



# ACKNOWLEDGEMENTS

○ URBAN ACTIVATION LAB: NEWTOWN SAFE CYCLEWAY 2014

## Newtown Safe Cycleway 2014

### Background

Beginning in 2001 Red Design sponsored a research project which looked at possible cycle routes from Island Bay to the CBD. The project designs were presented to the Wellington City Council, local schools and community groups including Cycle Aware Wellington. With the political will in 2013 supporting the development of a cycling network in Wellington, the Council invited Red Design to revisit its work on the proposed Island Bay to Te Papa route and develop consultation drawings for potential routes through Berhampore, Newtown and Mount Cook.

The resulting design is for a Safe Cycleway Network – a summary of the Cycleway research and community design work undertaken by Red Design Architects' Urban Activation Lab team during the summer of 2013 – 2014. This project relates to what has been named as Section 2 of the Island Bay to Te Papa route (Dee St to John St) – the zone that presents the greatest design challenges for the city.

### Process

These Cycleway Network drawings were prepared using a living document protocol. Drawings were originally prepared for use with a presenter explaining the content and facilitating meaningful consultation of options for cycling routes through Berhampore, Newtown and Mt Cook.

Accurately drawn options for segments of the route enabled the team to work in partnership with the local community to investigate the potential, to discuss preferences and implications and to discover which were the best and the most effective cycle routes and paradigms for cyclists and for residents.

The drawings used for discussions with locals, cyclists, and schools were then modified, re-drawn accurately embodying local refinements and suggestions.

Some detailed options were retired:

- streets where a cycleway would be an excellent fit, but that didn't link well with other branches.
- streets where the route connections would work well but where adding a cycleway simply didn't preserve the liveability and functionality of the street or the neighbourhood.

Newtown Safe Cycleway 2014 records a masterplanned network. The *i* page accompanying each route map summarises key details, explaining the content presented in community meetings. The resolved scheme content shown is the result of an evolving community blueprint, a framework still flexible and potentially open to the inclusion of future community ideas.

### Acknowledgements

Red Design would like to acknowledge the efforts of the team of undergraduate and post-graduate architecture and landscape students from Victoria University of Wellington who comprised our Newtown Safe Cycleway project team. Their dedicated work ethic and professionalism have greatly benefitted the Newtown Safe Cycleway project.

Red Design's gratitude is extended to the designers who had previously volunteered their time to contribute to the Urban Activation Lab work from 2001 – 09. Their research of cycleway paradigms used around the world and their design iterations formed the basis of this new suite of designs for the Island Bay to Te Papa Cycleway.

Wellington City Council is commended for its facilitation of this broad reaching community process. The vision of Wellington City Council officers Stavros Michael and Paul Barker in commissioning a local design perspective for fresh ideas on how cycleways might better fit the urban fabric of Berhampore, Newtown and Mt Cook enabled Red Design to bring together the team of young designers to work over the summer on this project.

The core funding WCC provided made it possible for the design team to study research reports on cycleway safety and investigate what would be the most successful configurations for the specific local conditions of our narrow Wellington streets and hilly suburbs.

The involvement of WCC's Paul Barker and Joe Hewitt in peer review meetings meant their valuable traffic engineering knowledge contributed to the refinement of design solutions and preferred options.

Thanks goes to members of the Wellington community who over the years have contributed ideas and perspectives – cyclists, pedestrians, car drivers, local residents, schools and members of the business communities of Berhampore, Newtown, Mount Cook and the John Street precinct. We valued their sharing of local knowledge, of possible routes and experience of local traffic patterns and parking issues which were then integrated into our teams' designs.

We gained valuable insights from the pedestrians and cyclists who stopped to talk to members of our team when they were on site, measuring footpaths and streets. We particularly appreciated the locals who took us on field trips exploring the on and off road pathways, backstreets and little known areas of reserve land and the Town Belt that could possibly be part of a safe cycleway route.

Thank you also to the Newtown Residents' Association for the public meetings it has hosted featuring discussions of the Southern Suburbs Safe Cycleway over the years.

Finally we would like to thank the people we have met around the world who have helped inform our research into different types of cycleways – including the locals in Yokohama who kindly lent us their bicycles for first-hand experience of cycling journeys in their neighbourhood, the cyclists in Sydney who stopped to discuss their experience of the city's two-way cycleways (fit and fast cyclists, gentle commuters and families cycling together for weekend recreation), the children in Nelson who talked to us about their cycleway to get to and from school safely, and the many other people and places we as a team have drawn on for their personal experience as cyclists, pedestrians and car users.

# ISLAND BAY TO TE PAPA SAFE CYCLEWAY: ACKNOWLEDGEMENTS

## Red Design's Urban Activation Lab Safe Cycleway project team:

### Project Convenors:

Anna Kemble Welch, BArch FNZIA; Martin Hanley BBSoc, (partners in Red Design); James Coyle BArch; Sean O'Brien BA, Dip Management, Dip Multimedia, (Project Manager).

### Project Team 2014:

Margot Bowen BAS, MArch; Hamish Mclachlan BAS, MArch; Scott Meekings; Sam Brown BAS, MArch; Clayton Sime BAS Landscape; Jonie Molloy BAS; Nick Denton BSc, BAS; AJ Royfee; Alex Prujean.

### Publishing & Presentation:

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### Past Contributors to the Cycleway Project:

The level of detail in this publication would not have been possible without the individuals, organisations and community groups who have contributed their time and expertise over the years to the safe cycleway from Island Bay to Te Papa.

Alistair Upton BArch; Eloise Veber BArch; Scott McKenzie BArch; Barnaby Bennett BA, BArch, PhD Candidate; Jack Jiang BAS, MArch  
And all the other Victoria University architecture, landscape and design graduates who believed in the potential of "Rethinking Urban Movement" and contributed their ideas in the early days of the project.

### Past Publishing & Presentation of "The Bike-pass":

Alistair Upton BArch; Martin Hanley BBSoc.

We appreciate your enthusiasm for this project's potential to re-shape how people might move around our city. We hope you enjoy the 2014 evolution and development of your research, design and field work.

*Thank you*

## Urban Activation Lab

The Urban Activation Lab is the community project, urban design and public and social policy group of award winning Newtown-based firm Red Design Architects. Headed by Martin Hanley and Anna Kemble Welch, the team works nationally and internationally. The group has been actively involved in projects relating to public consultation, public events, mainstreet revitalisation, transportation, parks, public art and sculpture, school amenities, ecology, community resilience, disability support and healthcare, heritage and conservation since 1979.

This presentation is a summary of the Cycleway research and community design work undertaken by Red Design Architects' Urban Activation Lab team during the summer of 2013 – 2014.

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