

## How do I give feedback?

We want to hear what works well and what isn't working from everyone that uses Knights Road. There are different ways to share your feedback and experiences.



### Tell us what you think

Fill in one of the surveys available online or pick up a hard copy<sup>1</sup> feedback form available at Hutt City Council and send it back by freepost.

Hard copies will also be delivered to residents of Knights Road and surrounding streets.

<sup>1</sup>Hard copy available from 8th March



### Face to Face

Come and see us at our stand at Queensgate 18 March between 9am–9pm

Pop by one of the drop in sessions at the Dowse Art Museum 24 and 25 March 10am–2pm

Attend a workshop at the Dowse Art Museum 24 March 6pm–7.30pm

## How will the feedback be used

The feedback alongside ongoing real-time traffic monitoring will be used to inform what might be trialled on a longer stretch of Knights Road later in 2021.

Based on the feedback at the end of the trial, the new layout will be adapted, extended or removed.

## Where do I go for more information?

### Find out more

There is more information about the Knights Road Connection Project as well as other Auaha Evolving Spaces projects at [www.auahaevolvingspaces.nz](http://www.auahaevolvingspaces.nz).



Our Facebook page has regular updates on what is happening and ways to feedback. Go to [Facebook.com/auahaevolvingspaces](https://www.facebook.com/auahaevolvingspaces)



Check out the noticeboards at the Birch Street Park



Send the project team an email [auahaevolvingspaces@huttcity.govt.nz](mailto:auahaevolvingspaces@huttcity.govt.nz)



Call Hutt City Council on 04 570 6666

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## Knights Road Connection Project

We are trialling temporary changes to make Knights Road a safer journey for all modes of transport



# Trialling a safer journey on Knights Road

## Why make changes?

By 2030, New Zealand has a goal of shifting 40% of our journeys towards active and public modes of transport. This project contributes to this goal by making a better connection along Knights Road and keeping our road network operating efficiently.

A connected network for non-motorised transport provides safe travel choices for regular day-to-day journeys.

In Lower Hutt, this means creating connections between existing and planned cycleways and shared pathways to the places people want to go, like schools, public transport hubs and business areas.

Knights Rd is the connection between Waterloo Station, the new Beltway cycle route and Lower Hutt's CBD. It links approximately 2000 students attending local schools.

Waka Kotahi NZ Transport Agency is providing funding and support to help Councils and communities work together to design connections that enable more people to choose active and public transport.

The Knights Road Connection is one of Innovating Streets for People projects.

## Where did the layout come from?

The changes being tested on the road reflect what we have heard from the people that use Knights Road. Residents, local schools, commuters and the community have shared what they think would make the road a safer, more attractive connection to the places they want to go.

### We heard:

Residents valued having the median strip to make it easier to access their driveways.

Students wanted to be able to scoot and bike to school safely, separated from traffic.

People liked the footpath being mainly used by pedestrians.

The intersection outside Waterloo Station doesn't feel safe or encourage walking, cycling and scooting for many different groups of people.

## What is being trialled?

### Phase 1: Willoughby to Waterloo

The trial aims to test solutions to what we heard, the new layout includes:

- Two temporary lanes for bikes and e-scooters
- Speed cushions and signage to encourage slower speeds around the Waterloo intersection
- Reduced parking on the south side of Knights Road to make way for temporary lanes
- Median strip to be retained to allow for turning vehicles into streets and driveways.

There are some things we can't trial in a temporary way like changing the road surface. We will factor things like this into our feedback processes.

Feedback and monitoring from the first trial will be used to inform if the trial should be amended, extended or removed.

