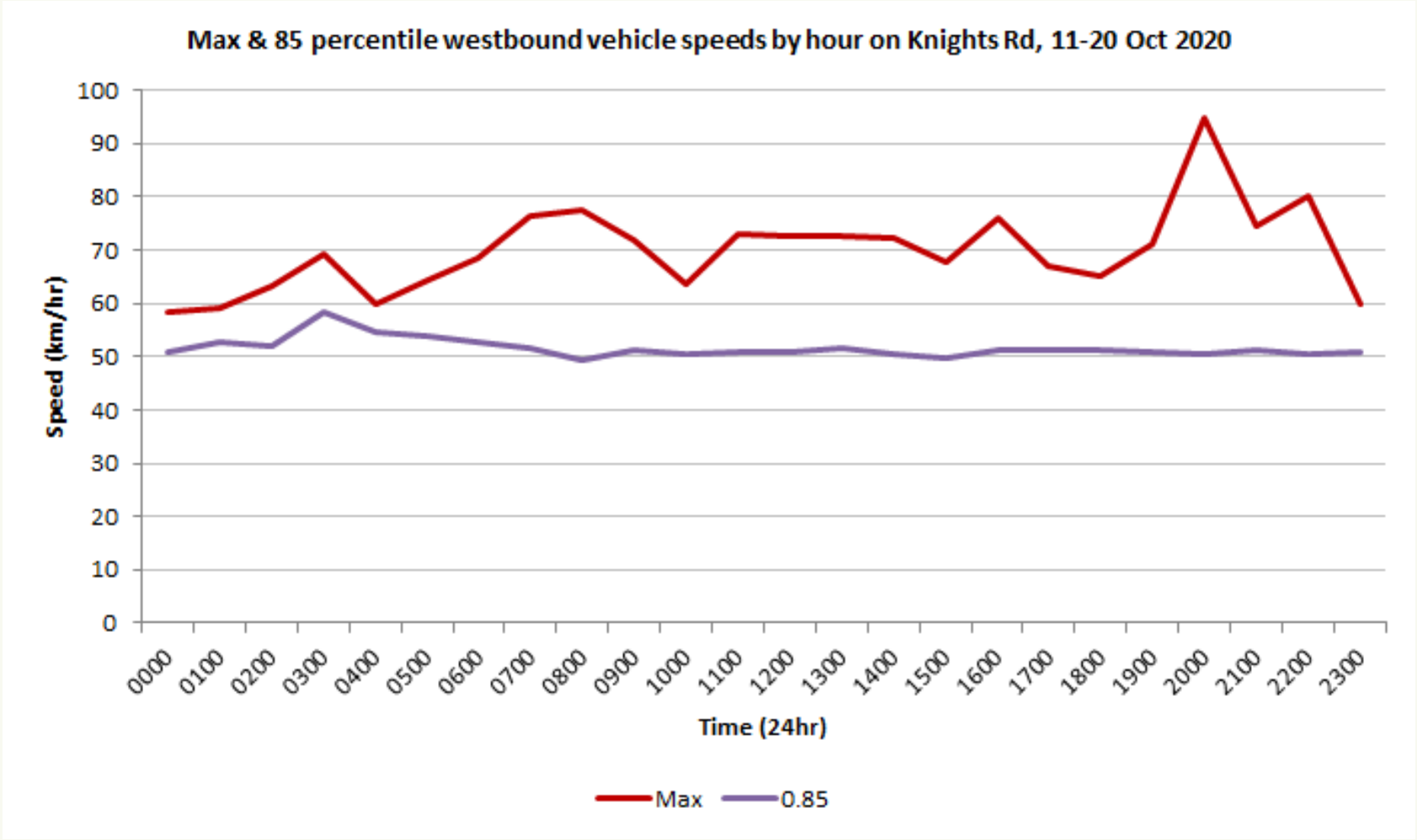
What is missing is connections between them at key points, and from them into the places people want to go - schools, shopping areas, workplaces etc.

KNIGHTS ROAD CONNECTION



Eastbound speed - towards station




Max & 85 percentile westbound vehicle speeds by hour on Knights Rd, 11-20 Oct 2020
Speed (km/hr)
100
90
80
70
60
50
40
30
20
10
0
0000
0100
0200
0300
0400
0500
0600
0700
0800
0900
1000
1100
1200
1300
1400
1500
1600
1700
1800
1900
2000
2100
2200
2300
Time (24hr)
Max
0.85

Measuring success

The measurable outcomes we want to see along Knights Road as a result of this trial are increased use of public and active transport, improved perceptions of safety, attractiveness and walkability, and reduced private vehicle traffic.

- The perception of the safety and attractiveness of active modes along Knights Rd has improved
- The perception of safety outside of Waterloo Station has improved
- Vehicles are moving more slowly, especially at the corner where Oxford Terrace becomes Knights Rd
- More people are using active modes of transport down Knights Rd, particularly to get to the schools and businesses
- More people are walking

This change in active transport is in new people using these modes, and existing people using these modes more often

TRYING TEMPORARY LAYOUTS



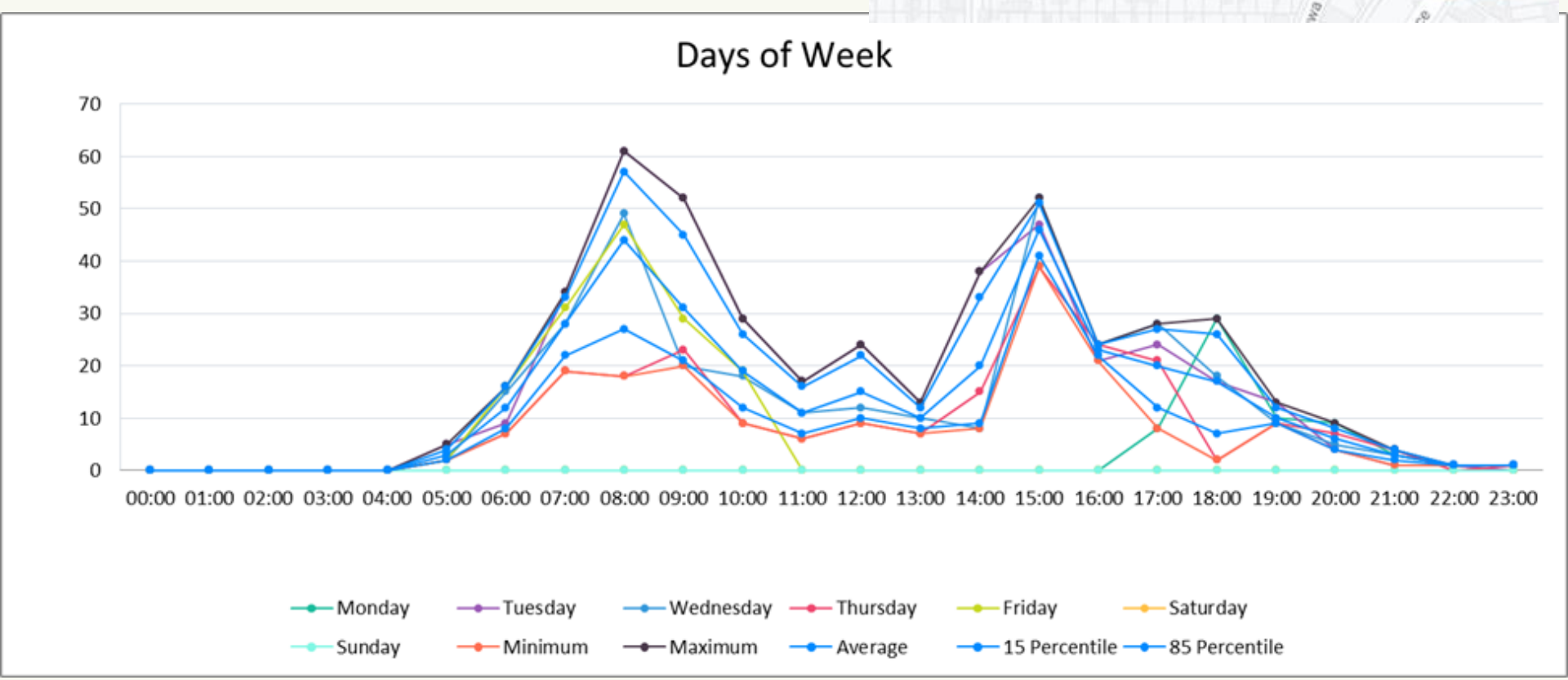




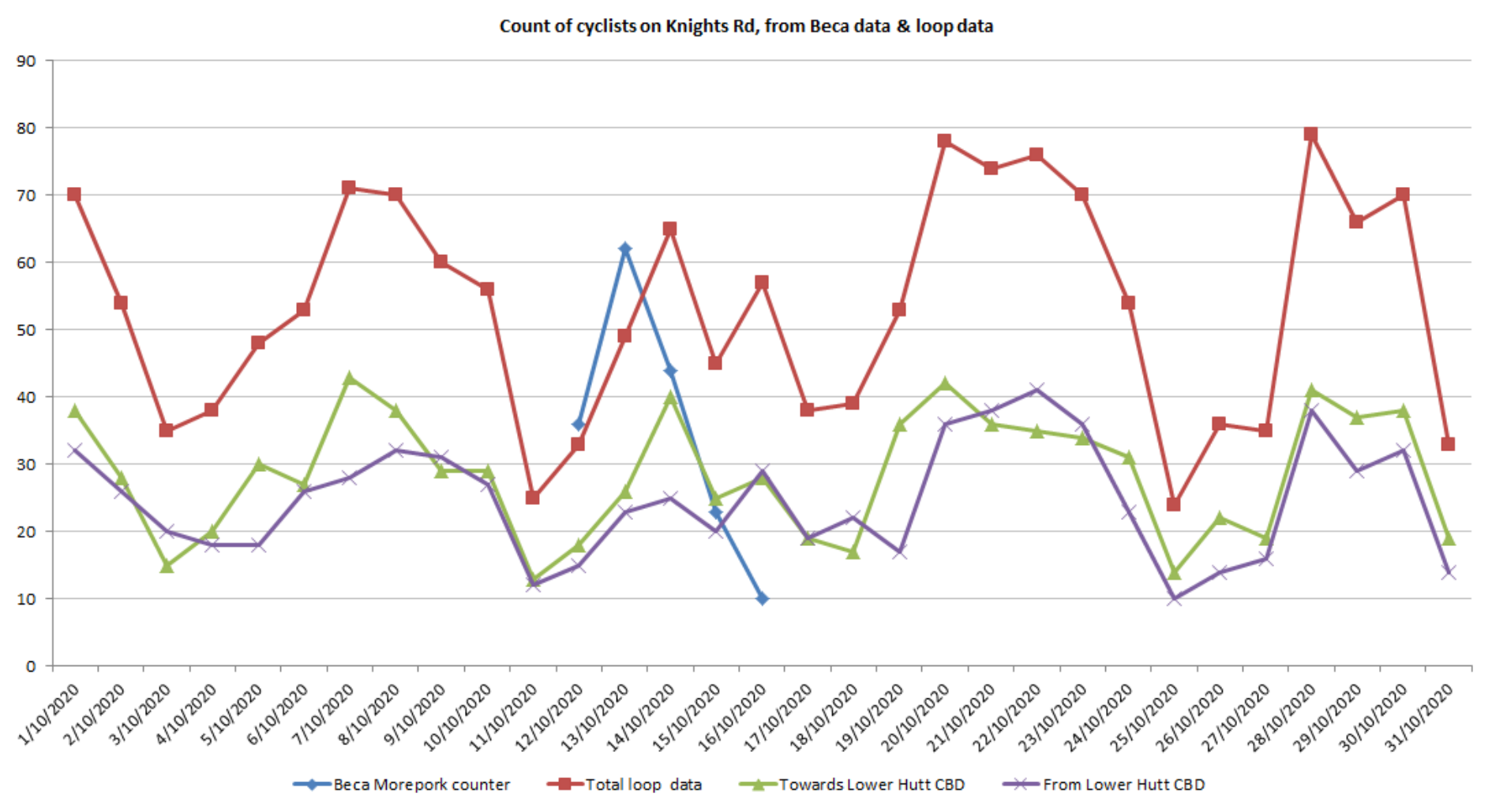


Pedestrian volumes - south side



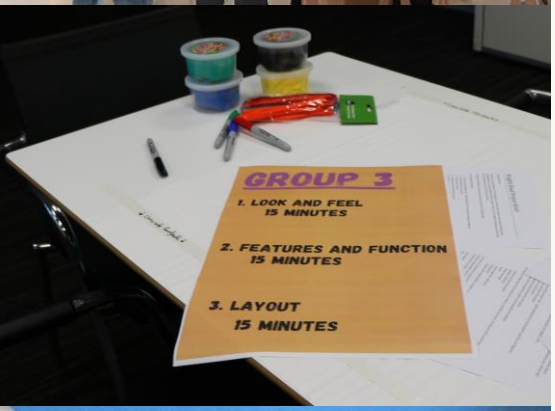


Cyclist volumes - on road



TIMELINE TO DATE







April 2020	Applications invited
May 2020	Applications due
23 June 2020	Successful projects announced
June 2020	Residents and businesses informed and engagement begins
July-September	Workshops & displays, engagement with service providers & businesses
September - December	Transforming feedback into elements to inform design for trial
December	Pop up park opened and mock up of trial layout displayed at Waterloo Park n Ride
January 2021	Technical design finalised
February	First trial installed
March	Engagement on first trial begins

NEXT STEPS

- 5-week trial on 400m section of Knights Road
- Engagement and feedback on trial to inform future trial design
- Aiming for a trial on more of Knights Road that reflects trial 1 feedback
- If community feedback shows temporary layouts works better then can be left in place for longer



LEARNING BY DOING... TOGETHER

- Learning alongside 40 other Councils with Innovating Streets for People projects
- Expert support from Waka Kotahi NZ Transport Agency

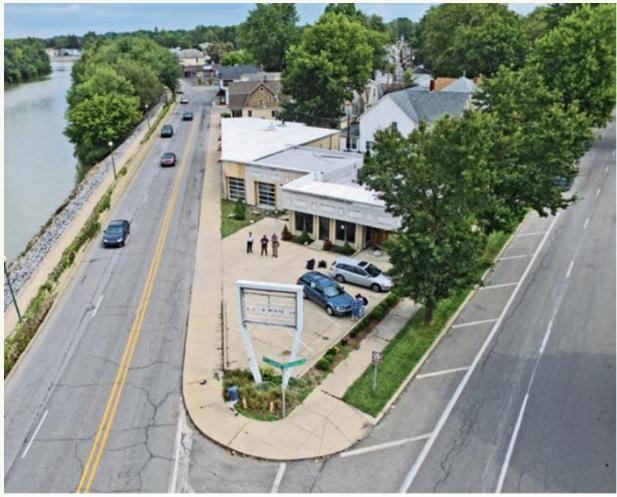






POP UP TRIALS ENABLE US TO…

- Test new ideas cheaply
- Involve community in decisions
- Accelerate decision-making
- Inspire and enable positive change



▲ BEFORE: Columbia Avenue Plaza, Fort Wayne, Indiana



▲ AFTER: A few dozen cans of paint later (one gallon







COMMUNITY VOICE IS KEY TO SUCCESS





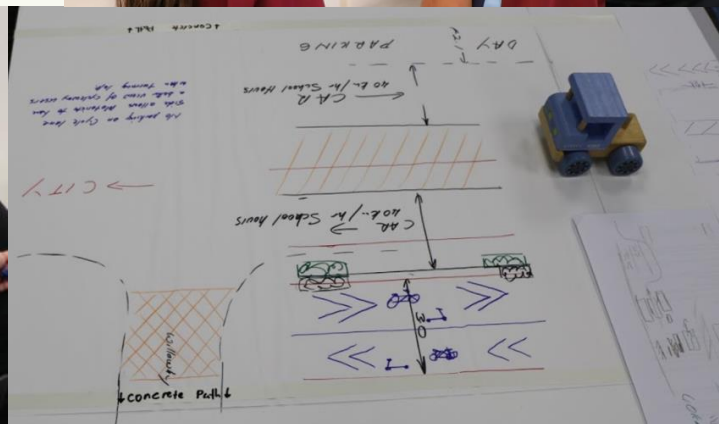




Ongoing engagement with residents, schools, businesses and community







FEEDBACK AND QUESTIONS

