Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Bike network plan
Adopted 10 March 2022

Paneke Pōneke

An essential step towards Te Atakura and great places for everyone.

Paneke Pōneke sets out the Council's approach to creating a safe, connected and high-quality network of routes for biking and scooting

Definition of Paneke Pōneke
To move pass/through Wellington

Following photograph
The new bike path around Ōmarukaikuru/ Point Jerningham

Contents

We're moving to a safe, healthy, net zero carbon transport system

Wellingtonians love their city. It's relatively compact and a great place to live. With all the benefits of city life plus the sea, hills, bush and birds, it scores well worldwide for quality of life.

To make living here even better, we're changing to a more sustainable transport system.

Our goal is to be a city where it's easy for people of all ages and abilities to choose low or zero carbon transport options. Where kids can get themselves to school in ways that are great for their health and the environment. Where people can easily choose to live without a car if they want to, and where our suburban streets are quiet, safe places.

Many Wellingtonians are concerned about climate change. This Council has declared a climate emergency and we know we must act swiftly.

Collectively, we must make changes to preserve and protect our homes, our city and planet and to give our children and generations to come some hope of a sustainable, healthy future.

Road transport accounts for a massive 34 percent[1] of Wellington City's emissions so changing how we move around is the best way to make a difference by 2030, and to help us become a net zero carbon capital by 2050.

Switching to electric vehicles and having more people use public transport will play a big role, but we need to do more to reach our short- and long-term targets. As the city grows and more of us live in denser neighbourhoods, we want our precious open public spaces to be green and for people, and our streets to be more pleasant and inviting rather than for the storage of private vehicles. We need to make changes to our streets so it's easy for more people to make low or zero carbon choices. Cycling and other options such as push scooters and e-scooters can make a significant contribution to a shift in how we get around. To enable this change, the city needs to build a safe, connected and high-quality network for bikes and scooters that gets people where they want to go. Surveys have shown us this is what Wellingtonians want.

The Council's Pūroro Āmua, Planning and Environment Committee agreed to consult on this draft plan on 23 September 2021.

Purpose of this plan

Paneke Pōneke sets out the Council's approach to creating a safe, connected and high-quality network of routes for biking and scooting. It will also make things safer for people on foot, and in places will include some public transport improvements too. The word paneke means to move or pass through, and the name is a play on the exhortation or command that people move onward/haul a canoe in unison.

[1] Wellington City emissions breakdown 2019/20.

The plan outlines the infrastructure, supporting initiatives and community engagement activities that are proposed. It also explains how we will prioritise the development of the bike network, how it will connect key locations throughout the city, and how it will increase the number of people who choose to get around by bike and on scooters. The plan will also address how we will use new approaches to engagement and installation that will help us move faster and gather richer community feedback.

Wellington's population is forecast to grow by 50,000 to 80,000 over the next 30 years. This is going to place extra pressure on the transport network and other public spaces. To give people more transport choice, and make sure they can easily and safely get to the central city and other important places around Wellington, we will be accelerating our work to build a comprehensive bike network.

The projects will cover solutions for multiple modes of transport, with an emphasis on enabling more people to get around by walking, cycling, scooter (and other future micromobility devices) and public transport. The benefits include improved journey times, a more efficient transport network, improved safety, and a more liveable city, which ultimately makes walking or cycling the more convenient, attractive and healthy way of moving around our city.

The plan includes consideration of connections to key off-road mountain biking trails that are used by some riders as part of their commute or getting places around the city (see the map on page 45).

Development of the plan

This bike network plan is an update of the Cycling Masterplan adopted in 2015.

The earlier plan was created using a business case approach. This involved the development of the Wellington City Cycle Network Strategic Case (2015), which outlines the strategic context and case for investment in the Wellington cycle network, and a programme business case (2015). An indicative business case will be completed in 2022 for the programme approach set out in this plan. More detailed business cases will be developed for resulting projects.

The draft plan was approved for consultation by the Council's Pūroro Āmua Planning and Environment Committee on 23 September 2021.

We consulted with the community between 2 November and 14 December 2021 as part of the Our City Tomorrow engagement which included the draft District Plan and options for mass rapid transit through the Let's Get Wellington Moving (LGWM) programme.

We sought feedback about changes the bike network could bring, and whether we've got the routes and connections quite right. In total, we had 1140 individuals and organisations provide feedback directly on the bike network plan. Cycling-related feedback also came through in some of the feedback on the draft District Plan and mass rapid transit options.

Generally, people who provided feedback were very supportive of the bike network plan. Eighty-seven percent strongly supported or supported it, 89 percent believed the long-term impact will be positive or very positive and 90 percent agreed or strongly agreed that a connected network will get more people riding bikes. Concerns were based mainly around how the plan will impact on other modes – pedestrians, public transport and the removal of carparking.

Oral submissions were heard on 10 February 2022.

After carefully considering the feedback, the Committee made many amendments to the draft plan, and adopted the final plan on 10 March 2022.


LANE
BEGINS

Our goal is to be a city where it's easy for people of all ages and abilities to choose low carbon transport options

Previous photograph
The bike and scooting path on Cobham Drive opened February 2021

Our vision for cycling in Wellington

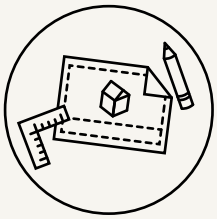
Our goal is to be a city where it's easy for people of all ages and abilities to choose low or zero carbon transport options. Where kids can get themselves to school in ways that are great for their health and the environment. Where people can easily choose to live without a car if they want to, and where our suburban streets are quiet, safe places.

We want to see a transport network that enables ongoing growth in the number of people using public transport and active modes to travel to, from and around the central city. This will be supported by a comprehensive bike network delivered by 2031.

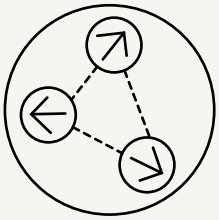
This plan will guide the Council in working to achieve this vision.

The desired outcomes for the bike network plan align with the Strategic Case and the Councils' strategic plans and policies.

Desired outcomes



Our city adapts and reflects the changing needs of society and enables people to quickly adapt their travel behaviours in response to the climate emergency.



Our city is connected by a better, more efficient transport network by providing quality infrastructure for all modes, including cycling.

Cycling is part of why Wellingtonians love living here and why people are attracted to visit the city.

Our city is compact and people-centred which encourages active modes of transport, so we are healthier and happier.

Our bike network appeals to and encourages people of all ages and abilities to cycle or use more active transport.

Our city is world-renowned as a great place to be active.

Performance measures

Ongoing monitoring will ensure the desired outcomes are met. Monitoring indicators will be developed as part of the business case process and will cover:

Lower carbon emissions from transport

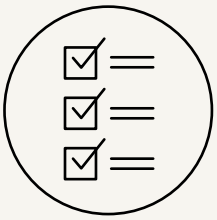
More people choosing to cycle

Fewer deaths and serious injury crashes involving people on bikes

Lower crash rate per kilometre of travel by bike

Improved perception of safe infrastructure for riding bikes

The quality of public space that has been improved



The extent of the completed network

Making it safe and easy to cycle, walk and take the bus for everyday trips is key to rapidly cutting emissions

Previous photograph

Cycle crossing at
Tory/Wakefield street

How this plan fits with other plans and policies

The following strategies, policies, plans and research provide the context for the development of a safe, connected and high-quality bike network in Wellington.

City outcomes

Our long-term vision: Wellington 2040 – an inclusive, sustainable and creative capital for people to live, work and play.

The vision is supported by four community outcomes that reflect each of the four dimensions of wellbeing and are at the centre of our Long-term Plan. Our outcomes are the basis for all our activities, with the rationale for delivering each of our services connecting back to achieving one or more of them.

Community outcomes

Environmental
A sustainable, climate-friendly eco capital

A city where the natural environment is being preserved, biodiversity improved, natural resources are used sustainably, and the city is mitigating and adapting to climate change – for now and future generations.

Social
A people-friendly, compact, safe and accessible capital city

An inclusive, liveable, and resilient city where people and communities can learn, are connected, well housed, safe and healthy.

Cultural
An innovative, inclusive and creative city

Wellington is a vibrant, creative city with the energy and opportunity to connect, collaborate, explore identities, and openly express, preserve and enjoy arts, culture and heritage.

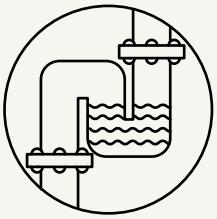
Economic
A dynamic and sustainable economy

The city is attracting and developing creative talent to enterprises across the city, creating jobs through innovation and growth while working towards an environmentally sustainable future.

Priority objectives

The outcomes present the long-term outlook for the city, and we have six priority objectives to focus on in the next three years. The priority objectives are a result of engagement with business groups, community groups, students and the public – we heard that water, transport and housing are particularly important and must be a priority.

Priority objectives for 2021-2022 to 2023-2024

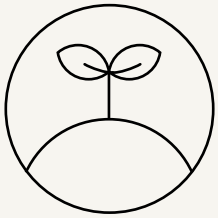


A functioning, resilient and reliable three waters infrastructure – with improving harbour and waterway quality and reducing water use and waste.

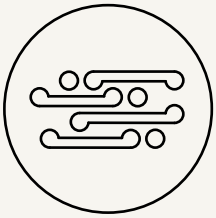
Wellington has affordable, resilient and safe housing – within an inclusive, accessible, connected and compact city.

The city's core transport infrastructure is a safe, resilient and reliable network – that supports active and public transport choices, and an efficient, productive and environmentally sustainable economy.

The city has resilient and fit-for-purpose community, creative and cultural spaces – including libraries, marae, museums and community halls, where people connect, develop and express their arts, culture and heritage.



An accelerating zero-carbon and waste-free transition – with communities and the city economy adapting to climate change, development of low-carbon infrastructure and buildings, and increased waste minimisation.



Strong partnerships with mana whenua – upholding Te Tiriti o Waitangi, weaving Te Reo Māori and Te Ao Māori into the social, environmental and economic development of our city, and restoring the city's connection with Papatūānuku (nature).

Te Atakura First to Zero Blueprint and Implementation Plan 2019

On 20 June 2019, the Council declared a State of Climate and Ecological Emergency. We aim to become a net zero carbon city by 2050, which also requires at least halving carbon emissions by 2030. Road transport emissions (from cars, motorbikes and trucks) represent 34 percent of our city's emissions and are the single biggest source. Electric vehicles cannot solve this problem on their own, given their relative expense and constrained supply. Making it safe and easy to cycle, walk and use public transport for everyday trips will be key to rapidly cutting emissions in Wellington.

Long-term Plan 2021-2031

The Long-term Plan updated the city outcomes and priority objectives as set out above. It also provided $226 million over 10 years to develop a bike network. This is supported by investments in Let's Get Wellington Moving (LGWM) which will provide for safe cycling in the city centre and on key corridors connecting to the city centre.

Spatial Plan 2021

On 24 June 2021, the Council approved a final Spatial Plan, providing a blueprint for more housing to accommodate a growing population in Wellington over the next 30 years. The plan supports tens of thousands more people to live in the inner-city suburbs and within walking distance of the city centre and rapid transit stops. A well-connected walking and cycling network will be key to accommodating more people in the city without adding to car congestion or putting pressure on our bus services.

Greater Wellington Regional Council, Wellington Regional Land Transport Plan 2021

This plan sets out the strategic direction for transport investment across the Greater Wellington region. It includes targets to reduce greenhouse gas emissions by 35 percent and increase public and active transport mode share by 40 percent by 2030. Projects prioritised across the region will likely increase the number of people traveling by bike and other forms of micromobility into Wellington. For example, Te Ara Tupua Ngā Ūranga and the Eastern Bays shared path will make it significantly safer and more attractive to bike from Eastbourne to Petone and into the city.

Let's Get Wellington Moving

LGWM is a joint initiative between Wellington City Council, Greater Wellington Regional Council, Waka Kotahi NZ Transport Agency and mana whenua. A key aim of LGWM is to move more people with fewer vehicles as well as create a more compact and sustainable city. The bike network plan will influence changes to streets included in the scope of LGWM. We will work with LGWM to ensure our programmes are coordinated. While most of LGWM's work will happen as part of the City Streets programme, we also expect bike network improvements to happen as part of the Mass Rapid Transit and Strategic Highways programmes.

Parking Policy 2020

The Parking Policy provides a framework to guide future decision-making on the management of all Council-controlled parking spaces. This includes off-street and on-street parking, both free-of-charge (unrestricted) and those which incur a user-charge.

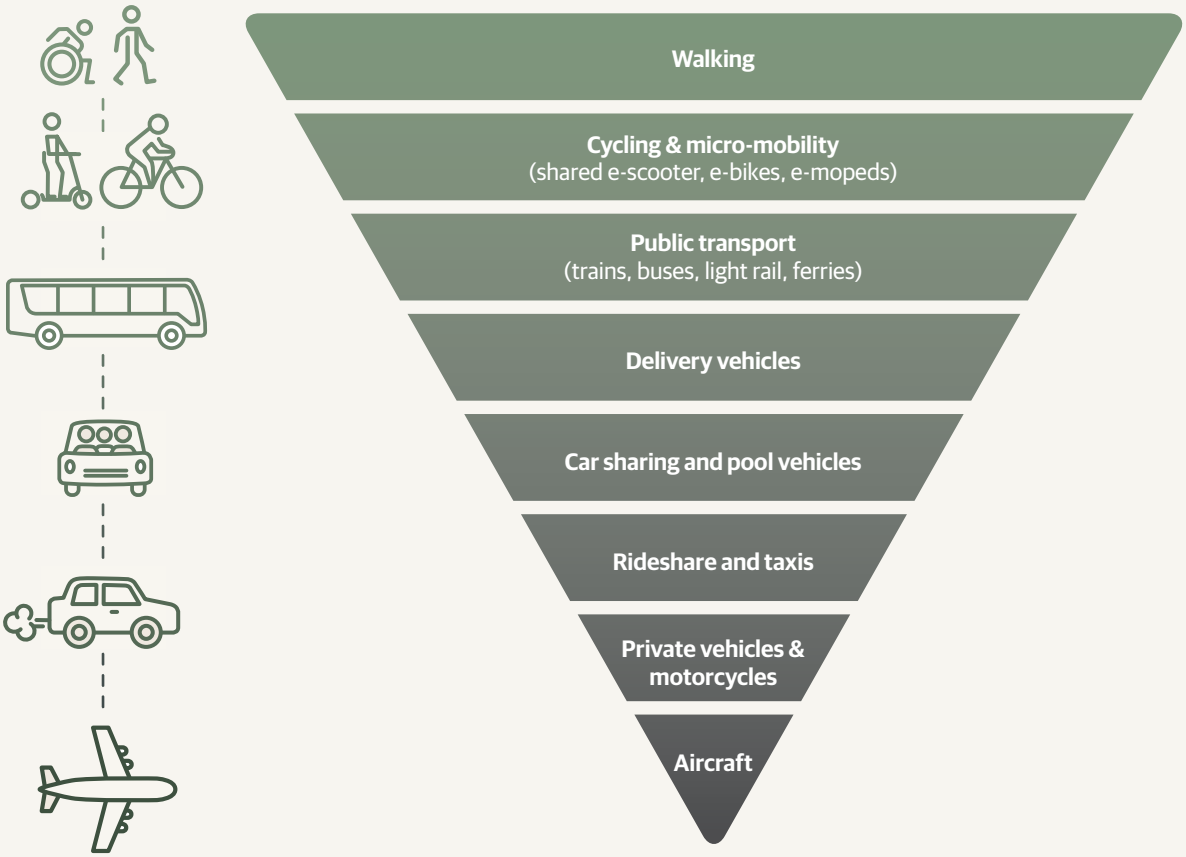
The policy sets out objectives, high-level principles, a parking space hierarchy (that prioritises the types of parking in different areas) and area-based parking management guidance (that prioritises how we manage supply and demand).

On many streets the creation of the bike network will require reallocating some space currently used for parking private vehicles. We understand this may affect demand for car parking in the streets adjacent to new bike routes.

To help prioritise access to parking for residents, businesses and others, we will use the Council's Parking Policy 2020. This may involve creating new residents parking spaces close to the route to ensure residents can access on-street parks near their homes. Priority in these instances would be given to residents with mobility permits and no off-street parking. Similarly, a mix of loading zones and short-stay parking may be introduced along a corridor to ensure deliveries, visitors and tradespeople can still park in the areas.

Sustainable transport hierarchy

Our sustainable transport hierarchy was first adopted in the Urban Growth Plan 2015 (now superseded by the Spatial Plan). Over time it has been improved, with this version used in the Parking Policy and Spatial Plan. The hierarchy prioritises movement by walking, cycling and public transport so that our city's streets work better for people.



Cycling Demand Analysis 2014

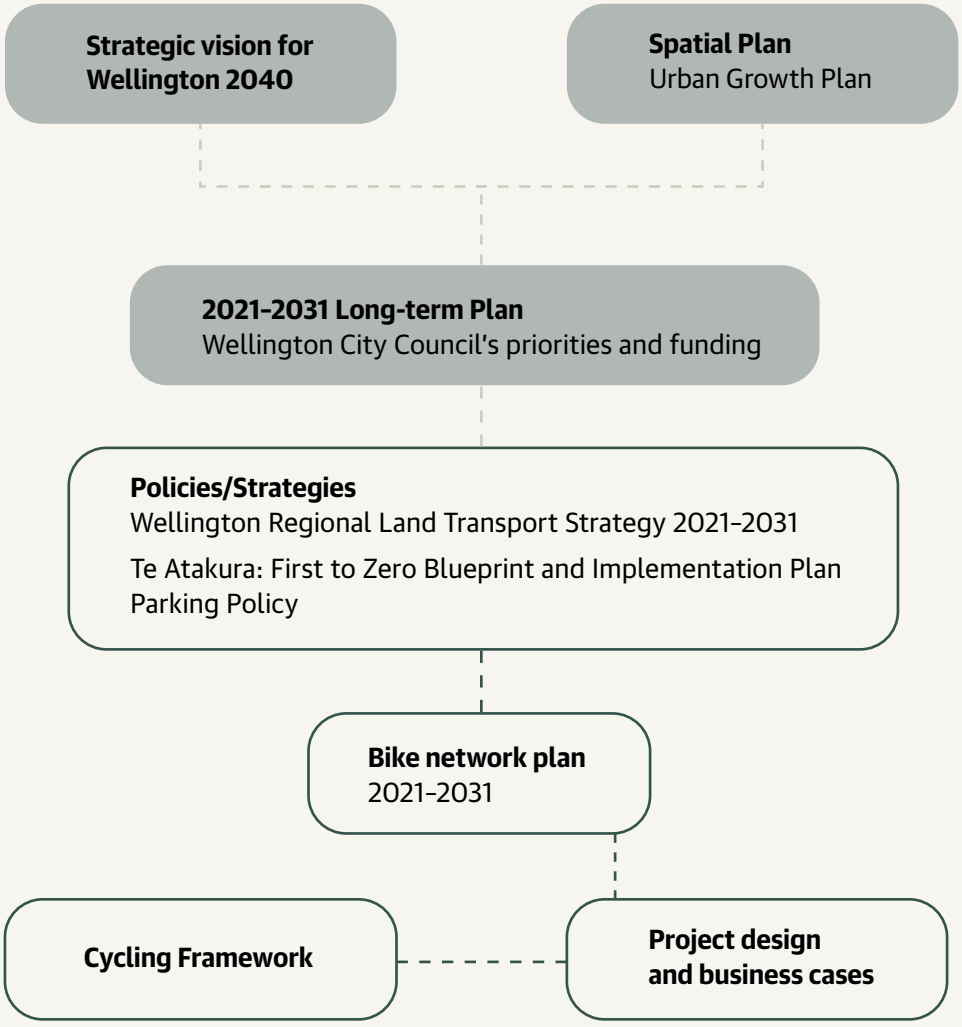
This research investigated how different types of cycling infrastructure is likely to affect the numbers of people choosing to cycle in Wellington and assessed the demand for improvements.

Strategic Case 2015

This outlines the challenges related to cycling and how achieving the objectives will benefit Wellingtonians.

Cycling Framework 2015

This sets out a decision-making process for the bike network and how it will be developed. It should be noted that design guidelines for what makes a safe bike lane are continually being developed and we expect to take account of current guidance as we plan improvements.



It's vital we create a connected network for experienced cyclists, beginners and less confident riders

Previous photograph
Lyall Bay Parade

Cycling in Wellington

The different ways Wellington commuters chose to travel to work in 2018 are shown in Figure 5. Census data show that while driving in a private vehicle was the most used mode of travel by Wellingtonians for commuting, more people overall used other modes or worked from home.

The number of people cycling as their main means of commuting to work has increased from 3.54 percent in 2013[2] to 4.02 percent in 2018.[3]

A 2021 residents monitoring survey shows that about 10 percent of children aged 5 to 15 cycle to school at least once a week. According to the 2018 Census, slightly more than half of the people who use cycling as their main means of travel to education fall in the under-15 age range. The data show a gender disparity among children cycling, with nearly three boys to every girl biking to school. This is a strong indicator that network quality is a barrier to use.

Without making significant improvements to existing cycling infrastructure, cycling use has been growing steadily over the past 20 years. However, this pace of change is not the big change required within the context of our climate emergency.

Cycling trends

15%
Annual growth
2020–2021

41%
Growth
2012–2021

Transport monitoring surveys carried out across the central city have observed a strong increasing trend in the number of people on bikes in most corridors. The trend suggests the number of people cycling will further increase with Wellington's forecast growth. However, improved cycling infrastructure is needed to make sure this growth accelerates and protects health and safety.

Electric bikes, cargo-bikes and long-tailed bikes have also been gaining in popularity in recent years. E-bikes make cycling in Wellington more attractive because people can much more easily ride longer distances, up hills and in windy weather. They also encourage more women to cycle.[4] Imports of e-bikes have increased[5] and anecdotal evidence from local cycle shops shows growing sales. Demand surveys from three key Wellington corridors in 2020 identified that up to 50 percent of bikes on these routes are now electric.[6]

[2] Statistics New Zealand, Census data, 2013

[3] Statistics New Zealand, Census data, 2018

[4] Speed surveys of powered transport devices, Via Strada 2021 (completed for Waka Kotahi)

[5] www.stuff.co.nz/dominion-post/wellington/121625298/number-of-ebike-imports-hits-record-high-could-soon-overtake-new-cars

[6] Speed surveys of powered transport devices, Via Strada 2021 (completed for Waka Kotahi)

Figure 5
Cordon count 2000–2020

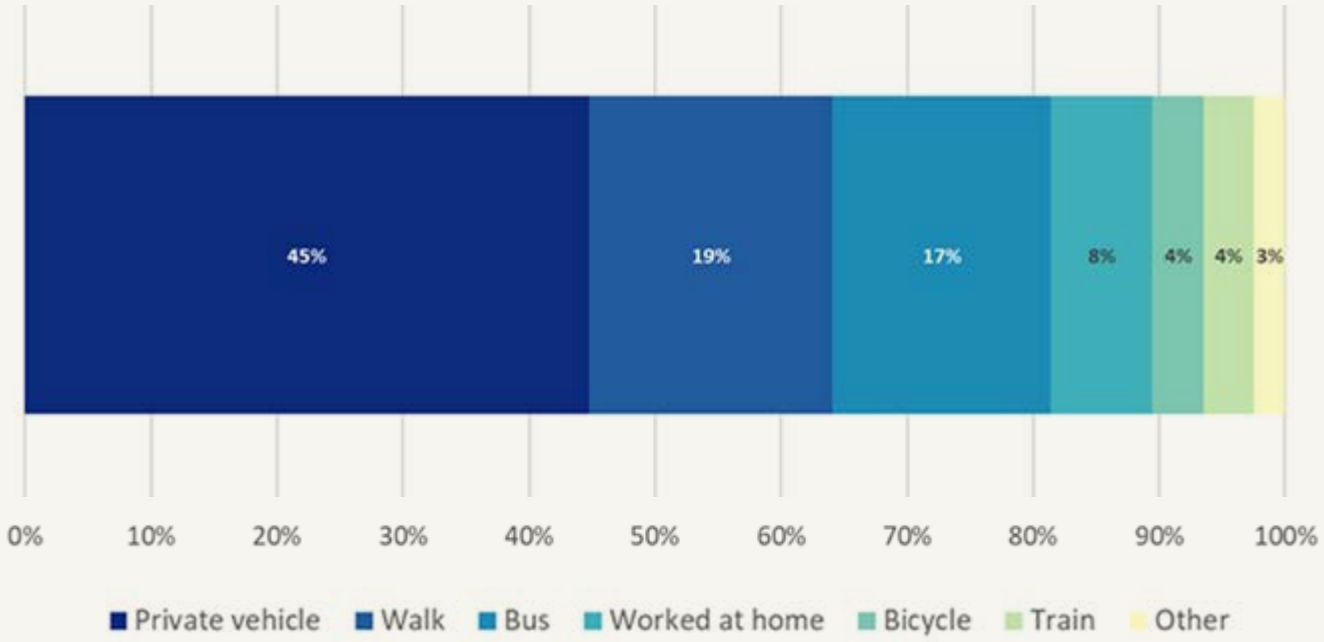
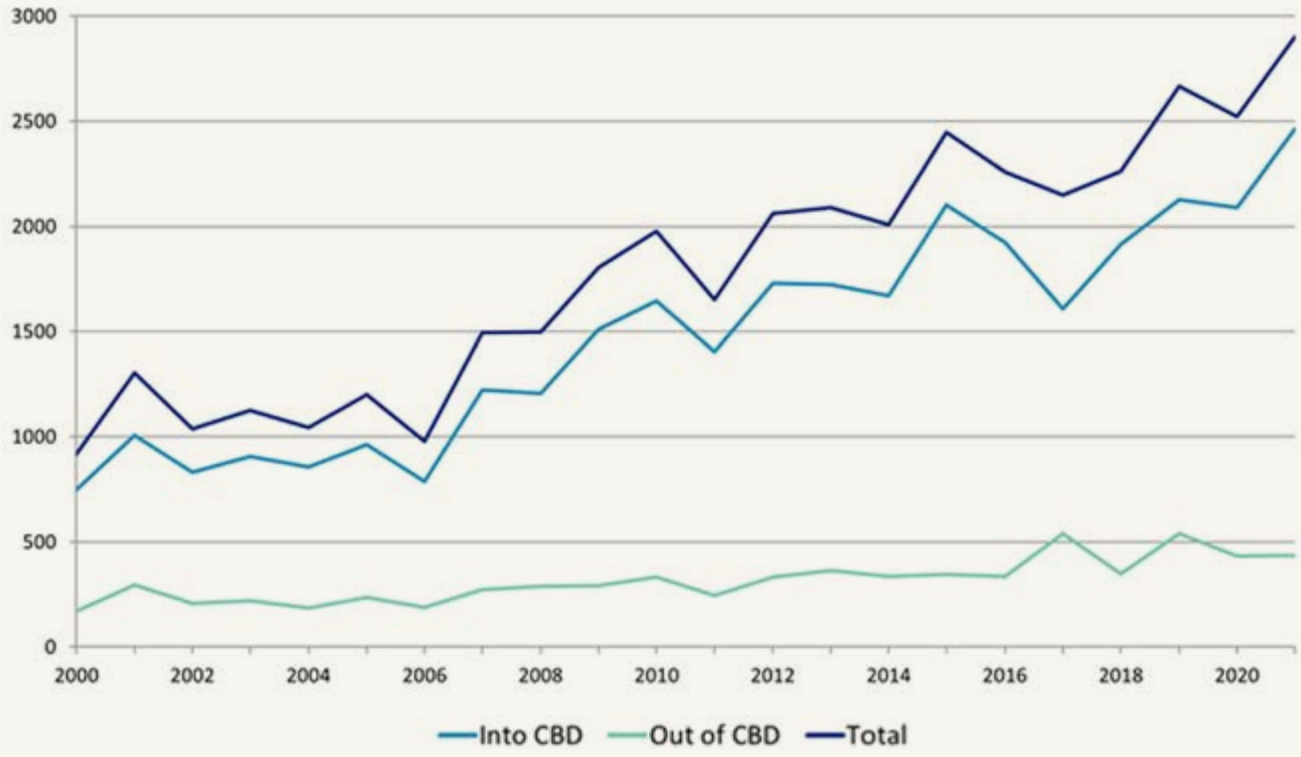


Figure 6
Cordon count 2000–2020



Across the city, working professionals, school-aged children, students and people of all ages cycle along streets and recreational routes in our city.

It is vital that we create a connected network that is suitable for experienced cyclists, as well as beginners and less-confident riders.

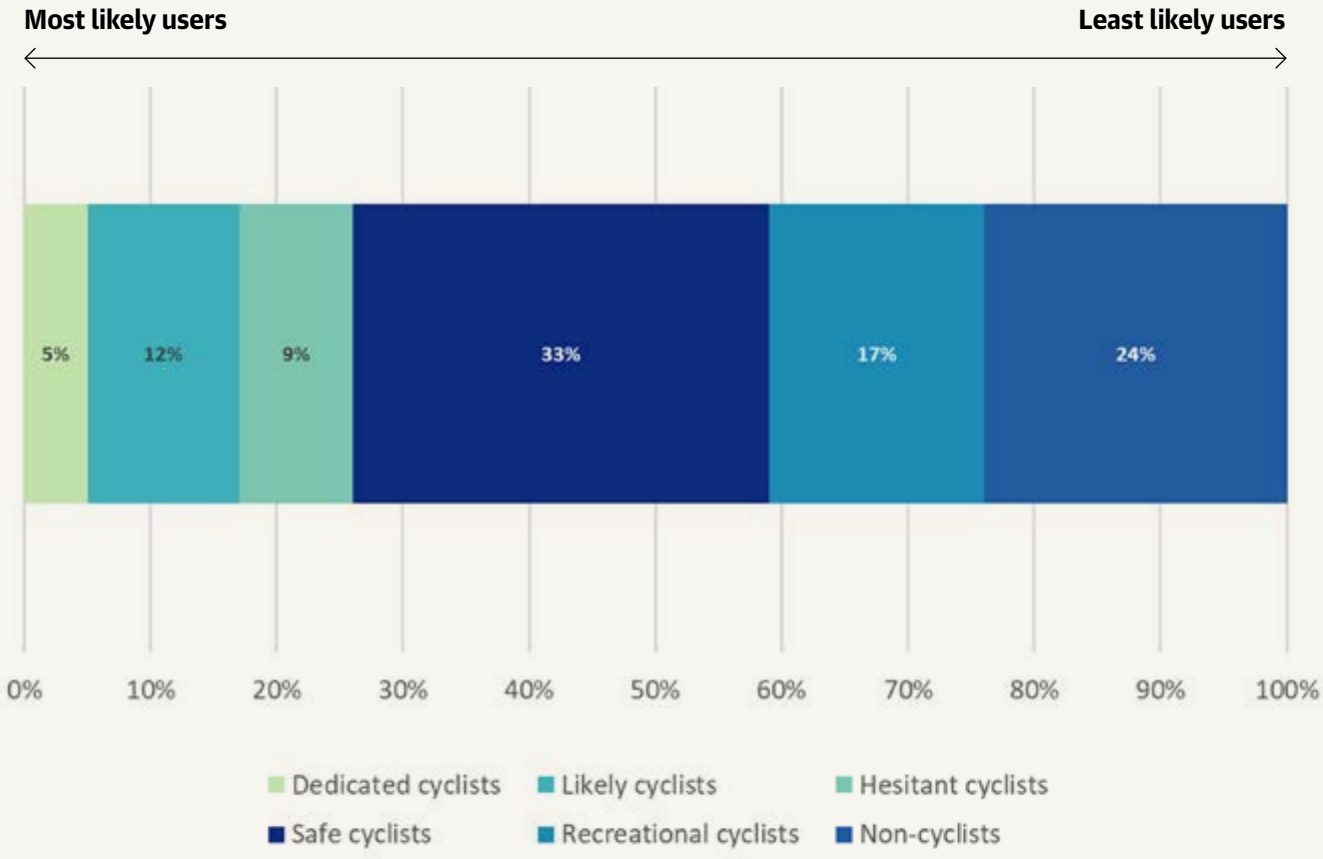
For the bike network to best meet the needs of the community, we need to understand the types of people who could cycle in Wellington.

In 2014, a study was carried out by the Council to better understand attitudes to cycling. The relative size of each group is shown in Figure 7 below. The study found that three-quarters of people would consider cycling if safe, separated infrastructure was provided.

Non-cyclists

Non-cyclists are highly unlikely to consider cycling, no matter what improvements are made to infrastructure. About one-quarter of people identified with this group

Figure 7
Cycle groups



Support for cycling infrastructure

76%

Would consider cycling if safe, separated infrastructure was provided

75%

Support the development of better bike lanes, including many non-cyclists

Hesitant cyclists

Hesitant cyclists are unlikely to cycle in Wellington under current cycling conditions but are much more likely to cycle if separated cycleways are provided.

Recreational riders

Recreational cyclists are much more likely to cycle for recreational purposes than for transport. Cycling infrastructure has a very strong influence on this group's decision to cycle.

Likely cyclists
Likely cyclists are likely to cycle under current conditions. However, a large percentage would cycle more often if infrastructure is improved.

Safe cyclists
Safety-related factors are the most influential for safe cyclists when deciding to cycle. This is the largest group that will be likely to start cycling if improvements to infrastructure are made. One-third of people identified with this group.

Dedicated cyclists
Dedicated cyclists are dedicated to cycling no matter what and will cycle under current conditions.

Finding out where Wellingtonians live, work, shop, study and take part in recreation activities will help us to understand the cycle trips people make now and where people would potentially cycle in the future.

This information will ensure the bike network enhances the wider transport network and supports growth and good connections along existing routes.

Main corridors into the city from suburbs, including Thorndon, Newtown, Ngauranga, Kilbirnie and Kelburn, have been monitored annually to find out how many people are cycling along these routes. An increasing number of people on bikes are entering the city via these corridors, as shown in Figure 8 below. Note that the dips seen in 2020 were impacts from the first Covid-19 lockdown, and 2021 saw record highs on the Thorndon, Kilbirnie and Newtown routes.

Figure 8
Weekday morning 2-Hour (7am–9am) max volumes

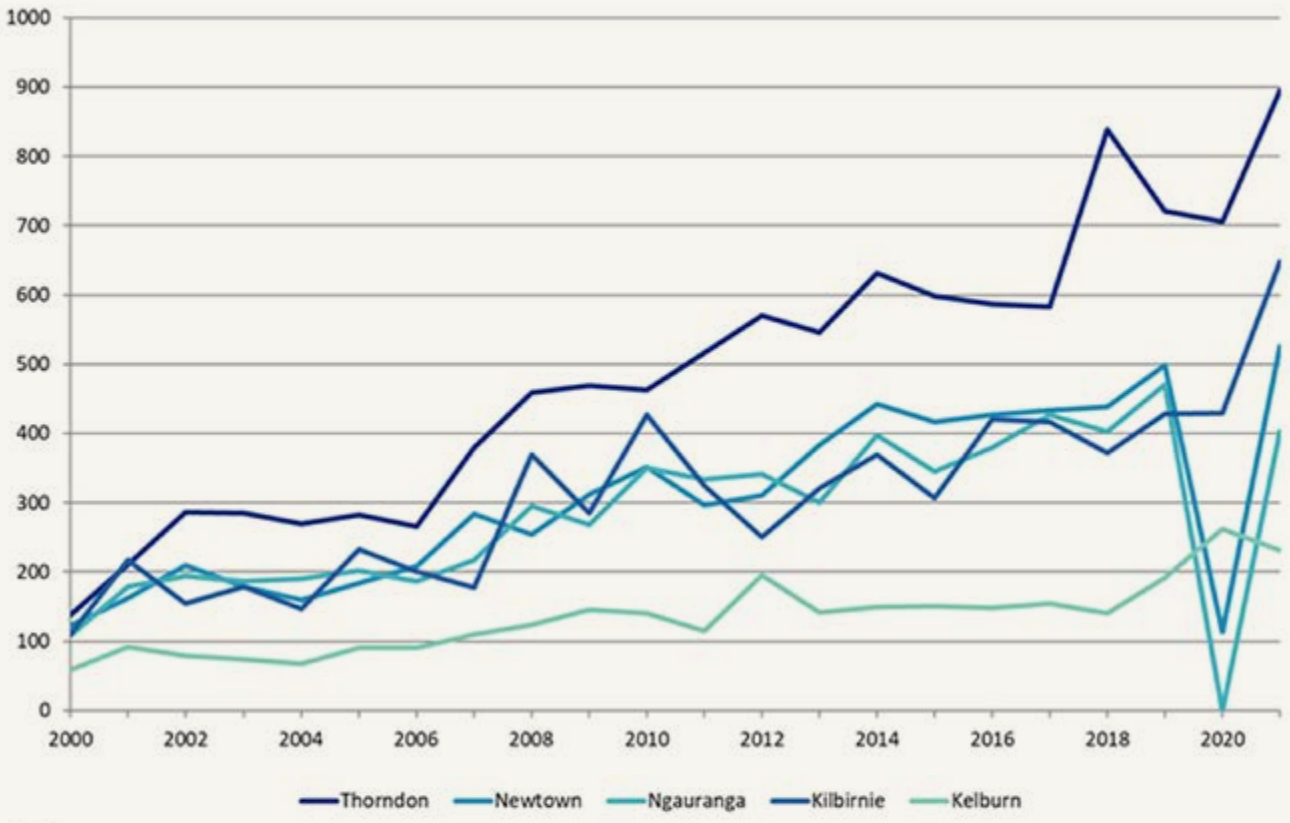
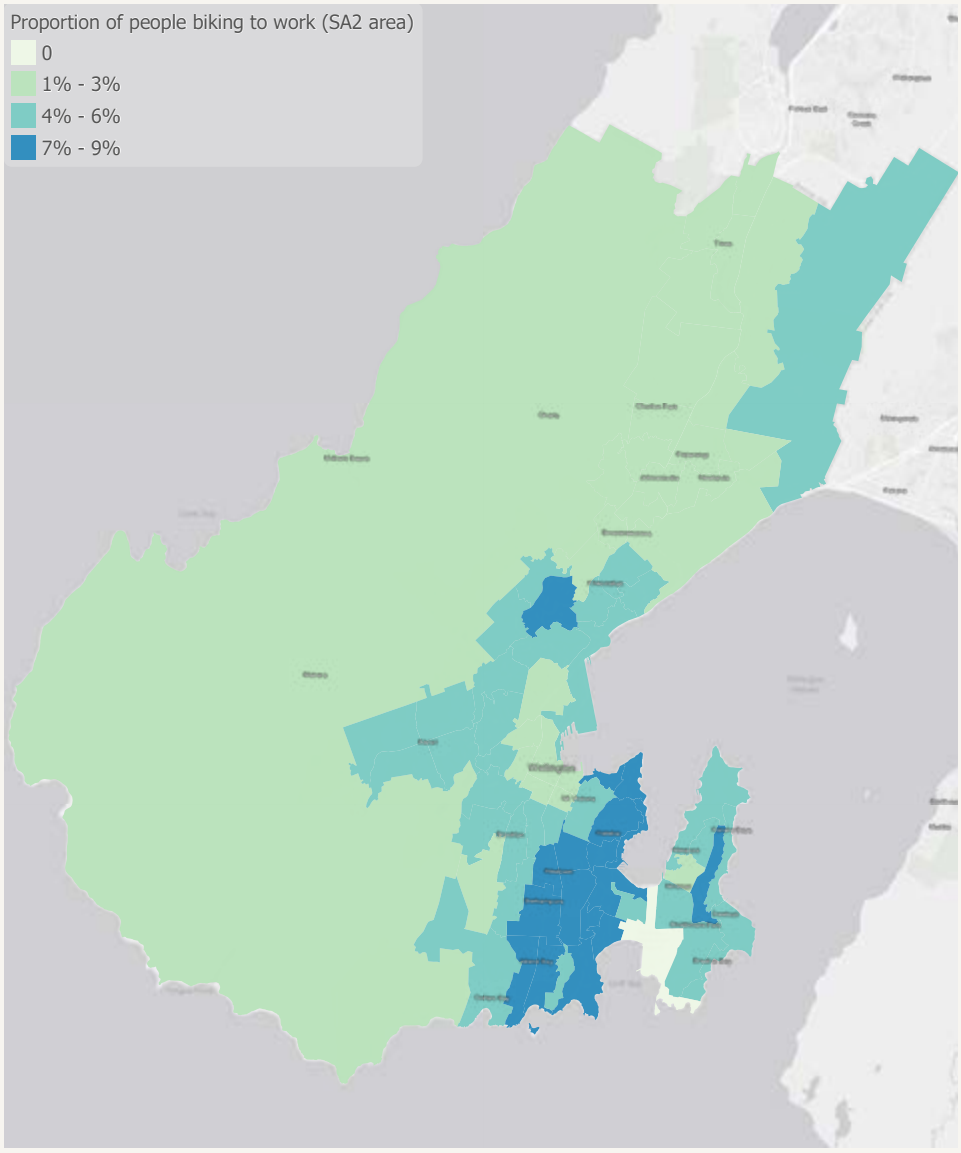


Figure 9
The map below shows the areas to the south and east of the central city that have high numbers of residents who cycle to work.

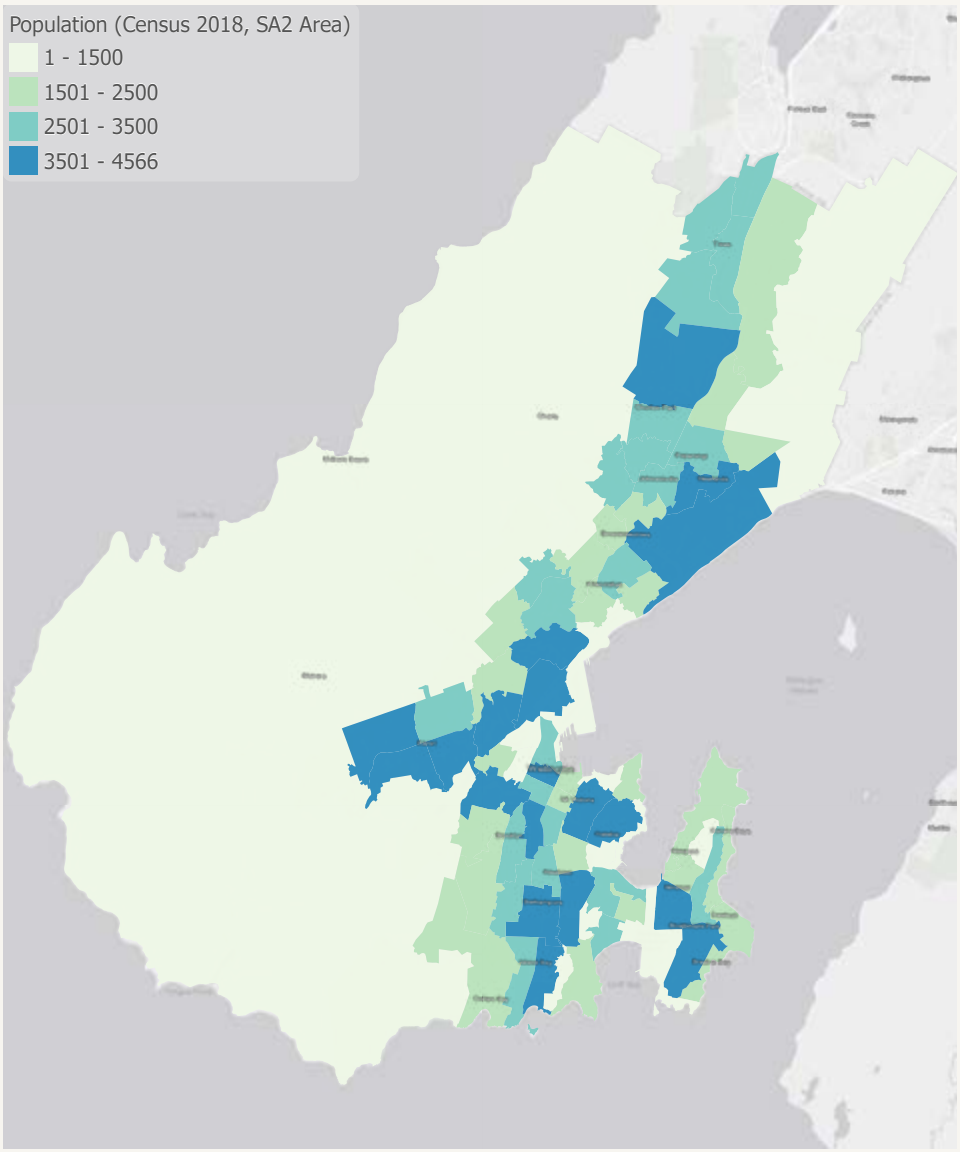


As New Zealand's capital and third-largest city, Wellington has a strong business and commercial hub. A large portion of the number of people cycling in Wellington is made up of those who cycle to work.

This shows there is a need to provide effective connections between residential areas where there is high demand and the central city where most workplaces are based.

There are over 200,000 people living in Wellington. Where they live is shown in Figure 10. The suburbs within and surrounding the central city have the highest levels of residency, along with Karori and Tawa. Suburbs within the southern and eastern areas also have relatively high residency levels.

Figure 10



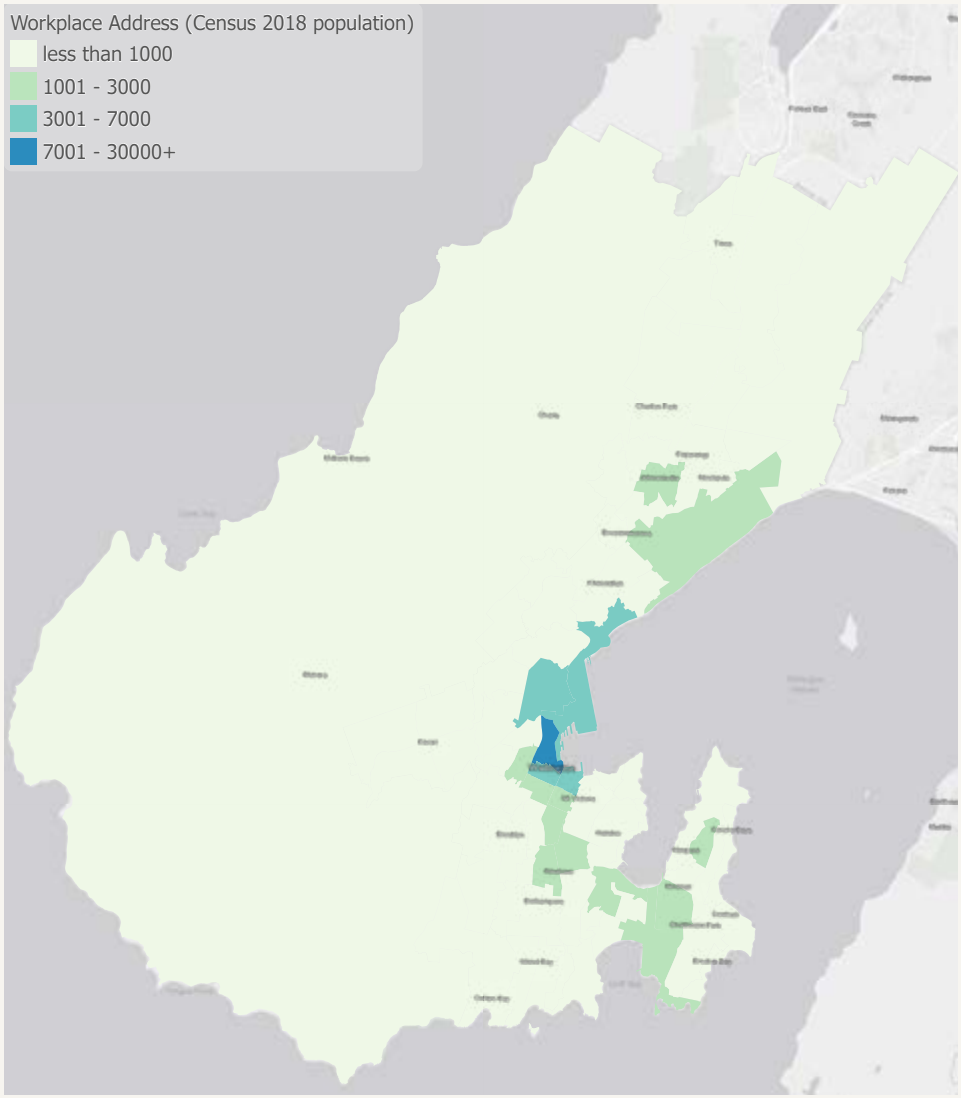
There are about 121,000 employed residents in Wellington.[7] Where they work is shown in Figure 11.

The areas within and surrounding the central city — including Wellington central and Te Aro — have high levels of employment. The Mt Cook, Newtown, Miramar, Kilbirnie, Ngauranga and Johnsonville areas also have relatively high employment levels.

With three universities, three polytechnics, and a number of private training establishments, Wellington has a large tertiary student population. While this sector is currently suffering from the impact of Covid-19, we anticipate a strong recovery.

The highest numbers of students live in Wellington central, Te Aro and Mt Cook. Aro Valley and Kelburn also have a relatively high number of students.

Figure 11



[7] Statistics New Zealand, Census data, 2018

A 2014 survey shows cycling could increase three-fold once we have a network of bike-friendly lanes

Previous photograph
Uphill bike lane on
Crawford Road, Kilbirnie

Demand for better bike lanes

The Wellington community has shown strong support for improvements that increase the number of people riding bikes and reduce the number of crashes, as shown in Figure 12.

In 2014, the Council carried out a cycling survey that found 76 percent of Wellingtonians over the age of 18 would consider cycling if improvements were made to provide safe, separate cycling infrastructure.[8]

This survey revealed that although 42 percent of the respondents were drivers, there was a strong preference for other modes of transport, particularly cycling (as shown in Figure 13).

There is a notable gap between the preferred and actual ways people commute to work. The gap for the cyclist group is the largest and shows that 22 percent of people across the sample would like to cycle but are not able to. Also, 15 percent of the sample drives to work when they would prefer to use other modes of transport.

In summary, more people are driving than want to and fewer people cycle than want to. This shows there could be as much as a three-fold increase in cycling once a safe, connected network of bike-friendly lanes is in place.[9]

[8] Wellington City Council, Cycling Demand Analysis, 2014
[9] Wellington City Council, Strategic Case, 2015

Figure 12

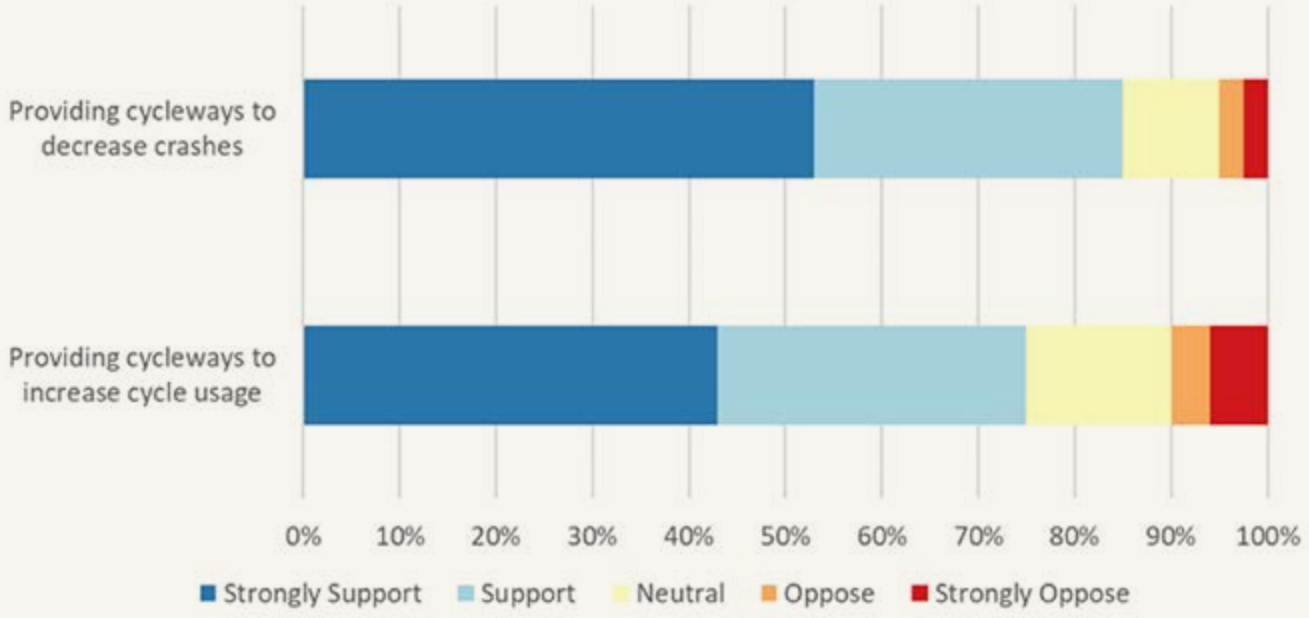
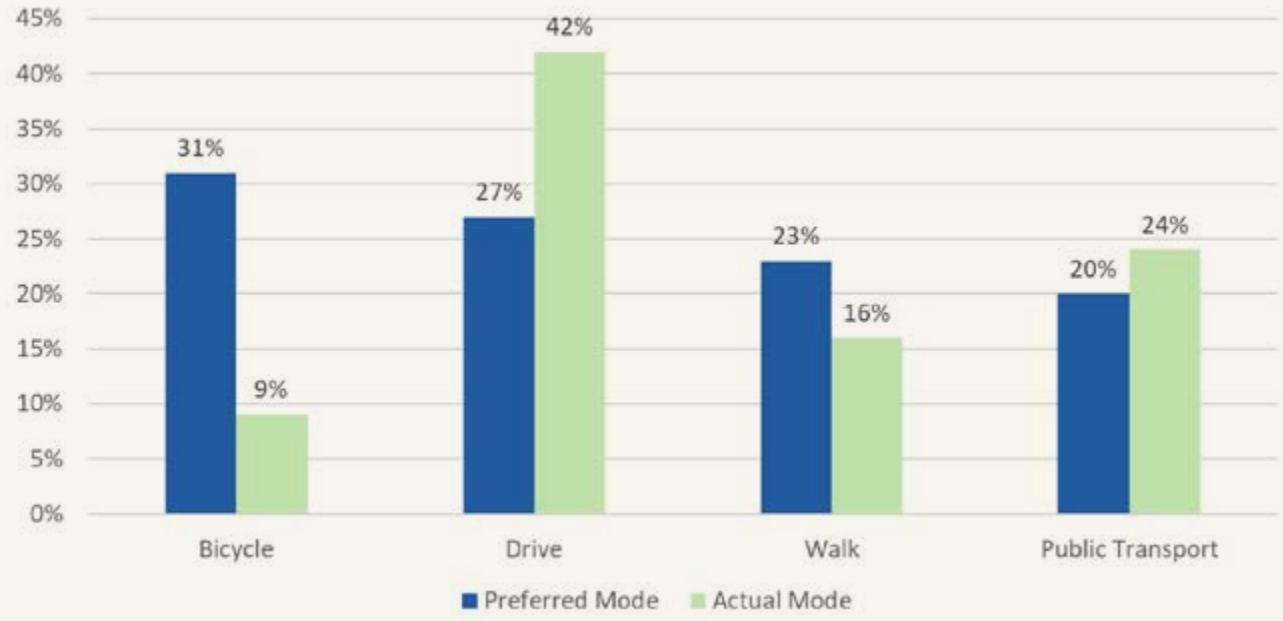


Figure 13



In 2020 there were 56 traffic crashes involving bikes, with 10 serious injuries and 46 minor

Previous photograph

The two-way bike path around Ōmarukaikuru/ Point Jerningham

Current problems

There are a number of barriers to cycling, most notably poorly designed or maintained infrastructure and unsafe motorist behaviour.

Safety for people who cycle is a main priority, with the number of reported road crashes involving people on bikes being unacceptably high in Wellington.

In 2020 there were 56 reported traffic crashes involving people on bikes, with 10 serious injuries and 46 minor injuries. It should be noted that many cycle crashes are unreported. See Figure 14.

A Transport Perceptions study carried out by Greater Wellington Regional Council in 2019 revealed that about 28 percent of the respondents reported feelings of safety while cycling, as shown in Figure 15.

This compares poorly to the 64 percent perception of safety for pedestrians.

Furthermore, a 2021 Residents Monitoring Survey revealed that only 23 percent of participants agreed that cycling in the city was safe for themselves, and even worse, just seven percent agreed that cycling in the city was safe for their children. Men were about twice as likely to agree that they felt safe cycling compared to women. The survey also revealed that children aged 5-15 were more likely to walk, scooter, or skateboard to school than ride a bike.

The current problems set out the case for change:

- the lack of appropriate infrastructure and slow delivery to create a cohesive/complete cycling network is reducing the uptake of cycling
- poor road user behaviour and poor-quality infrastructure is resulting in significantly higher than average rates of harm to people on bikes
- low cycling mode share is negatively affecting carbon reduction goals.

These problems will be made worse by Wellington's forecast population growth over the next 30 years.

Figure 14

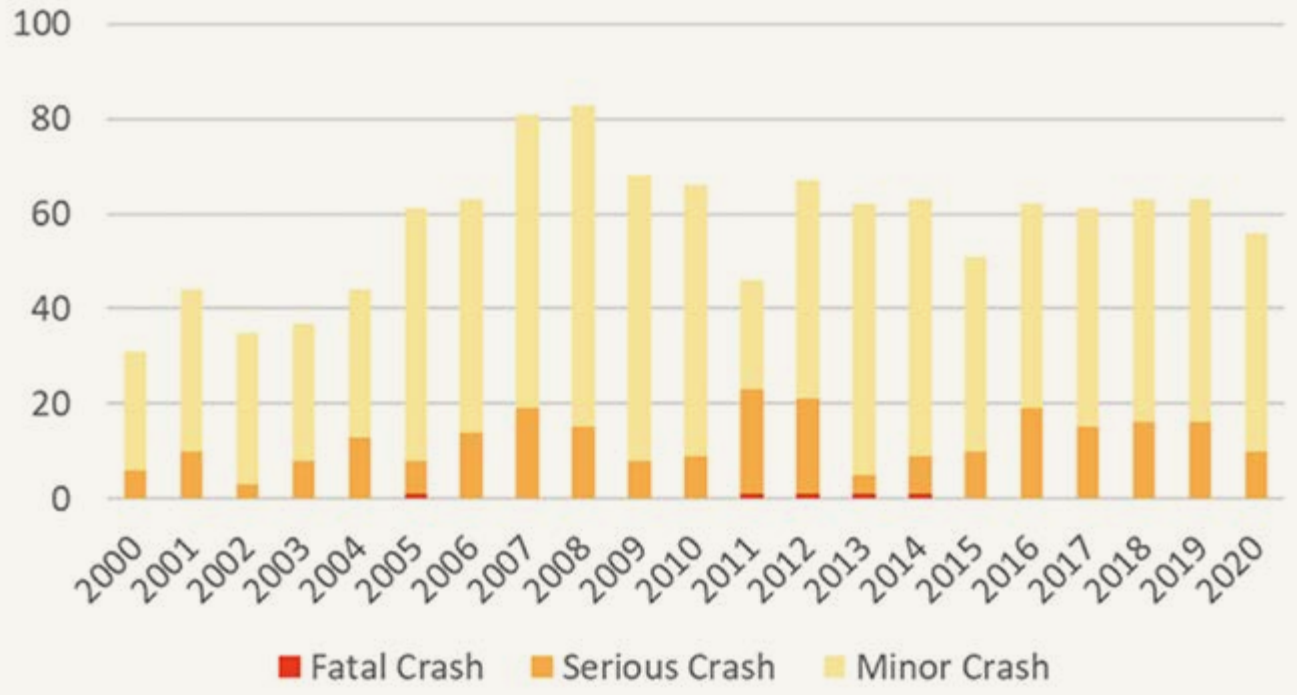
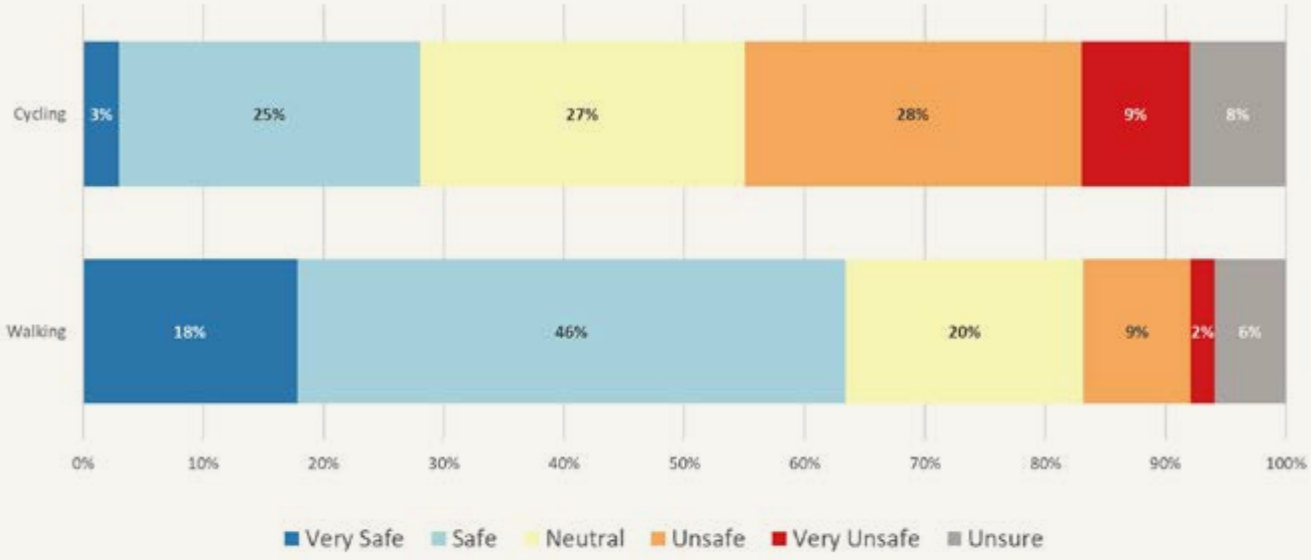


Figure 15




metlink

Cycling has a central role in a balanced transport network that connects people and places

Previous photograph

New two-way bike and scooting path on Cobham Drive is part of Tahitai, from Miramar to the central city

Defining a safe, connected, high-quality bike network

The bike network plan includes:

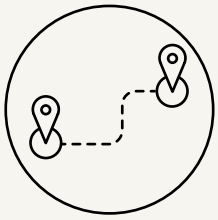
- bike infrastructure and facilities
- complementary initiatives that support the uptake of cycling.

While the plan outlines our approach, more details will be developed and confirmed as part of the business case process.

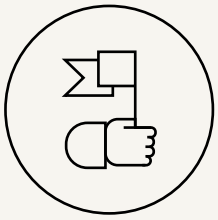
This plan has taken the bold step of moving from the potential network identified in 2015 at the corridor level to showing the streets that we expect will form part of the connected network.

This network will be developed based on the following principles:

A network that maximises uptake*

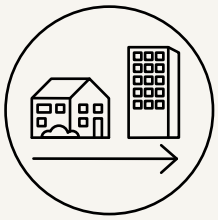


Cohesive routes that get people to where they want to go*

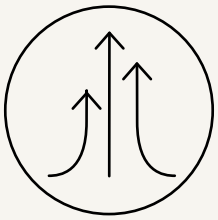


A network for all ages and abilities

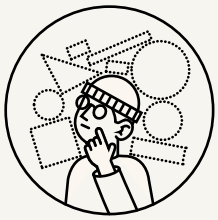
A future-proofed network for transport devices like e-scooters



A direct and convenient network



Part of an integrated multimodal network



Best practice design guidance

* This principle is really important for making interim street changes.

Network definitions

The bike network has been classified into three categories to align with the national One Network Framework.

- Primary network – provides the backbone of the overall cycle network catering for higher volumes of cycle movement, longer and more efficient journeys (connecting across town centres or between suburbs) and connecting to key locations of employment and education.
- Secondary network – provides the collector function within the network, joining local streets and roads to the primary cycle routes. They also support key local cycle movement providing connections to schools, local shopping centres, suburban workplaces and public transport. This class can also be applied to off-road cycling routes such as cycle paths through parks where the route fulfills the function of a secondary cycling corridor.
- Local connections – routes that form part of a completed cycling network but are not identified as primary or secondary networks. This category includes residential streets where the volume and average speed of traffic can create a safe environment for cycling. This class may also include any off-road routes, such as paths through parks where cycling is permissible but not part of the cycling network.

Identifying the primary and secondary network

The 2015 plan showed that connections between centres were intended but didn't specify the actual streets where bike lanes were likely to be installed. The draft plan puts the primary and secondary network on the street network (see figure 16) so people can see which streets will have changes. The primary and secondary routes form our bike network. See pages 72–81 for a list of the streets in the network.

The network is 166km long, made up of 74km of primary connections and 92km of secondary connections. At present just 23km has been built to a good standard. The following pages set out how we plan to go about improving the rest of the network.

Figure 17 shows the off-road shared/mountain bike trails in relation to the wider bike network. These connect to the bike network via local streets.

The waterfront quays route, including parts of Waterloo, Customhouse and Jervois quays and Cable and/or Wakefield streets, has been identified as a desired primary network route.

We note that planning for the LGWM mass rapid transit (MRT) project suggests that space constraints along the waterfront quays have ruled this route out of further consideration for the bike network at this time. Although accommodating cycling infrastructure is within the current scope of the MRT project, the MRT operation would take priority. If further investigations show that it is possible to establish a high-quality, bike-friendly route along the waterfront quays, then this is a highly desirable connection.

In general, ensuring good connectivity and permeability for walking and cycling is a requirement for every street, particularly in the central area.

Figure 16
Bike network – primary and secondary routes

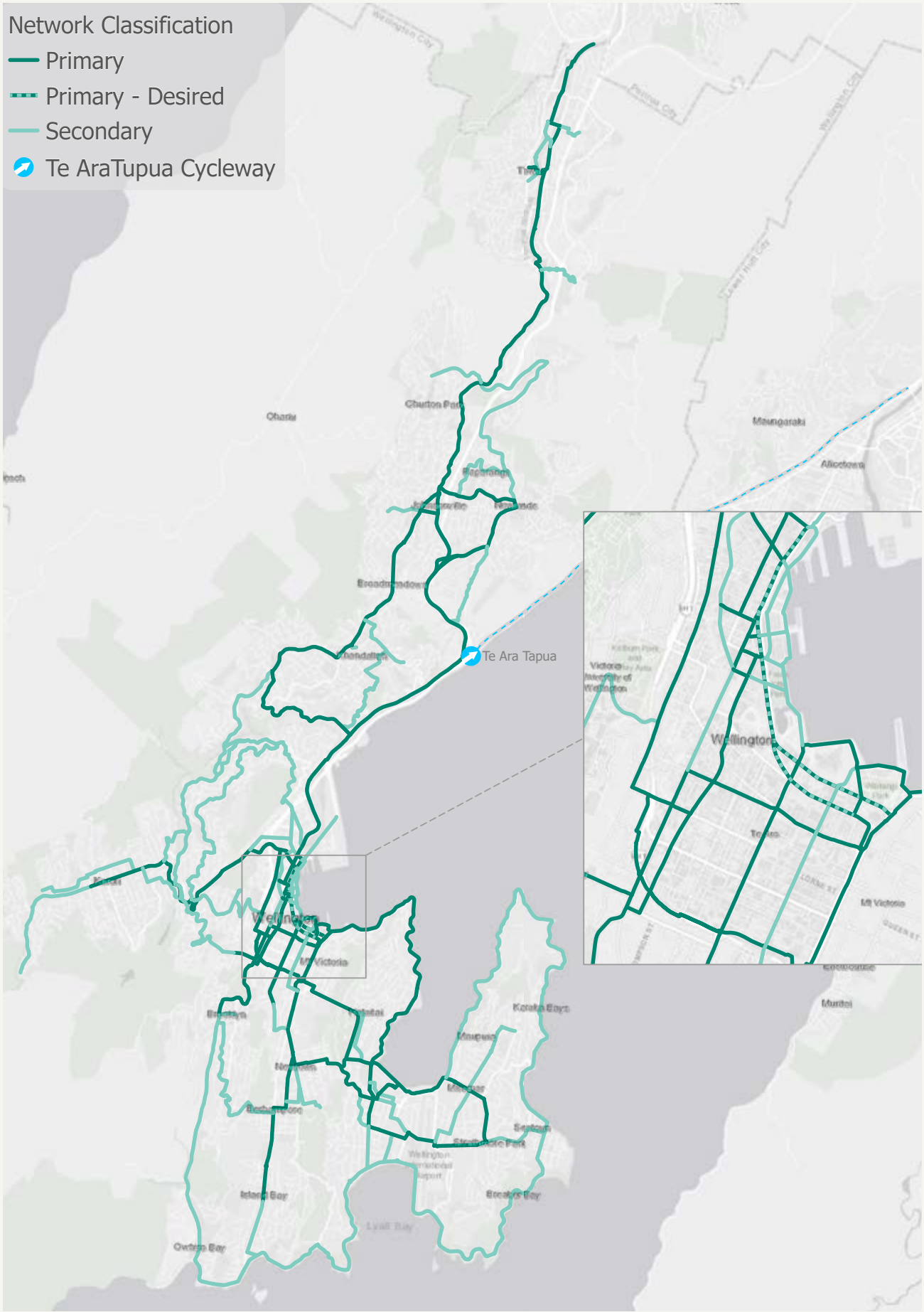


Figure 17
Bike network with mountain biking tracks

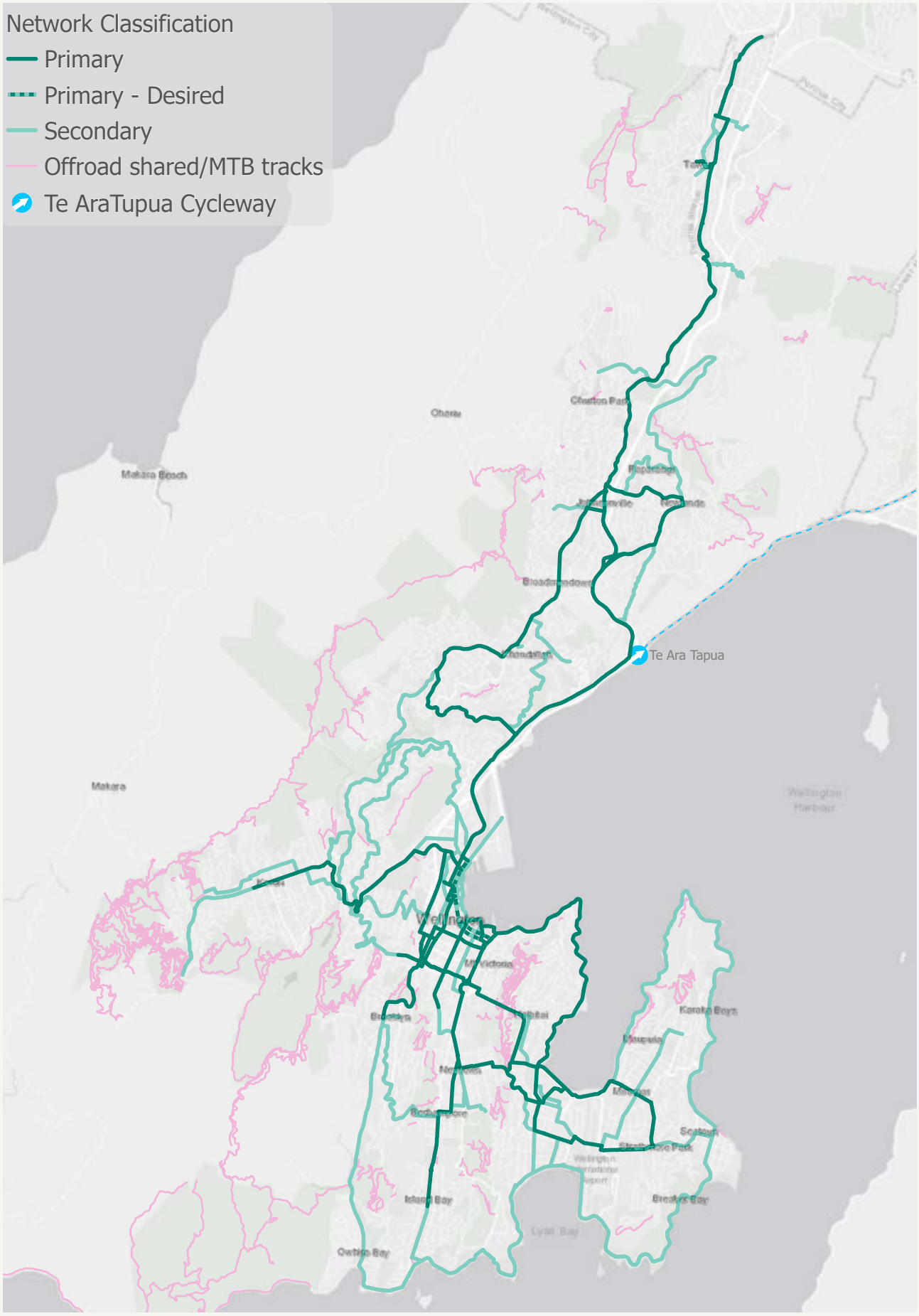
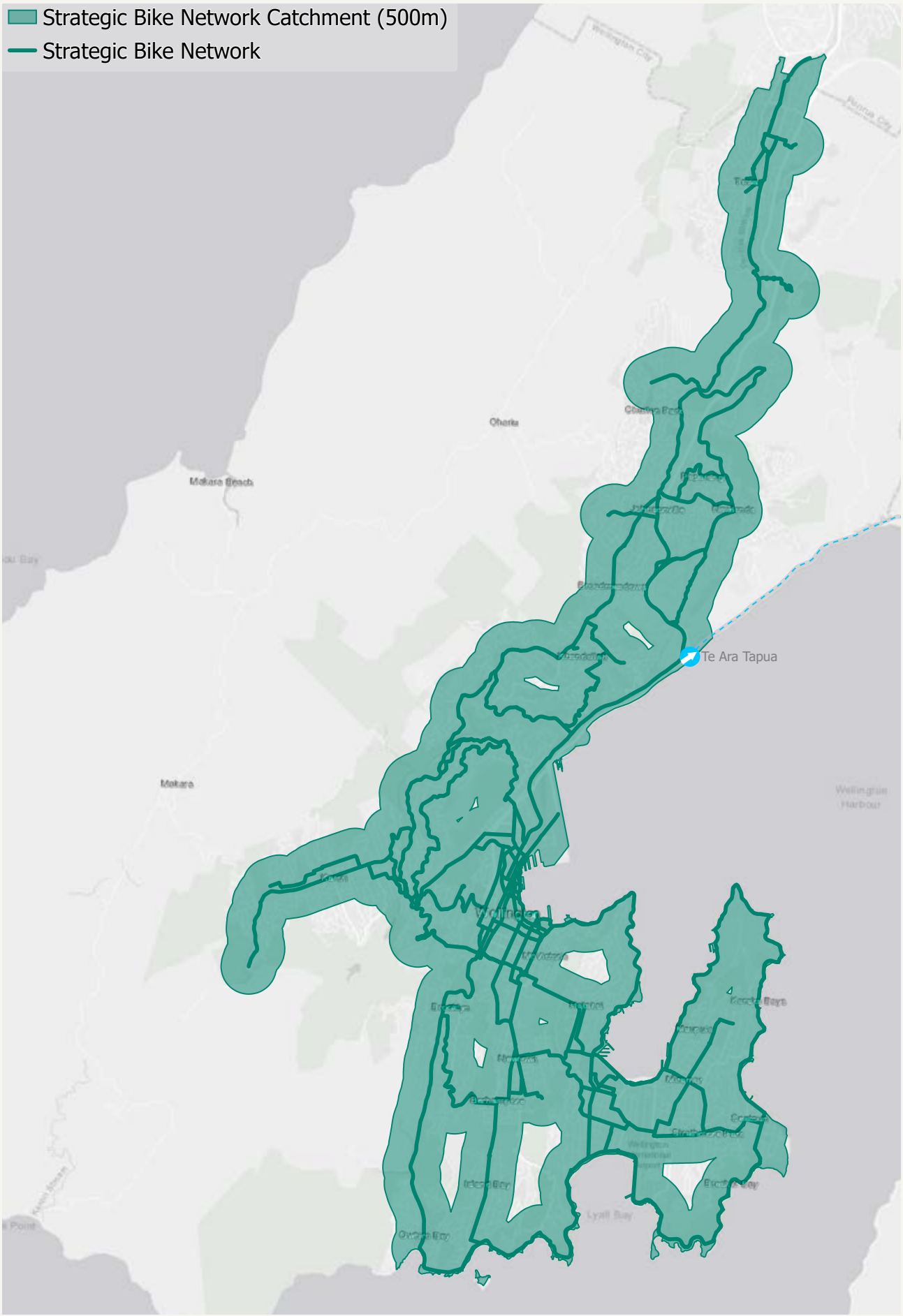


Figure 18
Bike network – 500m catchment



A strong transport network connects people and places. Figure 18 shows the catchment within 500m of the bike network. The map shows how key corridors can provide increased access by bike to most of the Wellington City area.

Network catchment information

The city is divided into five wards. Bike trip generators and attractors have been identified. Statistics within each catchment relate to a 500m distance to the planned bike network.

Data sources
Ward boundaries 2019
Census data 2018
WCC data August 2021

Lambton Ward Population: 41,109 Employed: 27,813 Commuter cyclists: 903	**Within catchment** Population: 12,900 Schools: 13 Libraries: 3 Playgrounds: 19 Recreation centres: 4 Swimming pools: 2
Northern Ward Population: 47,442 Employed: 26,286 Commuter cyclists: 342	**Within catchment** Population: 27,820 Schools: 20 Libraries: 2 Playgrounds: 23 Recreation centres: 6 Swimming pools: 2
Southern Ward Population: 32,982 Employed: 20,037 Commuter cyclists: 1221	**Within catchment** Population: 19,500 Schools: 12 Libraries: 3 Playgrounds: 17 Recreation centres: 5 Swimming pools: 0
Western Ward Population: 43,182 Employed: 24,951 Commuter cyclists: 1083	**Within catchment** Population: 30,285 Schools: 13 Libraries: 4 Playgrounds: 17 Recreation centres: 5 Swimming pools: 1
Eastern Ward Population: 38,007 Employed: 22,131 Commuter cyclists: 1323	**Within catchment** Population: 28,475 Schools: 20 Libraries: 2 Playgrounds: 19 Recreation centres: 5 Swimming pools: 1

Designing a bike network for all ages and abilities

Our safe, connected, high-quality network will consist of different types of facilities, depending on the street environment.[10] To attract people of all ages and abilities, the network needs to be safe and feel safe which means separating people on bikes or scooters from heavy, fast moving traffic. In low speed, low traffic environments, shared space can provide a good solution.

The types of facilities shown below are examples of how streets could look. We will take account of current design guidance as we plan improvements. The level of service for people on bikes that can be achieved on any section of street will not necessarily be fully separated or high speed, such as on Courtenay Place or parts of Willis Street. Designs will need to take account of the other functions and activities on the streets. In some instances, alternative routes may provide better solutions than the routes in the bike network but we expect this to be the exception rather than the rule.

Together with off-road bike facilities, the on-street changes will create a comprehensive network that will encourage more people to cycle.

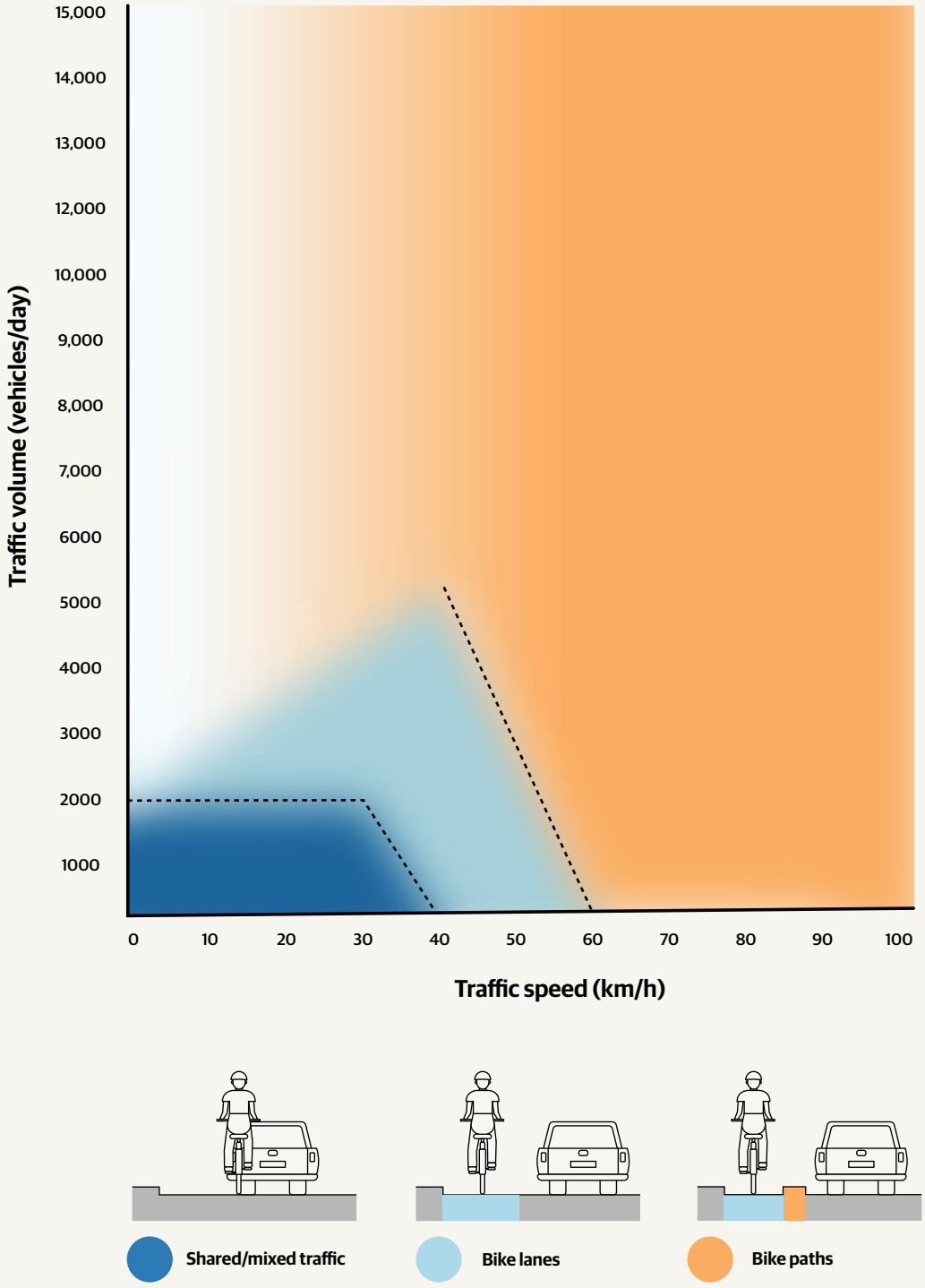
Separated cycleways

[10] Wellington City Council, Cycling Framework, 2015

Separated bike paths

Interim low-cost installations

Preferred separation of bikes and motor vehicles, by traffic speed and volume



Shared zones

Neighbourhood greenways

Separated cycleways

We'll take a new approach to community engagement and installation

Previous photograph

Low-carbon transport
for the family

Building the network

Our approach to developing the network has six elements:

- finish what we have started
- a rapid transition programme
- longer-term street transformations
- build back better
- other smaller improvements
- complementary initiatives.

Finish what we started

This work involves completing the Tahitai route around Evans Bay to connect Miramar and the central city. It also includes upgrading The Parade in Island Bay. Work on these projects has been in the planning phase for some years and we expect to complete these improvements over the next year or two.

Transition programme

Our transition programme, led by Wellington City Council and alongside LGWM, will take a new approach to community engagement and installation to help increase the pace of change. By using lower-cost materials that can be adjusted once they are in place, we can install an interim bike network and gain feedback in real time. This will also inform future permanent changes while gaining benefits earlier.

We're looking to make changes around the city from 2022 – protected bike lanes (that can also be used by scooters) with walking and bus improvements where possible and events and community activations. These changes will be monitored and evaluated, then adapted based on insights from data, observations and public feedback.

The programme will include support and partnership programmes to complement the street changes and to make sure people understand what's happening, how they can get involved and provide feedback, and what resources are available for people along the routes to make the most of the new travel options.

This approach will mean we can get more of the planned bike network and connections in place relatively cheaply and quickly providing practical solutions for the time being.

On many routes, these changes will be replaced in years to come with more transformational improvements that will happen as part of LGWM or other Council projects and upgrades.

Transformation programme

The long-term rearrangement of street space which enables people to use more sustainable modes of transport will be developed over the next 10 years. Many of these changes will happen as part of LGWM and will often build on the transition programme. We will engage with communities to improve interim schemes and make enduring changes that reflect the local area.

Build back better

When significant renewal work is happening around the city, such as kerb replacements and street resealing, this work can include making other street changes that improve conditions for walking, cycling and public transport. This approach will enable coordinated changes which minimise disruption.

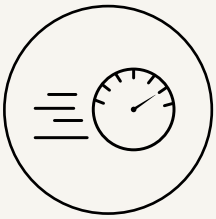
While this approach will lead to some disconnected biking facilities initially, over time the network improvements will join up to create the connected network we need.

Smaller improvements

Through our minor works programme, we address localised safety issues and connections. This work enables us to chip away at smaller improvements and make changes which support our sustainable transport objectives.

Complementary initiatives

In addition to physical infrastructure, we also have a range of complementary initiatives to support the uptake and safety of cycling. These include:



Speed management

Bike parking and fix-it stands

Maps and other information

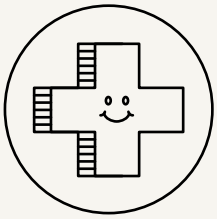
Active travel to school activities

Workshops

Cycle skills training, including Bikes in Schools

Community-based activities

Events



Safety campaigns

Speed management

Alongside other changes, lower speed limits will make the city's streets safer and more pleasant for walking and biking. The Long-term Plan has allowed for a review of citywide speed limits in 2023–2024.

The Government has recently consulted on proposed new rules for setting speed limits and the Council will consider how best to go about making changes once the new rules come into effect.

Bikes in Schools

We fund Bikes in Schools so students can become confident and competent bike riders. Now over 4000 students can ride bikes every day on purpose-built tracks within their school grounds.

Wellington's Bikes in Schools programme is based on the successful initiative developed by the Bike On Trust. It involves new bikes and bike helmets, purpose-built riding tracks and bike storage, as well as skills training.

We started in 2014 with a pilot project at three schools: West Park School (Johnsonville), Karori West Normal School and Holy Cross School (Miramar).

The pilot was so successful that an annual fund was created to make Bikes in Schools possible at other Wellington primary and intermediate schools.

Since then, we've helped nine more schools develop community bike tracks either in their school grounds or in parks or reserves nearby – Hampton Hill School (Tawa), Amesbury School (Churton Park), Houghton Valley School, Makara Model School, Ridgway School (Brooklyn), Evans Bay Intermediate School, Miramar Central School, Scots College (Strathmore) and Raroa Intermediate School.

Biking is now part of the curriculum and everyday life of these schools. They run the programme and maintenance of bikes, helmets and tracks.

The documented outcomes of all this bike riding are increased health, fitness, skills, safety, confidence and self-esteem.The wider community can also use the tracks after school and at weekends.

Since 2015 almost 10,000 Pedal Ready training sessions have been held for primary and intermediate students.

New way of working

The traditional approach to making big transport changes can take many years and involve engaging with the community on plans that can be hard for people to understand or imagine.

Given the urgency required to transition to more sustainable urban mobility, cities around the world have been using new 'quick-build' ways of installing interim, connected bike networks and other improvements that invite more people to walk, bike or use public transport much sooner than otherwise planned.

As well as making it possible for people to start changing the way they get around earlier, this transitional approach provides better opportunities to engage the public and hear from a broad range of people (including children) based on their real-life experience of the change.

People's fears and assumptions when the project is just a plan on paper can often be resolved easily once the interim installations have settled in. Monitoring and evaluation can provide data and evidence to either demonstrate success and/or provide suggested changes. Because the materials used are lighter and more flexible, designs can be adapted and changed following installation. Used by many other sectors, this approach is valuable in terms of gathering detailed insights and information by testing something before making permanent changes that require significant investment and are difficult to change once they're in.

This approach was tested in Wellington in 2021. The Brooklyn Road uphill bike lane was installed in July as part of Waka Kotahi's Innovating Streets programme that was set up to help local Councils use this new way of working. The interim Brooklyn project was installed in less than a quarter of the time usually taken for bike projects and has helped gather useful community feedback that will improve the permanent upgrade.

Interim low-cost installations

Brooklyn Road trial July 2021

- More people were riding on Brooklyn Road after the lane went in – a 6% increase on weekdays and a 10% increase at weekends (compared to July 2020).
- Southbound (uphill) traffic speeds decreased from 56km/h before the trial to 51.7 km/h during the trial.
- 59% of people using the trial bike lane found it a positive experience.
- 64% of people thought it made traveling between the city and Brooklyn safer for everyone.

Bikes in schools

New bike track at Hampton Hill School

New bike track at Evans Bay Intermediate

Quay Street Auckland

A lower-cost bike and micromobility path was developed ahead of more permanent changes that are now in place.

Before

Interim solution

Final transformation

How and when we'll engage

One of the main differences in this approach is how and when people in the community are engaged, and how their feedback is gathered and built into adaptations and future permanent improvements.

Targeted engagement with directly affected people on proposed street layout

Wider public consultation on street layout through interim installation

City-wide engagement on bike network plan – including on individual streets

Public consultation on permanent changes

Feedback summarised to inform traffic resolution and final design

Network-wide traffic resolution

Interim installation (temp. traffic management for 6–12 months)

Interim installation (under bylaw) for 1–8 years

Permanent changes

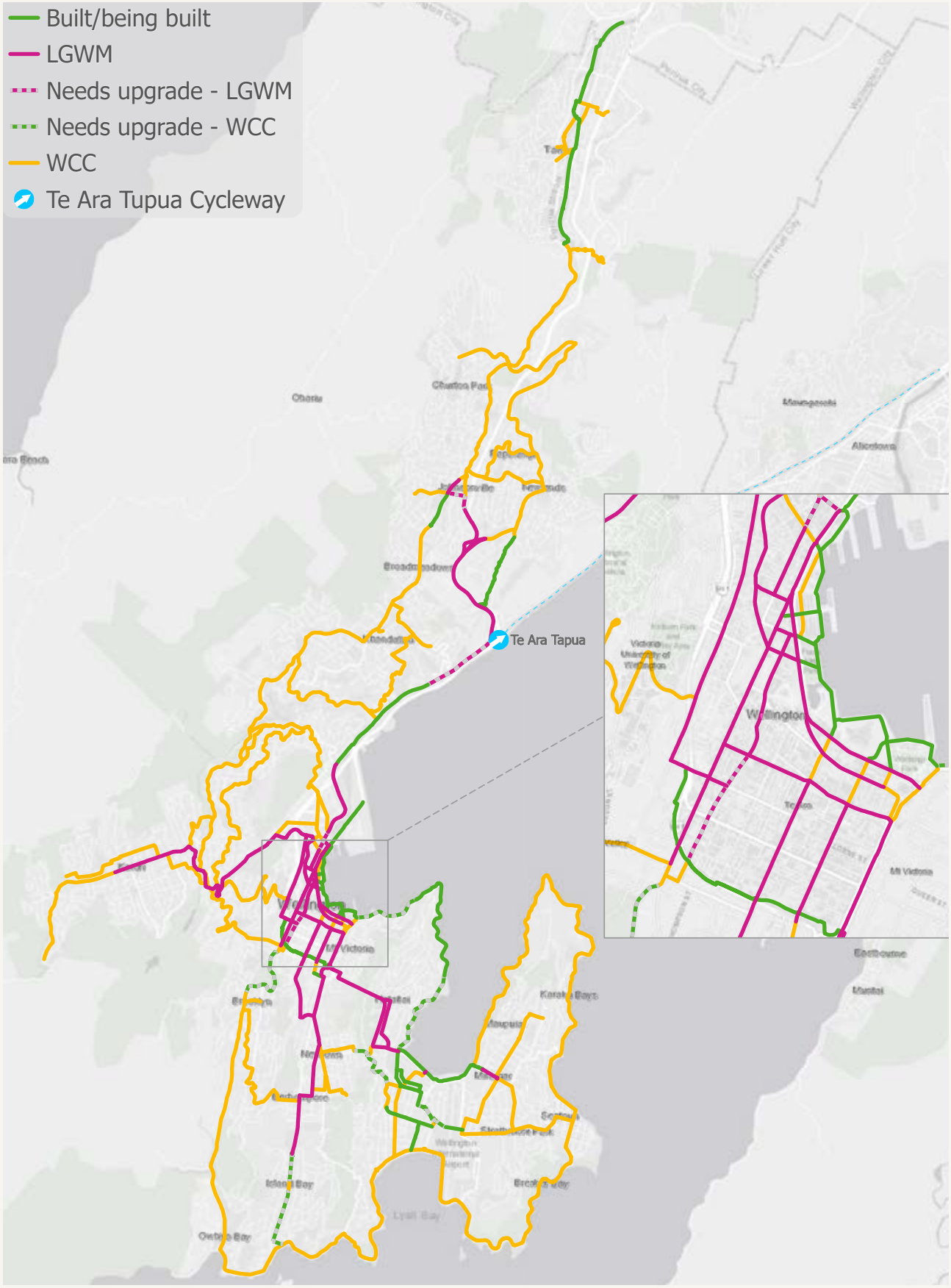
Design adapted based on evidence and feedback

Coordination with Let's Get Wellington Moving

In addition to the Council's investment, which is focused on building a connected bike network, and walking and public transport improvements, we will work with our LGWM partners (Waka Kotahi and Greater Wellington Regional Council) to install multimodal improvements to the central city area and on main routes addressed by that programme.

From the perspective of a connected bike network, LGWM is expected to install up to 33km of the network and the City Council will install 110km as shown on Figure 19. While most of LGWM's work will happen through the City Streets programme, we also expect bike network improvements will happen as part of the Mass Rapid Transit and Strategic Highways programmes.

Figure 19
Planned City Council and LGWM work



Indicative programme

We are proposing to prioritise routes which will get the highest uptake.

Our research has shown that flatter routes in more densely populated areas will get more use. The safer and more bike-friendly we can make our streets the more people will use them. For the central city area and other main corridors, the Council will be working closely with LGWM to agree on which parts of the bike network plan could happen through the transition programme to improve network connectivity before permanent upgrades can be made.

Network modelling has shown the following connections will attract the most use, so we propose starting in this order:

- Evans Bay stage 2 (route design is underway)
- Tawa to Johnsonville (route design has yet to start)
- Miramar connections (route design has yet to start).

We will be doing more work to determine the priorities and programme for remaining connections.

We are starting our transition programme with demonstration projects for the following routes:

- the city to Newtown
- the city to Wellington Botanic Garden ki Paekākā.

We've developed an indicative programme which will be updated as needed to reflect Council priorities, delivery processes, programming constraints, coordination opportunities and actual progress.

As a result of submissions received through consultation on the bike network plan, we have changed the status of the Oriental Bay shared path from 'complete' to 'needs upgrading'. However, developing the rest of the network is considered a higher priority than investing significant resources in further improving serviceable facilities in Oriental Bay.

The Council has approved a network-wide traffic resolution to ensure a transparent and consistent decision under the Land Transport Act 1998 by the Council as the Road Controlling Authority.

The traffic resolution is for the whole network of streets, not changes to individual streets. Temporary traffic management plans or future traffic resolutions will be needed to make changes on individual streets, and these would have their own community engagement and Council decisions.

The detail in the network-wide traffic resolution will be a lot less than in subsequent traffic resolutions that propose actual street changes. The Local Government Act 1974 sets the standard for the level of detail required and this would include a description of the approximate location on the street of a proposed cycleway.

Detailed design of permanent bike lanes will be informed by community feedback on the transition projects and interim schemes.

Benefits of the plan

Improving bike infrastructure will benefit all Wellingtonians.

Improved sustainability and environment

More people choosing to ride bikes or scooters will result in fewer people using cars. This will reduce fuel consumption and harmful carbon emissions, and will improve air quality, creating a more pleasant and healthier environment for everyone.

Better-connected transport network

Cycling plays a central role in achieving a balanced transport network that effectively connects people and places.

Building a connected bike network and addressing common barriers will make cycling a viable transport option for more Wellingtonians.

This will provide a suitable alternative to short or medium car trips and allow entire journeys to be made without the need for private vehicles.

More efficient and resilient network for reliable journey times

Giving people more choice about how they travel will take more people out of vehicles and onto bikes, which could result in our streets working more efficiently for everyone. Cycling will provide more reliable journey times for people on bikes, particularly on congested roads.

More transport choice

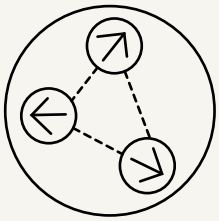
Improving bike infrastructure will give people more options when choosing transport and result in more people using bikes. It will also cater for the large number of Wellingtonians who would prefer to cycle but currently feel unable to.

Increased economic activity

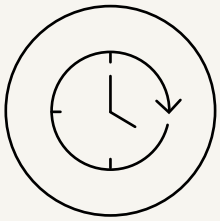
A strong transport network is good for the region's economy. The positive effect of bike networks on retail sales has been documented. As a result of building bike lanes in San Francisco, 60 percent of retailers observed more residents shopping locally and 40 percent observed an increase in sales.[11]

[11] E. Drennen, Mission District of San Francisco, Economic Effects of Traffic Calming on Urban Small Businesses, 2003

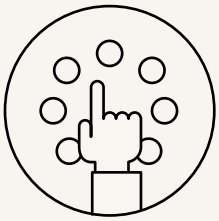
Benefits of cycling and a bike network



Network connectivity

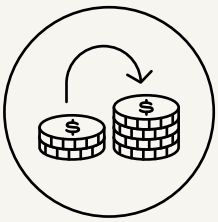


Network efficiency

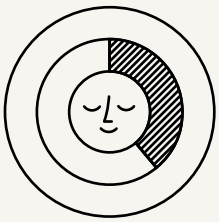


Increased transport choice

Liveability



Economic activity



Health and safety

Sustainability and environment

Improving cycle infrastructure will also have benefits for other modes of transport, such as better pedestrian crossings, and traffic-slowing measures or safety improvements at intersections.

More liveable city

Quality of life is the number one reason why people choose to live in Wellington.[12] Giving people more transport choice and being able to get around easily by bike makes Wellington a more attractive place to live, visit and work. It will also help to attract more people to the area as Wellington becomes known for being a cycle-friendly city. Reallocating space from on-street parking to bus priority lanes and/or bike lanes increases the number of people able to use our streets and to stop and spend time and money. Reallocated street space can also be used for trees and spaces for people to sit.

Improved health, safety and wellbeing

Cycling is an active, healthy alternative to private transport and the changes made through the bike network plan will encourage active people and communities. A significantly lower risk of injury (40 percent) has been observed following the installation of bike lanes in New York.[13] Cycling also makes it easier to include exercise as part of a daily routine, improving health, quality of life and sense of wellbeing.

[12] Department of Labour research, 2010

[13] New York Department of Transport, Protected Bike Lane Analysis

Bike network funding

The 2021–2031 Long-term Plan has provided $226 million over 10 years to complete the Council's part of the cycling network.

In addition, the LGWM City Streets programme has funding approval for its route planning phase. Overall, City Streets is expected to provide multimodal improvements to the central area and key suburban corridors to a value of $350 million over the next 10 years.

These programmes are reflected in the Wellington Regional Land Transport Plan 2021. Financial assistance, currently 51 percent of project costs, may be available through the National Land Transport Programme 2021/22–2023/24, subject to further business cases and approval from Waka Kotahi.

More detailed business cases will develop and refine the scope, timing, and cost of the routes and how the programme can be put in place over time.

Within the approved funding of $226 million, around 87km of transitional routes and 62km of routes that will have permanent changes only (no transitional installations) are expected to be in place by 2031.

With more kilometres added to the bike network, the rough order cost estimate in 2022 for the Council to complete the network is $350 million. Funding for the additional kilometres will be considered in future annual plans and long-term plans.

Next steps

The bike network plan is a guide for the Council to build a safer, connected bike network.

Permanent changes on these routes will be completed as part of the network rollout:

- The Parade upgrade (Island Bay)
- Evans Bay (Greta Point to Cobham Drive)
- Brooklyn Road.

The first transitional routes with bus and bike improvements will be installed in 2022:

- Newtown to the city
- the Botanic Garden ki Paekākā to the city.

Connections to Ngaio, Aro Valley, Karori, Molesworth and Mulgrave streets, Island Bay and the eastern suburbs will follow. Planned resealing work on Ohiro Road and Middleton Road provides an opportunity to improve these routes.

We will work with Waka Kotahi to meet funding requirements so the bike network development can be supported through the National Land Transport Programme.

The bike network will be incorporated into related plans like the District Plan and One Network Framework. This will enable the bike network to be identified in Land Information Memoranda (LIMs).

More information on all these projects is on our Transport Projects website: **transportprojects.org.nz**

Improving bike infrastructure will benefit all Wellingtonians

Previous photograph

More bike parking is going in around the city and suburbs

Streets in the bike network

The following pages list the streets which make up the strategic bike network.

Street name is the street that is part of the bike network. In some cases, streets will be listed multiple times if part of the street is classified differently or is split into different stages.

Section of street identifies the parts of the street included in the bike network.

Network classification states whether the street is classed as a primary or secondary link in the bike network following the definitions in the national One Network Framework guidance.

Network stage identifies the status (built or being built), or the responsibility for improving each street section.

Street name	Section of street	Network classification	Network stage
Adelaide Road	Rugby Street–John Street	Primary	LGWM
Adelaide Road	Luxford Street–Dover Street	Primary	LGWM
Agra Crescent	Ganges Road–Nicholson Road	Secondary	WCC
Airport subway	Miro Street–Coutts Street	Primary	Built
Allen Terrace path	Allen Terrace–Ranui Terrace	Secondary	WCC
Aro Street	Willis Street–Epuni Street	Primary	WCC
Aro Street	Epuni Street–Holloway Road	Secondary	WCC
Barnett Street	Cable Street–Waterfront	Secondary	Built
Beazley Avenue	Mark Avenue–Bracken Road	Secondary	WCC
Beauchamp Street	McLellan Street–Findlay Street	Primary	Built
Birdwood Street	Braithwaite Street– Chaytor Street	Secondary	WCC
Blackbridge Road	Wadestown Road–Churchill Drive	Secondary	WCC
Boscobel Lane	2 Boscobel Lane–Willowbank Road	Primary	WCC
Bowen Street	Lambton Quay–Tinakori Road	Primary	LGWM
Box Hill	Station Road–Nicholson Road	Primary	WCC
Bracken Road	Newlands Road–Stewart Drive	Primary	WCC
Bracken Road	Stewart Drive–Jane Grove	Secondary	WCC
Braithwaite Street	Birdwood Street–Lancaster Street	Secondary	WCC
Breaker Bay Road	Mantell Street–Moa Point Road	Secondary	WCC
Britomart Street	Adelaide Road–Farnham Street	Secondary	WCC
Broadway	Miro Street–Ira Street	Primary	WCC
Broadway	Ira Street–Seatoun Tunnel	Secondary	WCC
Broderick Road	Johnsonville Road–Moorefield Road	Primary	LGWM
Broderick Road	Moorefield Road–Truscott Avenue	Secondary	WCC
Brooklyn Road	Willis Street–Ohiro Road	Primary	Needs upgrade – WCC
Brougham Street	Ellice Street–Paterson Street slip road	Primary	LGWM
Buckle Street	Sussex Street–Cambridge Terrace	Primary	LGWM

Street name	Section of street	Network classification	Network stage
Buller Street west	Oak Park Avenue–Buller Street	Primary	Built
Buller Street	Buller Street west–Ghuznee Street	Primary	Built
Bunny Street	Waterloo Quay–Featherston Street	Primary	LGWM
Bunny Street	Featherston Street–Lambton Quay	Secondary	WCC
Burma Road	Moorefield Road–Station Road	Primary	WCC
Cable Street	Jervois Quay–Oriental Parade	Primary desired	LGWM
Cambridge Street	Main Road–Oxford Street	Secondary	WCC
Cambridge Terrace	Courtenay Place–Wakefield Street	Primary	WCC
Cameron Street	Kaiwharawhara Road–Marsh Way	Secondary	WCC
Camperdown Road	Park Road–Darlington Road	Secondary	WCC
Cashmere Avenue	Railway crossing–Mandalay Terrace	Secondary	WCC
Cecil Road	Wadestown Road–Margaret Street	Secondary	WCC
Centennial Highway	Hutt Road–Johnsonville Road off-ramp	Primary	LGWM
Chaffers Street	Cable Street–waterfront	Primary	Built
Chaffers Street	Wakefield Street–Cable Street	Primary	WCC
Chamberlain Road	Darwin Street–Samuel Parnell Road	Secondary	WCC
Chaytor Street	Waiapu Road–Old Karori Road	Primary	LGWM
Childers Terrace	Rongotai Road–Coutts Street	Secondary	WCC
Churchill Drive	Waikowhai Street–Wilton Road	Secondary	WCC
Cleveland Street	Ohiro Road–Washington Avenue	Secondary	WCC
Cobham Drive crossing	Cobham Drive–Tacy Street	Primary	WCC
Cobham Drive cycleway	Evans Bay Parade–Shelly Bay Road	Primary	Built
Cockayne Road	Khandallah Road–Box Hill	Primary	WCC
Cockburn Street	Queens Drive–Onepu Road	Secondary	WCC
Constable Street	Coromandel Street–Alexandra Road	Primary	Needs upgrade – WCC
Coromandel Street	Wilson Street–Constable Street	Primary	WCC
Courtenay Place	Cambridge Terrace–Taranaki Street	Primary	LGWM

Street name	Section of street	Network classification	Network stage
Coutts Street	Tirangi Road–airport subway	Primary	Needs upgrade – WCC
Coutts Street	Te Whiti Street–Tirangi Road	Secondary	Needs upgrade – WCC
Crawford Road	Alexandra Road–Rongotai Road	Primary	Needs upgrade – WCC
Crofton Road	Ottawa Road–Kenya Street	Primary	WCC
Curnow Way	Bridle Track–Marsh Way	Secondary	WCC
Curtis Street	Chaytor Street–Wilton Road	Secondary	WCC
Customhouse Quay slip lane	Willeston Street–Jervois Quay	Primary desired	LGWM
Customhouse Quay	Brandon Street–Whitmore Street	Primary desired	LGWM
Daniell Street	Roy Street–Manchester Street	Secondary	WCC
Darwin Street	Chamberlain Road–Ranelagh Street	Secondary	WCC
Dixon Street	Taranaki Street–Willis Street	Primary	LGWM
Duncan Street	Tawa College driveway–Hinau Street	Primary	WCC
Dundas Street	Ferry Street–Inglis Street	Secondary	WCC
Ellice Street	Kent Terrace–Brougham Street	Primary	LGWM
Evans Bay Parade	Carlton Gore Road–Greta Point lookout	Primary	Being built
Evans Bay Parade	Greta Point lookout–Wellington Road	Primary	Needs upgrade – WCC
Evans Bay Parade	Cobham Drive–Rongotai Road	Primary	Built
Farnham Street	158 Britomart Street–The Ridgeway	Secondary	WCC
Featherston Street	Mulgrave Street–Panama Street	Primary	LGWM
Fernlea Avenue	Marshall Street–Karori Park	Secondary	WCC
Ferry Street	Tio Tio Road–Seatoun Tunnel	Secondary	WCC
Findlay Street	Gee Street–Beauchamp Street	Primary	Built
Friend Street	Hatton Street–Parkvale Road	Secondary	WCC
Ghuznee Street	The Terrace–Victoria Street	Primary	LGWM
Glasgow Street	Kelburn Parade–Upland Road	Secondary	WCC

Street name	Section of street	Network classification	Network stage
Glenmore Street	Patanga Crescent–Karori Tunnel	Primary	LGWM
Grant Road	Park Street–Wadestown Road	Secondary	WCC
Grenada Drive	Westchester Drive–Mark Avenue	Secondary	WCC
Hamilton Road	Kupe Street–Wellington Road	Secondary	LGWM
Happy Valley Road	Owhiro Bay Parade–Ohiro Road	Secondary	WCC
Hataitai shared path	Taurima Street–Patterson Street via Mt Victoria Tunnel	Primary	LGWM
Hatton Street	Karori Road–Friend Street	Secondary	WCC
Helston Road	Middleton Road–Stewart Drive	Primary	WCC
Helston Road	Stewart Drive–Jane Grove	Secondary	WCC
Hill Street	Molesworth Street–Tinakori Road	Secondary	WCC
Hobart Street	Kedah Street–Miramar Avenue	Secondary	WCC
Hunter Street waterfront link	Jervois Quay–waterfront	Secondary	Built
Hunter Street	Customhouse Quay–Jervois Quay	Primary	LGWM
Hutt Road	Ngauranga Gorge–Onslow Road	Primary	Needs upgrade – LGWM
Hutt Road	Onslow Road–Thorndon Quay	Primary	Built
Inglis Street	Marine Parade–Mantell Street	Secondary	WCC
Ira Street	Broadway–Miramar Avenue	Primary	WCC
Izard Road	Ranui Crescent–Jubilee Road	Secondary	WCC
Jervois Quay	Taranaki Street–Brandon Street	Primary desired	LGWM
John Street	Adelaide Road–Wallace Street	Secondary	LGWM
Johnsonville Road off-ramp northbound	Centennial Highway–Johnsonville Road	Primary	LGWM
Johnsonville Road	SH1 off-ramp–Moorefield Road	Primary	LGWM
Jubilee Road	Izard Road–Nicholson Road	Secondary	WCC
Kaiwharawhara Bridle Track	Nicholson Road–Curnow Way	Secondary	WCC
Kaiwharawhara Road	Hutt Road–Ngaio Gorge Road	Primary	WCC

Street name	Section of street	Network classification	Network stage
Karaka Bay Road	Awa Road–Fortification Road	Secondary	WCC
Karo Drive shared path	Buckle Street–Oak Park Avenue	Primary	Built
Karori Road	Old Karori Road–Chamberlain Road	Primary	LGWM
Karori Road	Chamberlain Road–South Karori Road	Secondary	WCC
Karori Tunnel	Glenmore Street–Waiapu Road	Primary	LGWM
Kedah Street	Hobart Street–Miro Street	Secondary	WCC
Kelburn Parade	Salamanca Road–Glasgow Street	Secondary	WCC
Kemp Street	Evans Bay Parade–71 Kemp Street	Secondary	Built
Kent Terrace	Wakefield Street–Ellice Street	Primary	WCC
Kenya Street	Crofton Road–Trelissick Crescent	Primary	WCC
Khandallah Road	Cockayne Road–Colway Street	Primary	WCC
Kilbirnie shared path	Kemp Street–Rongotai Road	Secondary	Built
Kupe Street	Moxham Avenue–Hamilton Road	Secondary	LGWM
Lady Elizabeth Lane	Waterloo Quay–Jervois Quay	Secondary	WCC
Lambton Quay	Willis Street–Bowen Street	Secondary	LGWM
Lambton Quay	Bowen Street–Bunny Street	Secondary	WCC
Lancaster Street	Karori Road–Braithwaite Street	Secondary	WCC
Leonie Gill path south	Leonie Gill path–Lyall Bay Parade	Secondary	Built
Leonie Gill path	Onepu Road–Tirangi Road	Primary	Built
Leonie Gill path	Cockburn Street–Onepu Road	Secondary	Built
Luckie Street	McLellan Street–Grasslees Reserve	Secondary	Built
Luxford Street	Rintoul Street–Adelaide Road	Primary	LGWM
Lyall Parade	Moa Point Road–Queens Drive	Secondary	WCC
Mairangi Road	Margaret Street–Pembroke Road	Secondary	WCC
Manchester Street	Owen Street–Daniell Street	Secondary	WCC
Mansfield Street	Riddiford Street–Roy Street	Secondary	WCC
Margaret Street	Cecil Road–Mairangi Road	Secondary	WCC

Street name	Section of street	Network classification	Network stage
Marine Parade	Inglis Street–Awa Rd	Secondary	WCC
Mark Avenue	Beazley Avenue–Grenada Drive	Secondary	WCC
Marsh Way	Cameron Street–Curnow Way	Secondary	WCC
Marshall Street	Ranelagh Street–Fernlea Avenue	Secondary	WCC
Massey Road	Shelly Bay Road–Fortification Road	Secondary	WCC
McKinley Crescent	Ohiro Road–Taft Street	Secondary	WCC
McLellan Street	Beauchamp Street–Hinau Street	Primary	WCC
McLellan Street	Beauchamp Street–Luckie Street	Secondary	WCC
McLellan Street	Hinau Street–Ranui Terrace	Secondary	WCC
Melville Street	Oxford Street–Duncan Terrace	Primary	WCC
Middleton Road	Helston Road–Willowbank Road	Primary	WCC
Miramar Avenue	Shelly Bay Road–Tauhinu Road	Primary	Built
Miramar Avenue	Tauhinu Road–Park Road	Primary	LGWM
Miramar Avenue	Park Road–Ira Street	Primary	WCC
Miro Street	Broadway–airport subway	Primary	WCC
Miro Street	Airport subway–Kedah Street	Secondary	WCC
Moa Point Road	Lyall Parade–Breaker Bay Road	Secondary	WCC
Molesworth Street	Lambton Quay–Tinakori Road	Secondary	WCC
Moorefield Road	Broderick Road–Haumia Street	Primary	Built
Moorefield Road	Frankmoore Avenue–Broderick Road	Primary	LGWM
Moorefield Road	Johnsonville Road–Frankmoore Avenue	Primary	WCC
Moorefield Road	Johnsonville Road–Helston Road	Primary	WCC
Mornington Road	Taft Street– Mills Road	Secondary	WCC
Moxham Avenue	Taurima Street–Kupe Street	Secondary	LGWM
Mulgrave Street	Pipitea Street–Thorndon Quay	Secondary	WCC
Murphy Street	Park Street–Pipitea Street	Secondary	WCC
Newlands Road off-ramp northbound	Centennial Highway northbound–Newlands Road	Primary	LGWM

Street name	Section of street	Network classification	Network stage
Newlands Road on-ramp southbound	Newlands Road–Centennial Highway southbound	Primary	LGWM
Newlands Road	SH1–Bracken Road	Primary	WCC
Ngaio Gorge Road	Kenya Street–Kaiwharawhara Road	Primary	WCC
Nicholson Road	Cockayne Road–Agra Crescent	Secondary	WCC
Nicholson Road	Jubilee Road–Calcutta Street	Secondary	WCC
Northland Road	Glenmore Street–Pembroke Road	Secondary	WCC
Northland Tunnel Road	Chaytor Street–Raroa Crescent	Secondary	WCC
Oak Park Avenue	Buller Street–Karo Drive shared path	Primary	Built
Ohiro Road	Brooklyn Road–Tanera Crescent	Primary	Needs upgrade – WCC
Ohiro Road	Tanera Crescent–Todman Street	Primary	WCC
Ohiro Road	Todman Street–Happy Valley Road	Secondary	WCC
Old Karori Road	Rosehaugh Avenue–Chaytor Street	Secondary	WCC
Onepu Road	Rongotai Road–Leonie Gill path	Primary	WCC
Onepu Road	Leonie Gill path–Lyall Parade	Secondary	WCC
Oriental Parade	Herd Street–Freyberg Pool	Primary	Built
Oriental Parade	Freyberg Pool–Carlton Gore Road	Primary	Needs upgrade – WCC
Oriental Parade	Kent Terrace–Herd Street	Primary	WCC
Ottawa Road	Colway Street–Crofton Road	Primary	WCC
Owhiro Bay Parade	Severn Street–Happy Valley Road	Secondary	WCC
Oxford Street–Tawa Mall north car park	Oxford Street–Main Road	Primary	WCC
Oxford Street walkway	Oxford Street–Davies Street	Secondary	WCC
Oxford Street	Melville Street–Oxford Street–Tawa Mall north car park	Primary	WCC
Oxford Street	Oxford Street–Tawa Mall north car park–Davies Street walkway	Secondary	WCC
Oxford Street	Cambridge Street–Melville Street	Secondary	WCC

Street name	Section of street	Network classification	Network stage
Panama Street	Lambton Quay–Customhouse Quay	Primary	LGWM
Park Road	Miramar Avenue–Camperdown Road	Secondary	WCC
Park Street	Tinakori Road–Grant Road	Secondary	WCC
Parkvale Road	Samuel Parnell Road–Friend Street	Secondary	WCC
Pembroke Road	Orangi Kaupapa Road–Mairangi Road	Secondary	WCC
Post Office Square	Jervois Quay west–Customhouse Quay	Primary	Built
Queens Drive	Coutts Street–Cockburn Street	Secondary	WCC
Queens Drive	Lyall Parade–The Esplanade	Secondary	WCC
Queens Wharf	Jervois Quay–waterfront	Secondary	Built
Ranelagh Street	Darwin Street–Marshall Street	Secondary	WCC
Ranui Crescent	Cashmere Avenue–Izard Road	Secondary	WCC
Ranui Terrace	McLellan Street–Allen Terrace path	Secondary	WCC
Raroa Crescent	Chaytor Street–Moana Road	Secondary	WCC
Raroa Road	Holloway Road–Raroa Crescent	Secondary	WCC
Reef Street	The Esplanade–The Parade	Secondary	Needs upgrade – WCC
Riddiford Street	Adelaide Road–Emmett Street	Primary	LGWM
Riddiford Street	Emmett Street–Wilson Street	Primary	WCC
Riddiford Street	Wilson Street–Russell Terrace	Secondary	WCC
Rintoul Street	Riddiford Street–Luxford Street	Primary	LGWM
Rongotai Road	Onepu Road–Mahora Street	Primary	Built
Rongotai Road	Crawford Road–Onepu Road	Primary	WCC
Rongotai Road	Onepu Road–Troy Street	Secondary	Built
Rosehaugh Avenue	Old Karori Road–Seaforth Terrace	Secondary	WCC
Roy Street	Mansfield Street–Daniell Street	Secondary	WCC
Ruahine Street	Wellington Road–Taurima Street	Primary	LGWM
Rugby Street	Adelaide Road–Tasman Street	Secondary	Built
Russell Terrace	Riddiford Street–Te Wharepouri Street	Secondary	WCC

Street name	Section of street	Network classification	Network stage
Salamanca Road	The Terrace–Kelburn Parade	Secondary	WCC
Samuel Parnell Road	Parkvale Road–Chamberlain Road	Secondary	WCC
Seaforth Terrace	21 Seaforth Terrace–Rosehaugh Avenue	Secondary	WCC
Seatoun Tunnel	Broadway–Ferry Street	Secondary	WCC
Shelly Bay Road	Miramar Avenue–Massey Road	Secondary	WCC
South Karori Road	Karori Road–105 Hazlewood Avenue	Secondary	WCC
Station Road	Burma Road–railway crossing	Secondary	WCC
Stewart Drive	Bracken Road–Helston Road	Primary	WCC
Tacy Street	Rongotai Road–Cobham Drive crossing	Primary	WCC
Takapu Road path	SH1 on/off-ramp–Jamaica Drive	Secondary	WCC
Takapu Road	Main Road–Takapu Road path	Secondary	WCC
Taranaki Street	Cable Street–waterfront	Primary	Built
Taranaki Street	Manners Street–Hankey Street	Primary	LGWM
Taranaki Street	Cable Street–Manners Street	Primary	WCC
Tasman Street	Tory Street–Rugby Street	Secondary	WCC
Taurima Street	Ruahine Street–Moxham Avenue	Secondary	LGWM
Tawa shared path	Boscobel Lane–Tawa College driveway	Primary	Built
Tawa shared path	Gee Street–Kenepuru Station	Primary	Built
Tawa shared path	Luckie Street–Duncan Street via Grasslees Reserve, Tawa Pool, railway crossing	Secondary	Built
Te Wharepouri Street	Russell Terrace–Rintoul Street	Secondary	WCC
Te Whiti Street	Rongotai Road–Coutts Street	Secondary	Built
The Esplanade	Queens Drive–Severn Street	Secondary	WCC
The Parade	Dover Street–Dee Street	Primary	LGWM
The Parade	Dee Street–Avon Street	Primary	Needs upgrade – WCC
The Parade	Avon Street–Medway Street	Primary	WCC
The Parade	Medway Street–Reef Street	Secondary	Needs upgrade – WCC

Street name	Section of street	Network classification	Network stage
The Ridgeway	Mornington Road–Farnham Street	Secondary	WCC
The Terrace	Bowen Street–Ghuznee Street	Primary	LGWM
Thorndon Quay	Mulgrave Street–Tinakori Road	Primary	LGWM
Tinakori Road	Bowen Street–Patanga Crescent	Primary	LGWM
Tinakori Road	Hill Street–Bowen Street	Secondary	WCC
Tirangi Road	Coutts Street–Kingsford Smith Street	Primary	WCC
Tory Street	Courtenay Place–Vivian Street	Secondary	LGWM
Tory Street	Vivian Street–Tasman Street	Secondary	WCC
Tory Street	Cable Street–Courtenay Place	Secondary	WCC
Upland Road	Upland Road cable car terminus–Glenmore Street	Secondary	WCC
Victoria Street	Hunter Street–Dixon Street	Primary	LGWM
Victoria Street	Dixon Street–Karo Drive	Primary	Needs upgrade – LGWM
Victoria Street	Karo Drive–Webb Street	Primary	WCC
Wadestown Road	Grant Road–Blackbridge Road	Secondary	WCC
Waikowhai Street	Ottawa Road–Churchill Drive	Secondary	WCC
Wakefield Street	Chaffers Street–Taranaki Street	Primary desired	LGWM
Wakefield Street	Cambridge Terrace–Chaffers Street	Primary	WCC
Wakely Road path	Spenmoor Street–Centennial Highway	Secondary	Built
Wakely Road	Newlands Road–Spenmoor Street	Secondary	WCC
Wallace Street	Hankey Street–Hargreaves Street	Primary	LGWM
Wallace Street	Hargreaves Street–Hutchison Road	Secondary	LGWM
Walworth Road	Curtis Street–Seaforth Terrace	Secondary	WCC
Waterfront	Herd Street–Taranaki Street waterfront link	Primary	Built
Waterfront	Taranaki Street waterfront link–Waterloo Quay	Secondary	Built
Waterloo Quay	Whitmore Street–Bunny Street	Primary desired	LGWM
Waterloo Quay	Bunny Street–Aotea Quay	Secondary	Built

Street name	Section of street	Network classification	Network stage
Webb Street	Victoria Street–Willis Street	Primary	WCC
Wellington Road	Evans Bay Parade–Kilbirnie Crescent	Primary	LGWM
Wellington Road	Ruahine Street–Hamilton Road	Primary	LGWM
Wellington Road	Crawford Road–Ruahine Street	Primary	WCC
Westchester Drive	Middleton Road–Grenada Drive	Secondary	WCC
Westchester Drive	Middleton Road–Amesbury Drive	Secondary	WCC
Whitmore Street waterfront link	Customhouse Quay–waterfront	Secondary	Built
Whitmore Street	Lambton Quay–Customhouse Quay	Primary	WCC
Willeston Street waterfront link	Jervois Quay–waterfront	Secondary	Built
Willeston Street	Victoria Street–Willis Street	Primary	LGWM
Willeston Street	Jervois Quay–Victoria Street	Secondary	LGWM
Willis Street	Dixon Street–Aro Street	Primary	LGWM
Willis Street	Aro Street–Nairn Street	Primary	WCC
Willis Street	Willeston Street–Dixon Street	Secondary	LGWM
Willowbank Road	Main Road–Middleton Road	Primary	WCC
Wilson Street	Riddiford Street–Coromandel Street	Primary	WCC
Wilton Road	Curtis Street–Blackbridge Road	Secondary	WCC

Note
Waterfront refers to the shared path from Waterloo Quay at Lady Elizabeth Lane to the end of Herd Street at Oriental Parade.

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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke