Bike network progress report

November 2025

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Photo: Park2Park event- 2025

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Photo: Bloomberg Initiative for Cycling Infrastructure Kilbirnie cycle event - 2024

Wellington City Council is committed to providing Wellingtonians with a range of transport options, so they have choices in how they get around, and to improve social, economic and environmental outcomes for the city.

To meet this commitment, Council has embraced the challenge of delivering a high-quality, connected bike network across Wellington. The 2022 Paneke Pōneke Bike Network Plan sets out the vision for 166 kms of cycle network integrated into the existing street network, with the associated Bike Network Plan (BNP) Programme responsible for delivering 119 km of the cycle network.

Since 2022, the programme has delivered 32 km of new bike routes, bringing the total Strategic Bike Network completion to 38% and ensuring 53% of residents live within 500m of a route. Rapid delivery using transitional designs has accelerated progress and reduced costs, while transformational projects have enhanced key corridors. A focus on community engagement resulted in over 10,000 pieces of feedback and through consultation, each project received more public support than opposition.

Cycling uptake is growing, with between 11-87% more daily trips on new routes and citywide volumes on key arterial routes up 18% since 2020. Strong cycling growth on connected routes such as Miramar to City and Island Bay to City are an indicator of the benefits of a connected network. Safety outcomes are improving, and there is a marked improvement in the resident perception of how easy it is to get around by bike. Cultural integration and community activation have elevated the infrastructure, with strong partnerships and visible Te Ao Māori design elements across the network.

Delivering the bike network has presented significant challenges. Creating space for cyclists and e-scooters often means trade-offs for parking, traffic, or pedestrians and managing the tension between responding to genuine concerns and delivering on the strategy. Some negative sentiment and sometimes hostility toward the bike network and the Council developed, but the focus has been on a robust and defendable process, which has been tested through judicial and Ombudsman reviews.

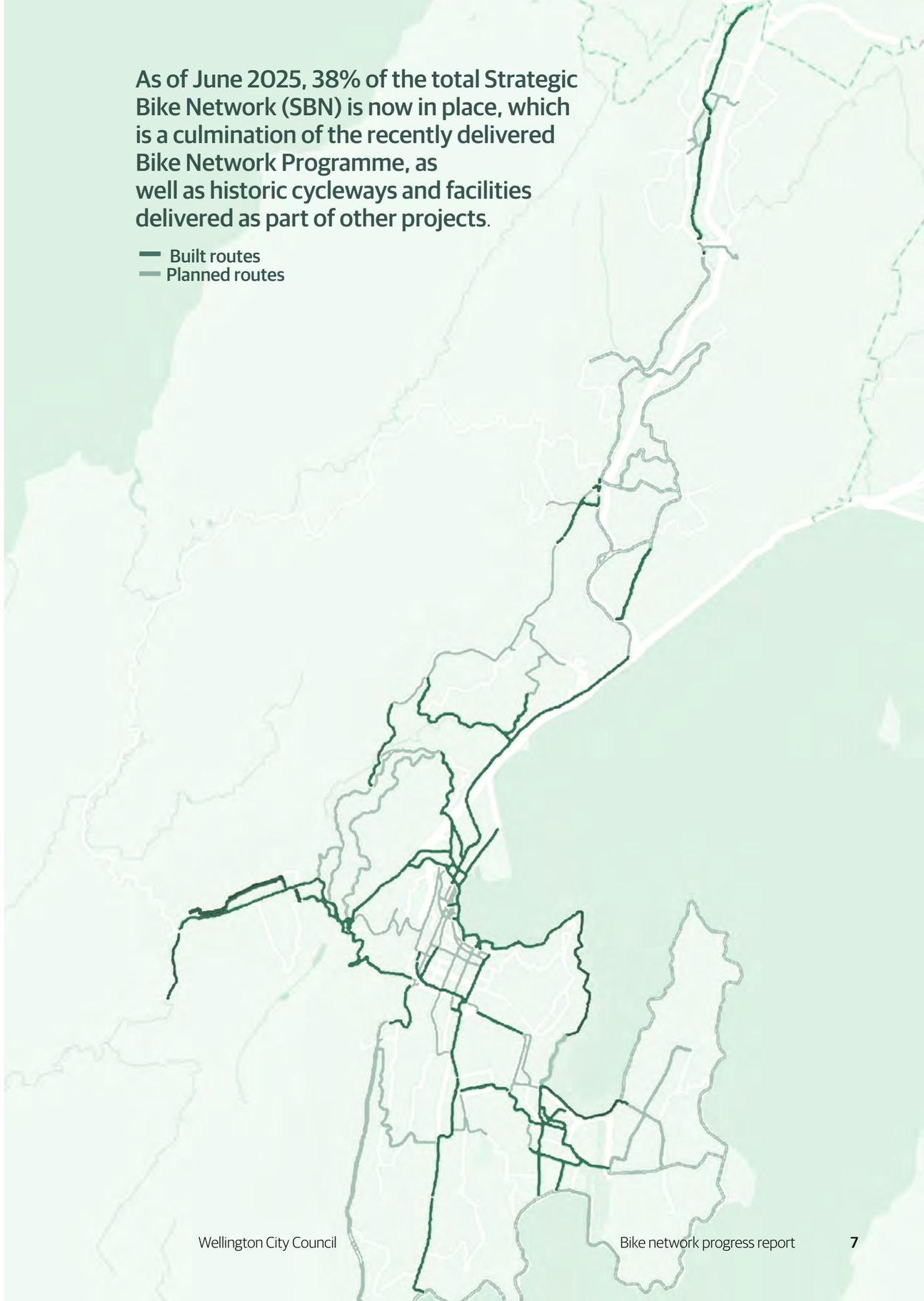
Despite funding constraints and the disestablishment of Let's Get Wellington Moving extending bike network completion to 2044, the programme continues to deliver measurable benefits. Future priorities include connecting the network through the central city, completing the primary network by 2031 and continuing to iterate the delivery model to maintain momentum.

This report outlines BNP Programme current progress, capturing the journey to date, key delivery successes and challenges encountered, short-term outcomes, and future opportunities.

Section four of this report addresses the four key objectives sought by the Bike Network Programme and assesses progress toward achieving them using the measures in Table 1.

The report also includes "spotlights" that highlight additional findings and insights beyond the core metrics, and "Route Reports" for the 12 individual projects delivered under the BNP Programme between 2021 - 2025.

As of June 2025, 38% of the total Strategic Bike Network (SBN) is now in place, which is a culmination of the recently delivered Bike Network Programme, as well as historic cycleways and facilities delivered as part of other projects.



Bike Network Programme progress at a glance

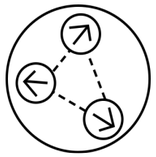
Investment objective

Create a strategic citywide network of connected bike routes in order to improve safety for people on bikes, increase the role of cycling in the transport network, and improve environmental and health outcomes.

Key outcomes and benefits delivered

Delivery of a strategic citywide network of connected bike routes

Improved safety for people on bikes



Increased role of cycling in the transport network

Improved environmental and health outcomes

What we've Delivered

32km
of cycleway delivered through BNP Programme (June 2025)

38%
of Strategic Bike Network complete

Over 10,000
pieces of feedback from our public engagement processes

53%
of Wellingtonians within 500m of network

Improved network delivery and reduced cost per kilometre

Outcomes to Date

- ↑ Increase in perceived ease of getting around by bike
- ↓ Reduction in injury crashes involving cyclists
- ↑ Increase in cycle mode share trips
- ↑ Increase in cyclist volumes across Wellington
- ↑ Increased cyclist counts on BNP cycleways

Changing Strategic Context

- A commitment to accelerate a rapid roll-out of a bike network in 2021 was part of Wellington's strategic climate action response
- The Bike Network Programme (BNP) was established in 2022, to deliver many of the routes confirmed as part of the strategic bike network
- The disestablishment of Let's Get Wellington Moving (LGWM) in 2024 left some of the strategic bike network unplanned, including the central city
- A change in government direction in 2024 and local funding cuts scaled the programme back down
- The BNP shifted away from a two stage approach (transitional and transformational) to a single delivery phase that will use more robust materials but minimise costs through reduced civil works

Future of the Programme

- Changing from area-based delivery to prioritising remaining primary network after funding cuts
- Reshaping BNP to include central city and other streets previously within the remit of LGWM
- Ongoing monitoring and evaluation, using new cycle count data collection methods
- Ongoing complementary activities to promote the uptake of cycling on the new infrastructure
- Ongoing maintenance and renewals of the new infrastructure, and consideration of the pathway to permanence for transitional routes

Takenga mai

Background

02

Photo: Bowen Street cycle ride event - 2023

Background

Wellingtonians take great pride in the quality of life their city offers. The compact city centre and easy access to nature blends urban convenience with recreational opportunity.

As the city grows and evolves, preserving this quality of life requires a multi-modal, efficient transport system that enables everyone to get where they need to go safely and reliably.

Over time, the Wellington community has shown increasing interest in a broader range of transport options, including cycling. At the same time, growing awareness of climate change and the impact of transport emissions has strengthened the case for providing more low-carbon travel options. In response, Wellington City Council has directed transport investment towards transport options that reduce our city emissions and enhance accessibility, efficiency and safety.

While other transport modes have existing networks that require upgrades in places, a cycling network did not exist in Wellington so needed to be developed in full. To get a bike network operational as quickly as possible, Council established a dedicated programme to accelerate the delivery of a connected network and meet the growing demand for getting around by bike, e-bike and e-scooter.

This report outlines current progress, highlighting the journey to date, delivery successes, challenges encountered, and future opportunities.

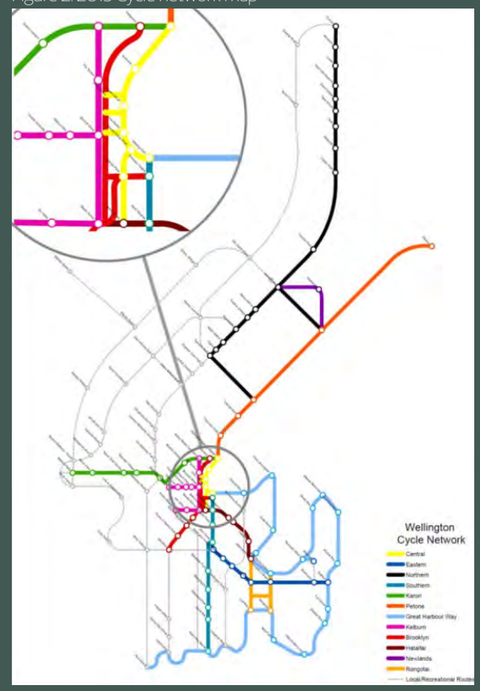
Figure 1: Botanic Garden ki Paekākā to city dawn blessing - 2023

The beginning of Wellington's cycleway journey

While cycling in Wellington had gradually increased prior to 2015, uptake was slow, and safety remained a concern. Council wished to invest in a joined-up bike network as this was seen as key to achieving uptake, improving safety, reducing carbon emissions, and supporting a liveable, accessible compact city.

A high-level plan for cycling was developed, the Wellington Cycleways Network. It envisaged a bike network for Wellington to be developed over two decades, consisting of primary, secondary, and tertiary routes. Work on implementing the network began in 2015.

Figure 2: 2015 Cycle network map



2015
Wellington Cycleways Network programme established.

Sections delivered in Kilbirnie, Island Bay, Cobham Drive and Hutt

2021
LTP decision to deliver a rapid roll-out of a safe connected bike network

Consultation on the Bike Network Plan

2022
Bike Network Plan approved

BNP Programme business case endorsed

Rapid roll-out of the bike network via Transitional Programme 2021 to 2025

2024
New Government Policy Statement on transport leads to cut in central government funding for bike network.

LGWM disestablished in 2023, including Central City Streets Programme.

Thorndon Quay cycleway delivered outside of BNP

2025
Wellington City Council Long-Term Plan 2024 -2034 (amendment) reduces funding for Bike Network Programme and former LGWM City Streets.

Evolution to the Paneke Pōneke bike network plan

While some cycle network was built post-2015, progress was slow and by 2021 there was only around 33kms of the network in place, made up of disconnected sections. In addition, the new cycleways delivered after 2015 had been expensive, particularly where significant civil works were involved

Through this work, and through connections with other national and international programmes, the Council gained useful knowledge about more efficient, cost-effective methods for cycling infrastructure delivery.

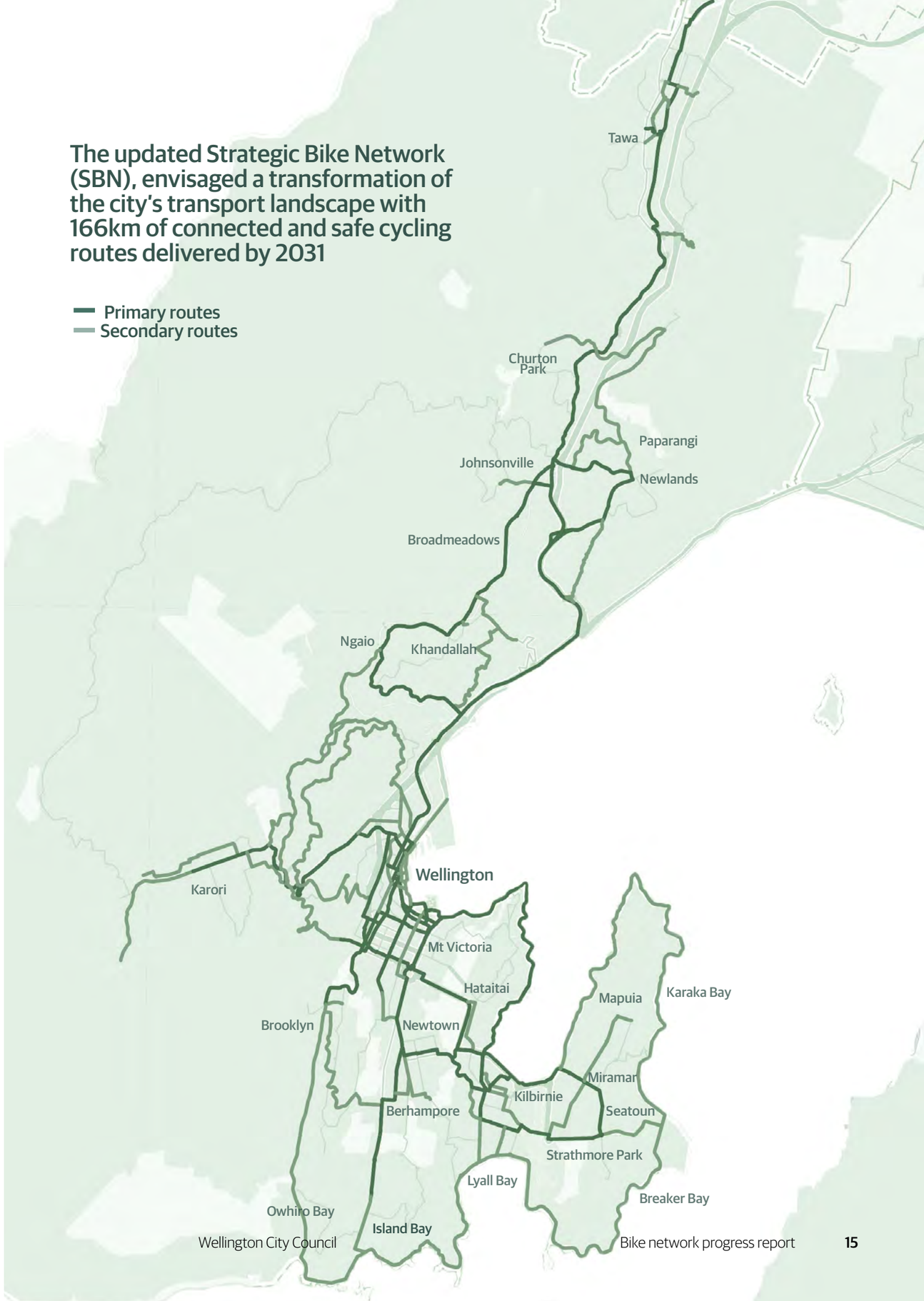
To apply these lessons, a new cycleway plan, the Bike Network Plan, was developed and approved in March 2022. The plan enabled Council to:

- Confirm a more detailed map of the envisaged bike network (the Strategic Bike Network)
- Adopt new approaches to deliver safe infrastructure for cyclists, such as 'adaptive urbanism' tested in New Zealand through the NZTA Waka Kotahi Innovating Streets Programme.
- Align with the former Let's Get Wellington Moving programme and clarify the shared approach to delivering the bike network.
- Take account of national and local strategic and policy changes, particularly an increasing emphasis on emissions reduction.

Primary network: Provides the backbone of the cycle network, catering for high volumes of cycle movement, and longer and more efficient journeys.

Secondary network: Provides a collector function within the network, joining local streets and roads to the primary cycle routes.

The updated Strategic Bike Network (SBN), envisaged a transformation of the city's transport landscape with 166km of connected and safe cycling routes delivered by 2031



The Bike Network Programme adopted an area-based delivery approach, implementing primary and secondary networks simultaneously, with priority given to areas with the highest potential for uptake. The indicative programme was proposed over 15 years to align with the $226 million budget made available in the Council's 2021–31 Long-term plan.

The Bike Network Programme (BNP Programme) is the primary mechanism for delivering a significant portion, but not all, of the Bike Network Plan. The programme utilised new transitional design practices and more agile lower cost delivery methods that let the community and Council test designs and iterate in real time. This approach was designed to accelerate delivery in the first five years. Other sections of the Bike Network, such as Thorndon Quay were delivered as part of separate street upgrades.

The Tākai Here partnership between mana whenua and Council also provided a te ao Māori perspective on the development of the bike network. As routes and connections were planned, places of cultural and historical significance were identified and highlighted. These included former wetlands, lagoons, and awa that once flowed through Wellington but are now piped underground.

The Bike Network Plan included more than just infrastructure and recognised a number of complementary activities are required to achieve its objective of increasing the uptake and safety of cycling in Wellington. These activities include a range of services and initiatives such as cycle skills training, promotional events and end of trip facilities like bike parking.

Figure 3: Botanic Garden ki Paekākā to city mural - 2023

Figure 4: Bike Breakfast launch event board - 2024

Photo: Newtown Grocers cargo bike delivery

Experiences delivering the BNP Programme

The BNP Programme was initiated in 2021 and was quickly resourced to achieve the scale of ambition set out in the Long-Term Plan, including a strong focus on public engagement and communication. A multi-stage, in-depth public engagement process helped shape the network from the ground up, opening the door for the community to share their perspectives. Council heard the full spectrum of views and used that feedback to inform design improvements across the city. Over 10,000 pieces of public feedback were received, contributing to hundreds of design changes and tweaks on the ground.

As the programme progressed, learnings were applied from each project to the next, improving the design, engagement and construction processes in real time. However, the wider operating context was also shifting significantly, shaped by changes in local travel behaviour and traffic patterns, evolving strategic priorities, and growing economic pressures.

The key learnings, changes, challenges, and opportunities affecting the programme are described below, and explored in more detail throughout the report. They provide context to understand current programme progress, outcomes, and future opportunities.

Delivering the BNP involved many of the standard infrastructure challenges, from design constraints to contractor availability to weather delays. The greatest overall challenge lay in managing the tension between achieving the strategic objectives of the network while minimising the impacts.

While a city-wide bike network benefits the wider public and future generations, changing the layout of streets involves difficult trade-offs as very few greenfield or property purchase opportunities exist. Protected space for people on bikes and e-scooters comes at the cost of space for traffic, parking or in some cases, pedestrian only areas, leading to real and perceived negative impacts to individual residents and businesses.

Due to the pace of which over 30kms of network were delivered, and the many trade-offs involved, a significant negative sentiment developed around the bike network in some areas, amplified by both traditional and social media. As impacts were felt in local areas, pockets of opposition to the new cycleways grew and in some cases this led to high levels of hostility and distrust towards the Council.

This opposition was not unexpected and follows the experience of most cities worldwide that have adapted their urban mobility systems to provide people with more transport choices and reduce reliance on private vehicles. Staff and decision-makers needed to listen to the opposition and re-consider design aspects to minimise negative impacts, while not compromising the strategic intent of the investment by introducing network and safety shortcomings.

Figure 5: Haitaitai resident "NO BIKE LANES ON MOXHAM AVE" sign

Core to managing this tension was maintaining a robust, defendable process that allowed everyone to have their say, demonstrated how feedback was incorporated, and explained why trade offs were or were not made. This process was tested several times through judicial and Ombudsman reviews and stood up to scrutiny, despite at times very vocal criticism. The proactive, and open engagement process consistently demonstrated more community support than not for each project and ensured evidence-based decisions could be made without being unduly influenced by loud voices that didn't reflect the views of most people. On-going monitoring of the post-construction impacts was also crucial, to assess the extent of impacts and whether any further changes were required.

In areas where hostility toward the cycleways was high, staff health and safety was a priority. The format of public engagement was carefully considered to ensure all voices could be heard in safe and inclusive environments.


Figure 6: Victoria University public consultation session

The strategic environment shaping the programme has changed since it was established in 2021. The 2024 Government Policy Statement (GPS) on Transport marks a shift in focus toward economic growth and productivity, road maintenance, safety, and value for money. This is a change in emphasis from the previous GPS, which prioritised climate change and better travel options, key drivers behind its strong support for cycling initiatives.

Strategic adjustments have brought changes to cycle network delivery partnerships. In 2024, Let's Get Wellington Moving was disbanded, and responsibility for delivering cycleways previously under its City Streets programme was transferred to Council. As a result, Council is now placing greater emphasis on both central city upgrades and the delivery of the primary cycling network.

More directly, shifting priorities at central and local government levels have significantly reduced programme funding. In response, the programme has shifted towards delivering smaller, more permanent changes over a longer period (reflecting a scaled-down investment approach) rather than pursuing more holistic street transformational outcomes and a drive for a connected network within the original timeframe.

While this environment has presented challenges, it has also provided an impetus to keep innovating and deliver increasing value for money. The programme has worked hard to define priorities, deliver as efficiently as possible, and build strength through strategic relationships and integration with other Council programmes wherever possible.

Photo: Ngaio Connections construction, 2024

Bloomberg Initiative for Cycling Infrastructure

In June 2023, Wellington was announced as one of ten cities to win a place as part of the Bloomberg Initiative for Cycling Infrastructure. The global award recognised Wellington's ambitious efforts to rapidly roll out a city-wide bike network using a new innovative approach, and the cultural integration of Te aō Māori in partnership with mana whenua. Part of the $650,000 prize was allocated to extend the bike network into the city's green spaces with the construction of new off-road commuter links that provide people more opportunities to connect with nature as part of their day to day lives.

Wellington has benefitted from being part of this growing international community of practice and taken part in several global gatherings with peers from Addis Abbaba, Lisbon, Milan, Bogota and several other cities. The BICI programme, run by the Global Designing Cities Initiative, and funded by Bloomberg Philanthropies, has opened up opportunities for capability building, both internally within Wellington City Council and further afield in New Zealand. In 2024, Wellington was the venue for the national 2 Walk and Cycle conference. The city showcased the new and growing bike network and hosted Principal at Bloomberg Associates and former Transport Commissioner for New York, Janette Sadik-Khan, who shared a global view on the importance of city cycling networks and commended WCC for their efforts.

Figure 7: Bloomberg Initiative for Cycling Infrastructure's Skye Duncan & Janette Sadik-Khan cycling Oriental Bay - 2024

Figure 8: Wellington East Girls College Nature-Based Trail building - 2024

"We're so impressed with the approach Wellington has taken – making quick, affordable, and effective changes to street layouts – to get connected routes in place that improve public transport, walking, and cycling" - Janette Sadik-Khan

Photo: Bloomberg Initiative for Cycling Infrastructure welcome event - 2024

Te Aroturuki me te Aromātai

Monitoring and evaluation approach

03

Photo: Bloomberg Initiative for Cycling Infrastructure Cambridge family cycle event - 2024

Tracking BNP programme progress

The BNP Programme delivery is at an early stage, currently in its first year post the rapid roll out of around 30kms of network. Progress towards achieving outcomes is tracked using a programme-specific logic model, detailed in an earlier 2023 progress report, linking investment to delivery and outcomes.

Below, the key outcomes that are expected to emerge over the next four to five years from the investment and activities to date, are shown. This report largely focuses on progress towards the immediate and medium-term outcomes. Additional measures that could be used at an area or route level where appropriate are also included. For example, for treatments also designed to support safer speeds, traffic speed data might be collected.

The logic model highlights the importance of staying the course to achieve medium to long-term outcomes from the programme. Through this time, sufficient continued delivery, robust evaluation, and ongoing refinement of delivery approaches based on learnings will be critical to achieving the programme's full potential. Importantly, the completion of key routes and a cycle network, is what will ultimately drive increased cycling numbers and yield the health and environmental benefits.

Figure 9: Thorndon connections - person on electric skateboard- 2025

Design and delivery of cycling infrastructure	Immediate outcomes / benefits	We are here	Medium-term outcomes / benefits	Longer-term outcomes
Delivery of strategic citywide network of connected bike routes • Network completion • Network growth • Network access • Project delivery time and cost	**Increased ease and safety for people on bikes** • Perceptions of cycling and ease • Perceptions of safety • Reduction of fatal and injury crashes involving cyclists		**Increased role of cycling in the transport network** • Cycling mode share • Cycling volumes	**Improved environmental and health outcomes** • Annual CO_2 Emissions • Public health indicators

Data collection methods

Table 1 : Data collection methods

Measure	Method Information	Data Source
Delivery of a strategic citywide network of connected bike routes		
Network completion	The percentage of the strategic bike network currently completed. The network total is a centreline measurement of the road/path.	Road Asset Maintenance and Management system (RAMM), imported to GIS
Network growth	The number of kilometres of bike lanes delivered per year. This shows the rate of network growth overtime.	RAMM
Network access	The number of people in the Wellington City area living within 500m of the strategic bike network.	RAMM and 2023 Census
Project delivery time and cost	Project completion time (defined as start of brief to the completion of adaptations) and cost is used to monitor whether the BNP Programme is resulting in quicker, and more cost-effective delivery.	RAMM and Financial Management Information System
Improved cycling safety and ease		
Perception of ease	The percentage of all respondents who reported it was easy/ very easy to the question: *'thinking about the city's transport system and moving around the city, how easy is it to cycle around the city?'*	Wellington Resident Monitoring Survey 2020 to 2025
Perception of the bike network	The percentage of cyclists who reported being quite/very satisfied to the question: *'how satisfied or unsatisfied are you with cycling on [cycling facilities in the central city and local suburb, and streets without bike lanes in the central city]?'*	Pōneke Transport Survey 2024/25
Perceived safety	**Programme-level:** percentage of all respondents and cyclists who reported quite/very safe to the question: *'how safe or unsafe do you think the streets in Wellington City are for people on bicycles when they are riding on [various street types]?'*	Pōneke Transport Survey 2023/24 and 2024/25
	Transitional project summaries: Presented information is unique to the engagement of each Transitional project post installation. Unlike research, no representative adjustments or sampling has been done based on demographics.	Paper and online surveys for each transitional project
Actual safety	Serious and fatal injury crashes involving cyclists between 2014 to 2024 in the Wellington City area (programme level), and also between 2015-2024 in the emerging Miramar to City, and Island Bay to City corridors. Cycling injury crash trends take time to emerge and therefore here, we draw on larger areas as there was insufficient data for project-specific analysis.	NZ Transport Agency Crash Analysis System (CAS)
Increased cycling uptake		
Cycling mode share	Measured through Census data asking respondents which mode of transport they used to travel to work on the day of the Census. Pōneke Transport Survey data provides a useful comparator to Census and is discussed in the relevant section.	2001-2023 Census, Pōneke Transport Survey 2024/25
Cycling volumes	**Cyclist volume on key corridors:** collected at four continuous EcoCounter sites chosen to include North, South, East, and West representation of the city-wide network. They have provided data from provided reliable data on long-term trends in cycling volumes from 2020 till present.	Selected Eco Counter sites on key corridors
	Cyclist volume on Transitional project corridors: Selected Eco Counter and VivaCity sensor sites on each project corridor to represent cycle volumes pre and post project installation. Pre and post time periods were selected with criteria calling for a minimum of 3 months of reliable and seasonally comparable data .	Selected Eco Counter and VivaCity sites on key corridors
	Cordon counts: manual counts of the number of people on foot and bike entering or leaving Wellington CBD at 26 data collection points in central Wellington during the morning peak over a week in March. The sites provide a good coverage of all main routes into and out of the CBD.	Cordon count surveys 2010-2025

Changing the way we collect bike count data

Wellington City Council is currently transitioning from magnetic (Eco Counters) and manual counting methods to highly accurate Vivacity smart sensors. These electronic sensors record trips taken by bicycle and other modes, including cars, motorbikes, pedestrians, at specific locations across Wellington, showing daily and seasonal trends. As a result, a hybrid model of reporting cycling volumes is currently required with magnetic/manual data needed to analyse long-term trends, and recent data collected by VivaCity Sensors where data is missing and upgrades have been completed.

The Council has completed a review of bike trip data from the magnetic counters between June 2024 to March 2025, following a reporting pause. The review shows that while the older technology provides useful insight into long-term trends on key routes, it is best understood alongside other sources, as data quality can vary from counter to counter due to its magnetic nature. At sites where magnetic and VivaCity sensors are both used to measure cycling volumes, data validation was completed to ensure similar counts were recorded by both methods.

Bike counters, tube counts, and manual cordon counts will be progressively retired as necessary with VivaCity sensors replacing these data collection tools.

Figure 10: VivaCity sensor

Ngā kokenga o te hōtaka

Programme progress

04

Photo: Public consultation Thorndon Connections

Strategic bike network completion

Key objectives

- ✓ **Delivery of a strategic citywide network of connected bike routes**
- Improved safety for people on bikes
- Increased role of cycling in the transport network
- Improved environmental and health outcomes

The Wellington Strategic Bike Network (SBN) outlines a comprehensive plan for 166 km of cycle routes overlaid on the existing street network.

This network is divided into:

- **Primary Bike Network:** 74 km
- **Secondary Bike Network:** 92 km

The 2022 delivery plan was split between two programmes:

- Let's Get Wellington Moving (LGWM): Responsible for 33 km of routes primarily serving the key multi-modal arterial streets and the city centre.
- Bike Network Programme (BNP): Managed the remaining 109 km of the network.

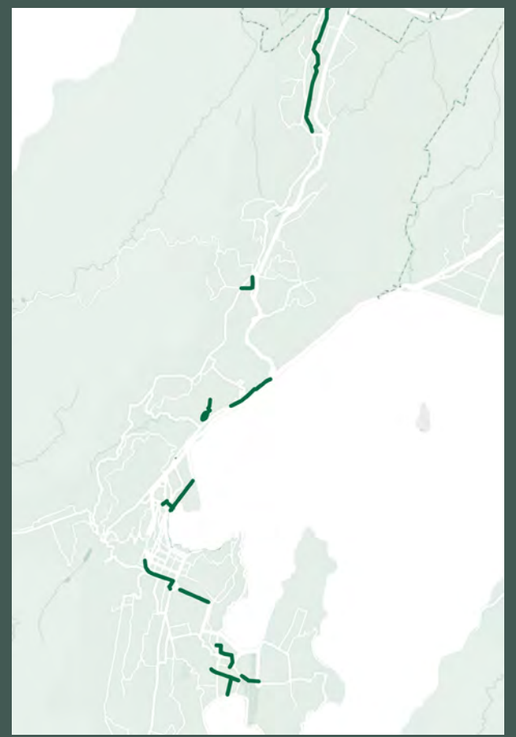
To expedite the implementation of key central city connections, 10km of the LGWM network was assigned to the BNP Programme for delivery using a rapid rollout approach, resulting in a total of 119 kilometres under the remit of the BNP Programme.

The maps on the following page illustrate the evolution of the bike network from 2015 to the present:

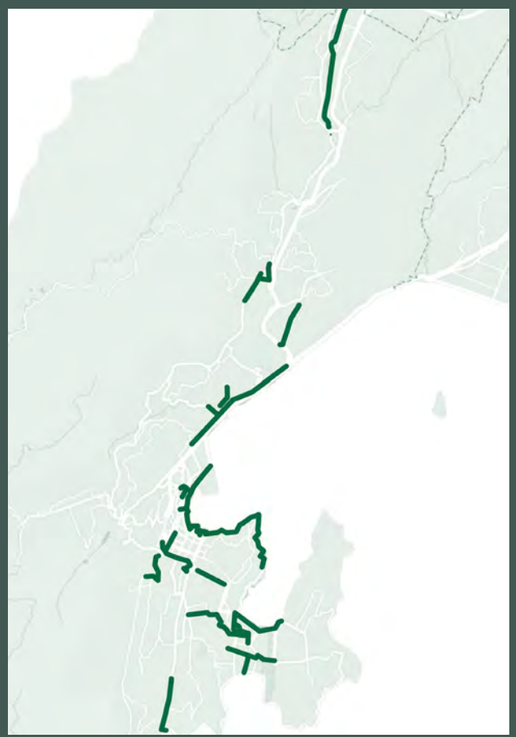
- **2015:** At the inception of the Wellington Cycle Network Programme, the network consisted of several isolated segments, mainly shared paths, with limited connectivity.
- **2022:** At the start of the BNP Programme, the network had expanded, but overall connectivity remained fragmented.
- **2025 (Current)**: The network now demonstrates significant progress, with emerging connectivity and the introduction of high-quality infrastructure such as dedicated cycle lanes.

Between 2022 and 2025, the Strategic Bike Network expanded from 20% to 38% completion, reflecting substantial progress in infrastructure delivery and connectivity.

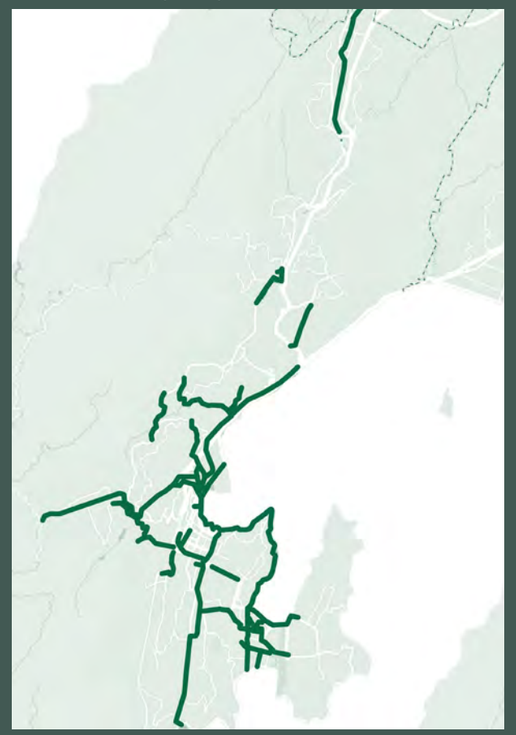
Built Pre - 2015



Built Pre - 2022



Built to 2025 (June)



Planned 2025 - 2028

Figure 11: Strategic Bike Network 2015 to present - MAPS

Strategic Bike Network - Annual kms delivered since 1990

The BNP approach, particularly using the quick-build transitional delivery model, has resulted in a noticeable acceleration in network delivery, particularly in 2024 (Figure 12). There has also been a shift towards more separated infrastructure with a focus on cycle paths, as opposed to shared paths. Delivery speed after 2025 is expected to slow again, following the end of the transitional programme and funding cuts.

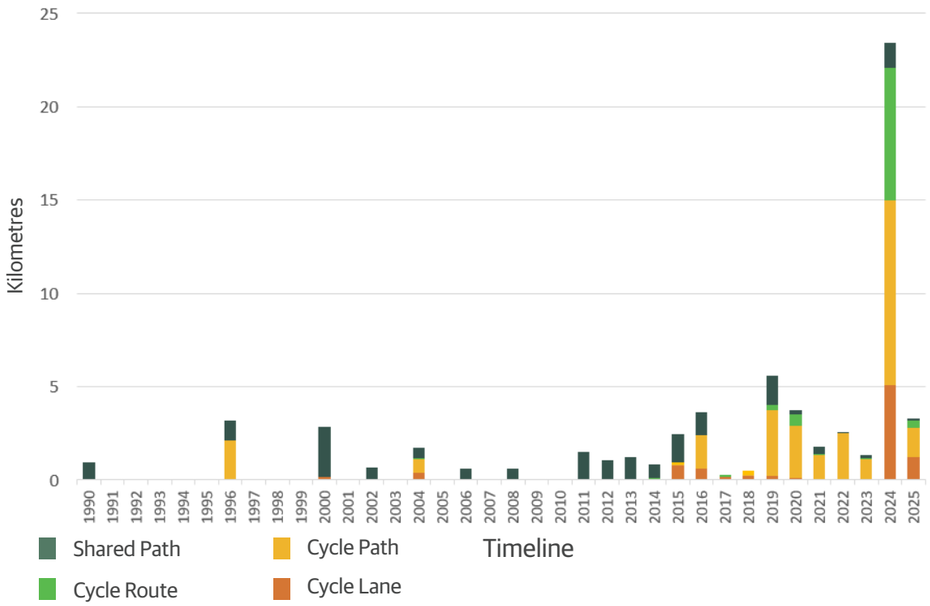


Figure 12: Strategic Bike Network - Annual kms delivered since 1990 - GRAPH

Figure 13: Construction of Evans Bay Project

Photo: Karori to City - Glenmore Street

BNP Programme network delivery

Of the 119 kilometres of the strategic network under the remit of the BNP Programme, 32 kilometres (27%) have been completed or are currently being built either using the rapid transitional or transformational delivery models.

Bike Network Programme - Area Completion (%)

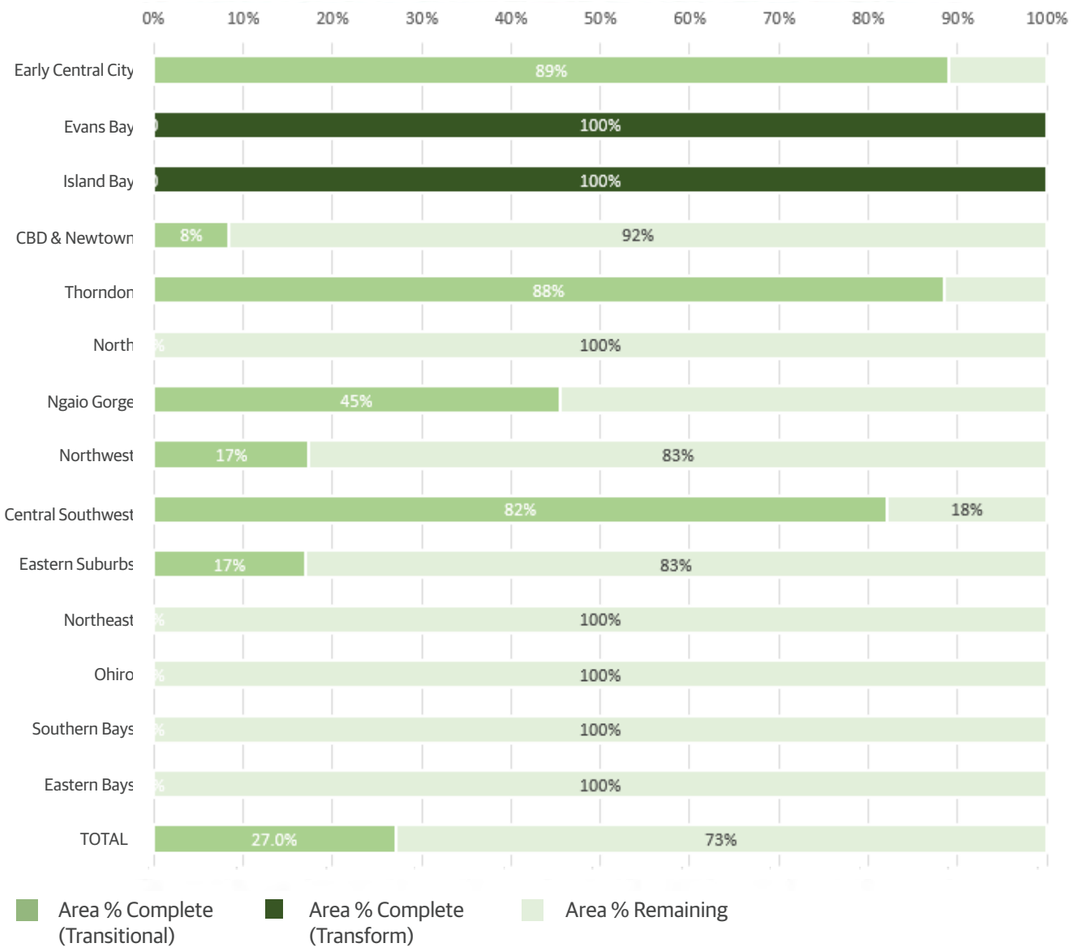


Figure 14: Bike Network Programme - Area Completion (%) - GRAPH

The programme approach, particularly using a transitional project delivery model, has resulted in a noticeable acceleration in network delivery. However, delivery has been slower than anticipated.

In December 2023, the plan was to have 59.2 kilometres of the network installed within the first 5-years, by the end of June 2026. This included:

- **52.5 kilometres** delivered through the transitional delivery model
- **6.7 kilometres** through the transformational delivery model

The remaining transformational projects were scheduled for completion by 2038, which is two years later than originally planned.

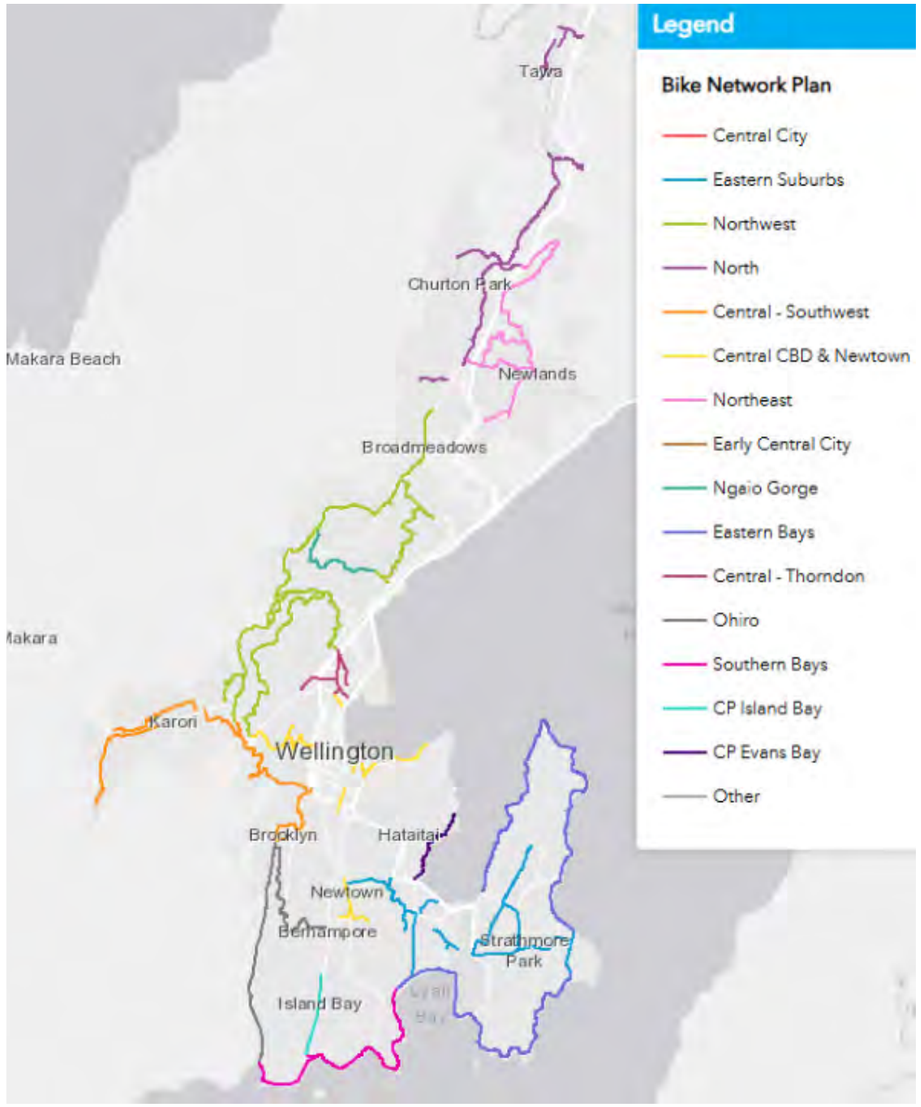


Figure 15: Bike Network Programme project area - MAP

Funding changes and impact

Since 2023, changes in funding have made it impossible to meet these targets. Funding reductions have come from:

- The Council's Long-Term Plan 2024-34 decisions in 2024 and 2025
- NZTA's decision in September 2024 not to co-fund the programme through the National Land Transport Fund

Transitional and Transformational - km per period

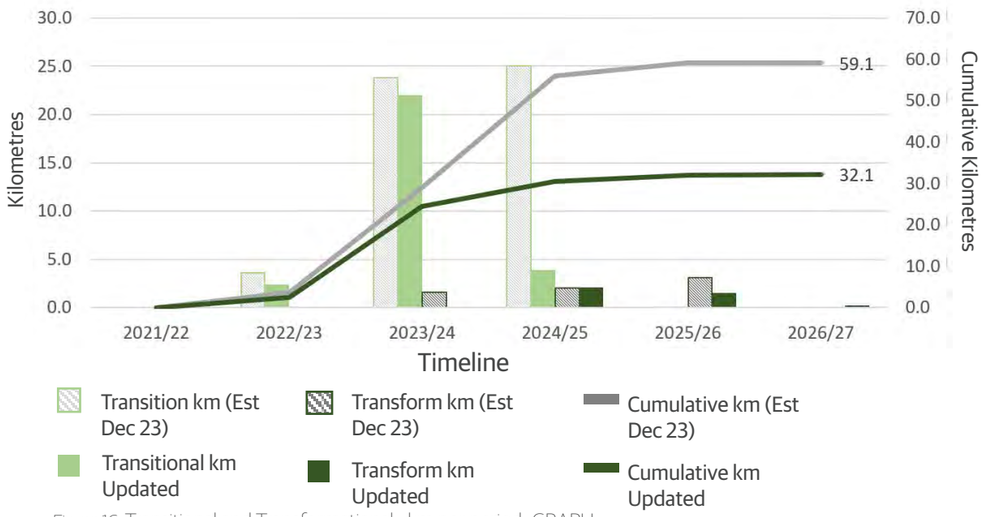


Figure 16: Transitional and Transformational - km per period -GRAPH

Programme response and future plans

In response, the BNP Programme has adjusted its approach to keep improving network connectivity. This includes:

- Focusing on completing the remaining primary network
- Using a simplified one-stage delivery model that reduces the scope of civil works by making more design trade-offs
- Extending the overall delivery timeframe to 2044

As a result, progress after 2025 is expected to be slower than what was achieved between 2022 and 2025.

What's next

There are 19 kilometres of primary network under the remit of the BNP Programme still to be delivered. These have been scheduled to match available funding and are expected to be completed by 2031.

The Brooklyn to City project has been rescoped using a low-cost approach and is planned for delivery in the 2025/26 financial year.

Bike Network Programme kilometres delivered and planned 2025

Figure 17: Bike Network Programme kilometres delivered and planned 2025 -GRAPH

The former LGWM routes through the central city – connecting the Railway Station and Kent Terrace and the Railway Station and the base of the Brooklyn Hill – will be brought under the remit of the BNP Programme. The remaining scope of the LGWM City Streets Programme will be considered in future Long-term plans. Other parts of the central city bike network, such as Dixon Street and Courtney Place will be delivered as part of separate street upgrades.

Network access

Network access is measured as the number of people living within 500m of a bike route (e.g., cycle path, cycle lane, shared path, cycle route).

An analysis of access to the Strategic Bike Network shows that a growing number of people are now connected, see Figure 19.

An analysis using a 500m buffer around built sections of the network (not accounting for spatial constraints) enabled the percentage of the population living within the buffer to be calculated. The result is a slight overestimate of the true percentage in some areas.

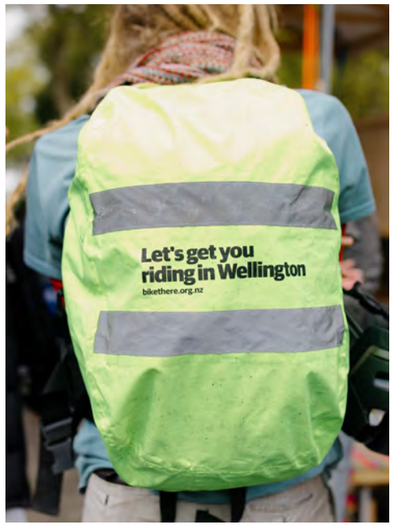


Figure 18: Bag cover - Wellington City Council

Wellingtonians living within 500m of the Strategic Bike Network

July 2021
12%

July 2025
53%

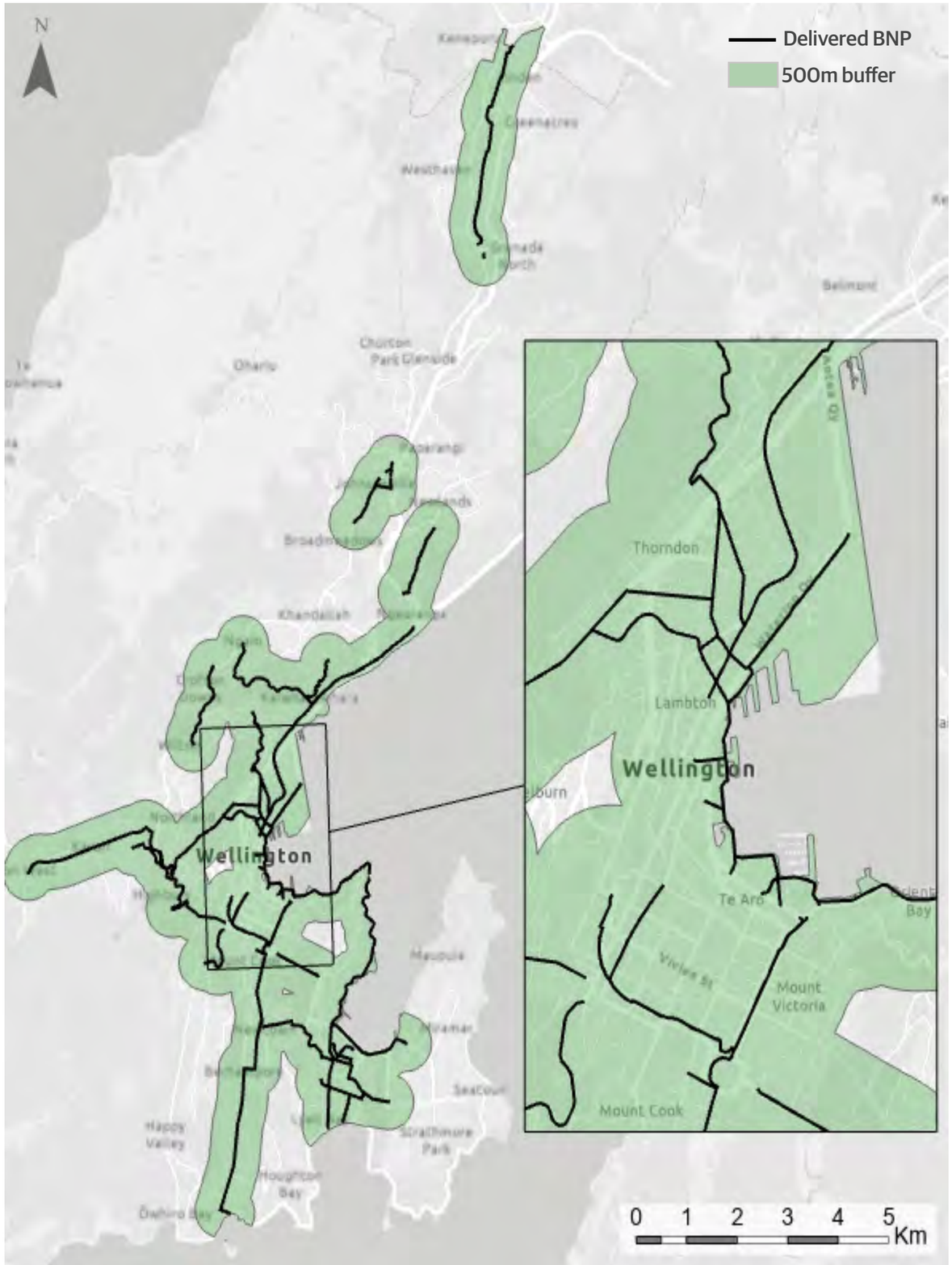


Figure 19: Wellingtonians living within 500m of the Strategic Bike Network - MAP

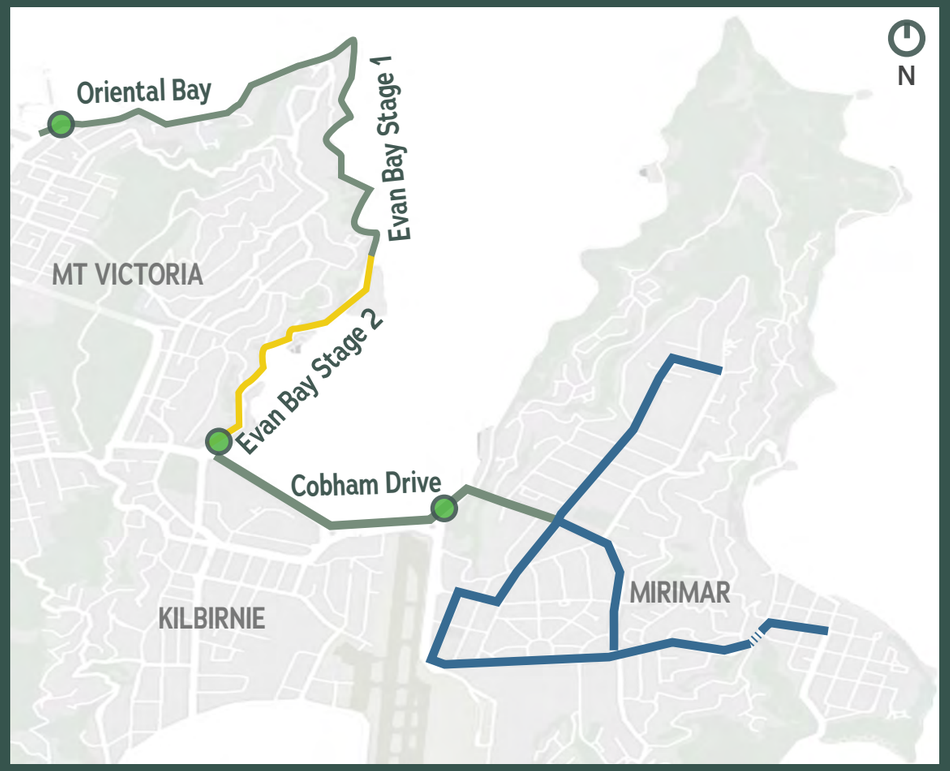
Network connectivity

In addition to providing access, the BNP Programme has also delivered much improved network connectivity, with cycling corridors now emerging. While a full analysis of all connectivity achieved through the programme isn't yet possible, two important new cycling corridors, Miramar to City and Island Bay to City, illustrate the emerging network.

Miramar to City - Tahitai

Tahitai is the name gifted by Taranaki Whānui for the spectacular 7km harbour-side walking and cycling route that connects Wellington's Oriental Bay with Motu Kairangi/Miramar Peninsula and the eastern suburbs. This new route forms part of the wider vision to link the entirety of the Wellington Harbour coastline with high quality walking and cycling paths. The pathway from the city to Miramar has been constructed in around six phases as funds allowed from 2018. The final section of the coastal pathway, from Greta Point to Evans Bay, is due for completion in mid-2026.

Figure 20: Miramar to City - MAP



Total cycle trips per month - Evans Bay, Cobham Drive, Oriental Bay

There are cycle counters at Cobham Drive, Evans Bay and Oriental Bay along this route. Comparing January - May 2019 with January - May 2025, total cycle trips have increased 39%, 48% and 16% respectively at these sites. Counts in February 2025, following the completion of stage one of the Evans Bay section, reached a record high at all three sites.

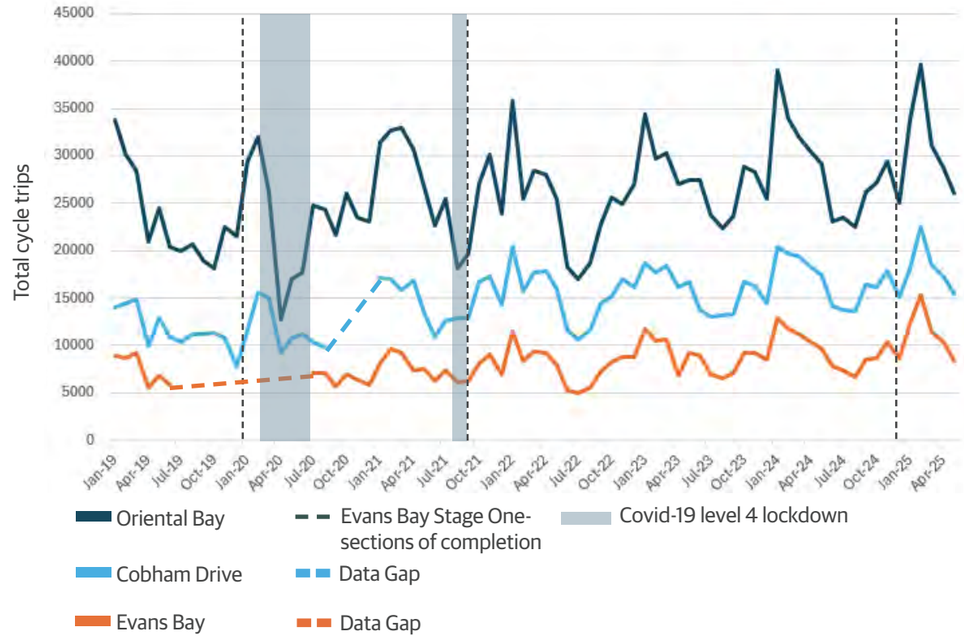


Figure 21: Total cycle trips per month - Evans Bay, Cobham Drive, Oriental Bay - GRAPH

Total yearly CAS injury crashes - Miramar to City

Encouragingly, as cyclist numbers have grown, injury rates have declined (Figure 22). This suggests a decoupling of safety risks from increased cycling, and that the new infrastructure is delivering noticeable safety benefits.

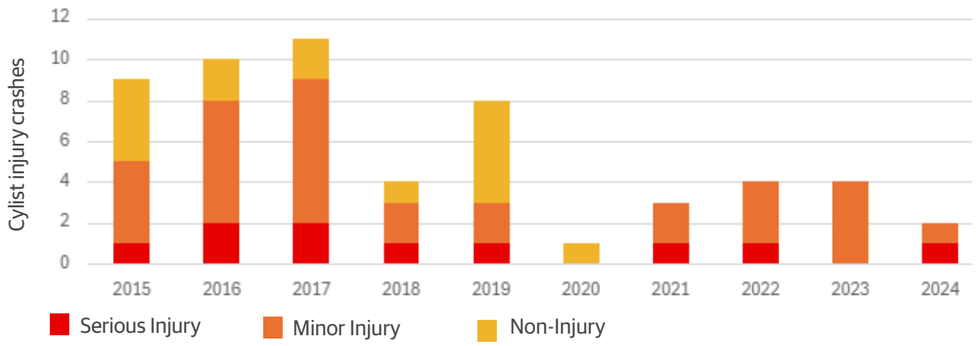


Figure 22: Total yearly CAS injury crashes - Evans Bay, Cobham Drive, Oriental Bay - GRAPH

Island Bay to City

The Island Bay to city corridor is the culmination of a series of cycling infrastructure projects undertaken between 2016 and 2025. Since February 2025, the corridor has provided a safer cycling route from Island Bay, one of Wellington's southern suburbs, to the central city via Newtown.

Many people commute to work and schools along this route and the cycle network provides them with an additional transport choice. This area of Wellington is also earmarked for significant development in the future, so having more space efficient transport options, like cycling, will help reduce pressure on these key streets as the population density increases.

Figure 23: Island Bay to City- MAP

Total cycle trips per month - Adelaide Road, Basin Reserve

There are counters along Adelaide Rd, near Wakefield Park and at the Basin Reserve along this route. Comparing March to June 2022 to March to June 2025, cycle trips have increased by 13% near Wakefield Park. At the Basin Reserve, comparing February to April 2021 to February to April 2025, cycle trips have increased by 87%*. Both counters peaked in February 2025, with the highest number of cycle trips recorded.

*Different count periods are compared due to counter failures during some months

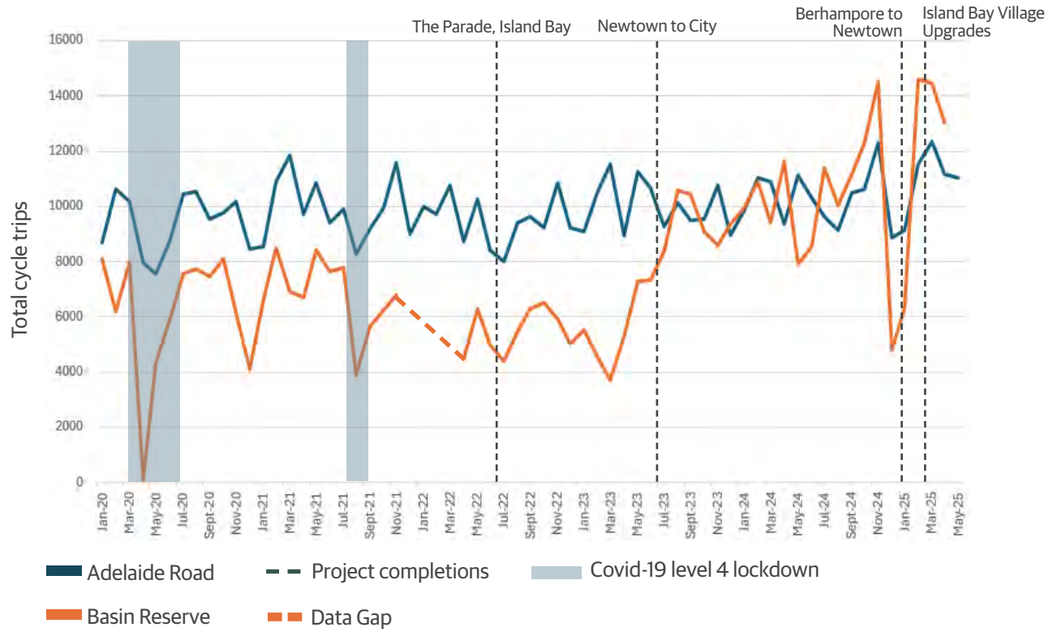


Figure 24: Total cycle trips per month - Adelaide Road, Basin Reserve - GRAPH

Total yearly CAS injury crashes - Island Bay to City

Encouragingly, as cyclist numbers have grown, injury rates have declined (as shown in the figure 25. This suggests that the new infrastructure is delivering noticeable safety benefits.

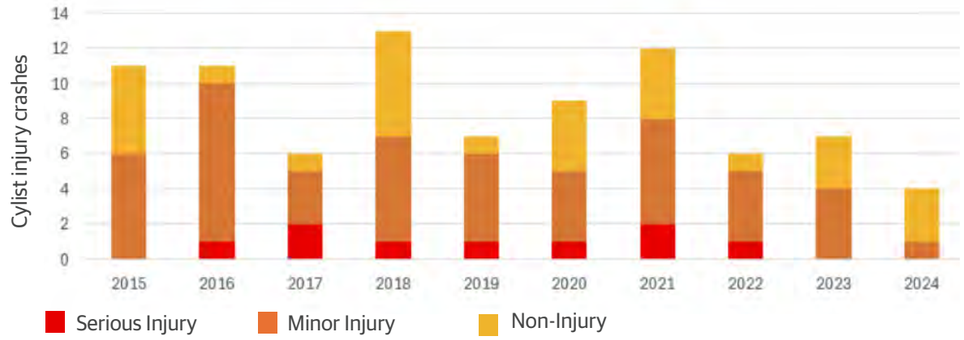


Figure 25: Total yearly CAS injury crashes - Adelaide Road, Basin Reserve - GRAPH

Park2Park celebration

In 2025, to celebrate the completion of this key network connection, Wellington City Council organised the Park2Park fun ride along the cycleway linking Island Bay to the central city.

The event showcased the new separated bike lanes and created a friendly, supportive environment for new and potential riders to give cycling a try. A range of community activities took place along the newly completed route, including in the revitalised Island Bay Village.

Park2Park is part of a series of bike tours organised by Council aimed at showcasing the growing network of safer cycling streets and supporting the community in transitioning to biking.

Figure 26: Park 2 Park banner for event - 2025

Figure 27: Park 2 Park event - 2025

Photo: Park 2 Park event - 2025

Delivery time and cost

The below Table 2 summarises delivery time and cost for current BNP Programme projects. It includes nine transitional projects and four transformational projects that are either completed or under construction. *

Table 2 : Bike Network programme delivery time and cost

Project	Date PW Complete	Length (km)	Project Cost ($M)	$M / KM	Business Case (yrs)	Plan (yrs)	Physical Works (yrs)	Total (yrs)	Adaptation (yrs)
Transformational									
Island Bay	Nov-24	1.6	$5.59	$3.49	0.5	1.9	0.8	**3.5**	
Evans Bay Stage 1	Dec-24	0.5	$10.99	$21.97	0.7	1.5	1.7	**3.5**	
Evans Bay Stage 2	Sept-26	1.7	$16.38	$9.63	3.0	1.1	2.7	**6.7**	
Rongotai Onepu Intersection	Dec-24		$5.07		1.5	0.6	1.2	**5.0**	
Transitional									
Botanic to City	Apr-23	1.1	$2.98	$2.69	0.5	0.6	0.5	**1.7**	1.5
Newtown to City	Aug-23	2.1	$4.64	$2.19	0.3	1.5	1.1	**2.4**	1.2
Newtown to Berhampore	Mar-25	2.2	$5.21	$2.42	0.3	1.5	1.1	**2.4**	0.8
Karori to Botanic	Feb-25	9.7	$5.89	$0.60	0.3	0.9	1.3	**1.9**	0.9
Thorndon Connections	May-25	2.3	$3.48	$1.51	0.2	1.2	1.5	**2.7**	0.6
Ngaio Connections	Jan-25	2.5	$1.46	$0.57	0.2	0.6	0.5	**1.9**	0.9
Aro Connections	Mar-24	3.0	$2.02	$0.67	0.1	0.8	0.4	**1.9**	0.9
Kilbirnie Connections	Feb-25	2.2	$4.45	$1.99	0.3	0.9	1.2	**2.4**	0.2
Wadestown Connections	Mar-25	3.1	$1.77	$0.57	0.2	0.9	1.2	**2.1**	0.4
Transform - Average				**$11.70**	**1.4**	**1.3**	**1.6**	**4.7**	
Transitional - Average				**$1.13**	**0.3**	**1.0**	**0.9**	**2.2**	**0.8**

Delivery time

Delivery time is defined as the duration from the start of the business case to completion of the physical works. The above table also includes adaptation time for transitional projects, which reflects additional refinements made after initial delivery.

Transitional projects have been delivered significantly faster than transformational projects.

- Delivery times range from 1.7 years (Botanic Garden to City) to 2.7 years (Thorndon Connections).
- On average, transitional projects take 2.2 years from start of the business case to completion of the physical works, with an additional 0.8 years for adaptation.

Transformational projects have longer delivery timelines.

- Delivery times range from 3.5 years (Island Bay) to 6.7 years (Evans Bay Stage 2).
- On average, these projects take 4.7 years from start of the business case to completion of physical works.

*Note: the total duration from start of Business Case to end of Physical Works may differ from the sum of the individual phases, due to delays between phases (e.g. construction procurement) or overlaps.

Evans Bay Stage 2 is a significant outlier, requiring:

- 3 years for business case development
- 1.1 years for planning
- 2.7 years for physical works

This highlights the time impact of wider and more complex project scope and extensive civil works on transformational delivery, and reason for slow progress

Project Duration (years)

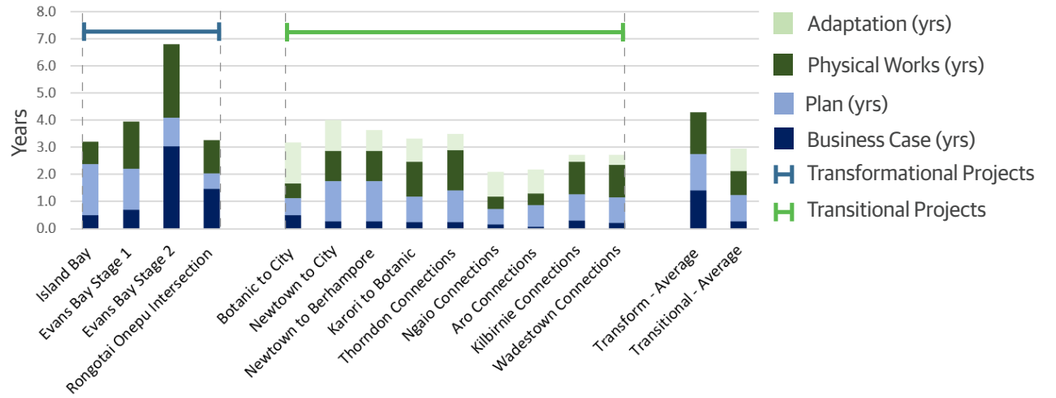


Figure 28: Project Duration (months) - GRAPH

Delivery cost

As of **June 2025:**

- Transitional projects have delivered 28 km of network at a total cost of $31 million
- Transformational projects have delivered 3.8 km of the network and one complex intersection at a total cost of $38 million

Project Cost ($)/ Cost per km

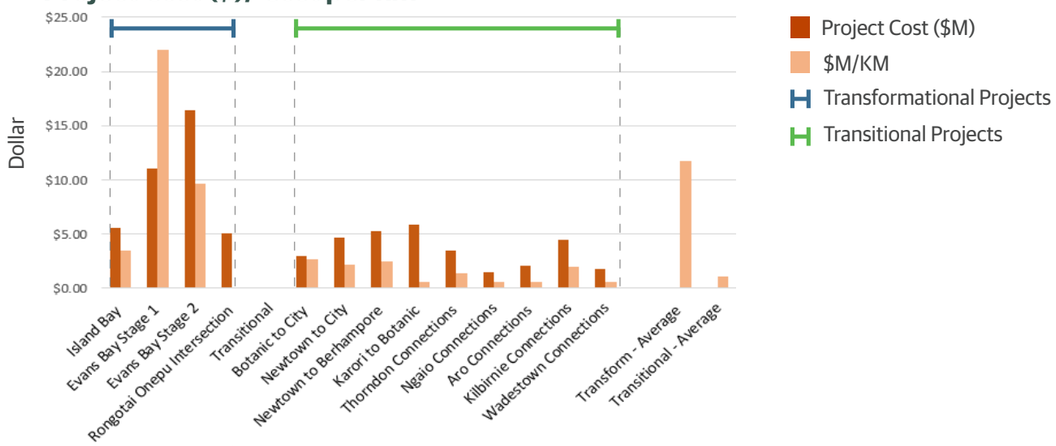


Figure 29: Project Cost ($)/Cost per km- GRAPH

Cost per kilometre

Transitional projects:

- Range: $0.57M per km (Wadestown Connections) to $2.69M per km (Botanic Garden to City)
- Average: $1.13M per km

Transformational projects:

- Range: $3.49M per km (Island Bay) to $21.97M per km (Evans Bay Stage 1)
- Average: $11.7M per km

The higher cost of transformational projects is largely due to the scale of civil works involved, such as seawall strengthening in Evans Bay.

Future delivery model

As the BNP Programme transitions to a new delivery model, **future projects are expected to:**

- Cost more than transitional projects, but less than transformational projects
- Be delivered with simplified construction, reducing time and cost pressures

The impact of this shift will be monitored through ongoing project governance.

Figure 30: Oriental Parade

Photo: Bloomberg Initiative for Cycling Infrastructure Evans Bay cycle ride - 2024

Improved ease and safety for people on bikes

Key objectives

- Delivery of a strategic citywide network of connected bike routes
- ✓ **Improved safety for people on bikes**
- Increased role of cycling in the transport network
- Improved environmental and health outcomes

The BNP Programme evaluates improved safety in two ways, public perceptions of safety and actual safety through reported crashes.

While the BNP Programme is at an early stage, some perception data about safety is available from existing Council Wellington-wide datasets. These datasets cover perceived cycling safety, ease, and satisfaction. These Wellington wide perception measures provide interim surrogate measures for the programme.

Details about the data used to assess safety is available in the methods section. Some specific limitations of these datasets are noted below:

- The data is not specifically focused on programme interventions. Generally, responses relate to Wellington City as a whole meaning there isn't a direct association to the programme.
- Some data is only available for limited time periods, making it difficult to identify clear trends at this stage.
- Cycling crash data is held in the NZTA Analysis System (CAS) and is collected at the scene when a crash involving injury, death, or significant property damage is reported to police. However, while it provides valuable insights, CAS is known to underrepresent cycling crashes, especially minor crashes, near misses, and cyclist-only events, which often go unreported. It also lacks context about cycling infrastructure and doesn't account for cyclist volumes.

BNP Programme transitional projects collected specific perceptions of safety data which is provided in route reports within this document.

Perceived ease of cycling in Wellington

Perceived cycling ease amongst Wellington residents was measured through the Residents Monitoring Survey.

Figure 31 shows the percentage of respondents who considered cycling in Wellington quite or very easy. In 2025, 51% perceived cycling to be easy (excluding don't knows). The 2025 data is the peak of a consistent upward trend since 2022.

'Thinking about the city's transport system and moving around the city, how easy is it to cycle around the city?'

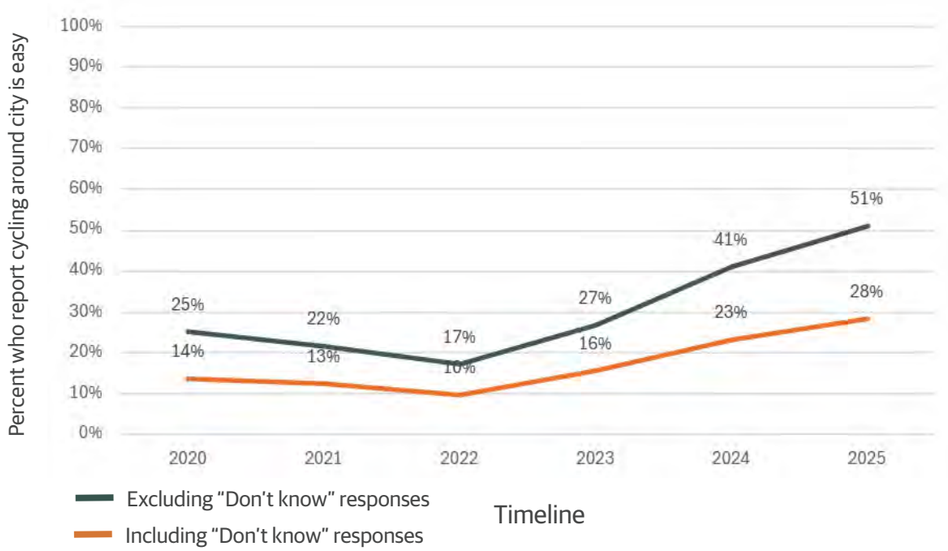


Figure 31: Wellington Residents Monitoring Survey - perception of cycling ease - GRAPH

These results suggest the Bike Network Programme has had a positive impact on perceptions as the improving trend aligns with the acceleration of cycleways around the city. Since the measure focuses on perceptions, programme activities beyond cycle lane provision, such as community outreach and network activation communications, could also contribute.

Satisfaction with cycling in Wellington

In addition to perceptions of ease, overall satisfaction with cycling in Wellington was of interest because it is a strong driver of continued uptake.

The latest data on cyclist satisfaction with infrastructure is provided by the Pōneke Transport Survey in 2024/25. Results show a high level of satisfaction among cyclists with cycling infrastructure in local suburbs and the central city, except areas without bike lanes. This is similar to the satisfaction levels from the 2023/24 Pōneke Transport Survey.

Figure 32: Cobham Drive Project

Pōneke Transport Survey 2024/25- Cycling satisfaction

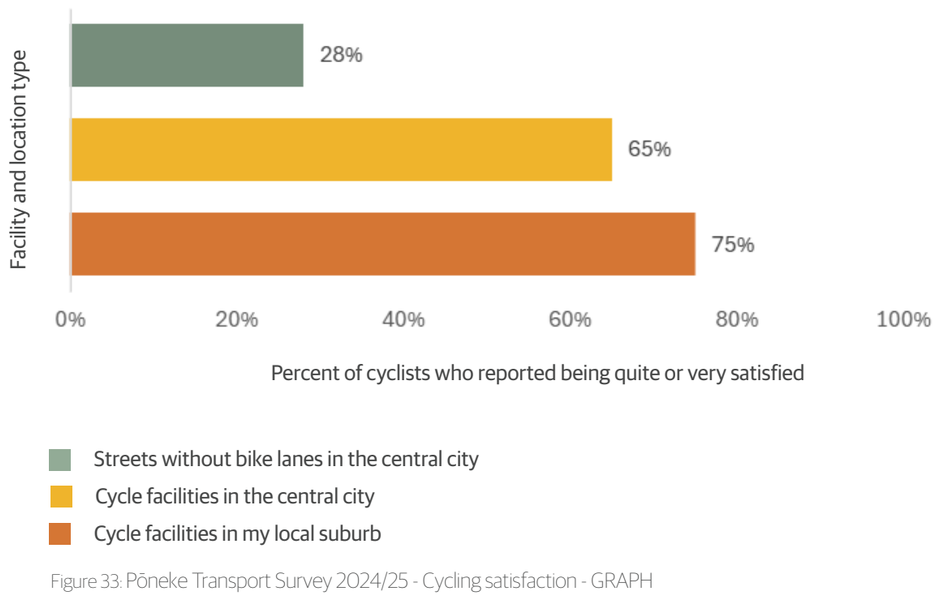


Figure 33: Pōneke Transport Survey 2024/25 - Cycling satisfaction - GRAPH

Perceived safety of cycling

Another driver of uptake is whether people feel cycling is safe. Data on perceived cycling safety began to be collected through the Pōneke Transport Survey in 2023/24.

Figure 35 and Figure 36 show perceptions of cycling safety among all respondents, and cyclists respectively. Both reveal a similar pattern, with relatively low safety perceptions and a strong influence of location. In most locations less than half of respondents felt cycling was safe. For cyclists specifically, safety perceptions closely mirror those of all respondents but tend to be slightly lower—particularly on busy city streets and rural or open roads.

The 2024/25 data show small improvements in perceived safety, particularly around schools and residential streets. While this may indicate a positive trend, ongoing monitoring is needed to confirm it. The higher, and improving, perceptions in these areas could suggest influence from the BNP Programme, but further data and more targeted evaluation are required to draw firm conclusions.

Figure 34: Go By Bike Day event - 2023

‘How safe or unsafe do you think the streets in Wellington City are for people on bicycles when they are riding on…’

All respondents

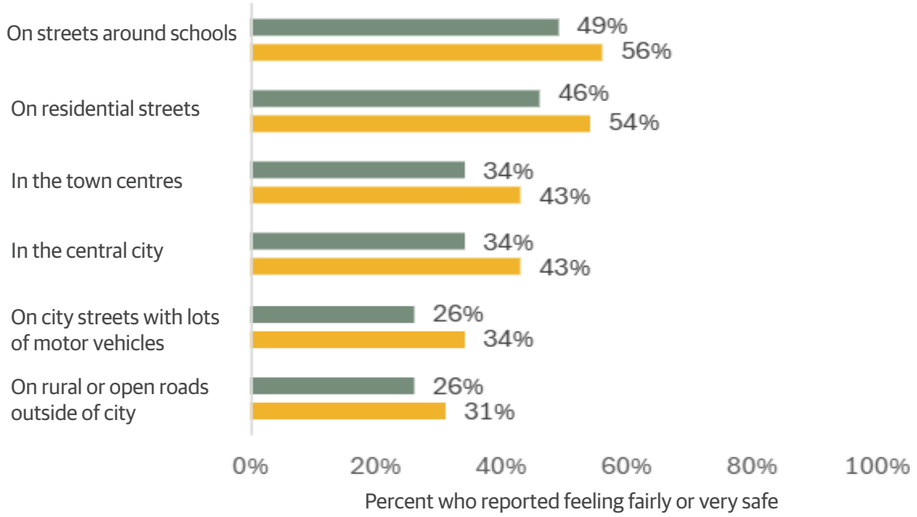


Figure 35: Pōneke Transport Survey - All respondents - GRAPH

Cyclists only

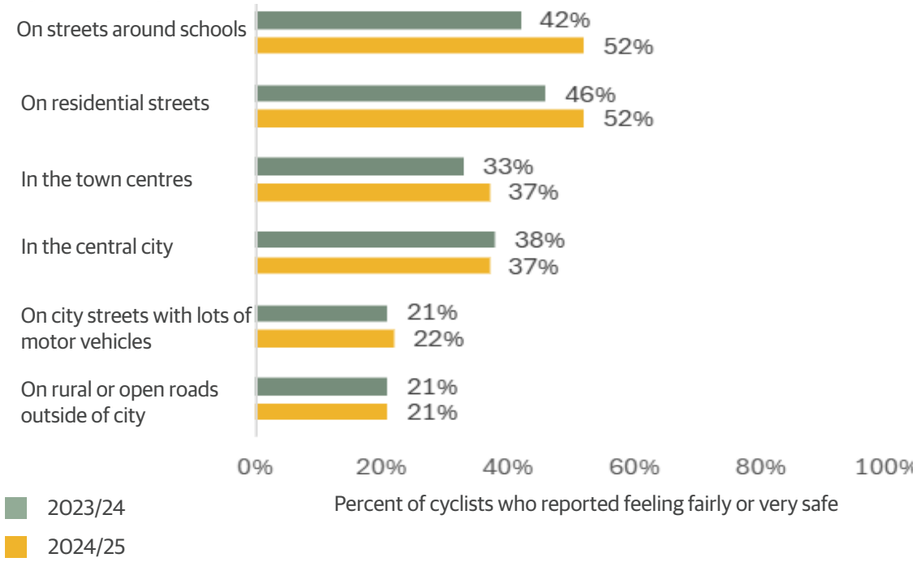


Figure 36: Pōneke Transport Survey - Cyclists only - GRAPH

Actual safety of cycling

Along with increased uptake, an important outcome sought through the BNP Programme was improved cycling safety.

Figure 37 shows injury crashes involving cyclists across Wellington city as a whole. The data shows a clear downward trend since 2020, particularly in minor injuries, and a notable decrease in serious injuries for 2023 and 2024.

Wellington CAS injury data - 2014 to 2024

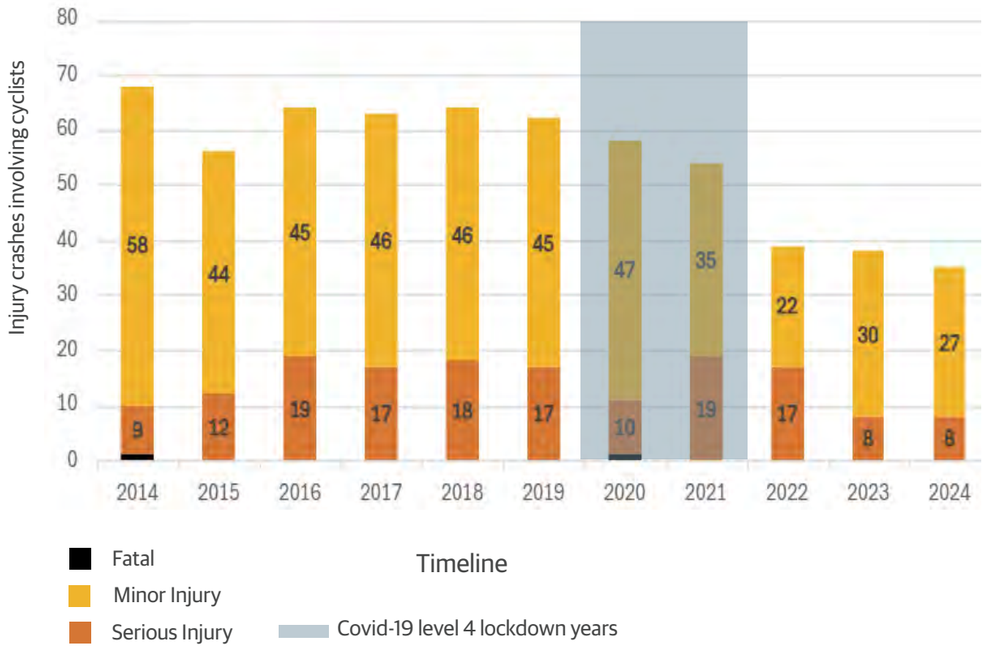


Figure 37: Wellington CAS Injury data - 2014 to 2024 - GRAPH

This may indicate positive outcomes associated with the programme, but more location specific analysis is needed over longer time periods. Ideally, CAS data should be supplemented with other sources, such as cycling counts, surveys, and hospital records, to build the most accurate picture of cyclist safety.

Increased role of cycling

Key objectives

- Delivery of a strategic citywide network of connected bike routes
- Improved safety for people on bikes
- ✓ **Increased role of cycling in the transport network**
- Improved environmental and health outcomes

Data about uptake is available from existing Council datasets and Census data. While some of the data is intermittent, particularly Census, it has been collected over a long period and is able to provide some interesting insights.

Specifics about the data used to assess uptake is available in the methods section. Some limitations of these datasets are noted below:

- Mode share data only covers travel to work and has been collected at intermittent time points so it may not show the overall pattern of mode choice across seasons and during different weather conditions.
- Cordon data counts apply to the central city only. While it provides good year-on-year comparisons, it may not pick up increased volumes on non-measured routes, non-commuter travel, and weekend travel. It could also be affected by broader changes in commuting such as working from home, and reduced employment in the CBD. In addition, there was a gap in data collection from 2020 to 2024.
- Corridor data counters provide continuous data from 2020 onwards. However, the data is less fine grained due to a low number of counters (four throughout Wellington).

BNP Programme transitional projects contain project specific data which is presented in the route reports within this document. These may provide further insights into specific programme outcomes around cycling uptake.

Cycling mode share

Understanding cycling's contribution to overall travel patterns is important, as it offers insight into mode shift progress, helps evaluate the impact of investment in cycling infrastructure, and indicates whether changes in cycling mode share are part of broader trends such as a move to more sustainable transport options.

Mode share was assessed using Wellington city area Census data. Census participants were asked:

'What is the one main way that you usually travel to your place of work?"

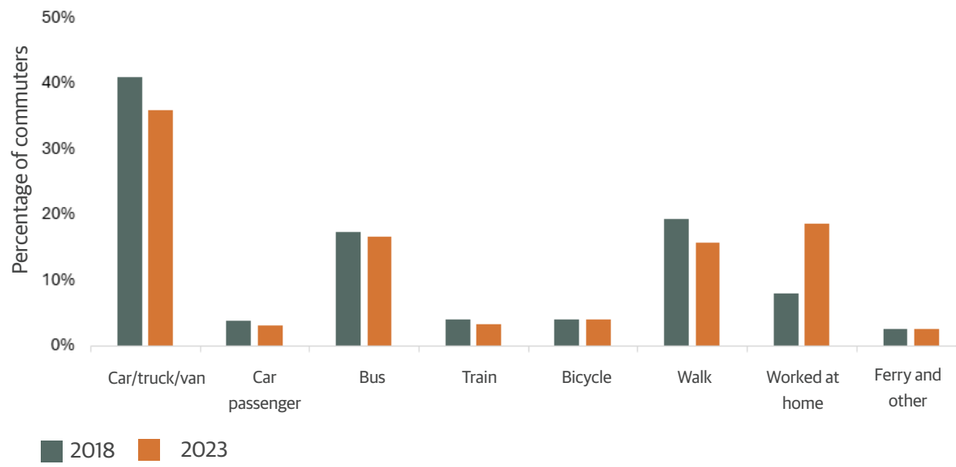


Figure 38: Wellington City area Census data - 'What is the one main way that you usually travel to your place of work?" - GRAPH

Figure 38 shows usual mode data from the 2018 and 2023 Census*. Most notable is the sharp increase in working from home in 2023. In terms of cycling, response has not notably changed with 2023 having a small increase from 4% to 4.1%. Other modes generally show decreases from 2018 to 2023.

*The 2023 Census was undertaken prior to the bulk of new cycling infrastructure being delivered as part of the BNP, so does not capture the impacts of the most recent changes.

Photo: Riddiford Rd- 2024

Delivering multimodal benefits

The BNP Programme has embraced a 'whole-of-street' approach, delivering multimodal benefits alongside cycling infrastructure, such as pedestrian facilities and bus provision.

This approach has delivered valuable improvements for communities and, in turn, built broader support for cycling initiatives.

The programme team has coordinated with work underway around other modes (such as the Bus Priority Action Plan) and collaborated with communities, particularly in identifying pedestrian improvements. This approach has ensured efficient delivery and responsible use of funds.

Pedestrian improvements

38 new accessible ramps

36 improved pedestrian crossings

Bus priority

65% increase in bus capacity enabled on Karori route

Better spacing of bus stops, and other minor improvements

4km of new or improved bus lanes

The programme's continuous learning approach has led to ongoing improvements in multimodal provision. For example, uphill bike lanes have been designed to avoid conflicts with buses and lessons learned from earlier use of temporary materials at bus stops have led to the adoption of more durable, permanent solutions.

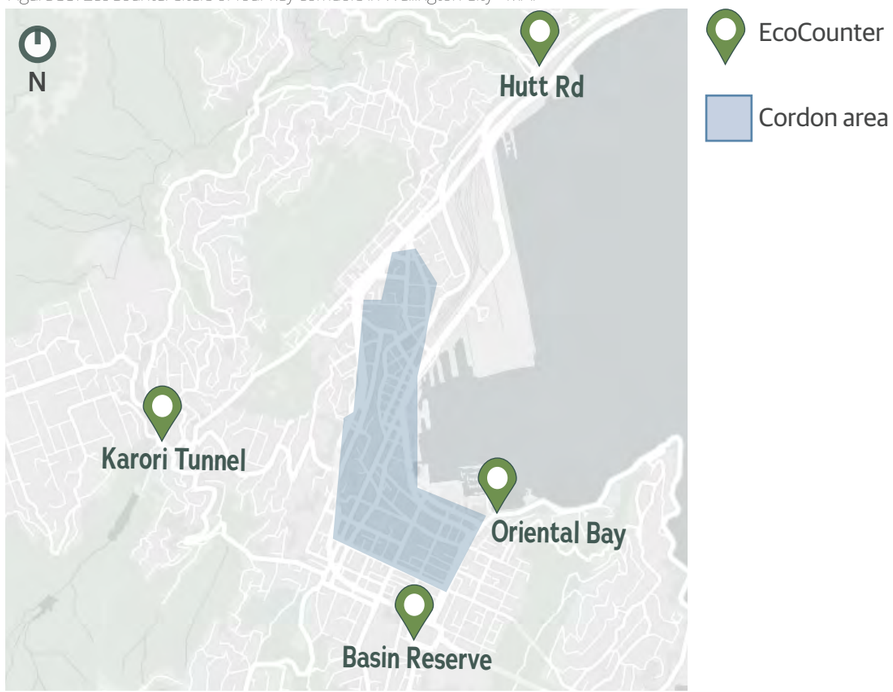
Many examples of the 'whole of street' approach are provided in the Route Reports. Particular, Ngaio, Karori, and Newtown to City.

Cycling volumes on key corridors

A driving force for the BNP Programme was to provide infrastructure that ultimately increases cyclist volumes throughout Wellington. While the programme is in its early stages of delivery, and volumes would be expected as a medium-term outcome in the project logic model, measures are in place to track progress, and available data is reported in this section. This includes both corridor and cordon data.

Figure 39 displays the locations of corridor counters and cordon sites, with the cordon highlighted in blue and the four selected EcoCounter sites (Basin Reserve, Karori Tunnel, Hutt Rd, Oriental Bay) on key cycling corridors marked. The selected EcoCounter sites were chosen to include North, South, East, and West representation of the city-wide network. They were activated in 2020 and have provided reliable data on long-term trends till present.

Figure 39: EcoCounter siters of four key corridors in Wellington City - MAP



As described previously, the cordon data includes manual counts of the number of people on foot and bike entering or leaving the CBD at 26 data collection points in central Wellington during the morning peak over a week in March. The sites provide a good coverage of all main routes into and out of the CBD. In 2025, only bike counts were collected as the wider manual cordon is being replaced by sensors.

Figure 40 presents EcoCounter data collected since 2020 from the four sites (shown in Figure 39). Comparing most recent data, 2024 total cycle trips (884,803) increased by 18% across the corridors since 2020 (747,673).

Total monthly cycle trips since 2020 - Key corridors: Hutt Rd, Karori Tunnel, Oriental Bay and Basin Reserve

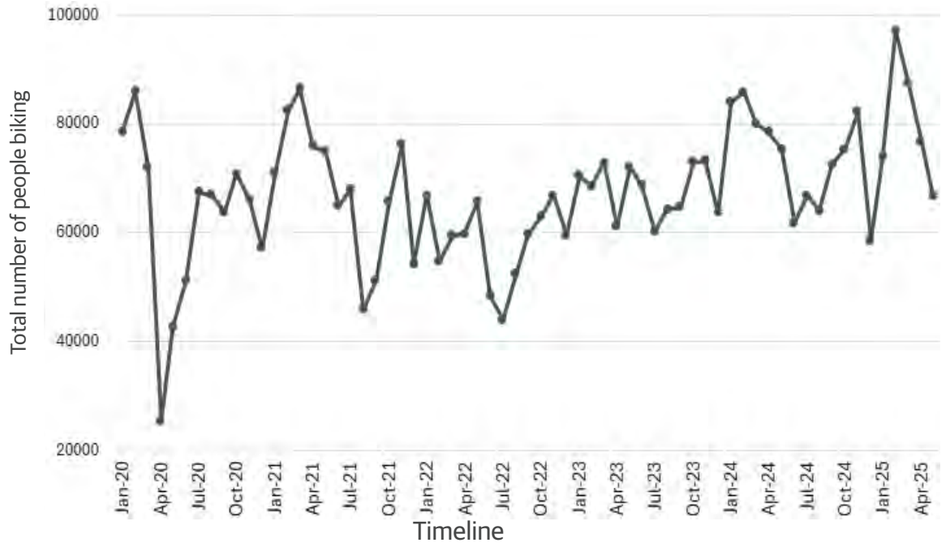


Figure 40: Cycling volumes on four key corridors of Wellington City - January 2020 to April 2025 - GRAPH

Within the overall growth, reduced cycling uptake in winter months, end of year holidays and lockdowns during COVID-19, can be seen in the lower monthly data points. There may be other impacts affecting uptake month to month, such as roadworks on corridors or the areas surrounding the counters.

While the corridor data offers a valuable long-term record of cycling volumes, including commuters, recreational riders, and others, it is limited by the small number of sites chosen to represent trends in cycling in Wellington.

Improving travel options to Wellington Hospital

Wellington Regional Hospital, as a major employer, was a big part of the reasoning for the Berhampore to Newtown and Newtown to City cycle lane projects. The upgraded cycle lanes provide a continuous north-south connection from the residential areas of Berhampore to the central city, providing safe and convenient connections with the hospital.

Insights into the impact of these cycle lanes are provided by the Health NZ annual workplace travel survey, which in Wellington is open to all employees across Capital & Coast, Hutt Valley, and Wairarapa regions.

Participants were asked how they usually travel from home to work, specifically, the travel mode they used for the greatest part of their journey. The results revealed some notable changes in travel trends at Wellington Regional Hospital, as illustrated in the figure below.

Most notably, there has been a marked increase in active travel to Wellington Regional Hospital since 2023, accompanied by a corresponding decline in car and van travel. The results from Hutt Hospital also hint at an increase in active travel, although further data is needed to see whether the increase in active travel in 2025 is maintained.

Active travel, public transport and car mode share by main work location from 2022-2025

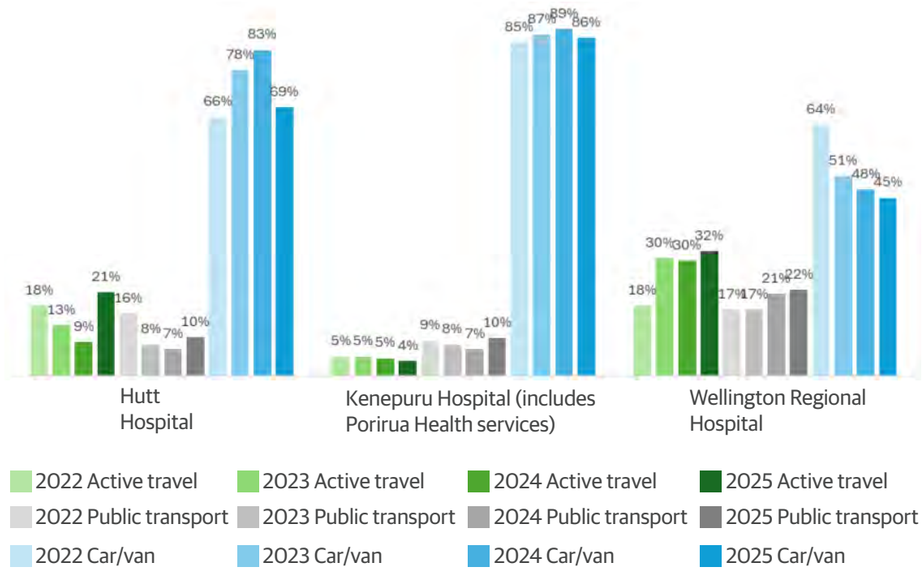


Figure 41: Active travel, public transport and car mode share by main work location from 2022-2025 - GRAPH

Photo: Riddiford Street - Wellington Hospital

Commuter cycling volumes at cordon (central Wellington only)

The annual cordon count is a dataset that provides a snapshot of cyclist volumes into and out of Wellington central across a few days in March. This data has been manually gathered since (2000). However, data is somewhat limited due to the gap in collection between 2022 and 2024 and the impact of COVID-19 restrictions on the 2020 and 2021 data.

Figure 42 presents annual cordon count data by direction of travel (towards or away from the CBD). The 2025 data shows that the volume increase observed up until 2019 has been sustained, despite shifts in travel patterns due to increased working from home post-COVID-19, and public sector workforce adjustments in 2023/24. Supporting this, Census data shows that the proportion of commuters working from home increased from 8.1% to 18.7% over the same period.

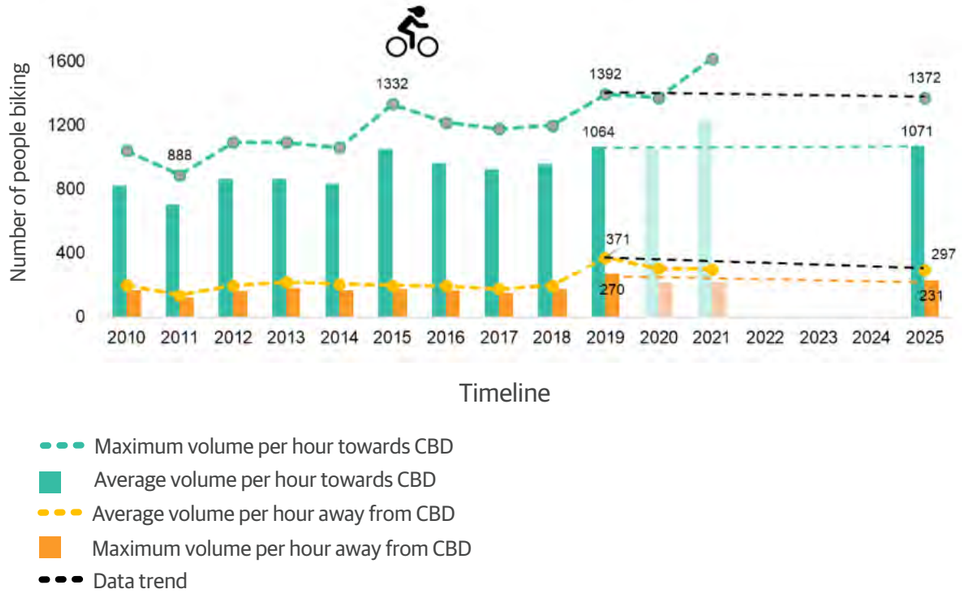


Figure 42: Welllington Cordon count cycling volume 2010 to 2025 - GRAPH

Cycling uptake on new transitional cycleways

While the data presented in Figure 42 concerns cyclist volumes for Wellington as a whole, some early aggregated counts below show average daily volume changes for each new transitional cycleway (Table 3).

Encouragingly, these upgraded routes have all recorded increases in cyclist volumes following installation, with the largest growth observed on the Newtown to City route (87%). Collectively, there has been an average 33% increase in daily cycling trips on routes following installation of cycling infrastructure.

Transitional Projects

Project	Average daily counts		Change observed (%)
	Before	After	
Aro Connections	192	235	↑ 22%
Kilbirnie Connections	313	406	↑ 30%
Newtown to City	206	384	↑ 87%
Botanic Garden to City	255	365	↑ 43%
Ngaio Connections	177	234	↑ 32%
Berhampore Connections	368	431	↑ 17%
Karori to Botanic Garden	425	560	↑ 32%
Thorndon Connections	156	200	↑ 28%
Wadestown Connections	166	185	↑ 11%
Total	**2219**	**2887**	

Table 3 Cycle volumes - Transitional projects

Demographics of Cycling Uptake

An important goal of Council is not only to increase overall cycling uptake, but also to ensure equitable access and participation across the community. Although equity-related data remains limited, early findings offer valuable insights into this important dimension.

Data collected at a cordon site on Thorndon Quay between 2017, 2020 and 2025 is promising. As shown in the figure below, the proportion of cyclists who are women has increased, although growth has plateaued in recent years and more data is needed to fully assess uptake.

E-bike usage has also seen a sharp rise, offering a significant opportunity to broaden participation, particularly among older riders and those who may find conventional cycling less accessible.

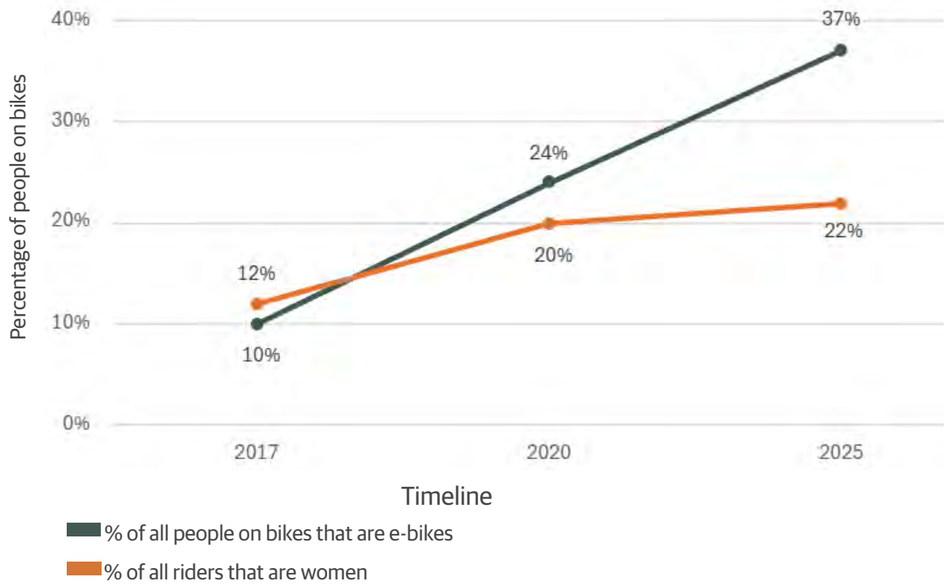


Figure 43: Thorndon Quay cycling demographics 2017 to 2025 - GRAPH

Photo: Cyclist on Cobham Drive

Long-term public health and emissions

Key objectives

- Delivery of a strategic citywide network of connected bike routes
- Improved safety for people on bikes
- Increased role of cycling in the transport network
- ✓ **Improved environmental and health outcomes**

Improvements in public health and emissions will be measured through:

- Annual CO2 emissions monitoring undertaken by Council

With the BNP Programme only one year post the rapid roll out of 30km of cycle lanes, longer-term outcomes related to health and emissions are not yet expected to be visible. These outcomes are more likely to emerge over time as the programme progresses, alongside other public transport and active travel initiatives in Wellington. They will likely result from the combined effect of multiple projects that expand and improve alternative transport options for Wellingtonians.

At this stage, the most important programme activity in relation to long-term outcome measures is to define the indicators and begin collecting data. The proposed indicators, listed above, comprise readily available data that the programme can utilise.

Supporting schools to cycle

Active travel to destinations such as school provides significant social and physical benefits for rangatahi and helps foster lifelong cycling habits. Supporting and encouraging young people to cycle is therefore a priority for Council.

Funding from Let's Get Wellington Moving and the Climate Emergency Response Fund has enabled the Council to partner with six Wellington schools to encourage cycling to school. This initiative has been intentionally aligned with the rollout of the BNP Programme.

Uptake activities were community-led, with school leaders and students identifying actions to support cycling within their school communities.

Figure 44: School cycling initiative bike rack

Schools selected and implemented a variety of initiatives including new bike parking and student lockers, confidence building cycle skills training and guided rides, bike repair events, and 'winter warmer' incentives. One school's Enviro Club even partnered with the local community to plan and construct a 200-metre commuter track.

This work is an important example of community engagement and cycling network activation. Early feedback from one school suggests increased uptake of cycling and scooting among students, as well as a few staff and parents.

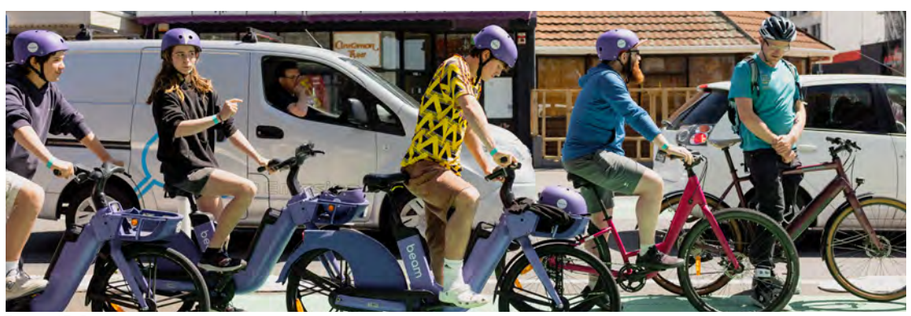


Figure 45: School ride through

Hoea tonutia te waka

Continuing the journey

05

Photo: Park 2 Park event - 2025

BNP Programme Progress to date and continuing the journey

To date, the BNP Programme has delivered 32km of cycleway and 38% of the strategic bike network is now complete. Emerging outcomes include improved ease of cycling and satisfaction with bike infrastructure, improvements in safety, and most importantly increased uptake of cycling.

Figure 46: Newtown to City Blessing - 2024

The coming years will reveal the full picture, and longer-term benefits including health and environmental benefits will be realised. Investment has also contributed to complementary outcomes through strengthened sea walls, safer pedestrian crossings, school travel options, and more efficient bus routes.

Building on earlier lessons from around New Zealand, Wellington's BNP programme has led the innovative advancement of cycling provision in recent years. Core to this leadership is acknowledging that we need cheaper and faster delivery, that listens to communities and modifies approaches based on lessons learned. There have been many challenges along the way, but emerging lessons from the journey include a new hybrid approach to delivery that draws on both transitional and permanent delivery approaches to maximise value for money.

The success to date of the BNP Programme has been driven by a strong programme, cooperation within Council, and significant expertise and leadership in planning, project management, engagement, design, delivery, and monitoring and evaluation. Innovations have included the implementation of a citywide sensor system that will provide robust road user counts and behavioural understanding in future. The human capital that has developed through the BNP is considerable, and will influence transport planning in New Zealand in coming years.

Figure 47: Park 2 Park event - 2025

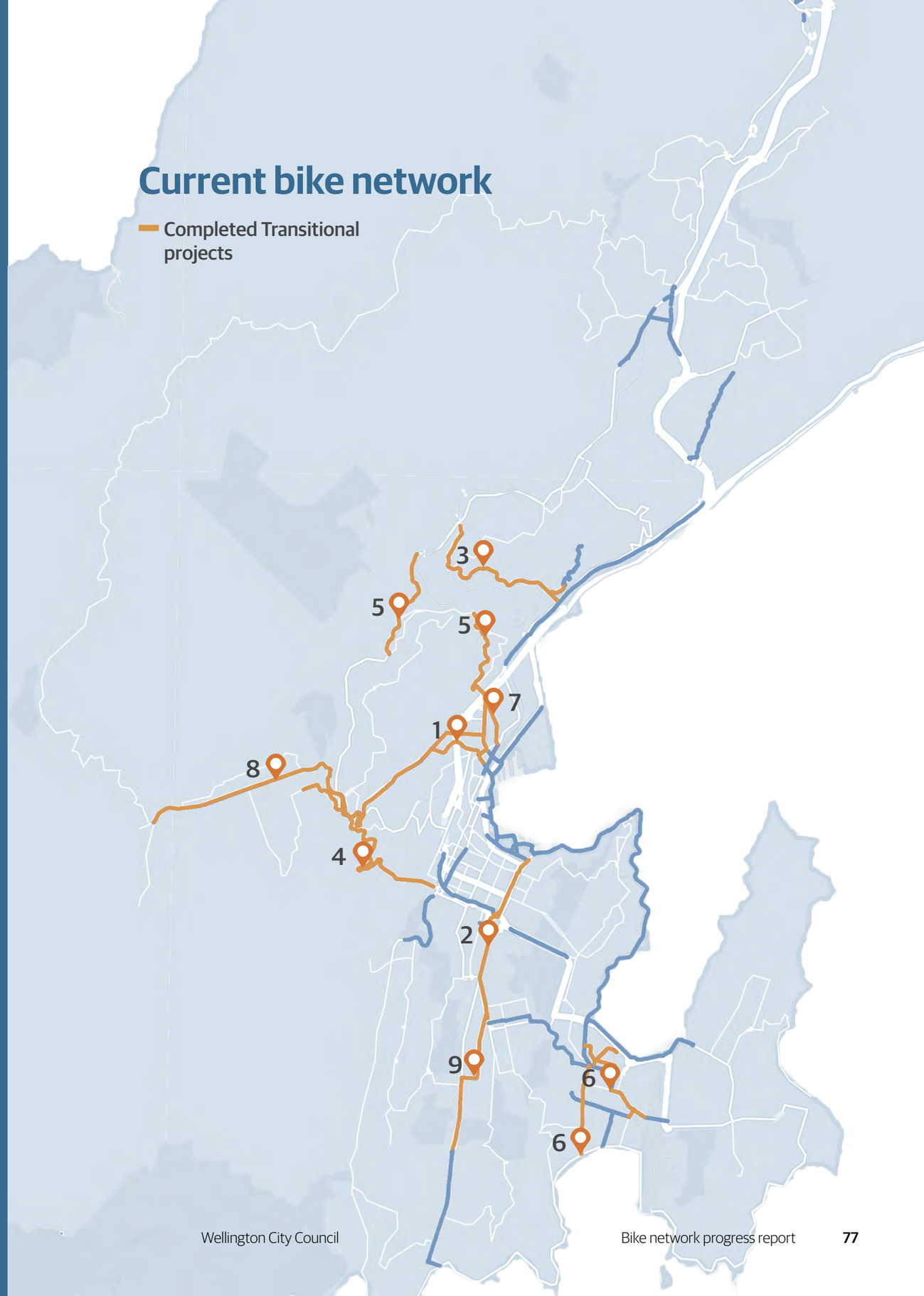
In summary, despite a range of challenges, the BNP Programme is delivering what it set out to achieve. The routes that have been largely completed, and the rising bike counts on them are already delivering benefits and give a glimpse of wider possibilities. However, the full benefits of the programme will only be realised when the strategic network is completed, and Wellingtonians can easily choose to travel anywhere in the city by bike. On the basis of the outcomes to date, the known many benefits of cycling, and the appetite of the BNP Programme to learn and evolve, there is a strong case for continued investment.

Figure 48: Shelly Bay event - 2024

Route reports

Ngā Kaupapa Whakawhanake
Transitional projects

Contents



Botanic Garden ki Paekāka to city

Route report

1.1km route

2500 people within 500m

43% increase in bike trips

Photo: Bowen Street

The route

The Botanic Garden to city route connects Thorndon to the central city and waterfront via Glenmore Street, Bowen Street, and Whitmore Street. The 1.1km corridor serves both commuters and visitors to Parliament, the Botanic Garden, and the waterfront. The route now connects with Karori connections, completing one of Wellington's longest bike routes from the suburbs to the city. The bike, bus and pedestrian improvements were constructed between October 2022 and April 2023, providing safer transport options along this important corridor.

Key features of the route include a new full-time bus/bike lane downhill on Bowen Street, a morning peak bus/bike lane on Tinakori Road, bikes lanes on Whitmore Street, Bowen Street, and Tinakori Road, pedestrian safety improvements to the Bowen Street/ Terrace intersection and new parking arrangements that prioritise residents and visitors.

The route expands access to the bike network for nearly 2500 people living within 500m of the route.

Figure 49: Before and after project installation - Whitmore Street

Botanic Garden ki Paekākā to city

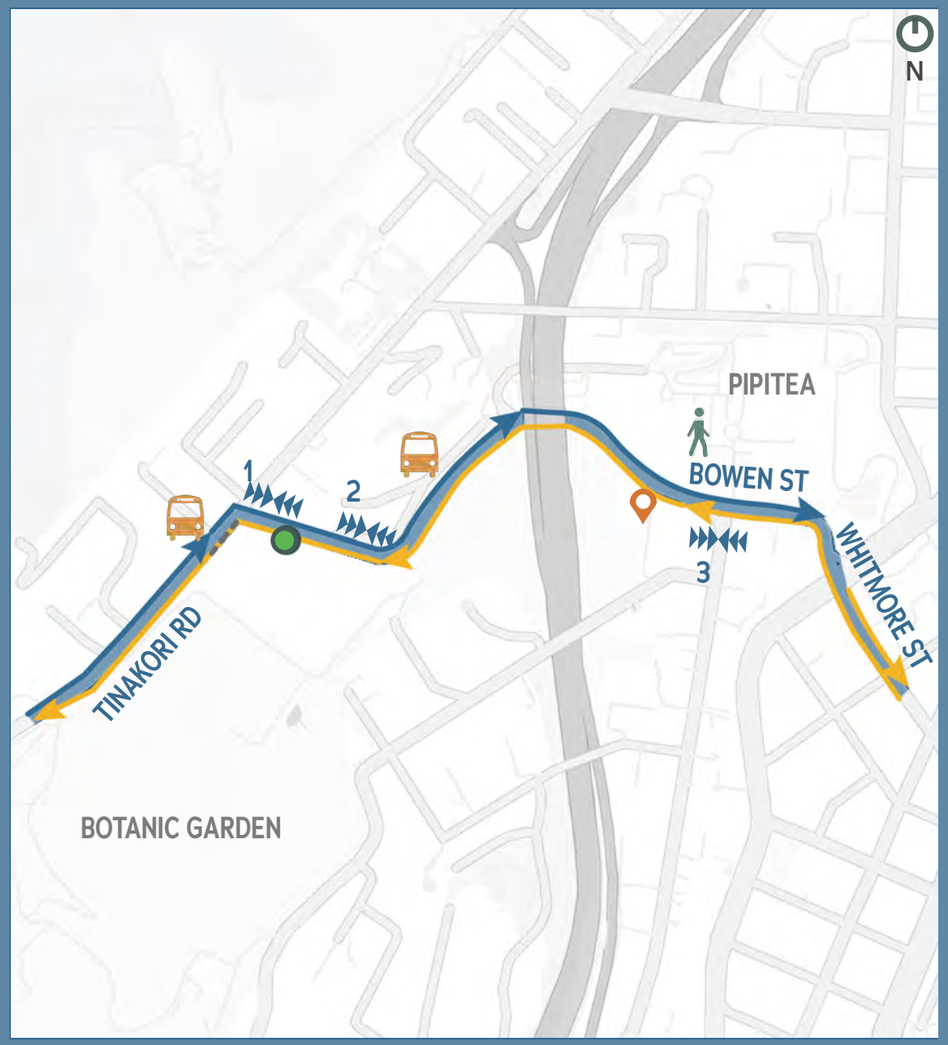


Figure 50: Botanic Garden ki Paekākā to city - MAP

Legend

- Protected bike lane
- Bike/bus lane
- Shared path
- EcoCounter
- 1 Pipitea Awa
- 2 Waipiro Awa
- 3 Tutaenui Awa
- Niho taniwha
- 'Kaiota' mural by Taupuariki (Ariki) Brightwell
- New signalised pedestrian crossing
- Bus improvements

Change in bike trips

There has been an increase in average weekday bike trips per month from 255 to 365 (43%) on Bowen Street when comparing a three month period at the start of construction (October 2022 – Dec 2022*) to a three month period after the bike improvements were made (October 2023 – Dec 2023). These trips were recorded by a magnetic counter located on Bowen Street.

43% increase in bike trips.

Average weekday bike trips per month through Bowen Street

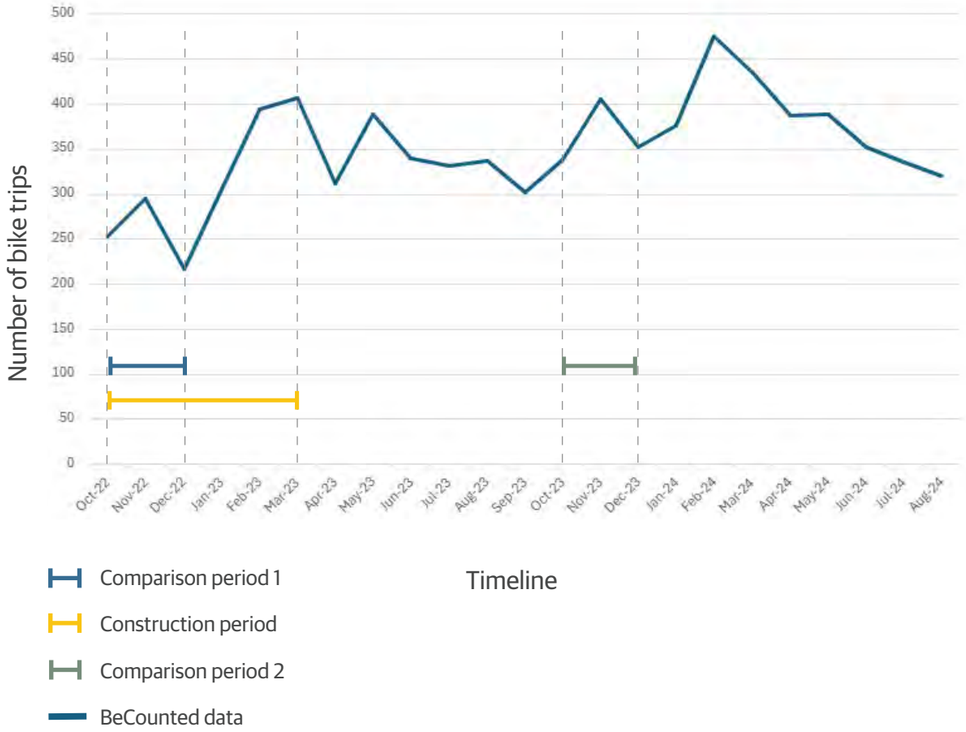


Figure 51: Average weekday bike trips per month through Bowen Street - GRAPH

"I had never rode this route before the bike lanes went in, but rode to two different concerts in the botans over summer. Both times my bike ride was much quicker than the bus and quicker even than a car. I'm really excited for the bike lanes becoming joined up properly so Wellington can be a city where anyone can bike anywhere safely."

*EcoCounter placed within the same month of construction

Sites of cultural significance

This section of Wellington's bike network climbs from the waterfront toward the Botanic Garden ki Paekākā, following the path of several historic streams and culturally significant sites. Flowing beneath Bowen Street to the harbour lies Tutaenui Awa. This waterway is closely linked with burials and matters relating to those who have passed on, holding significance for mana whenua Te Āti Awa Taranaki Whānui, who lived at Pipitea Pā.

On the uphill route, the mural 'Kaiota', by Ariki Brightwell, honours the area's name and heritage as a rich food cultivation and hunting place. Two central figures in the work make present Te Ātua Rongomatāne, representing food plantations and peace, and Haumiatiketike, representing the wild food and fauna surrounding the Kaiota area.

Also flowing under Bowen Street is Waipiro Awa, which flows through what is now Parliament grounds to reach the harbour at Waitītī Landing on Lambton Quay.

Finally, Pipitea Awa flows underground from Raroa Road and Kaharore Karori, along Tinakori Road, and across the raised flat at Haukawkawa Thorndon. It provided fresh water and food to the people of Pipitea Pā, with its mouth located at what is now Thorndon Quay and Davis Street — a place rich in both ecological and cultural history.

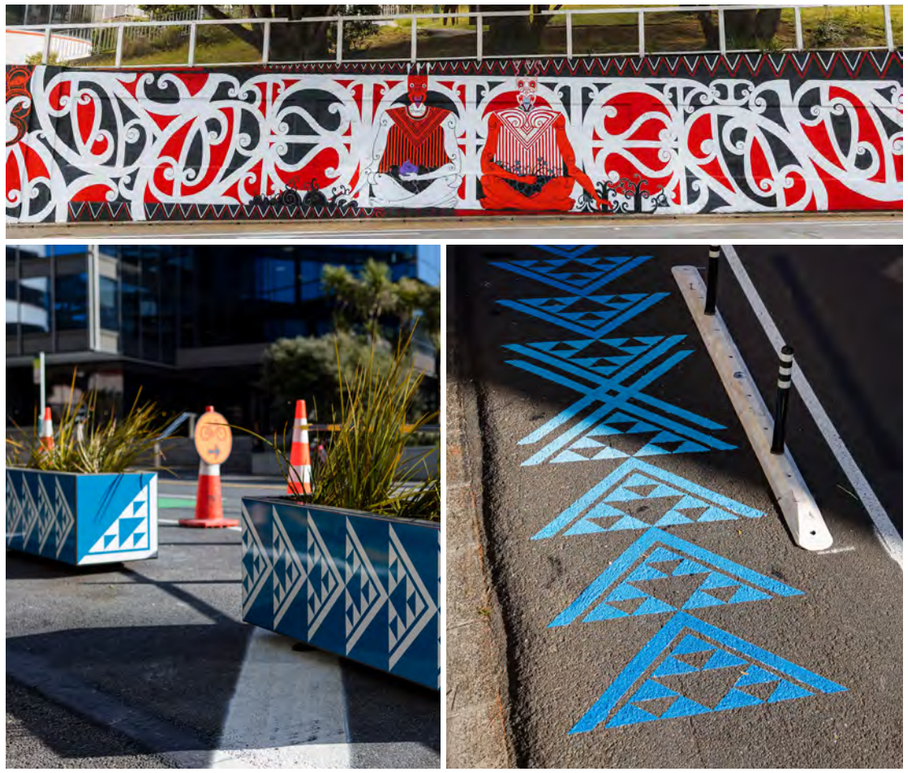


Figure 52: Mural 'Kaiota', by Ariki Brightwell (top), planter boxes (left) and niho taniwha awa markings (right) - Bowen Street

Wellington City Council Bike network progress report

Photo: Bowen Street mural 'Kaiota' by Ariki Brightwell

Hearing from the community

Through the four stages of community engagement, over 2000 pieces of community feedback helped inform this project.

The community was invited to engage with the project through workshops, meetings, webinars, and drop-in sessions. Following construction, several organisations participated in guided rides of the new route and a number of public rides, including an art tour took place.

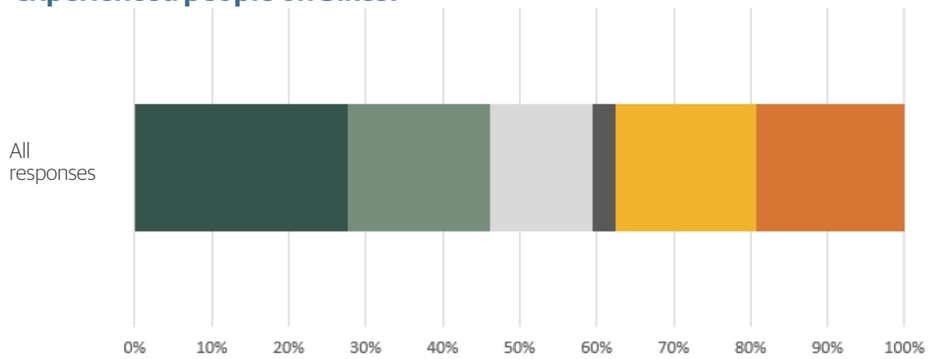
Input and feedback was provided by individuals, businesses, residents' associations, cycling and accessibility advocates, sports groups, and beautification/historic preservation groups.

Overall, 75% of submitters during the consultation phase supported the proposed street changes, and 23% were opposed.

One of the key pieces of feedback from the public on this project was that the bus stop on Tinakori Rd felt unsafe, with pedestrians getting on and off the bus over a temporary bus stop platform that doubled as the cycle lane. Based on this feedback a decision was made to use permanent materials to reshape the bus stop, creating more space and reducing the conflict.

Figure 53: Go By Bike Day event - 2023

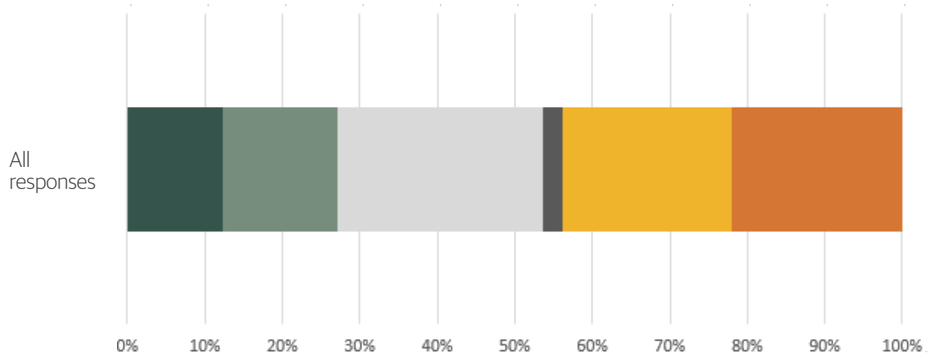
The changes will make it safer and easier for younger or less experienced people on bikes?



46% of responses agreed the route changes made it safer and easier for younger or less experienced people on bikes.

38% of respondents disagreed.

The changes will make it safer and easier for people walking?



27% of responses agreed the changes made it safer and easier for people walking.

44% of responses disagreed.

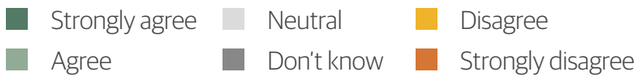


Figure 54 & 55: Responses about younger or less experienced people on bikes (top), responses about people walking (bottom)

78% of people on bikes felt that the changes improved their experience.

"Before the changes, I was always anxious about riding my bike down from my aunt's place on Glenmore Street to the waterfront. Now I look out for chances to do it! It's a fun ride, feels much safer. "

Newtown to city

Route report

2.1km route

Approx 8500 people within 500m

87% increase in bike trips

Photo: Riddford Street

The route

The Newtown to City project involved installing protected bike lanes along major arterial streets including Adelaide Road, Riddiford Street, and Cambridge/Kent Terrace. This provided a continuous north-south connection from the residential areas of Newtown to the central city, connecting Wellington Regional Hospital, several major schools, and the waterfront. This corridor has been identified as an important area for Wellington to grow given its proximity to the central city and is the busiest section of the southern route, to Island Bay. Construction took place on and off between February 2022 and July 2023.

Key features of the route include a two-way protected bike lane along Cambridge Terrace into the Basin Reserve, protected one-way bike lanes on Adelaide Road and Riddiford Street, bus stop platforms to separate bus passengers, people on bikes, and traffic, and new bus lanes to speed up bus trips. For safety reasons, the project also required the closure of two 'u-turn' bays between Kent and Cambridge Terraces. This space was repurposed into two inner city parklets using custom seating, asphalt paint, and planter boxes.

The route expands access to the bike network for nearly 8500 people living within 500m of the route.

Figure 56: Before and after project installation - Cambridge Terrace

Newtown to city route

Figure 57: Newtown to City - MAP

Legend

- Protected bike lane
- Protected two-way bike lane
- Shared path
- EcoCounter
- FOKL Vision
- Niho taniwha
- 1 Ngā Puna Waiora
- 2 Hauwai Mahinga Kai
- 3 Ngā Whenu o te Whāriki
- 4 Waitangi Pūroto
- New signalised pedestrian crossing
- Raised bus platforms

Change in bike trips

There has been an increase average weekday bike trips from 206 to 384 (87%) along this corridor, as measured at the Basin Reserve. This compares the five months from April to August 2022 before the changes were installed to April to August 2024, after the changes were installed.

87% increase in bike trips

After the changes were made, we saw people travelling differently between the city and southern suburbs. Using a Folkl Vision camera at the Adelaide Road–Riddiford Street–John Street intersection, we compared data from February 2022 (before) and October 2023 (after). People riding changed their route to use the new bike lanes – with 96% of northbound people on bikes now preferring to travel via the improved changes instead of the alternative side road, compared to 85% previously.

Average weekday bike trips per month through the Basin Reserve

Figure 58: Average weekday bike trips per month through the Basin Reserve - GRAPH

Bus patronage increased 69% along the corridor, with an extra 2277 people on average per day. This increase is based on a daily average bus passenger count from January to July 2022 and Jan to July 2024. According to Metlink, Wellington's bus operators, there is a clear improvement in travel times on the Newtown to City corridor in 2024 and 2025 compared to 2021 and earlier. This is most pronounced in the evening peak (3pm – 6:30pm), when the bus lanes were previously not operating.

Sites of cultural significance

Beneath the bike lanes from Newtown to Wellington's waterfront runs the hidden Waitangi Awa. This stream now flows through underground pipes beneath Adelaide Road and Kent and Cambridge Terraces. Working with Taranaki Whānui, the city now marks the path of the awa with niho taniwha (taniwha teeth) designs, signifying important locations along the route.

The journey begins near Wellington Hospital at Ngā Puna Waiora, an area linked to freshwater springs flowing from Mt Victoria's ridge. Further along is the Hauwai Mahinga Kai, now the Basin Reserve, once a rich swamp used by Ngāti Hinewai for gathering tuna, fish, and cultivating crops.

The two blue designs on the city side of the Basin Reserve acknowledge the many small side streams that flowed downhill and into the bigger Waitangi Awa from Te Ranga ā Hiwi, the ridge above.

Waitangi Pūroto or (crying waters lagoon) at the harbour edge was used for centuries by Māori and most recently by Ngāti Ruanui and Ngāti Haumia hapu for food-gathering, as a source of fresh water, and as a place to launch waka.

Traditional Māori kōrero tells of a taniwha kaitiaki or guardian that inhabited this pūroto and - foreseeing the coming of colonial settlers - left before their arrival. Since 2006 much of this area has become a park and recreated wetland that the awa is diverted through.

Figure 59: Planter boxes - Cambridge Terrace (left) and awa markings - Riddiford Street (right)

Hearing from youth

There are eight schools on or near this route, including three of Wellington city's largest high schools, totalling 5400 students. The views and experiences of young people were very important for helping inform the development of this route.

Intensive work with high school students included drop-in sessions for students, parents and staff, helping student clubs create travel surveys and behaviour change initiatives, new bike parking and lockers, group route rides, and skills clinics. A spinoff project included supporting Wellington East Girls students to plan and construct an off-road link route over Mt Victoria to their school, funded through the international Bloomberg Initiative for Cycling Infrastructure.

5400+ students go to school on or adjacent to the route.

"Using an e-bike made biking much more accessible!."

"Lots of space, not feeling squished or pushed together."

Figure 60: School ride through - Cambridge Terrace

Hearing from the community

Through the three stages of community engagements, over 4700 pieces of community feedback helped inform this project.

The community were invited to engage with the project through webinars, meetings, and drop-in sessions. Following construction, schools and other targeted user groups participated in guided rides and site visits.

Input and feedback was provided by individuals, businesses, residents' associations, cycling and accessibility advocates, sports groups, and beautification/historic preservation groups.

Overall, 67% of submitters supported the proposed street changes during consultation phase and 31% were opposed.

Feedback from the public once they were using this route led to several design changes, including a re-work of the Mein Street intersection and the Hospital Road intersection. It also resulted in upgrades to the bus stop bypasses along Adelaide Road to improve the accessibility of the design.

Figure 61: Bike Network programme events T-shirt

How was your experience compared to before the changes were made?

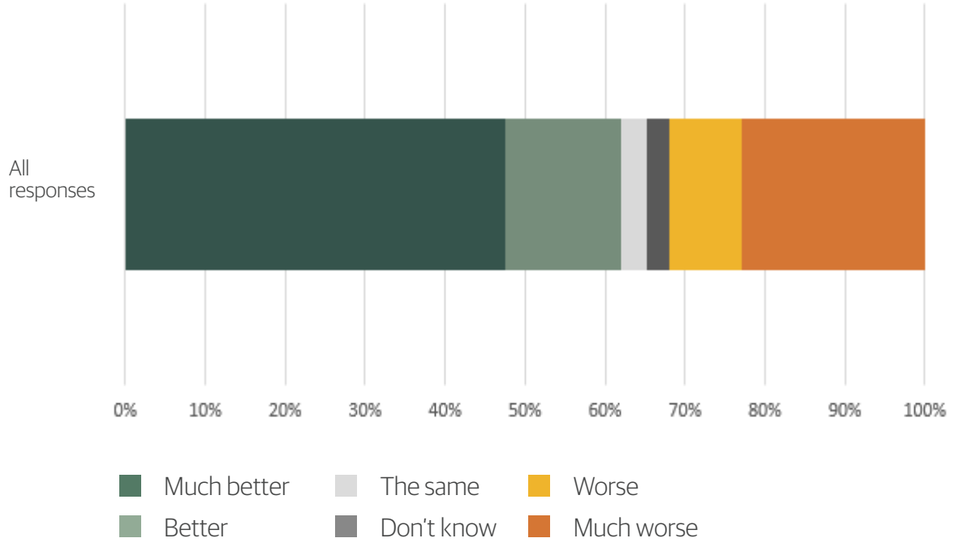


Figure 62: Responses for experience compared to before the changes were made - GRAPH

62% of responses agreed their experience improved after the changes were made.
32% of respondents disagreed.

88% of people on bikes felt that the changes improved their experience.

"It's fantastic having a dedicated bike lane along Cambridge Terrace... Having a safe option like this has meant I'm less likely to take the bus on a windy day as I have two safe options to take to get to work."

Figure 63: Newtown to City - Cambridge Terrace

Ngaio Connections

Route report

2.5km route

6500 people within 500m

33% increase in bike trips

Photo: Kaiwharawhara Road

The route

Ngaio connections extends Wellington's bike network to the northern suburbs of Ngaio and Khandallah, via Ngaio Gorge and the Kaiwharawhara Bridle Track. These improvements leverage off other major investments in the area and allow people in Ngaio and Khandallah to travel comfortably by bike into Wellington city via the newly upgraded Thorndon Quay cycleway, and also the Hutt Valley once the Te Ara Tupua pathway is completed in 2026. The project aligns with the Ngaio Crofton Downs Residents' Association aim for Ngaio to be the first zero carbon suburb in New Zealand.

The project includes protected bike lanes, traffic calming to encourage safer traffic speeds through Ngaio and Cameron Street in Kaiwharawhara, a new pedestrian crossing at the top of Ngaio Gorge, which provides improved access to the bus stop on Perth Street, and changes to make intersections safer. Construction took place in two stages between February 2023 and November 2024.

Figure 64: Before and after - Kaiwharawhara Road

Ngaio Connections

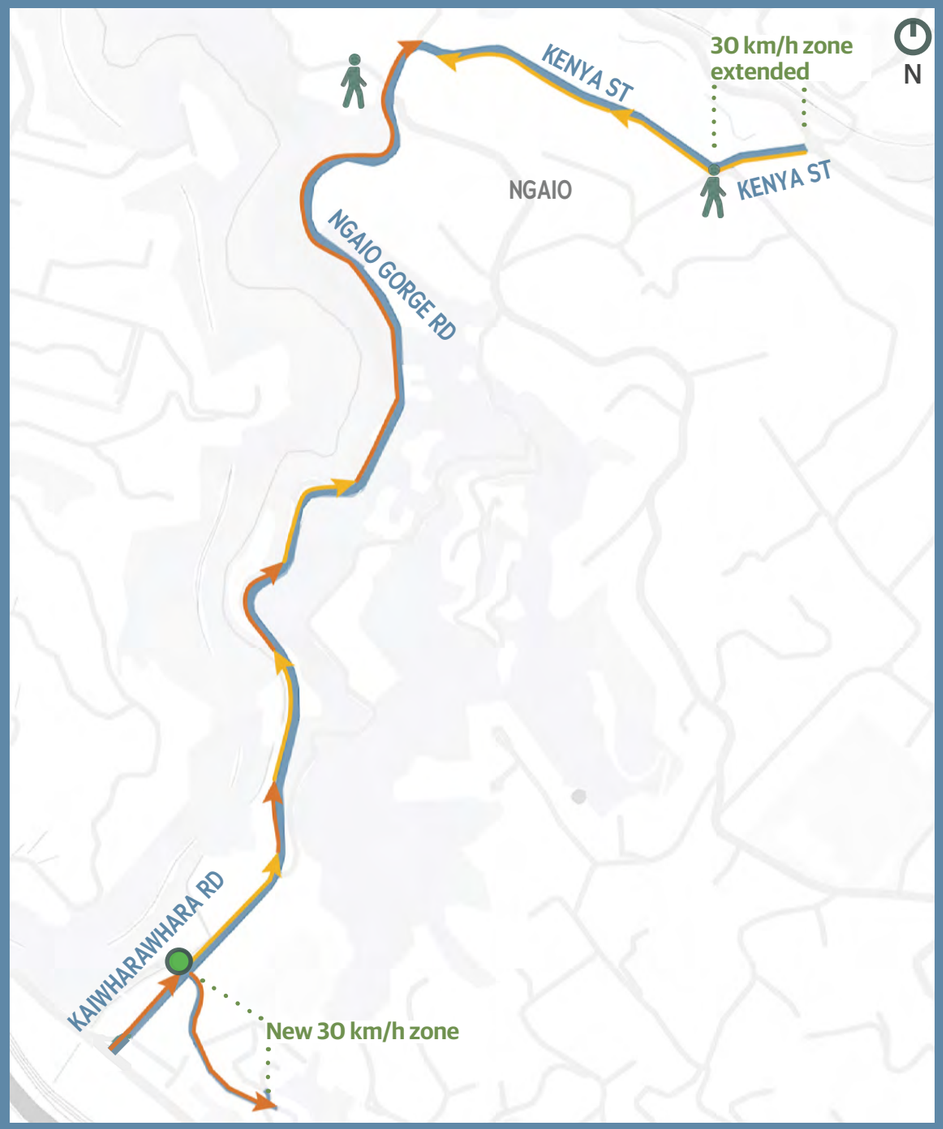


Figure 65: Ngaio connections- MAP

Legend

- Protected bike lane
- Painted bike lane
- Shared path
- EcoCounter
- Pedestrian improvements

Change in bike trips

There has been an increase in average weekday bike trips per month from 177 to 234 (33%) on the route when comparing a three-month period near the beginning of construction of the street changes (December 2022 to February 2023) to a three-month period after the improvements were made (December 2024 to February 2025). These trips were recorded by a magnetic counter at Kaiwharawhara Road. Note that this counter did not record the number of people cycling up Cameron Street and the Kaiwharawhara Bridle Track (an additional 33%).

33% increase in bike trips.

Average weekday bike trips per month along the Ngaio connections route

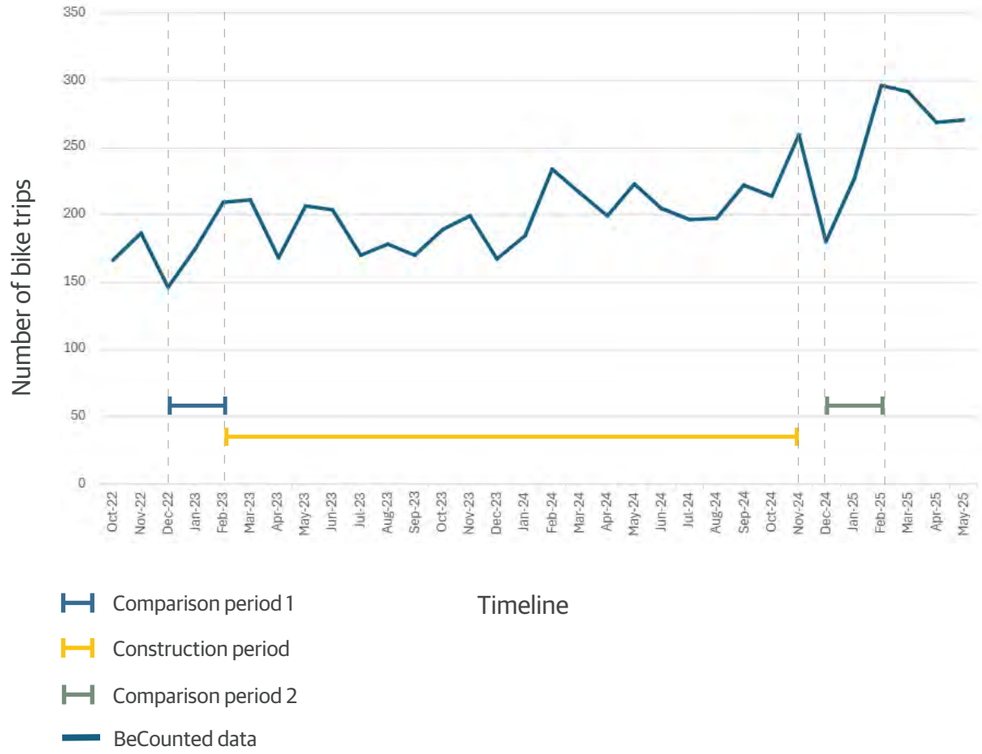


Figure 66: Average weekday bike trips per month along the Ngaio connections route - GRAPH

"Very useful. The barriers help a lot with the exposed curve after I turn right towards the city. I appreciate the changes as a driver and a cyclist.

Hearing from the community

1200+ pieces of feedback were received from the community during the process.

The community was invited to engage with the project through community workshops, webinars, meetings, and drop-in sessions. There were also guided route rides co-hosted with the Ngaio and Crofton Downs Residents' Association for people to try out the changes, and help inform any adjustments to the new infrastructure.

Input and feedback was provided by individuals and organisations including businesses, residents' associations, cycling advocates, and accessibility advocates.

Overall, 67% of submitters supported the proposed street changes during consultation and 28% were opposed. 71% of submitters supported safer speed changes on the route.

Feedback from the public following installation of this project led to a re-work of the speed humps near Perth Street and additional separators added up a section of Ngaio Gorge. Cats eyes were also added to better define the painted bike lanes.

Figure 67: Nagio park event

610+ individuals provided feedback pre-consultation.

490+ individuals and organisations gave feedback on the designs during public consultation.

180+ individuals provided feedback post-installation.

Project start — Project finish

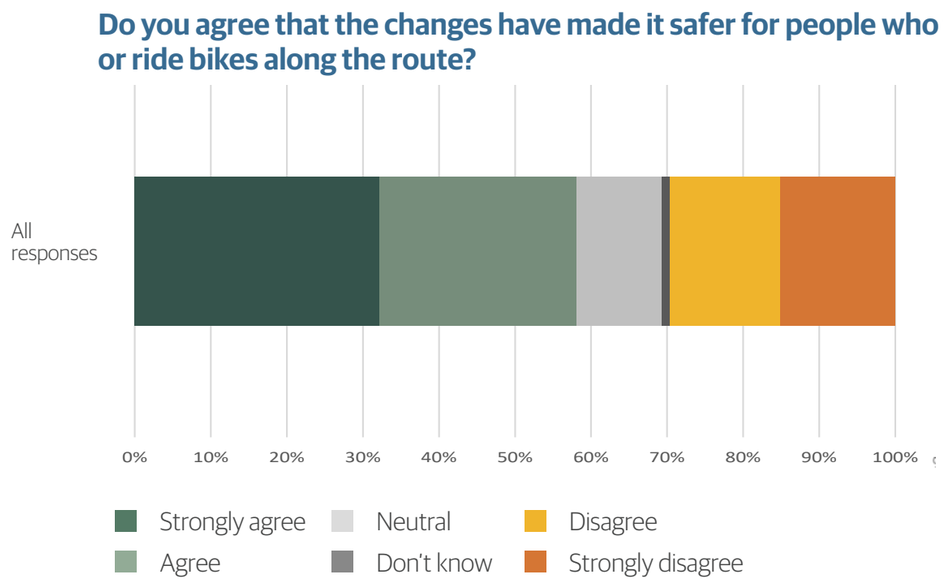


Figure 68: Responses about people who walk or ride bikes - GRAPH

58% of responses agreed the route changes made it safer for people who walk or ride bikes along the route

30% of respondents disagreed.

83% of people on bikes felt that the changes improved their safety.

"I rarely biked before the bike lanes but now I do most days. Now I'm able to feel safe in the road. The poles are really helpful, the further up the gorge you get the scarier it feels because cars cut really close around the corners."

Figure 69: Ngaio connections - Kaiwharawhara Road

Towards a carbon neutral future

Ngaio's safer bike connections aligned with the climate aspirations of the Ngaio Crofton Downs Residents' Association. Wellington City Council, Ngaio Going Carbon Neutral and Pedal Ready teamed up to run social bike tours of the street changes in Ngaio and the surrounding area. These group rides were designed to help build confidence and skills to travel safely and efficiently by bike while getting to know the bike improvements.

The fully subscribed events started on the waterfront at Switched on Bikes and finished at Ngaio Union Church, with a BBQ and boardgames evening.

The route followed key improvements that are making it easier and safer for people to get around by bike - part of a broader shift to support lower carbon ways of travelling.

Affordable e-bike hire, made possible by Switched on Bikes and the Council, meant more people could take part, no matter their fitness or experience level.

Donations from the BBQ going to support the Ngaio Union Church Community Fund. This fund helps pay for pharmacy prescriptions, school fees for families at Ngaio School, and helps support the Downtown Community Ministry and their work with homelessness. For the Ngaio Crofton Downs residents' association, the bike lanes aren't just about transport - they're part of a bigger story about climate action and community connection.

Figure 70: Active Artists Creative Spaces E-bike tour - 2023 (above and right)

"I've been commuting on this route since 2001. The improvements have changed the way I use it, but I can see that it's made it easier for newer cyclists to feel safe..."

Aro Valley Connections

Route report

3km route

10,000 people within 500m

22% increase in bike trips

Photo: Aro Street

The route

This 3km route connects the city with Aro Valley and Highbury passing Waimapihi Reserve, a locally important recreational area for walkers and mountain bikers, providing a connection for people biking both on and off road.

Bike, bus and pedestrian improvements were made between Willis Street and Raroa Cresent along a narrow road corridor with a high density of rental and owner-occupied housing.

There are over 10,000 people within 500m of the route including homes, primary and pre- schools, Victoria University, a community centre, and the Aro shopping village.

Key features of the route include traffic calming through Aro shopping village, upgraded and more accessible pedestrian crossings, bike lanes, improved bus stop spacing and accessibility, car-sharing facilities, safer lane widths, and residents' and visitors' priority parking.

Figure 71: Before and After - Aro Street

Aro Valley Connections

Figure 72: Aro connections - MAP

Legend

- Protected bike lane
- Painted bike lane
- Shared path
- Eco counter
- Niho taniwha
- 1 Waimāpihi Awa
- Whātaitai bike rack
- Pedestrian improvements
- Bus improvements

Change in bike trips

There has been an increase in average weekday bike trips per month from 192 to 235 (22%) in Aro Valley when comparing a seven month period before the bike improvements were made (October 2022 – April 2023) to a seven month period after the bike improvements were made (October 2024– April 2025). These trips were recorded by a magnetic counter located on Aro Street near the Waimapihi Reserve.

22% increase in bike trips.

Average weekday bike trips per month along Aro Street

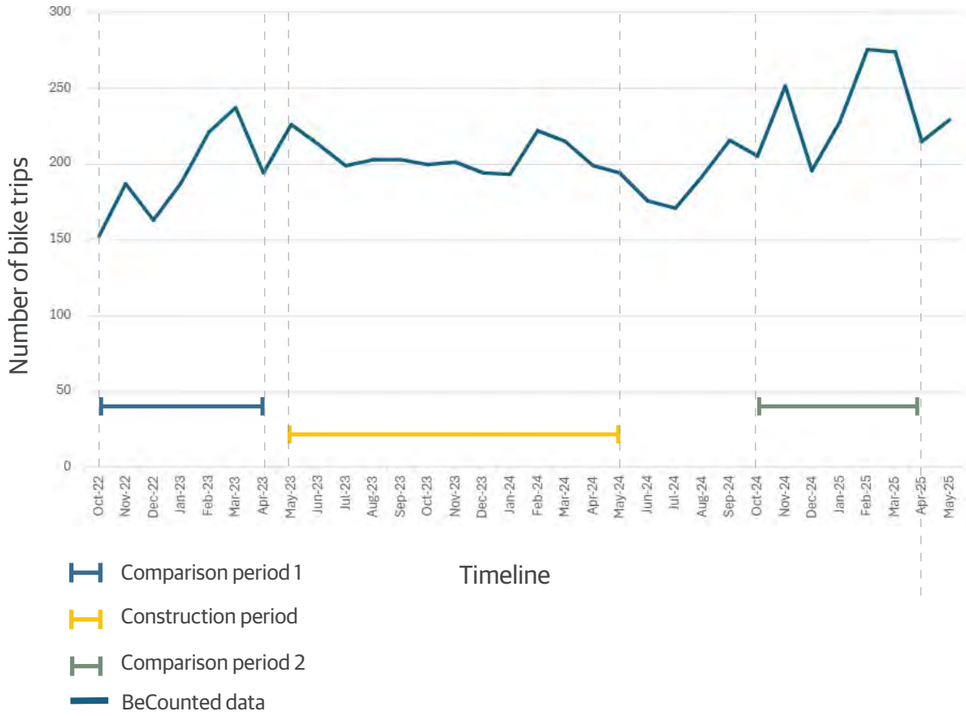


Figure 73: Average weekday bike trips per month along Aro Street

> "I'm loving the new bike lane. I e-scooter to and from work each day and I feel so much safer...I now feel as if I actually have a designated space."

Sites of cultural significance

Te Āti Awa and Taranaki Whānui worked in partnership with Wellington City Council to bring an Te ao Māori perspective to the development of the city's bike network.

This partnership initiated the formal renaming of Epuni Street in Aro Valley to Hōniana Te Puni Street to accurately reflect the tūpuna (ancestor) the street is named after.

Travelling up and down Aro Street, you are criss-crossing Waimāpihi Awa, which flows down the valley through pipes. There are four blue awa markings on this route – three on Aro Street and the fourth in Aro Park.

A bike rack in the Aro Valley shops provides parking for six bikes. Bright orange to signify seismic activity and increase safety, the bike rack design represents the appearance of the tupua Whātaitai from beneath the land.

Figure 74: Waimapihi awa marking - Aro Street

Figure 75: Hōniana Te Puni Street sign

Safer speeds

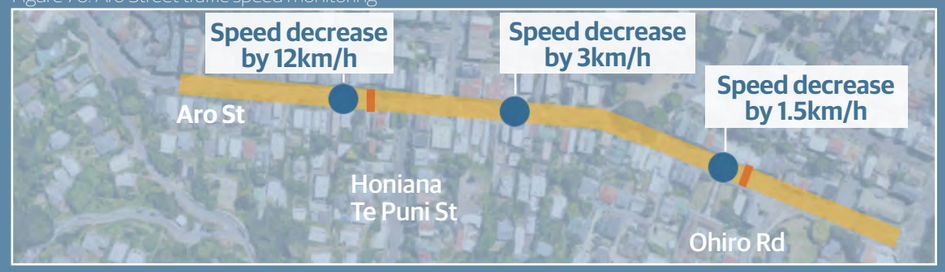
There was strong community support for vehicle speed reductions in Aro Valley. Several traffic calming measures were installed to improve safety:

- Doubling the length of the previous 30km/h zone near Aro shopping village
- A raised pedestrian crossing near Aro Park
- Three speed humps on Aro Street near Aro shopping village.

82% of survey respondents supported the safer speed changes.

Traffic speed monitoring shows these measures have been successful in lowering speeds.

Figure 76: Aro Street traffic speed monitoring



New 30km/h zone Old 30km/h zone

Figure 77: Aro Street extended 30km/h zone

Hearing from the community

2000+ pieces of feedback were received from the community during the process.

The community were invited to engage with the project through meetings, drop-in sessions and a micro-mobility festival held in the Garage Project forecourt.

Input and feedback was provided by individuals, businesses, residents' associations, cycling advocates, accessibility advocates, sports groups and beautification/historic preservation groups.

Overall, 70% of submitters supported the proposed street changes and 28% opposed. 82% of submitters supported the speed changes on Aro St.

Feedback from the public following installation of this project led to moving bollards and chains to make access to Aro park easier via the pedestrian crossing, way finding signage to Aro St from Raroa Road, added kerb ramps and tactiles for pedestrians and P30 short stay parking.

Figure 78: Micromobility Festival Aro Street engagement board- 2023

Project start — Project finish

"Crossing the street twice daily is so much better than when there were no speedbumps, meaning cars often sped through the pedestrian crossing."

Do you agree that the changes have made it safer for people who walk or ride bikes along the route?

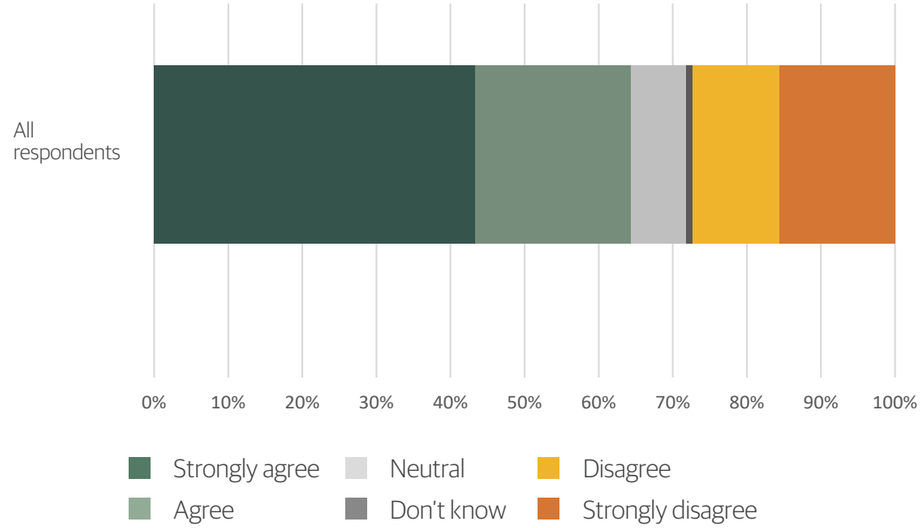


Figure 79: Responses about people who walk or ride bikes - GRAPH

64% of responses agreed the route changes made it safer for people who walk or ride bikes along the route

27% of respondents disagreed.

93% of people on bikes felt that the changes improved their safety.

"I feel so much safer on my bike cycling up Aro Street and Raroa Road with the separate cycle lane/system on the uphill side. I previously would not cycle this route at all, and now I can."

Figure 80: Micromobility Festival Aro Street - 2023

Wadestown Connections

Route report

3.1km route

8000 people within 500m

12% increase in bike trips

Photo: Park Street

The route

Wadestown connections provides a 3.1km link between the Thorndon connections route and Wadestown village. Another section of protected bike lane travels 1.2kms along Churchill Drive between Crofton Downs and Wilton.

While councillors agreed that a bike lane between Churchill Drive and the Wadestown shopping village remains an important link in Wellington's strategic network, the decision on this section will be reconsidered at a later stage once key central city sections of the bike network are delivered.

Key features of the route included a painted uphill lane on Wadestown Road and a short section of protected bike lane on Park Street, improved pedestrian safety in Wadestown village, new parking arrangements to prioritise residents - and a prominent street-side mural. Construction took place between March 2024 and May 2024.

Figure 81: Before and after - Park Street

Wadestown connections

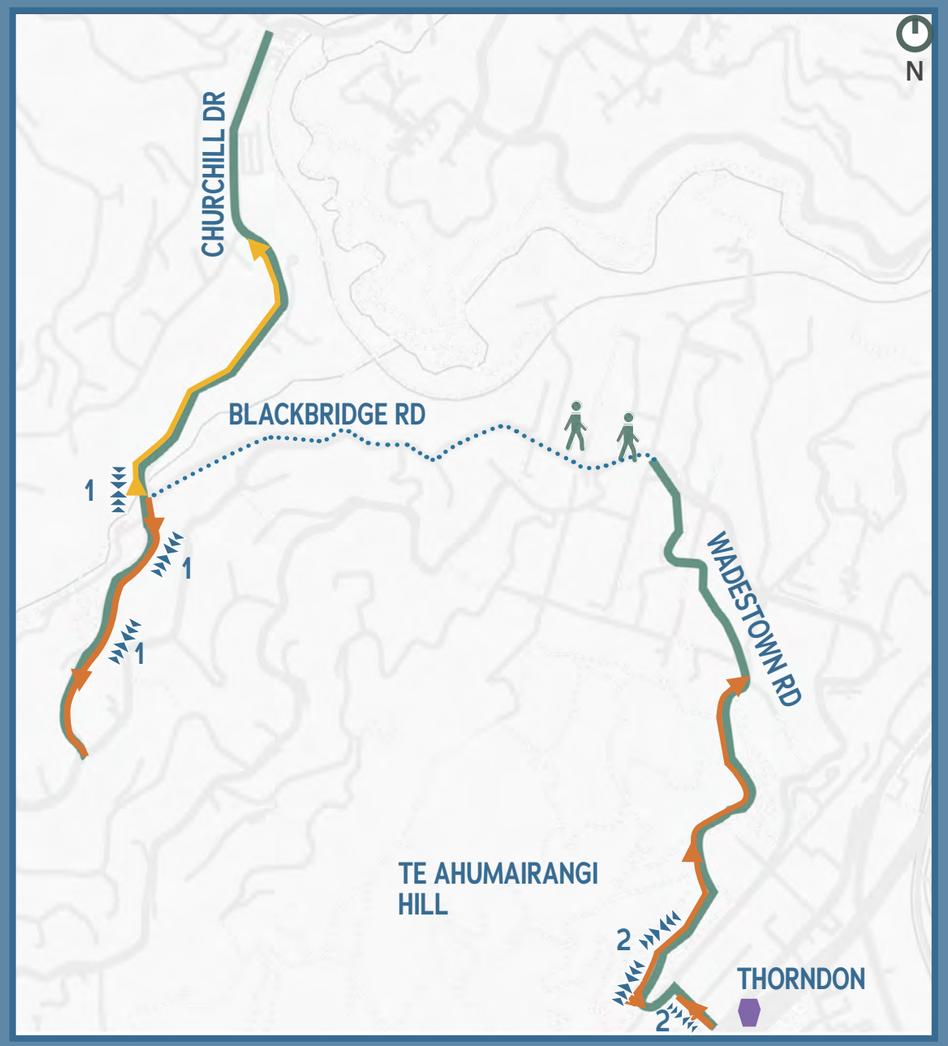


Figure 82: Wadestown connections - MAP

Legend

- Protected bike lane
- Painted bike lane
- Future connections
- VivaCity
- Pedestrian improvements
- Niho taniwha
- 1 Te Mahanga Awa
- 2 Whakahikuwai Awa

Change in bike trips

Despite part of this route not being installed, there has been an increase in average weekday bike trips per month from 166 to 185 (11%) when comparing a three month period (December 2023 to February 2024) before the changes were installed to a three month period (December 2024 to February 2025) after the changes were installed.

11% increase in bike trips

Average weekday bike trips per month through Park St

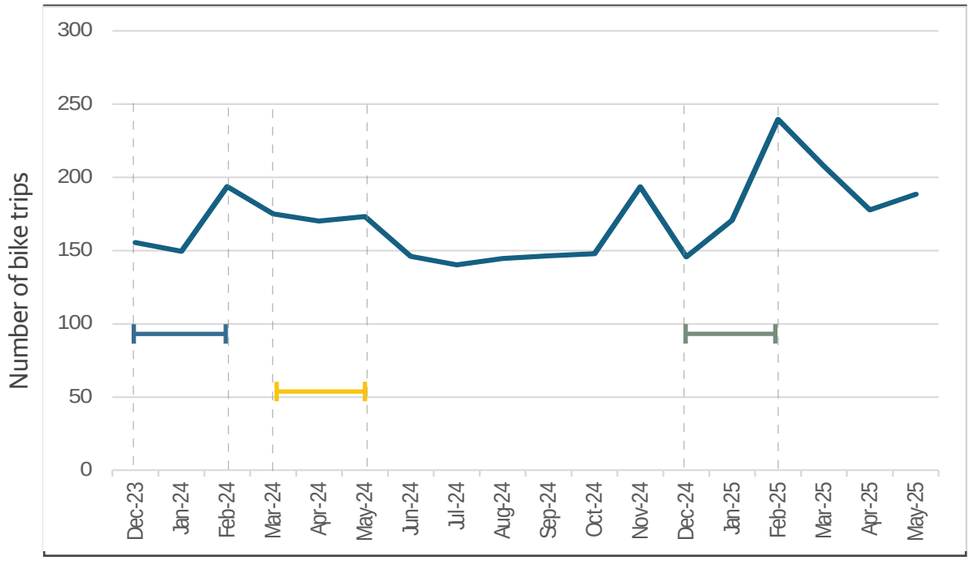


Figure 83: Average weekday bike trips per month through Park St

Figure 84: Wadestown Road

Hearing from the community

Over 910 pieces of feedback helped inform the development of the Wadestown bike route, although some sections had only minor impacts and a more targeted consultation approach was taken.

Input and feedback throughout the project was provided by local residents, Fire and Emergency New Zealand, Waka Kotahi and Greater Wellington Regional Council and advocates.

The affected community had opportunities to engage with the project through walking tours, meetings, and drop-in sessions.

Post-installation, feedback from the public led to the redesign of a short section where the road narrowed below standard widths.

Figure 85: Churchill Road

90+ individuals provided feedback pre-consultation.

190+ pieces of feedback informed the designs that went out for public consultation.

620+ individuals and organisations gave feedback on the designs during public consultation.

Project start — Project finish

" I support the proposed changes though I'm ambivalent to the removal of carparks from Park St. I agree it would make a better lane, but also understand that the local residents might feel aggrieved... "

Wadestown mural

Over the nine years of his painting career, artist Aidan Walbækken (Te Āti Awa, Tainui), has created over 50 murals across the Wellington region, including the most recent mural in Wadestown on the corner of Cecil and Wadestown Roads. His use of colour and trademark style is well-known across the city.

Along with Manukorihi Winiata and Len Hetet from Baked Design Limited, Aiden wanted the Wadestown mural to help create something that spoke to a few key drivers of the area - mainly people, the land, and the water.

Together, they used the niho taniwha to acknowledge the people, speaking to whānau, protection and stability. The artwork also acknowledges the land and native bush; while the waters, sea and awa, is represented inside the puhoro which shows movement. Aiden says that the awa was one of the core drivers behind this design as is the korimako (bellbird). A sandy colour represents the parū or the land, while the water and the seas are represented through the blue. The exposed concrete remains to speak to the local history of the area and not take away what the wall has meant to people.

Figure 86: Wadestown Road Mural by artist Aidan Walbækken (Te Āti Awa, Tainui)

Kilbirnie Connections

Route report

2.2km route

Approx 5700 people within 500m

30% increase in bike trips

Photo: Akau Tangi shared path

The route

Kilbirnie is a hub of activity for residents and visitors alike; including the bustling Kilbirnie shops, Lyall Bay beach, places of worship, daycare centres, and schools. It's a centre of recreational activity, with sports fields, Kilbirnie Park, Ruth Gotlieb Library, Ākau Tangi Sports Centre (formerly ASB); and connects across Cobham Drive to Tahitai - the waterfront pathways that connect to the city and Te Motu Kairangi Miramar Peninsula.

To make it easier for more people to use low carbon transport options to get to, around and through Kilbirnie and make it a nicer place to visit and live, we used a mix of adaptable and more permanent materials to install new and improved pedestrian crossings, protected bike lanes, 30km/h safer speed zones and other changes to encourage safer speeds in Tacy Street, Kemp Street and Lyall Parade, a new shared path alongside Ākau Tangi Sports Centre car park, changes to bus stops on Onepu Road to improve safety and make bus trips quicker and turning restrictions for drivers at some side streets. We also installed the city's first low traffic street trial on Freyberg Street outside Lyall Bay school.

The new bike routes in this area have filled gaps in the Kilbirnie network, complementing and better connecting the bike paths and lanes that were already in place.

Before - Onepu Road

After - Onepu Road

Figure 87: Before and after - Onepu Road

Kilbirnie Connections

Figure 88: Kilbirnie connections - MAP

Legend

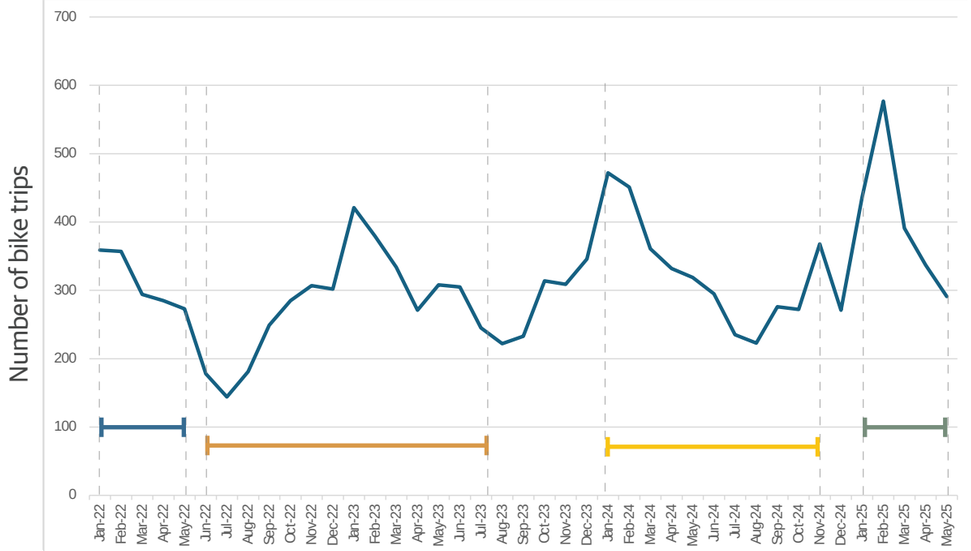
- Protected bike lane
- Painted bike lane
- Shared path
- EcoCounter
- Tube counter
- Mural - Tāwaha ki Te Ao Mārama by Len Hetet (Te Āti Awa, Taranaki Whānui) and Manukorihi Winiata (Ngati Raukawa, Te Āti Awa, Ngati Awa, Tūwharetoa)
- Freyberg street trial
- Pedestrian improvements
- Bus improvements

Change in bike trips

At Evans Bay, where the Kilbirnie network connects to the route to the city, there has been an increase in average weekday bike trips per month from 313 to 406 (30%) when comparing January to May 2022 before the changes were in place, to January to May 2025 after the changes were in place.

30% increase in bike trips

Average weekday bike trips per month through Evans Bay



- Comparison period 1
- Construction period Kilbirnie
- Construction period Newtown
- Comparison period 2
- BeCounted data

Figure 89: Average weekday bike trips per month through Evans Bay

Comparing bike counts from different parts of the Kilbirnie network in 2023 to 2025, there has been an increase in bike trips of:

1. ↑ **46%** Leonie Gill shared path
2. ↑ **32%** Rongatai Road
3. ↑ **33%** Coutts Street

"Before the bike lanes were installed, Onepu Road and Coutts Street were far too dangerous for me to consider riding on a bike due to the volume of traffic and speed. The installation of new bike lanes On Onepu, Coutts and Tirangi has made it possible to use a bike to travel to and through the area for work, shopping and the airport."

Sites of cultural significance

Ākau Tangi- Mural

Tāwaha ki Te Ao Mārama is the newest mural at Ākau Tangi by Len Hetet (Te Āti Awa, Taranaki Whānui) and Manukorihi Winiata (Ngati Raukawa, Te Āti Awa, Ngati Awa, Tūwharetoa). This is a 100-metre long mural comprised of a series of giant gold, blue and green auripo, circular forms or whirlpools, that ripple out across a black wall facing the sports centre.

The mural was planned in partnership with Te Āti Awa Taranaki Whānui ki Te Upoko o Te Ika as part of the Kilbirnie connections project. The mural borders the new walking and biking path beside Ākau Tangi Sports Centre that connects Tahitai, the coastal pathway around Evans Bay to Kilbirnie, Rongotai and Lyall Bay.

Tāwaha ki Te Ao Mārama meaning. 'realms to the world of light' represents the physical connection of people to the land and water while acknowledging a spiritual connection to the earth and the universe.

"Integrating art into the environment enables us, Te Āti Awa – Taranaki Whānui, to articulate our heritage, traditions, and spiritual connections back to te taiao. Artworks act as powerful enablers, connecting the past to the present."

Figure 90: Tāwaha ki Te Ao Mārama mural by Len Hetet (Te Āti Awa, Taranaki Whānui) and Manukorihi Winiata (Ngati Raukawa, Te Āti Awa, Ngati Awa, Tūwharetoa)

Freyberg Street neighbourhood street trial

As part of the Kilbirnie connections project, Wellington City Council trialled street changes on Freyberg Street near Lyall Bay School to create a quieter, safer neighbourhood, especially for younger school students. Prompted by community concerns about speeding, the trial aimed to reduce traffic volumes and speeds, particularly around the school's front gate. The changes included painted curb extensions, central islands, and restricting through-traffic by creating a pedestrian only zone featuring planter boxes and a sea themed mural designed by students.

Community feedback gathered in April and May 2024 showed that 63% of school drop-off users felt safety had improved. Traffic data showed a 23% speed reduction on Freyberg Street and a 63% drop in traffic volume, although Queens Drive, the main connector street, saw increased volumes.

Lyall Bay School reported increased student safety and active travel. Students and families appreciated the calmer, community-focused atmosphere. Based on the feedback from some residents, the Council is looking to add traffic calming measures on Queens Drive.

"Cars used to just use it as a passageway and it feels more like a school community area now...the kids really like it.... I love this and I really hope it stays."

63% of school drop-off users felt that safety had improved.

Figure 91: Freyberg Street neighbourhood street trial

Hearing from the community

Through the three stages of community engagement, over 2060 pieces of feedback helped inform the Kilbirnie connections project.

The community had opportunities to engage with the project through community workshops, meetings, and drop-in sessions.

Overall, 59% of submitters supported the proposed street changes during consultation and 37% were opposed. 68% of submitters who commented on changing the speed limits supported the safer speeds proposed in Kilbirnie.

Input and feedback throughout the project was provided by bus service operators, bike and walking advocates, Greater Wellington Regional Council, Kilbirnie business improvement district, Kilbirnie/Lyall Bay/Rongotai residents group, Let's Get Wellington Moving, local businesses, local police, local schools, Rita Angus retirement village, supermarkets, and Waka Kotahi NZ Transport Agency.

Post-installation, public feedback resulted in additional separators being added to the cycleway on Coutts Street, a number of driveway separators bring removed from single driveways, improved signage around the supermarket, improved signage in the slower speed zone, improved ramps at the Wha Street crossing and improvements to the Leonie Gill entrance at the Tirangi Road crossing. Feedback from the Freyberg Street trial also initiated a new minor works project to install traffic calming on Queens Drive.

Figure 92: Akau Tangi Mural blessing - 2025

560+ individuals provided feedback pre-consultation.

1320+ individuals and organisations gave feedback on the designs during public consultation.

180+ individuals provided feedback post-installation.

Project start — Project finish

Do you agree that the changes have made it safer for people who walk or ride bikes along the route?

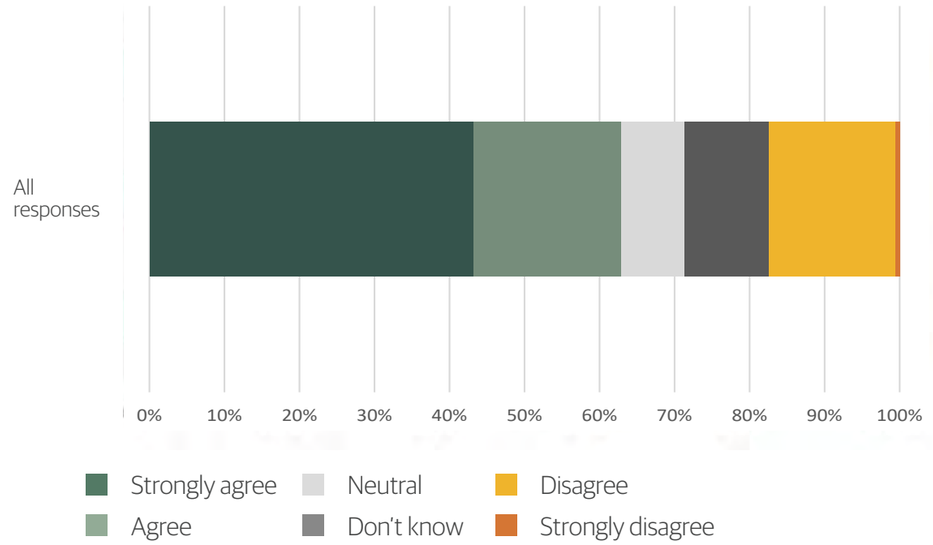


Figure 93: Responses about people who walk or ride bikes along the route

63% of responses agreed the route changes made it safer for people who walk or ride bikes along the route

17% of respondents disagreed.

87% of people on bikes felt that the changes improved their safety.

"I like the changes as a cyclist. I feel safer and it encourages me to cycle to Lyall Bay, Rongotai and Strathmore where I have a lot of friends."

Figure 94: Akau Tangi Shared path

Thorndon Connections

Route report

2.3km route

Approx 1500 people within 500m

28% increase in bike trips

Photo: Molesworth Street

The route

Thorndon connections links the city, Wadestown and Thorndon suburbs with significant civic and public destinations such as Parliament, Victoria University Pipitea campus, Wellington Cathedral of St Paul, the Railway Station and Thorndon Pool. Welington Girls College, Sacred Heart and Queen Margaret College are on or near the route, as are several large ministries, and a large supermarket. The route also connects with three other major sections of the bike network – Karori connections, Wadestown connections, and Thorndon Quay cycleway.

Construction of the route took place between October 2024 and March 2025 with additional subsequent adaptations.

Key features of the route included new painted and protected cycling infrastructure on Molesworth and Murphy/Mulgrave streets, safer pedestrian crossings, traffic calming and shared lanes on Hill Street and new parking arrangements to prioritise residents and visitors.

The 2.3km project expands access to the bike network for nearly 1500 people living within 500m of the route.

Figure 95: Before and after - Molesworth Street

Thorndon Connections

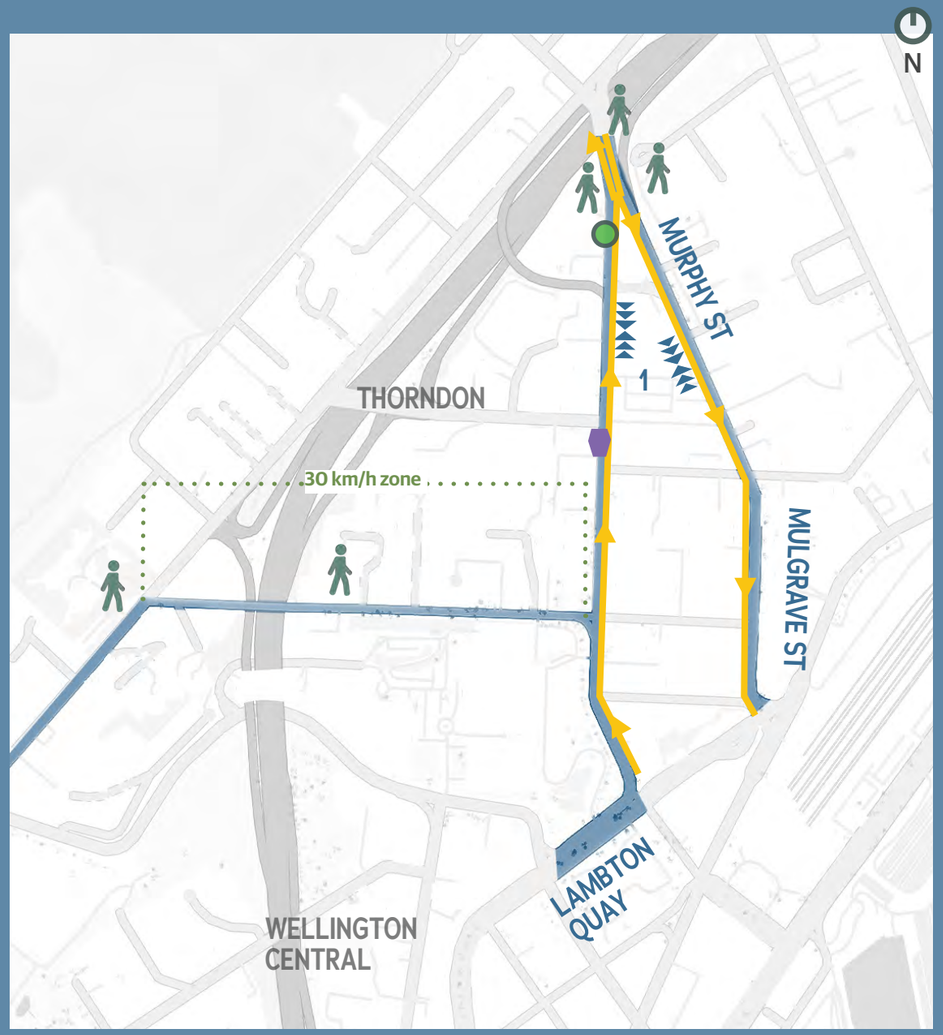


Figure 96: Thorndon connections - MAP

Legend

- Protected bike lane
- Bi-directional bike lane
- Shared path
- Eco counter
- VivaCity Sensor
- Niho taniwha
- 1 Pipitea Awa
- Pedestrian improvements

Change in bike trips

There has been an increase in average weekday bike trips per month from 156 to 200 (28%) along this route when comparing a three month period before the changes were installed (March to May 2023) to a three month period after the changes were installed (March to May 2025). These trips were recorded by a magnetic counter on Molesworth Street. The counter was not operating from March to June 2024 so comparable VivaCity counts were used instead.

28% increase in bike trips

Average weekday bike trips per month through Molesworth St

Figure 97: Average weekday bike trips per month through Molesworth St

"The surroundings felt very chaotic with peak hour traffic and construction work but in the cycle lane, I was like in a bubble where I didn't feel like I was taking my life in my own hands."

Hearing from the community

Through the three stages of community engagement, over 1600 pieces of feedback helped inform the Thorndon connections project.

Input and feedback throughout the project was provided by residents and resident associations, Greater Wellington Regional Council and Metlink, walking and biking advocates, embassies in the area, local businesses, schools, ministries, NZ Police, and Victoria University.

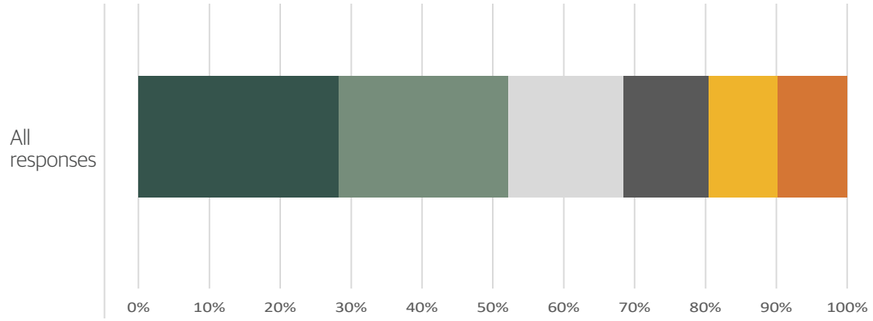
Overall, of those who made submissions through the WCC online form through consultation, 70% supported the proposed street changes, and 27% were opposed. Of those submitters who commented on changing speed limits, 77% were in support.

Following feedback from the public once the project was in place, several design changes were made including re-enforcing the restricted right hand turn from Murphy Street into Pipitea St and tweaks to the traffic signal operations at the corner of Mulgrave and Aitken streets.

Figure 98. Murphy Street

Project start — Project finish

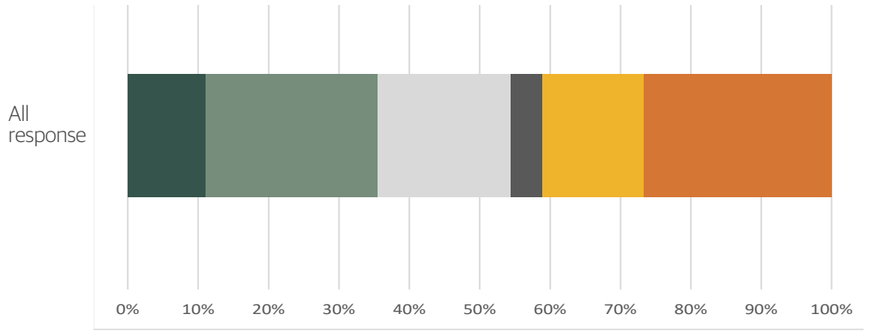
Do you agree or disagree that the changes have made it safer for people on bikes?



52% of responses agreed the route changes made it safer for people who ride bikes along the route

20% of respondents disagreed.

Do you agree or disagree that the changes have made it safer for pedestrians?



36% of responses agreed the route changes made it safer for people who walk along the route

41% of respondents disagreed.

Strongly agree — Agree — Neutral — Don't know — Disagree — Strongly disagree

Figure 99 & 100: Responses about people on bikes (top) and people who are pedestrians (bottom)

87% of people on bikes felt that the changes improved their safety.

"It's great having the protected bike lane uphill on Molesworth street - I don't feel like I'm holding up traffic and I can easily get to the supermarket by bike!"

Karori Connections

Route report

9.7km route

Approx 18,000 people within 500m

32% increase in bike trips

Photo: Appletone Park

The route

Karori connections is made up of a rounded 5km main route and 4km of complementary routes connecting the western suburbs of Karori, Marsden, Kelburn and Thorndon to the city.

The bike, bus and pedestrian changes link four local schools, two busy shopping areas, and major recreational facilities including Karori's public library, swimming pool, recreation centre, sports park, Mākara Peak Mountain Bike Park, and Wellington Botanic Gardens ki Paekākā. The route connects all the way to the waterfront via the Botanic Gardens to city route, and to Willis Street via Aro Valley connections.
Key features of the route include uphill protected bike lanes, new and upgraded raised pedestrian crossings, more efficient bus stop spacing and preparation for higher capacity buses for route 2, and new parking arrangements to prioritise residents and visitors on Glenmore Street. The bus improvements made on the route enable a 65% increase in bus capacity in coming years. Construction took place in sections between January 2024 and February 2025.

The route expands access to the bike network for nearly 18,000 people living within 500m of the project.

Before - Karori Road

After - Karori Road

Figure 101: Before and after - Karori Road

Karori Connections

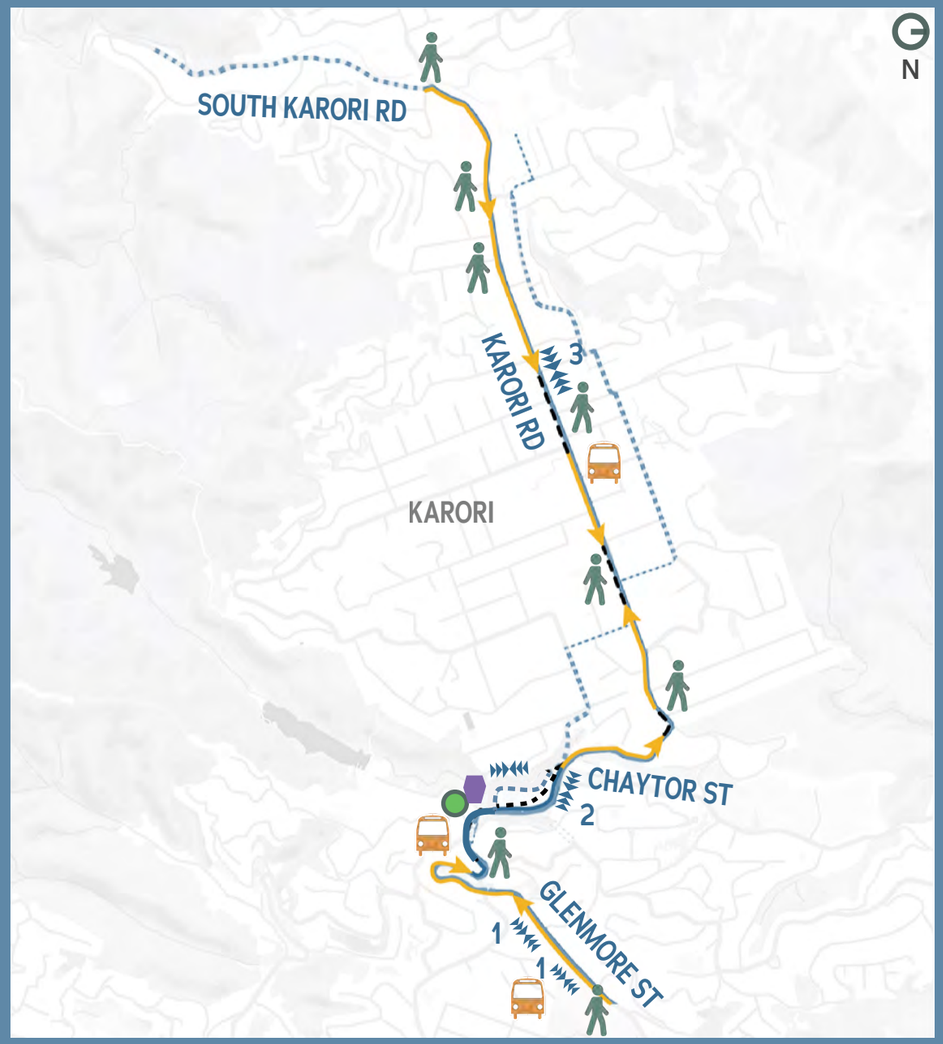


Figure 102: Kaori connections - MAP

Legend

- Protected bike lane
- Bi-directional bike lane
- Shared path
- EcoCounter
- VivaCity
- Niho taniwha
- 1 Pipitea Awa
- 2 Te Mahanga Awa
- 3 Te Kaha o ngā Rore Awa
- Pedestrian improvements
- Bus improvements
- Complementary routes

Change in bike trips

There has been an increase in average weekday bike trips per month from 425 to 560 (32%) along this route when comparing the five month period before any of the changes were installed into the city (January to May 2022) to a five month period after all of the changes were installed (January to May 2025). These trips were recorded by counters near Karori Tunnel. For this comparison, magnetic counters were used for the 2022 data, and VivaCity sensors were used for the 2025 data.

32% increase in bike trips.

In south Karori, the VivaCity sensor shows that the number of people on bikes peaks in the weekends, unlike most areas around this city. This relates to the proximity of the cycleway to the Mākara Peak Mountain Bike Park and Karori Park and indicates people are using the new facilities to access these recreational areas by bike.

Average weekday bike trips per month through Kaori tunnel

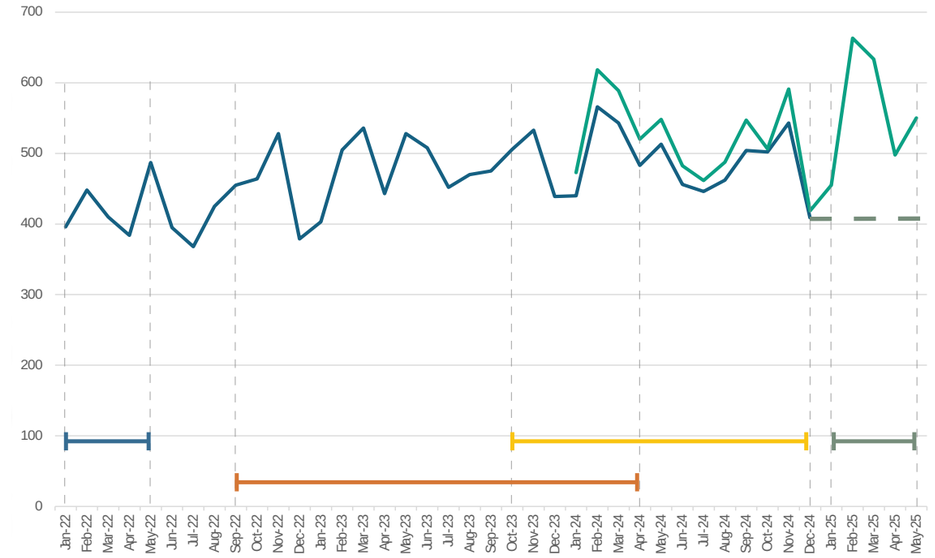


Figure 103: Average weekday bike trips per month through Kaori tunnel

Sites of cultural significance

The project acknowledges three awa which are now piped underground and flow below the route. Blue niho taniwha designs are placed to mark the Pipitea Awa, Te Mahanga Awa and the Te Kaha o ngā Rore Awa.

Te Pipitea Awa niho taniwha designs mark the stream's approximate underground flow path down Glenmore Street to Haukawakawa Thorndon Flat, where the awa provided cool, fresh drinking water and fish to the people of Pipitea Pā, situated on the shoreline at Te One i Haukawakawa Thorndon Quay. This awa was the 'lifeblood of the pā', nourishing the surrounding land, watering extensive māra gardens of rīwai potato cultivations amongst mānuka and rarauhe ferns.

Te Māhanga Awa used to flow through the gully that bordered Chaytor Street – now its culverted under the levelled-off playing field of Appleton Park. The niho taniwha markings here and on Chaytor Street describe the stream's flow underground towards Ōtari-Wilton's Bush.

Te Kaha o ngā Rore Awa flows through an area rich in Māori cultural history. Its name derives from the full name for the suburb of Karori, "te kaha o ngā rore," meaning "the place of many bird snares". This name reflects the traditional Māori practice of using snares (rore) to catch forest birds such as kākā and kererū in the once densely forested hills. The area was an important hunting ground, with tracks crossing through that connected to Māori pā sites along the west coast of the Wellington region.

Figure 104: Karori Road awa marking

Campbell Street raised crossing

Pedestrian accessibility was one of the areas of focus for the Karori connections project. The Campbell Street crossing was one of three installed near Karori shopping centre, making it easier for residents of all abilities to access local shops and community facilities. The raised crossings slow traffic, level the footpath with the road, and increase visibility of people crossing for drivers.

The crossing was especially important to those using mobility scooters, wheelchairs, and walking sticks. The residents and staff of Huntleigh Home and Apartments in Karori celebrated the opening of the Campbell Street crossing with a street party and morning tea. Local resident and community advocate Valerie Smith explained how the steep kerb had once prevented her from reaching the shops.

"Now it's much easier to get to the shops and library and feel part of the community,"

"We really appreciate it – and it's not just for us (Huntleigh Home residents), it helps mums with pushchairs and school kids too."

Figure 105: Campbell Street crossing opening - 2025

Hearing from the community

Through the three stages of community engagement, over 2700 pieces of feedback helped inform the Karori connections project.

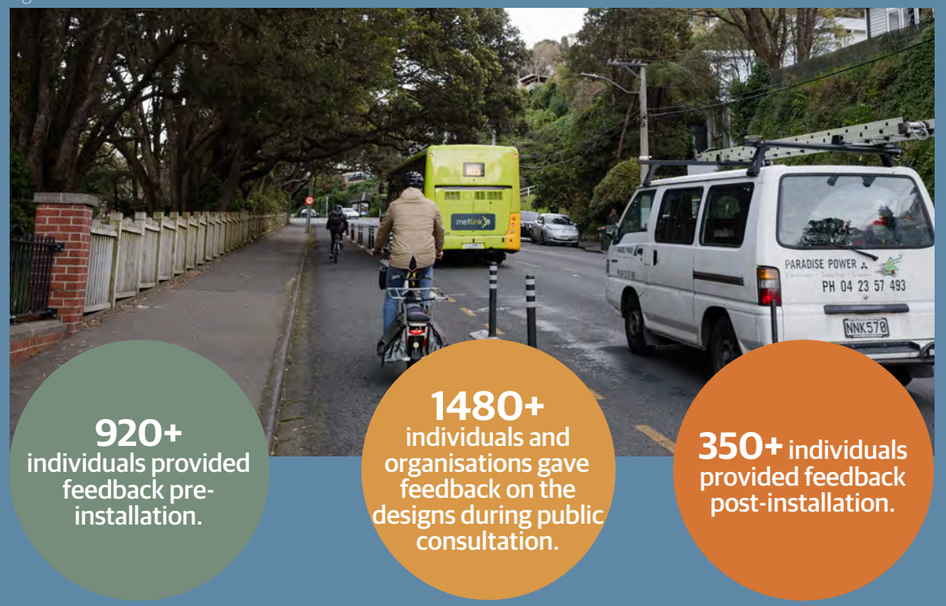
The community were invited to engage with the project through face-to-face meetings, a community workshop, online and drop-in sessions.

Input and feedback was provided by individuals, businesses, a retirement village, schools, residents' associations, walking, cycling, and accessibility advocates, and sports groups.

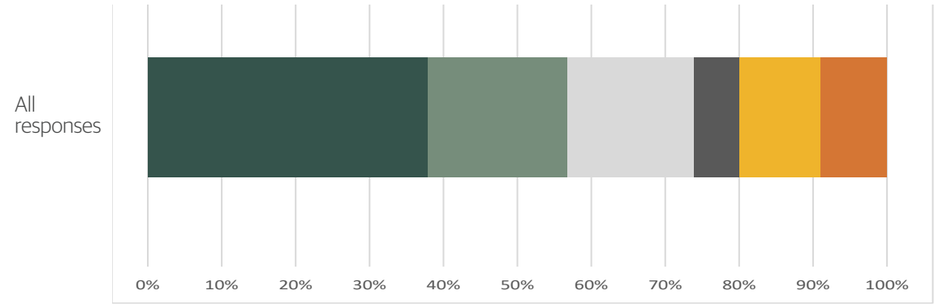
Overall, 54% of submitters supported the proposed changes and 41% opposed. 1228 submissions were made via a form developed by a group called Shared Spaces. The group strongly opposed parking removal, bus stop removal and the installation of bikes. They support pedestrian crossing improvements, the Appleton Park shared path and traffic calming.

Feedback from the public once this project was in use led to a proposal for parking restriction changes around the Botanic Garden and a potential narrowing of the cycleway to install additional carparks (dependent on parking occupancy reaching 85%) on Glenmore Street. It also resulted in the removal of a pedestrian island that was restricting access into a petrol station and some changes to enable smoother bus operations.

Figure 106: Glenmore Street



Do you agree or disagree that the changes have made it safer for people who ride bikes along the route?



57% of responses agreed the route changes made it safer for people who ride bikes along the route

20% of respondents disagreed.

Do you agree or disagree that the changes have made it safer for pedestrians?

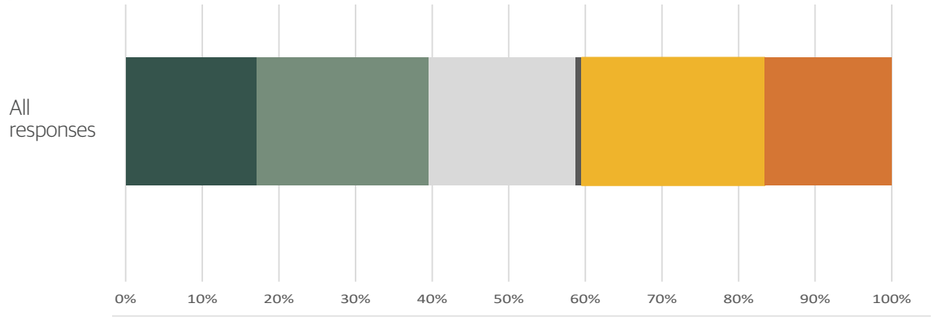


Figure 107 & 108: Responses about people who ride bikes (top) and about people who are pedestrians (bottom)

78% of people on bikes felt that the changes improved their experience.

"The Appleton Park cycle path makes it so much safer for me coming through the tunnel and turning into Curtis Street. I used to hold my breath along that stretch as it was really unsafe but now it's fun. I drive a car when I'm not biking and find going through Marsden much easier as I'm not as worried about hitting bikers. "

Berhampore to Newtown

Route report

2.2km route

Approx 900 people within 500m

17% increase in bike trips

Photo: Adelaide Road

The route

The completed 2.2km Berhampore to Newtown link connects the existing Island Bay bike lanes with the Newtown to city bike and bus improvements. This connection completes a continuous route from the South Coast to the inner-city harbour, significantly improving travel options for people living and working along this busy corridor.

Constructed in sections between January 2024 and February 2025, this project was integrated with an upgrade of the Berhampore town centre and the Berhampore/ Newtown Parking Management Plan to maximise benefits and minimise disruption for the local community. Key features include protected bike lanes up Rintoul Street, along Luxford Street and on Adelaide Road down to the Dee Street roundabout in Island Bay. Safer crossing points were added for students at South Wellington Intermediate School and residents of the nearby retirement village, as well as near bus stops and local shopping areas. In total, two new and five improved pedestrian crossings were installed.

A range of bus improvements were delivered alongside Greater Wellington Regional Council including improved bus stop spacing, in-lane bus stops and wider travel lanes that improved bus efficiency on Adelaide Road and Rintoul Street. A new combined bus stop in the Berhampore town centre makes things easier for passengers, as they no longer have to choose which stop to wait at - buses now come to the same place.

The route significantly expands access to active transport, placing nearly 9000 people living within 500m of the bike network.

Figure 109: Before and after - Rintoul Street

Berhampore to Newtown

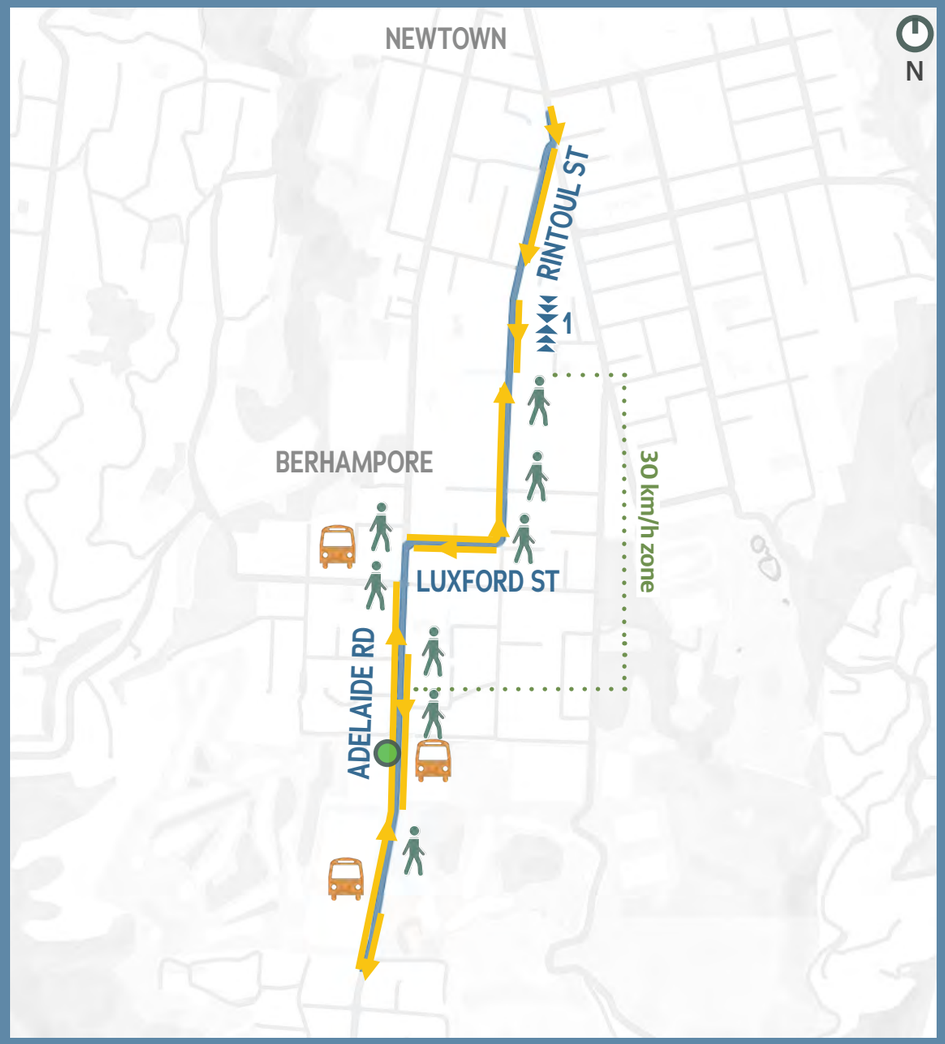


Figure 110: Berhampore to Newtown - MAP

Legend

- Protected bike lane
- EcoCounter
- Niho taniwha
- 1 Waitangi Awa
- Pedestrian improvements
- Bus improvements

Change in bike trips

There has been an increase in average weekday bike trips per month from 368 to 431 (17%) along this section when comparing a two month period before any of the changes into the city were installed (March to May 2022) to a two month period after all of the changes were installed (March to May 2025). These trips were recorded by a magnetic counter located on Adelaide Road, near Wakefield Park.

17% increase in bike trips

Average weekday bike trips per month through Adelaide Rd

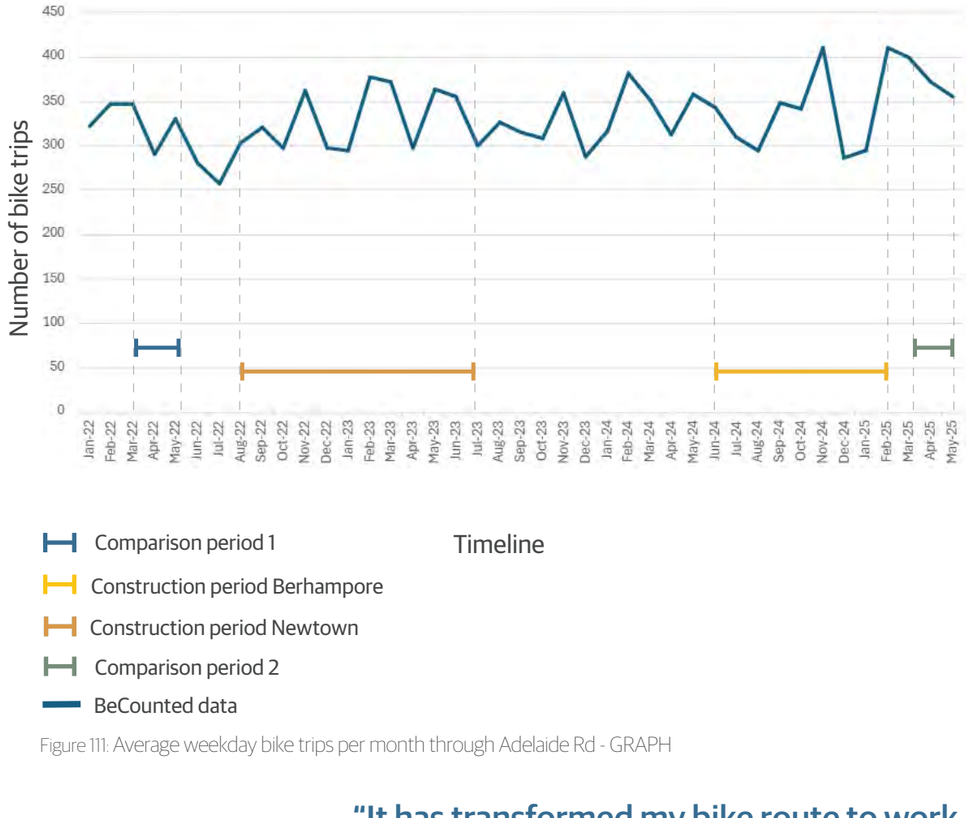


Figure 111: Average weekday bike trips per month through Adelaide Rd - GRAPH

"It has transformed my bike route to work, being able to bike safely along Adalaide road. Seeing so many more users of all ages. Only issue is the lack of the downhill protection past Wakefield park . This will become even worse if the speed goes back up . Biking up Rintoul is now my preferred" route home to Island Bay."

Sites of cultural significance

Many tributaries flow into the Waitangi Awa, from the Tawatawa ridgeline in between Vogeltown and Newtown, including the one that passes underneath Rintoul Street, and also from the Te Ranga-a-Hiwa ridgeline between Newtown and Melrose and Hataitai. There is one niho taniwha marking in this area on Rintoul Street near Millward Street. It marks a tributary that flowed into Waitangi Awa.

The Waitangi Awa flows from its headwaters, a freshwater spring just behind Ngā Puna Waiora Wellington Hospital, down through Huriwhenua Newtown to Hauwai, the mahinga kai wetlands - now the Basin Reserve, and continues down Kent and Cambridge Terraces to reach the harbour near Waitangi Park.

Figure 112: Rintoul Street Waitangi Awa marking

Safer speeds

There was strong community support for safer speeds through the Berhampore town centre. Several traffic calming measures were installed to improve safety:

- New signalised crossing at the intersection of Adelaide Road and Britomart Street, with changes to traffic light phasing
- Shared traffic lanes through Berhampore shopping area on Adelaide Road
- Raised crossings on Adelaide Road
- New signalised crossing at Britomart Street to improve pedestrian safety with changes to traffic light phasing (note this crossing doesn't really affect speed)
- New raised crossing installed at Britomart Street at the southern end of the town centre to slow speeds for northbound traffic
- New raised crossing installed on Adelaide Road at Luxford Street to slow speeds for southbound downhill traffic

69% of survey respondents supported the low speed changes.

Traffic speed monitoring shows these measures have been successful in lowering speeds.

After traffic calming measures were installed within this 30km/h zone, VivaCity camera technology recorded a decrease in vehicle speed in both directions along Adelaide Road bringing them in line with the speed limit.

Figure 113: Traffic speed measuring - Luxford St and Adelaide Rd

Hearing from the community

Through the three stages of community engagement, over 2550 pieces of feedback helped inform the Berhampore to Newtown project.

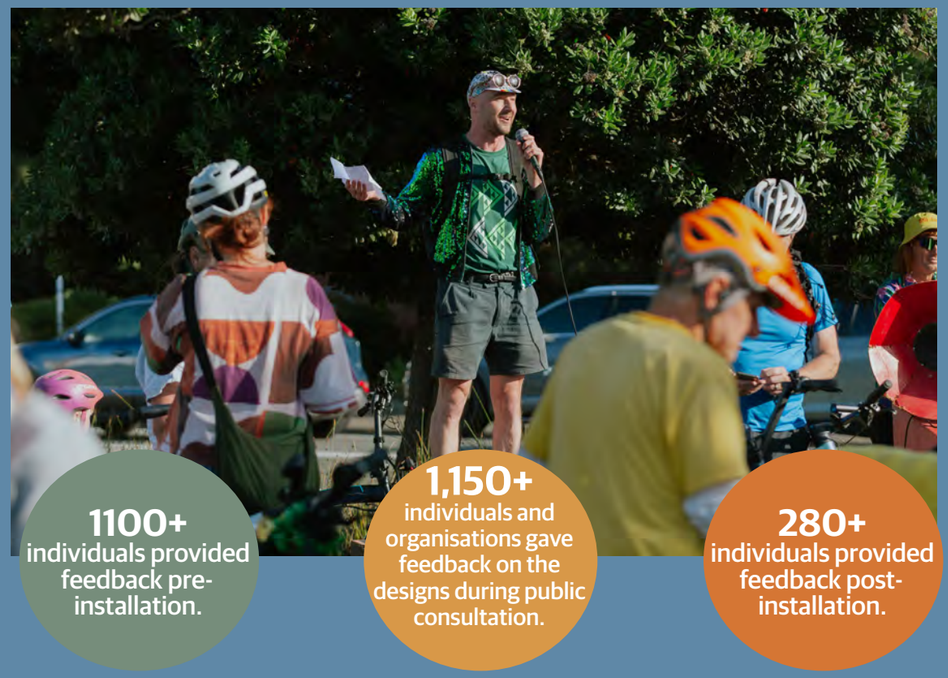
The community had opportunities to engage with the project online, in face-face meetings and drop-in sessions.

Input and feedback was provided by Greater Wellington Regional Council, individuals, businesses, CCDHB Te Whatu Ora, health professionals, residents' associations, cycling and accessibility advocates, sports groups, and emergency services.

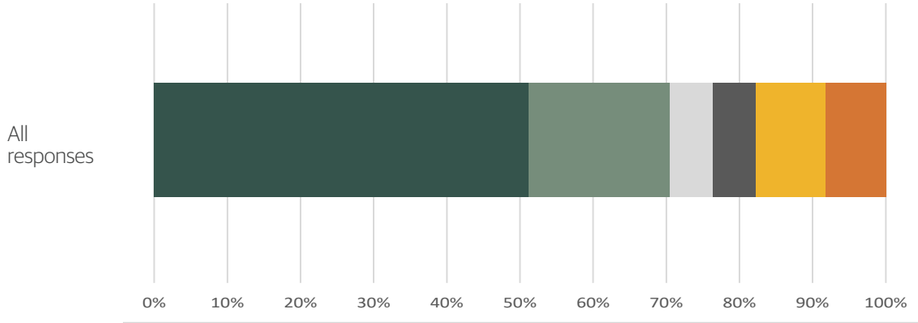
Overall, 62% of submitters supported the proposed street changes and 33% were opposed. Of submitters who commented on changing the speed limits, 66% supported the safer speeds proposed for Luxford Street.

Once people had experienced the new route a number of changes were made to the design, including shifting the Duppa St bus stop, improving cycleway ramp gradients at bus stop platforms, adding more cats eyes to better define painted bike lanes and improving the shape of the island at the Rintoul/Luxford St corner to reinforce the restriction of the right hand turn. Additional signage was also added where cycleways merged back into general traffic lanes.

Figure 114: Park 2 Park event - 2025



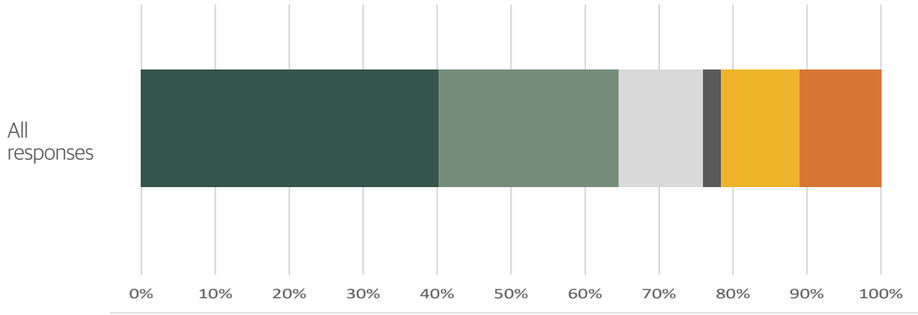
Do you agree that the changes have made it safer for people who ride bikes along the route?



70% of responses agreed the route changes made it safer for people who ride bikes along the route

18% of respondents disagreed.

Do you agree that the changes have made it safer for people who walk along, or cross, the route?



64% of responses agreed the route changes made it safer for people who walk along the route

22% of respondents disagreed.

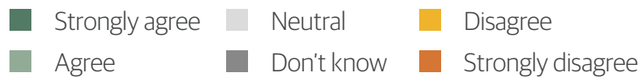


Figure 115 & 116: Responses about people who ride bikes along the route (top), and about people who walk along, or cross the route

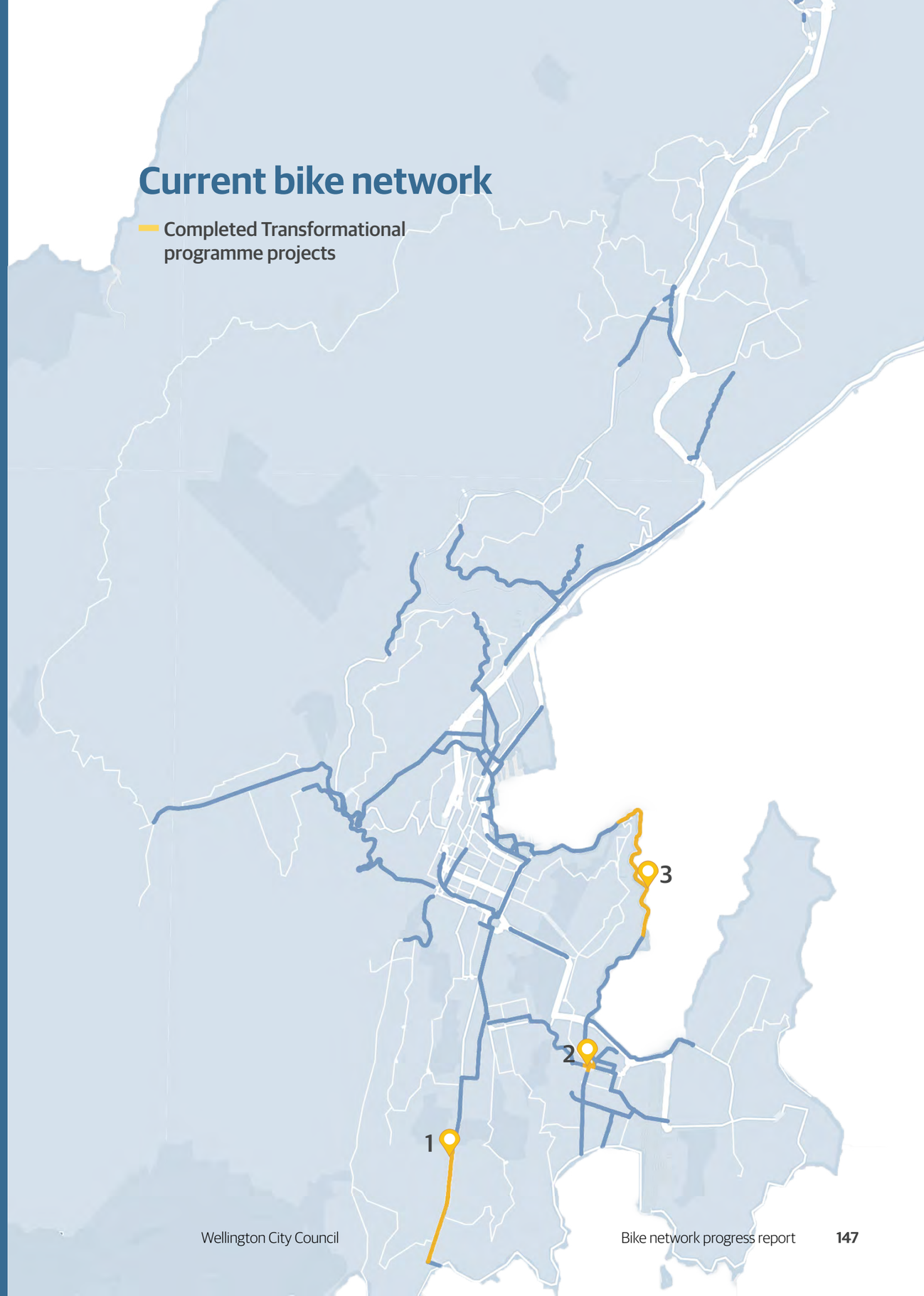
97% of people on bikes felt that the changes improved their safety.

"I drive through to drop my kids at daycare. The bike lanes make the drive much easier as I'm not dodging cyclists. I see lots more people using it and it feels safer "

Route reports

Ngā Kaupapa Whakawhanake
Transformational projects

Contents



Island Bay Cycleways and Village

Route report

Photo: The Parade

The route and connections

The area covered by this route is identified as a growth corridor, connects to several schools, a regional sports facility, two large suburbs - Berhampore and Wellington's southern most coastline suburb Island Bay.

Cycling infrastructure has been developed over the past ten years, with the most recent improvements between 2020 and 2025. This project, along with two other transitional projects, Berhampore to Newtown and Newtown to City have established a high-quality cycling route from Island Bay to the central city completing a coastline to coastline connection. As the area grows and develops the cycling network will provide transport choice to many Wellingtonians specifically in these neighbourhoods.

Figure 117: Before and After - The Parade

Island Bay Connections

Figure 118: Island Bay connections - MAP

Legend

- Separated bike lane
- Safety improvements and village upgrades
- Mural
- 1 Wharepaku block mural by Gina Kiel
- 2 99-metre long mural by Great Menzies, Island Bay Primary & St Francis de Sales students
- Pedestrian improvements
- Bus improvements

Project summary

The project aimed to improve access and safety for pedestrians and cyclists, as well as improving village amenities and strengthening the suburb's special identity.

The work was delivered over two phases:

- In 2022, the first phase 'The Parade' was delivered. This involved cycling safety improvements in the areas outside of Island Bay village centre, particularly enhancements to the separated and road marked bike paths. The work was completed in close collaboration with Love the Bay* who helped identify objectives to support the best outcome.
- From 2024 to 2025, the second phase 'Island Bay Village Upgrades' was completed. This work connected the separated bike lanes through the village, ensuring full integration with public spaces and enhancing public amenity through interpretation narrative and, widened footpaths, pedestrian crossings, and bus stops.

Council staff worked with local businesses, Island Bay Residents Association and others from the community to co-design making sure the area became safer and more pleasant for everyone. The amenity is particularly focused on cyclists and pedestrians and improving the look and feel of the street. However, alongside traffic calming, greater visibility at intersections and driveways, more efficient and compact traffic lanes, and a consistent street layout have made it easier for drivers and active mode users to negotiate The Parade.

Figure 119: The Parade village centre

Facilities delivered

Across the two phases of the project a range of transport related facilities were delivered.

Cycling and walking infrastructure

- 1.47km of unidirectional bike lanes
- Raised pedestrian crossings
- Bus stop improvements
- Pedestrian prioritisation measures

Non-transport related benefits were also delivered such as upgraded storm water infrastructure and provision for outdoor dining/ gathering and overall improved accessibility. The route has also benefited from two town centre upgrades, including Berhampore Town Centre.

Public space enhancements

- New seating
- Resurfaced and widened footpaths
- Improved lighting
- Garden beds with native planting
- Wayfinding signage
- Upgraded bins
- Bike parking facilities

New murals and historic references have also been tied into the upgrades. Created with help from local artists, working groups, historical society and schools, they include scenes of boats in the harbour, historic tram tracks, Paekawakawa awa signage, pavers with quotes and kōrero about the area's history, bringing more culture and colour to Island Bay.

Figure 120: Wharepuku block mural by Gina Kiel

Figure 121: Bus stop historical enhancements

Figure 122: The Parade village centre

Figure 123: 99-metre long mural by Greta Menzies, Island Bay Primary & St Francis de Sales students

Photo: The Parade village centre

Rongotai-Evans Bay Intersection

Project report

Photo: Onepu Road andRongatai Road intersection

The project

Completed in 2024, The Onepu Road/Rongotai Road/Evans Bay Parade intersection upgrade significantly improved connections for cyclists, pedestrians, bus users, and drivers travelling through Kilbirnie. It has also provided safer connections between the Kilbirnie Connections project and other key cycling facilities in the area.

Figure 124: Before and after - Rongatai Road intersection

Onepu and Rongotai road intersection upgrade

Figure 125: Onepu and Rongotai road intersection upgrade - MAP

Legend

- Onepu and Rongotai Road intersection
- Adjacent transitional route
- Adjacent transformational route

Project summary

Prior to this work, the layout and traffic signals at the intersection were not convenient or safe. Improved facilities were needed to provide for safer and easier cycling and walking, especially to the nearby bus hub and shopping areas.

The improvements included dual signalised bike and pedestrian crossings and wait areas at all corners of the intersection. People walking are now able to press the button and safely cross all four sides of this intersection rather than just the two directions they were able to cross at in the past. The nearby pedestrian crossing on Rongotai Road was moved to a safer location where it provides easier access to nearby bus stops. As part of this upgrade, traffic lanes were also better aligned and the road was resealed to make driving through and turning at this intersection safer and easier.

Figure 126: Onepu and Rongotai road intersection pedestrian crossing

Figure 127: Rongatai Road separated cycleway

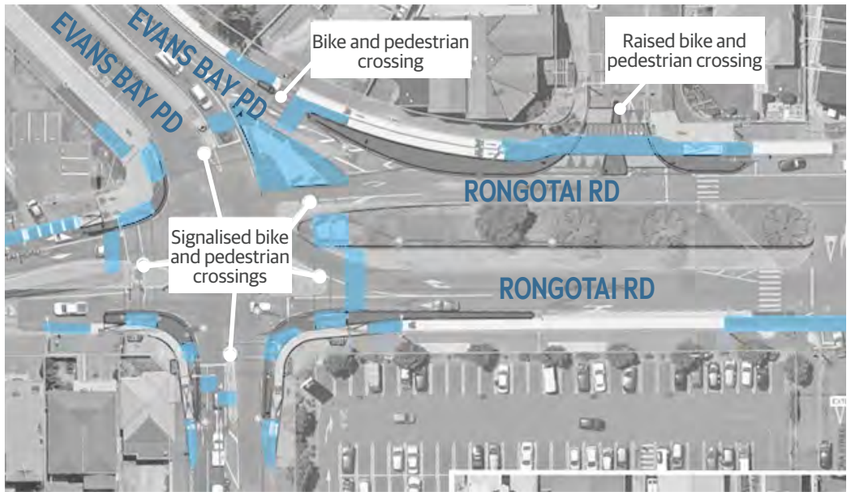


Figure 128: Onepu and Rongotai road intersection facilities delivered - MAP

Facilities delivered

The project included a range of key delivery improvements on facilities:

Intersection Design Enhancements

- Installation of dual signalised crossings for both pedestrians and cyclists at all four corners of the intersection
- Creation of dedicated waiting areas for cyclists and pedestrians
- Relocation of the pedestrian crossing on Rongotai Road to a safer, more accessible location near bus stops
- Realignment of traffic lanes and resealing of the road surface to improve vehicle movement and turning safety

Cycling and Walking Infrastructure

- Addition of bike feeder lanes and cycle stop boxes
- New facilities on the northern and eastern arms of the intersection to support safer crossings for people walking and biking from the Kilbirnie Bus Hub

Supporting Infrastructure Upgrades

- Undergrounding of overhead services
- Improved drainage within the intersection area

Outcomes and Benefits

The project successfully delivered a higher level of service for people walking, biking, and using public transport in Kilbirnie. Key benefits include:

- Safer and more consistent cycling routes
- Enhanced pedestrian connectivity
- Reduced potential for side roads to be used as informal bypasses ("rat runs")
- Improved traffic flow and intersection legibility for all users

Figure 129: Onepu and Rongotai road intersection underground services

Figure 130: Rongotai road bi-directional cycle lanes

Figure 131: Onepu and Rongotai road intersection cycle crossing

Photo: Rongotai Road

Tahitai - Eastern connection

Route report

Photo: Evans Bay

The route and connections

The coastal walking and biking route around Evans Bay Parade from Oriental Bay to the Miramar end of Cobham Drive was named Tahitai (one tide, one journey) by Taranaki Whānui ki te Upoko o te Ika.

With the new coastal paths on Cobham Drive, the Evans Bay Parade route will help to connect the eastern suburbs with the central city. The paths are also part of the connection to Kilbirnie shops from the Cobham Drive intersection and have been recently connected to the Akāu Tangi Sports centre by a new state highway crossing.

As a popular route for both commuters and recreational bikers and walkers from all over Wellington, these improvements are making things safer and more enjoyable for people of all ages and abilities. It's now possible to ride between Miramar and the city without having to ride on the road, and when the last of the work is complete, there will be more space for walking and biking which will make this route better for everyone.

Figure 132: Before and after Evans Bay

Tahitai - Eastern connection

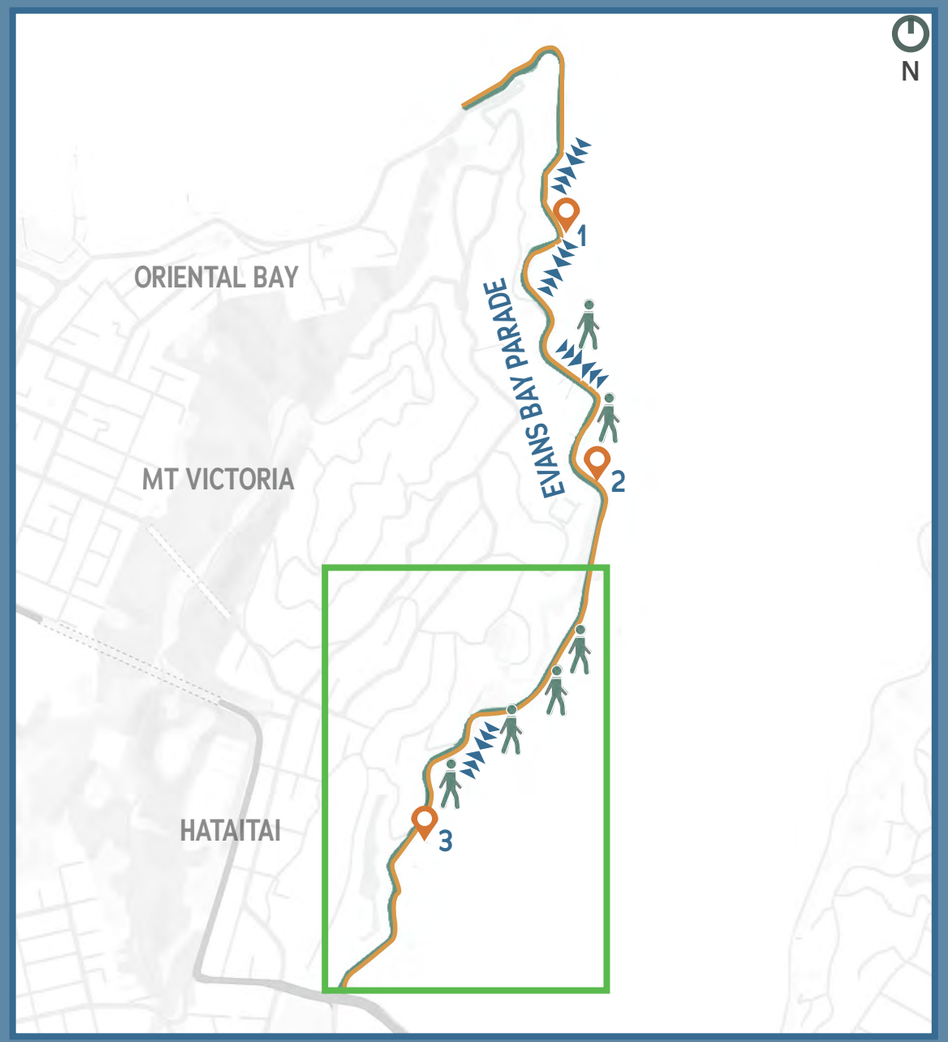


Figure 133: Tahitai - Eastern connection - MAP

Legend

- Separated paths for walking and cycling
- Evans Bay Parade Stage 2 (in construction)
- Niho taniwha
- Sea wall
- 1 Balanae Bay
- 2 Little Karaka Bay
- 3 Hataitai Bay
- Pedestrian improvements

Project summary

The primary aim of Tahitai has been to make this bike and walking route more appealing, and importantly to improve safety for everyone.

The Evans Bay area has historically had above average rates of harm to people on bikes. Between 2012 and 2016, of the 38 crashes reported in Evans Bay, 12 involved people on bikes. This is a notable over-representation (8% of traffic are bikes, but they represent 32% of crashes). The project also provided an opportunity for ongoing investment on seawalls and coastal protection along Evans Bay Parade and Cobham Drive to improve climate resilience.

There was solid support from within the community for this work, with more than half of those responding to consultations in favour of the proposed changes.

The work is being done in stages, with work now under way on the final stretch between Greta Point and Cobham Drive. The route and connections map shows each stage.

- Oriental Bay to Greta Point (complete). This section goes along Oriental Parade from Carlton Gore Road and along Evans Bay Parade as far as Greta Point. It includes improvements to Ōmarukaikuru (Point Jerningham).
- Greta Point to Cobham Drive (under construction). This section goes along Evans Bay Parade, past the Kupe Canoe Club and connects with Cobham Drive. Once finished, it will mark the completion of Tahitai, the coastal walking and biking connection between Miramar, Kilbirnie, and the central city.
- Mana whenua, Taranaki Whānui ki te Upoko o te Ika, have gifted the name Te Haerenga Roa o Te Aro (long promenade or journey) for this section of Tahitai to acknowledge the journeys of the peoples of Te Aro from their arrival in Aotearoa, their journey to Taranaki, and then from Taranaki to Wellington to this point.

Figure 134: Evans Bay

Facilities delivered

The facilities delivered through the Tahitai projects are:

- Dedicated walking and cycling spaces
- Transition walls and balustrade fences
- New and upgraded pedestrian crossings and bus stop changes
- Additional public spaces and pathways featuring Te ao Māori designs in partnership with Mana Whenua
- 85m of constructed sea walls improving the resilience of the area

From Oriental Bay to Greta Point, the main facilities delivered were:

- An upgrade of existing scenic walking and biking routes to a two-way bike path on the harbour side
- New raised pedestrian crossings
- Seating and rest spaces
- Improved access down to the shore in some locations
- High-quality separated paths for pedestrians and people on bikes with design work to incorporate reflected mana whenua connections with the area

From Greta Point to Cobham Drive the route is **currently being constructed**. It will include:

- Upgraded seawalls
- Separated walking and biking paths (replacing the existing narrow shared path)
- new pedestrian crossings

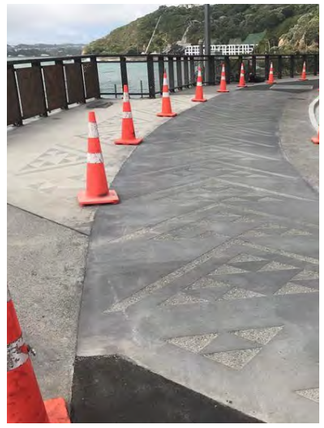


Figure 135: Māori walkway pattern - Evans Bay: This artwork connects Tupua a Rangi (the Western Ridgeline of Wellington City) to Tupua a Nuku (the Eastern Ridgeline), particularly Pukeatua Maunga, a sacred mountain of Te Āti Awa.Tupua a Rangi and Tupua a Nuku are the two pathways that form the Mana Whenua narrative known as Te Ara Tupua.

Figure 136: Resting space- Evans Bay

Figure 137: Sea wall Balaena Bay

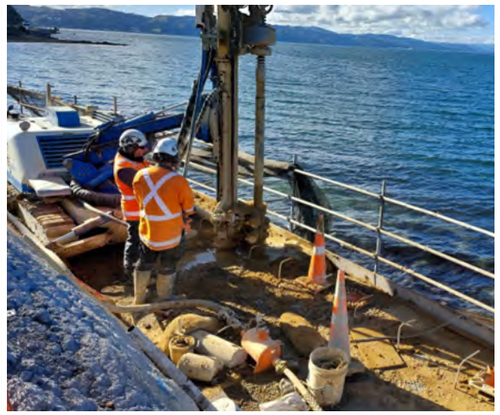


Figure 138:Construction of sea wall - Little Karaka Bay

Photo: Evans Bay